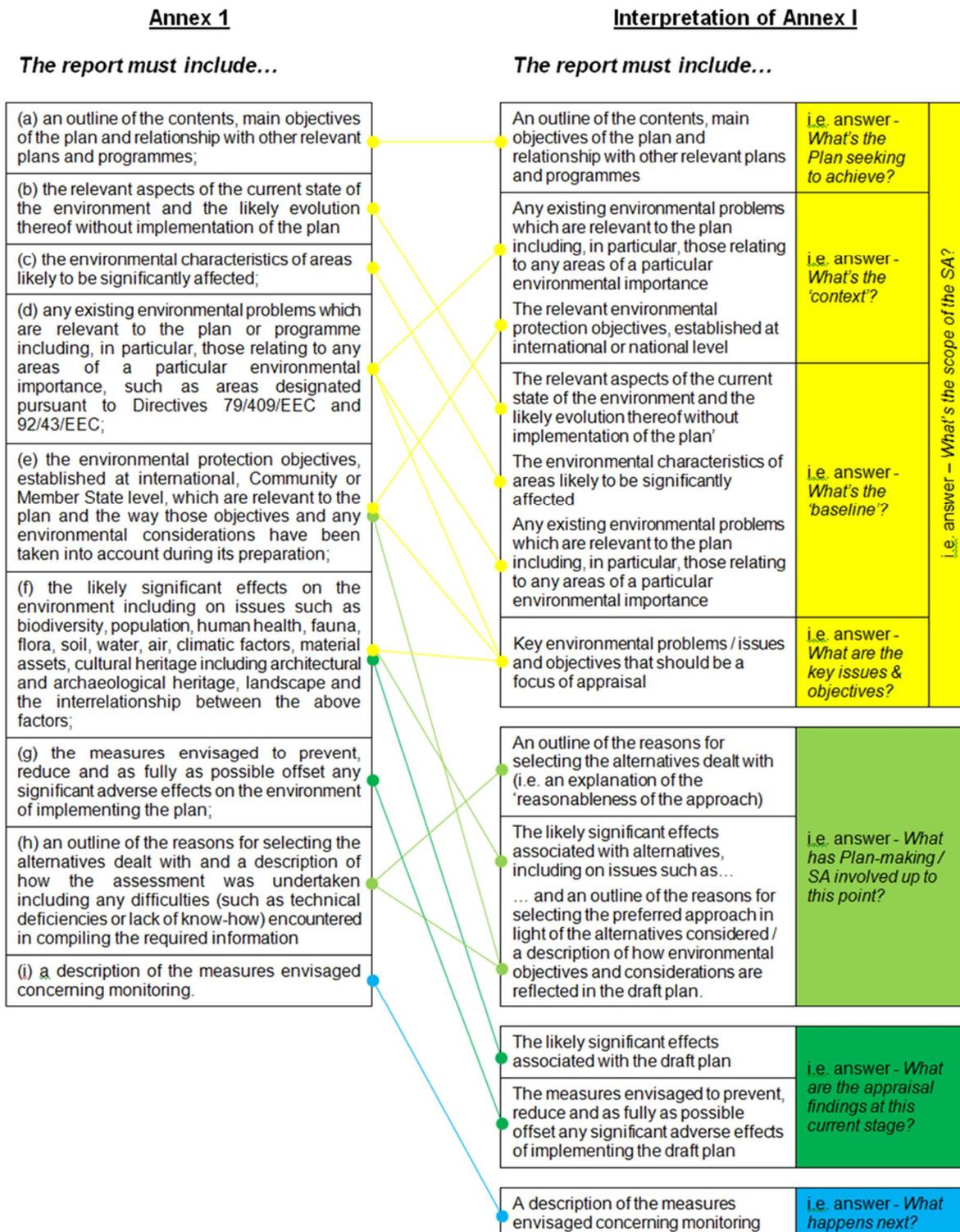


APPENDIX I: REGULATORY REQUIREMENTS

Annex I of the SEA Directive prescribes the information that must be contained in the SA Report; however, interpretation of Annex I is not straightforward. The figure below explains how we (AECOM) interpret Annex I requirements.



APPENDIX II: ALTERNATIVES APPRAISAL (HOUSING GROWTH AND DISTRIBUTION)

Introduction

As described within Part 2 of this SA Report, an interim stage of plan-making / SA involved appraising the following alternative broad spatial approaches to housing growth:

- H1) 19,600 – Urban focus and dispersed development and 3 broad locations
- H2) 19,600 – Urban focus, dispersal, 3 broad locations and a new settlement
- H3) 18,560 - Urban focus, dispersal and 3 broad locations
- H4) 18,560 - Urban focus and new settlement with some dispersal
- H5) 18,560 - Urban focus, dispersal and 2 broad locations in Maidstone urban area.

The appraisal findings are presented in full within this Appendix. The appraisal tables should be read alongside the corresponding section of Part 2, where an explanation can be found of the degree to which the Council took on-board SA findings when determining the preferred approach as set out in the draft Local Plan Consultation document.

Methodology

For each of the alternatives, the appraisal identifies and evaluates ‘likely significant effects’ on the baseline / projected future baseline, drawing on the sustainability issues identified through scoping (see Part 1 of this SA report) as a methodological framework.

Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the alternatives under consideration. The ability to predict effects accurately is also limited by understanding of the baseline and (in particular) the future baseline. In light of this, when likely significant effects are predicted this is done with an accompanying explanation of the assumptions made.⁸⁸

In many instances it is not possible to predict significant effects, but it is possible to comment on the merits of alternatives in more general terms. This is helpful, as it enables a distinction to be made between alternatives even where it is not possible to distinguish between them in terms of ‘significant effects’.

It is important to note that effects are predicted taking into account the criteria presented within Schedule 2 of the SEA Regulations.⁸⁹ So, for example, account is taken of the probability, duration, frequency and reversibility of effects as far as possible. Cumulative effects are also considered. These effect ‘characteristics’ are described within the appraisal as appropriate.

Significant Positive effects are illustrated in the tables with **green shading** next to the relative alternatives. Significant negative effects are illustrated with **red shading**. Lighter shading represents effects with a lower magnitude. These ratings are to provide a better appreciation of the magnitude of effects, but it should be remembered that they do not reflect ‘objective’ measurements.

| | | | | | | | |
|--|------------------------------------|--|------------------------------|--|------------------------------------|--|------------------------------|
| | Minor significant positive effects | | Significant positive effects | | Minor significant negative effects | | Significant negative effects |
|--|------------------------------------|--|------------------------------|--|------------------------------------|--|------------------------------|

In some instances, there may not be any ‘significant impacts’ to discuss. Therefore, to assist in the comparison of alternatives, the appraisal findings also highlight the general merits/disadvantages of each approach using the following symbols.

↓ Overall negative implications
 ↑ Overall positive implications
 ? - Uncertainty

⁸⁸ As stated by Government Guidance (The Plan Making Manual, see <http://www.pas.gov.uk/pas/core/page.do?pagelid=156210>):

"Ultimately, the significance of an effect is a matter of judgment and should require no more than a clear and reasonable justification."

⁸⁹ Environmental Assessment of Plans and Programmes Regulations 2004

Appraisal findings: Alternatives for housing growth and distribution

Table presenting an appraisal of the following alternatives for housing quantum and distribution:

- H1) 19,600 - Dispersed and three broad locations
- H2) 19,600 - Dispersed, broad locations and a new settlement
- H3) 18,560 - Dispersed and three broad locations
- H4) 18,560 - Dispersed and new settlement with no broad locations
- H5) 18,560 - Dispersed development and two broad locations

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | | | |
|--------------------------|---|----|----|----|----|----|
| | | H1 | H2 | H3 | H4 | H5 |
| Housing | <p>Alternatives H1 and H2 exceed the objectively assessed need as identified in the SHMA (2014) and would therefore have a significant positive effect on the baseline position. However, given the problems identified with infrastructure delivery for a new settlement South East of the urban area, it is possible that development here might be delayed or fall through. This would have negative implications for alternatives H2 and H4. Having said this, there may be better opportunities to deliver 'sustainable development' at strategic sites compared to smaller dispersed sites in the urban area.</p> <p>Alternatives H3, H4 and H5 all meet the objectively assessed need, and thus would also have significant positive effects. Alternatives H2 and H4 rely on a significant proportion of development being delivered through a new settlement, which might be difficult to deliver, and thus negative implications are recorded.</p> <p>Though alternatives H3-H5 all seek to deliver the OAHN, the phasing and location of development would be different. H3 would rely on broad locations for growth in the longer term to deliver 3000 dwellings, whilst H5 would deliver only 1500 at broad locations, with 1500 dwellings being dispersed across the rural service centres. H5 would therefore be more likely to deliver housing in the short and medium term, which is perhaps preferable from a housing perspective and the contribution to a 5 year housing supply.</p> | | ↓ | | ↓ | |

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | | | |
|--------------------------|--|----|----|----|----|----|
| | | H1 | H2 | H3 | H4 | H5 |
| Flooding | In line with national policy, each of the alternatives would seek to deliver land that was not at significant risk of flooding. In the main, this would be achieved for each alternative. However, at higher rates of growth under alternatives H1 and H2 it might be necessary to release sites for housing that are not ideally situated (i.e. partially within or adjacent to flood zones 2 and 3). This could lead to negative impacts. A higher level of growth is also likely to have a greater impact in terms of modifying surface water run-off. However, well-designed development utilising SUDs can actually present an opportunity to achieve a net decrease in surface run-off. It should also be noted that each alternative involves an element of development in Yalding; which is an area at particular risk of flooding. This could have negative implications, the extent of which is dependent upon which sites are chosen, scheme design and proposed mitigation measures. | ? | ? | ? | ? | ? |
| Health | <p>Alternatives H1-H5 would deliver a significant amount of housing into the town centre and urban fringes. Alternatives H2 and H4 would deliver slightly less than alternatives H1, H3 and H5 as a significant amount would be delivered by a new settlement instead.</p> <p>Better access to services and facilities would be provided by delivering a higher proportion of development in the Maidstone urban area due to the concentration of existing facilities and could help to regenerate some of the more deprived urban areas within the town (<i>this is reflected by recording positive implications for each of these alternatives</i>). However, it could also lead to an increased number of residents living in areas suffering from poor air quality unless issues of accessibility, congestion and air quality are addressed through provision of appropriate transport infrastructure.</p> <p>Each of the alternatives is likely to help support rural service centres. However, the higher scale of growth in the rural service centres under alternatives H1 and H5 could lead to pressure on services in the rural centres if development is not supported by improvements to community infrastructure. In combination with the potential effects in the Maidstone urban area discussed above, alternative H1 and H5 have therefore been recorded as having negative effects.</p> <p>Alternatives 1 and 2 would provide an oversupply of housing in comparison to the number of jobs being planned for. This could have indirect negative implications on health if a proportion of the population are unable to access employment locally. However, there would also be increased choice and flexibility in housing (albeit the numbers involved are small).</p> | ↑↓ | ↑ | ↑ | ↑ | ↑↓ |

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | | | |
|--------------------------|--|-----|----|----|----|----|
| | | H1 | H2 | H3 | H4 | H5 |
| Poverty | <p>Each of the alternatives focuses a significant amount of housing development into the urban area of Maidstone. This correlates with the areas of greatest deprivation in the Borough and could therefore help to regenerate areas of need⁹⁰. It is therefore predicted all five alternatives would have a significant positive effect on the baseline as they would help to meet (or exceed) the Borough's identified housing need. Negative implications are recorded for each alternative, as development will put more people into areas that suffer from poor air quality and congestion.</p> <p>Alternatives H2 and H4 have the potential to have greater benefits than alternatives H1, H3 and H5 as a new settlement would be in close proximity to areas falling within the top 10% deprived areas. Development here could therefore bring benefits to the existing communities in this area. Enhancing infrastructure and facilities in and close to deprived areas may also help to prevent residents moving out of deprived areas when their conditions improve, which is a common failure of area-based regeneration schemes where the conditions of an area are not improved⁹¹. It should be noted that there are concerns over the delivery of infrastructure at a new settlement in this location, which could mean that development actually exacerbates existing issues of congestion and poor air quality. Negative effects have therefore been predicted for H2 and H4.</p> <p>Alternative H5 would involve slightly higher levels of growth at the rural service centres compared to H3. This would better help to tackle affordable housing need across a wider range of settlements.</p> | ↓ | ↓ | ↓ | ↓ | ↓ |
| Education | <p>It is difficult to determine whether any of the options would have an effect in terms of increasing educational attainment or accessing skills training for higher quality employment. New development would need to take account of the impact in school places, so capacity issues are unlikely to be an issue. However, increased development in rural service centres could put pressure on schools that are unable to physically expand. In this respect, alternatives H1 and H5 could have negative implications. Uncertain effects have been recorded at this stage.</p> <p>Alternatives H1 and H2 could provide an oversupply of housing / undersupply of local jobs, which could have knock-on effects in terms of being able to provide an adequate number of apprenticeships / 'on-the-job' training opportunities. These effects are not predicted to be significant.</p> | ? ↓ | ↓ | - | - | ? |

⁹⁰ Department for Communities and Local Government (2010) Valuing the benefits of regeneration. Economics Paper 7: Volume 1 – Final Report. [online] available at: <https://www.gov.uk/government/publications/valuing-the-benefits-of-regeneration>

⁹¹ Bennett J et al (2006) Would you live here? Making the Growth areas communities of choice London: IPPR

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | | | |
|--------------------------|--|----|----|----|----|----|
| | | H1 | H2 | H3 | H4 | H5 |
| Crime | Access to a decent home is a key factor in reducing (re)offending rates ⁹² . Therefore, delivery of the identified housing need will help to support access to an affordable home. Higher levels of growth are also likely to have a positive effect in terms of providing job opportunities in construction. Provision of homes on brownfield sites in areas of need could also help to regenerate derelict areas, helping to reduce the 'broken windows' effect ⁹³ . Although these factors are not expected to have a significant effect on the baseline position for any of the alternatives, 'positive implications' (↑) have been recorded for each alternative to highlight the general merits. Alternatives H1 and H2 could provide a slight mismatch in jobs and housing (given that they exceed objectively assessed housing needs), however, the effects are not predicted to be significant. | ↑ | ↑ | ↑ | ↑ | ↑ |
| Vibrant Community | It is difficult to determine whether any of the alternatives would have an effect in terms of increasing involvement in decision making and consultation. Each of the alternatives involves a degree of growth in the rural service centres, which could help to support community facilities in these areas. The significance of effects would depend upon the capacity and usage of existing facilities, which is unknown at this stage. This would be determined at project level. Having said this, it is reasonable to assume that higher levels of growth in the rural settlements could contribute to the enhancement of community facilities (though increased development contributions). In this respect, alternatives H1 and H5 would be slightly more beneficial than H2, H3 and H4. | ↑ | - | - | - | ↑ |

⁹² Ministry of Justice (2013) Transforming Rehabilitation: a summary of evidence on reducing reoffending. [online] available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/243718/evidence-reduce-reoffending.pdf

⁹³ Cisneros, H.G. (1995) Defensible Space: Deterring Crime and Building Community - *US Department of Housing and Urban Development*.

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | | | |
|--------------------------|--|----|----|----|----|----|
| | | H1 | H2 | H3 | H4 | H5 |
| Accessibility | <p>Each of the alternatives seeks to concentrate the majority of housing development into the Maidstone urban area. On one hand, this will help to ensure that residents are well located in relation to services and jobs. This would have significant positive effects for some communities under each alternative. However, it could put additional pressure on an already constrained transport network, making it difficult to travel into the town centre. This would have negative implications for some communities.</p> <p>Alternatives H2 and H4 consist of a new settlement, and would locate a significant proportion of development on the urban fringe which could put further pressure on the road network. However, a new settlement would also present an opportunity to enhance access to services in this area. Provision of new road infrastructure would be necessary to support a new settlement. If this was not implemented there would be major negative effects. Indeed, the development might not be able to go ahead. Consequently, a minor significant negative effect is recorded for these alternatives.</p> <p>Alternatives H1 and H5 would lead to a greater amount of development around rural service centres, which could put pressure on existing services unless supporting infrastructure and facilities were secured in these areas. Whilst a number of development management policies would seek to mitigate impacts on accessibility, the cumulative impact of development might require strategic improvements to be made. These issues would need to be explored further.</p> | ↓ | | ↓ | | ↓ |
| Culture | It is considered that there would be no significant effects on the baseline, nor is it possible to determine the relative merits of the alternatives. | - | - | - | - | - |
| Land Use | <p>Each of the alternatives would lead to the loss of a significant amount of agricultural land classified as Grade 3, both in the rural service centres and the Maidstone urban area. Alternatives H1, H3 and H5 would also lead to the loss of over 50 hectares of Grade 2 agricultural land to the South East of the Urban Area.</p> <p>Alternative H1 and H5 would require additional land to be released around rural service centres compared to alternatives H2, H3 and H4. Much of the land that would be developed under this scenario is Grade 3 Agricultural Land. It is likely that over 40 hectares of additional agricultural land would need to be released in total at these locations. Through the development of a new settlement, alternatives H2 and H4 would lead to the significant loss of Grade 2 agricultural land (over 150 hectares). Consequently, these two alternatives would have a major significant negative effect on the baseline.</p> <p>Although there is a focus on the urban areas of Maidstone, each of the alternatives still allocate a significant amount of Greenfield land. However, alternatives H1, H2, H3 and H5 would achieve regeneration on strategic brownfield sites at Maidstone Barracks and the Town Centre. On balance, the effects would not be significant, but there would be positive implications (↑). These brownfield sites would not be promoted for alternative H4; whilst H5 would disperse 1500 additional homes rather than development in Lenham.</p> | ↑ | ↑ | ↑ | | ↑ |

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | | | |
|--------------------------|--|----|----|----|----|----|
| | | H1 | H2 | H3 | H4 | H5 |
| Congestion | <p>Each alternative focuses a significant amount of development into and surrounding the Maidstone urban area. As a result, there is likely to be increased pressure on areas identified as being very congested; such as the town centre section of the A229 and its connecting roads. The proposed sites in the north west of Maidstone could also exacerbate existing congestion on the crossing point of the River Medway where routes A229, A20 and A26 meet, identified in the ITS as a principal constraint on the borough's road network. Consequently, each alternative (particularly H2 and H4) would depend on substantial infrastructural improvements to mitigate congestion. It is unclear whether this infrastructure could be secured due to viability concerns. Furthermore, if infrastructure could be secured to support a new settlement, this may still not address the issues with congestion in the Maidstone Town Centre. Alternatives H2 and H4 therefore have the potential to have a significant negative effect on the baseline.</p> <p>Alternatives H1 and H2, by virtue of the higher scale of development in the urban area are considered to have greater negative effects on congestion in the Maidstone urban area compared to alternatives H3 and H5.</p> <p>Increased emphasis on housing in urban Maidstone and its resulting congestion could also have significant effects on the air quality of the area. This could be an issue for all alternatives as they each allocate a significant amount of housing into these areas.</p> <p>The greater amounts of housing distributed to the rural sites under alternatives H1 and H5 could also pose challenges to these areas on a number of accounts; particularly in the ability of their existing local centre's transport network to support such an increase in population growth. In the absence of corresponding employment opportunities in the rural areas, it is also likely that the number of car journeys from these areas travelling to Maidstone's centre (or out of borough) could increase. However, expansion of employment sites in Marden could help to improve access to jobs in these areas to an extent.</p> <p><i>NB: The volume of residents commuting into Maidstone would vary dependent upon the type and scale of employment which is available.</i></p> | | ? | | ? | |

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | | | |
|--------------------------|---|----|----|----|----|----|
| | | H1 | H2 | H3 | H4 | H5 |
| Climate Change | <p>In the main, each of the alternatives would avoid areas at risk of flooding. However, development in Yalding would need to be carefully sited and designed. The impacts are unclear at this stage and would need to be addressed at the project level.</p> <p>Carbon emissions from transport would be expected to remain in-line with the projected baseline for each of the alternatives; although a focus on urban areas could support greater use of public transport and other modes of travel such as walking and cycling.</p> <p>Overall, higher levels of growth could be expected to increase demands for energy. However, it may also present an opportunity to enhance the efficiency of building stock. On balance the impacts on the projected baseline are not anticipated to be significant. In terms of the development of decentralised energy schemes, there are opportunities identified South East and North West of Maidstone urban area. However, it is unclear whether schemes would come forward at this stage.</p> <p>Focusing development in the urban areas may also exacerbate the urban heat island effect. However, the requirement to deliver green infrastructure as part of development would help to mitigate such effects and better prepare the urban area for future changes in climate.</p> | ? | ? | ? | ? | ? |
| Biodiversity | <p>The scale of growth at a new settlement and / or strategic development to the South East of the urban area may have negative implications for the Spot Lane Quarry SSSI and other local wildlife sites in this part of the Borough. However, in the main, each of the alternatives avoids the most sensitive parts of the Borough in terms of biodiversity value. There could be some effects on sites of local importance for biodiversity at development sites across the Borough; but Local Plan policies should ensure that suitable mitigation and / or enhancement occurs. Having said this, to meet the increased housing targets in Headcorn under alternative H1 (and H5), there would be a likely requirement to release land for development in close proximity to the River Beult SSSI and other local wildlife sites. This <u>could</u> have a significant negative effect in this locality. In terms of the overall scale of growth, the higher targets under H1 and H2 are more likely to result in a fragmentation of habitats, particularly in the urban areas. However, policies for Biodiversity and Green Infrastructure in the Local Plan seek to ensure that these impacts are avoided. In terms of recreational pressure; visitor survey data obtained during 2012 identifies that visitor numbers to the nearest part of the North Downs Woodlands SAC (Boxley Warren) are fairly low; 59 visitors were recorded during 6 days of survey. However, there is the potential for development focused in the urban area to make a significant contribution to recreational activity within the SAC. Each alternative would have the potential to contribute towards a negative effect in this respect, although higher growth patterns for the urban area would be more significant. Therefore, alternatives H1 and H2 could have a significant negative effect.</p> | ? | ? | ? | ? | ? |

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | | | |
|--------------------------|---|----|----|----|----|----|
| | | H1 | H2 | H3 | H4 | H5 |
| Countryside and Heritage | <p>All the alternatives focus a significant amount of housing into the Maidstone urban area, which contains a concentration of historic buildings. Policies in the Local Plan would help to reduce any adverse effects of development and could actually serve to enhance the built environment. This has therefore been recorded as having potentially positive implications (↑), but it is not anticipated that the effects would be 'significant' in terms of the baseline position.</p> <p>In terms of effects on the 'countryside', alternative H1 is predicted to have a significant negative effect on the landscape character to the south of the urban area. In particular, an increased amount of land would need to be released around the service centres of Staplehurst and Headcorn. This could alter the character of these settlements and their relationship to the countryside. Due to flood risk constraints, the sites released for development in these areas to meet the higher targets would be likely to fall within areas with low capacity for landscape change. Conversely, alternatives H2 and H4 are likely to have fewer effects in the rural service centres (compared to alternative H1), but could have a significant negative effect on the character of the urban fringe to the south east of Maidstone. The new settlement would fall between the southern anti-coalescence belt and open countryside to the North.</p> <p>Alternative H3 is likely to have a significant negative effect on the baseline position. Although this alternative would involve lower levels of growth at most rural service centres, the broad location at Lenham could have significant negative effects upon the setting of the AONB.</p> <p>Alternative H5 is likely to have similar effects to alternative H3, although there would be less development at Lenham and a greater scale of growth at the other rural service centres of Marden, Staplehurst, Headcorn and Harrietsham. This could necessitate the release of further housing sites that fall within areas that are sensitive to landscape change (for example at Headcorn and Harrietsham). Consequently a significant negative effect is predicted.</p> | ↑ | ↓ | ↓ | ↓ | ↓ |
| Waste | <p>A higher level of growth is likely to increase the overall amount of household waste generated. Therefore, alternatives H1 and H2 could have some negative implications in this respect.</p> <p>However, in terms of waste collections, a strategy that places most of the development into accessible urban areas is more attractive as it helps to reduce the distance travelled to collect waste from new properties. In this respect, each of the alternatives promotes a distribution of development that makes the best use of existing infrastructure.</p> <p>Although existing settlements in more rural areas already receive waste collection services, the increased number of homes in these areas (<i>associated with alternative H1 and H5 in particular</i>) could mean that more/longer trips are required to collect and dispose of this waste.</p> | ↓ | ↓ | - | - | ↓ |

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | | | |
|--------------------------|--|----|----|----|----|----|
| | | H1 | H2 | H3 | H4 | H5 |
| Water resources | <p>The Maidstone Water Cycle Study (2010) states that development in and around the Maidstone urban area could be constrained by sewerage infrastructure. This could be overcome with investment, but the implications in terms of cost and timing need to be established. There could therefore be potential negative impacts associated with each of the options. At this stage it is unclear whether the effects would be significant and has been recorded as such (?).</p> <p>A significantly higher level of development at some rural service centres (particularly Headcorn) could lead to problems with environmental capacity as there is limited headroom at Waste water treatment works in these areas. This constitutes a significant negative effect associated with Alternative H1 and H5.</p> <p>In terms of water demand, the South East Water Resources Management Plan suggests that there will be a shortfall in water supply in the longer term in the region. Although, a number of solutions are being proposed to tackle these issues, some are complex with long lead-in times. As a result, there is a risk of supply issues in the longer term, especially if climate change impacts are more extreme than envisaged. With this in mind, planning for a higher level of growth could add a greater amount of stress on water supply - with subsequent knock-on implications for water quality. At this stage, the impacts are not clear and so an uncertain effect has been recorded for each alternative.</p> | ? | ? | ? | ? | ? |
| Energy | <p>Due to economies of scale, a new settlement is more likely to provide the opportunity to secure higher levels of sustainability in new development. Therefore, alternatives H2 and H4 could have a positive effect in this respect. However, the need to secure substantial road and sewerage infrastructure to support new development in these areas will result in significant energy expenditure. For this reason, the overall effects in terms of energy usage are not considered to be significant.</p> <p>Overall, higher levels of growth would be expected to increase the demand for energy, but the properties that were delivered would be of a higher standard than the existing building stock so there are mixed effects anticipated (<i>as reflected by both negative and positive implications for each alternative</i>). Each of the alternatives also directs much of the development into urban areas that are already well serviced by infrastructure, reducing in part the need for construction of new infrastructure (and thus energy expenditure).</p> | ↑↓ | ↑↓ | ↑↓ | ↑↓ | ↑↓ |

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | | | |
|--------------------------|--|----|----|----|----|----|
| | | H1 | H2 | H3 | H4 | H5 |
| Economy | <p>Under each of the alternatives, the majority of housing development would be located in and around the Maidstone urban area. Given that a significant number of employment opportunities will be located in the Town Centre and at Newnham Park; this will help to ensure good access to job opportunities, which constitutes a significant positive effect for each alternative. However, it could also result in additional traffic into the centre of Maidstone, which could have negative implications through a reduction in business efficiency.</p> <p>It is unclear whether the employment land opportunities would provide enough jobs for everyone at higher levels of growth. Therefore, under higher growth scenarios such as alternatives H1 and H2, there could be a requirement for additional space if economic growth is to keep up with local population growth. If there is a mismatch between the level of jobs provided and the number of residents seeking work, it would mean that a greater proportion of the economically active would need to commute out of Maidstone to find employment or could find themselves without a job. In this respect, negative effects could occur (↓), but the effects are not predicted to be significant given the relatively small increase in housing that would be provided under H1 and H2 compared to the OAHN that would be met under H3-H5. Conversely, higher levels of housing development would be expected to support more jobs in the construction industry, and could attract additional investment into the local economy. Therefore, mixed effects are predicted for alternatives H1 and H2.</p> <p>Alternative H1 supports higher levels of development in rural service centres to the South of Maidstone. These areas are more likely to accommodate those commuting out of the borough to work rather than into the central area. However, there may be an option to extend employment sites in these areas, which would help to support local economic activity in these areas.</p> <p>Alternative H5 involves a greater level of dispersal to the rural service centres compared to H3 (which instead involves a broad location at Lenham). This dispersal could help to support the vitality and viability of local businesses in the rural service centres; though the effects would be 'spread thinly'. Therefore, significant effects would not be anticipated.</p> | ↓ | ↓ | | | |

| | Housing | Flooding | Health | Poverty | Education | Crime | Community | Accessibility | Culture | Land use | Congestion | Climate Change | Biodiversity | Countryside and heritage | Waste | Water | Energy | Economy |
|---------------|---------|----------|--------|---------|-----------|-------|-----------|---------------|---------|----------|------------|----------------|--------------|--------------------------|-------|-------|--------|---------|
| Alternative 1 | | ? | ↓↑ | ↓ | ? ↓ | ↑ | ↑ | ↓ | - | ↑ | | ? | ? | ↑ | ↓ | ? | ↑↓ | ↓ |
| Alternative 2 | ↓ | ? | ↑ | ↓ | ↓ | ↑ | - | | - | ↑ | ? | ? | ? | ↑ | ↓ | ? | ↑↓ | ↓ |
| Alternative 3 | | ? | ↑ | ↓ | - | ↑ | - | ↓ | - | ↑ | | ? | ? | ↑ | - | ? | ↑↓ | |
| Alternative 4 | ↓ | ? | ↑ | ↓ | - | ↑ | - | | - | | ? | ? | ? | ↑ | - | ? | ↑↓ | |
| Alternative 5 | | ? | ↓↑ | ↓ | ? | ↑ | ↑ | ↓ | - | ↑ | | ? | ? | ↑ | ↓ | ? | ↑↓ | |

Summary

There are likely to be significant positive effects on housing associated with each alternative; as development seeks to meet the identified housing need in the SHMA. Alternative H1 would be most likely to achieve the OAHN given that the target is higher; which provides slightly greater choice and flexibility.

Each of the alternatives seeks to focus the majority of housing development into the Maidstone Urban Area. This could help to tackle deprivation in the most deprived areas of need; with positive implications for health and wellbeing and access to services. However, the significant increase in development within the Maidstone Urban Area could lead to a significant increase in congestion; particularly for alternatives H1 and H2. This would have negative implications for business efficiency, air quality, and health.

Each of the alternatives would provide a boost to the local economy by supporting the construction industry and helping to ensure that there is suitable accommodation for the labour force. However, alternatives H1 and H2 could provide a slight oversupply of housing compared to the level of jobs provided, which could have negative implications.

There are negative effects on land use across all of the alternatives; with a significant loss in greenfield and agricultural land. Alternatives H1, H2, H3 and H5 however do contain a greater element of previously developed land at two 'broad locations'; which would help to secure regeneration in these areas.

Accessibility to services, jobs and facilities is likely to improve for each alternative, as much of the housing would be located in central urban areas. Strategic development would also present opportunities to enhance local services.

There is likely to be a significant negative effect from each of the alternatives on the character of the landscape and countryside. For alternative H1 and H5 this involves significant development on the urban fringe and around numerous settlements across the Borough. For alternatives H2 and H4, this is largely attributed to the implications of a large new settlement on coalescence, whilst H3 would lead to substantial growth in Lenham within the setting of an AONB. Although development has the potential to have effects on the setting of historic buildings, it is anticipated that Local Plan policies would ensure that appropriate mitigation measures were secured at the project level.

There are positive implications for health across all alternatives as they will increase the provision of services available, however air quality could suffer in alternative H1 where congestion increases.

Whilst alternatives H1 and H2 would have a more pronounced positive impact on housing and economic factors, adverse effects through increased levels of congestion would be more likely. There could also be a slight oversupply of housing compared to the level of jobs planned for. In combination, these factors could have negative implications for the wider local economy, health and wellbeing.

Alternatives H3-H5 meet identified housing needs, but would also be likely to have a less severe effect in terms of congestion, and other environmental constraints. These alternatives are also likely to be more suitably matched to the number of projected jobs. However, due to the constraints and uncertainties associated with the delivery of a new settlement, it is considered that alternatives H3 and H5 are more favourable than alternative H4

There are many similarities between H3 and H5, with the only difference being increased dispersal for H5 and the inclusion of a broad location for housing at Lenham under H3. The differences in effects are limited to the following factors.

- H5 is predicted to have more negative effects on landscape across the borough, whilst H3 would have more profound effects in Lenham.
- H5 is predicted to have potential negative effects on education provision.
- H5 is more likely to secure enhancements to community facilities across a wider range of rural service centres (through potentially increased contributions to community facility enhancements).

APPENDIX III: ALTERNATIVES APPRAISAL: EMPLOYMENT LAND DISTRIBUTION

Introduction

As described within Part 2 of the main SA Report document, an interim stage of plan-making / SA involved appraising three spatial approaches to employment land distribution.

- 1) Town centre, M20 Junction 7 and dispersed development at rural service centres
- 2) Town centre, M20 Junction 7 and M20 Junction 8
- 3) Town centre, M20 Junction 7 and a hybrid of 1 and 2 (i.e. dispersed development at rural service centres, plus development at M20 Junction 8).

The interim appraisal findings are presented in full within this Appendix. The appraisal table should be read alongside the corresponding section of Part 2, where an explanation can be found of the degree to which the Council took on-board SA findings when determining the preferred approach as set out in the Local Plan.

Methodology

See discussion within Appendix II

Appraisal findings: Alternatives for Employment Distribution for Maidstone Local Plan

Table presenting an appraisal of the following alternatives for employment land distribution:

- 1) Town centre, M20 Junction 7 and M20 Junction 8
- 2) Town centre, M20 Junction 7 and dispersed approach
- 3) Town centre, M20 Junction 7 and hybrid of option 1 and 2 (dispersed and smaller scale development at M20 Junction 8)

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | |
|--------------------------|--|-------|-------|-------|
| | | Alt 1 | Alt 2 | Alt 3 |
| Housing | <p>All three alternatives would support the housing market by providing opportunities for economic growth. This would help to retain a healthy local labour market. All three options also focus an element of the employment land provision into the town centre and a strategic site at Junction 7 of the M20. This should help to provide good links between housing development in the urban area and employment, retail and leisure.</p> <p>Alternatives 1 and 3 would also seek to increase job provision in Headcorn, Marden and Yalding. This could help to support the housing market in these areas, and compliment any housing and retail development planned for these settlements.</p> <p>Alternative 3 has the greatest potential for economic growth, which involves a strategic site on the M20 J8 as well as expansion in rural service centres. This would be most likely to lead to a demand for higher housing provision, but would also lead to a better balance between the planned housing target and the amount of jobs created.</p> | ↑ | ↑ | ↑ |
| Flooding | <p>Alternatives 1 and 3 include development north of Headcorn (ED-1) which includes some areas of Flood Zone 3. The former Syngenta Works (ED2-17) also includes areas of land within Flood Zone 3 which could result in a significant negative effect if developed upon. Mitigation would be required here to avoid negative impacts. Alternative 2 includes negligible areas within flood zones 2 or 3 and would therefore have a negligible impact on the baseline. The cumulative effect of employment allocations under each of the alternatives is not considered likely to have a significant effect on rates of surface water runoff, as plan policies would seek to ensure a neutral or positive effect.</p> | | | |

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | |
|--------------------------|--|-------|-------|-------|
| | | Alt 1 | Alt 2 | Alt 3 |
| Health | <p>All three alternatives would involve the development of a Medical Campus at Newnham Park. This campus would provide specialist treatment facilities, and research and development capabilities in an accessible location alongside the Kent Institute of Medicine and Surgery Hospital. These facilities would provide access to high quality NHS and private services, which should help to reduce rates of sickness and death in the longer term.</p> <p>The development of this site would also create approximately 4,200 jobs, which would help to increase the health and wellbeing of local communities able to take advantage of these opportunities. Significant positive effects are anticipated under all three alternatives.</p> <p>However, concentrated development in and around the town centre, could lead to increased congestion and poorer air quality along routes into this area, which could affect the health and wellbeing of residents living in the Maidstone Urban Area. Alternatives 2 and 3 in particular could have further impacts in this respect, as it would also involve the development of another strategic site at Junction 8 of the M20 and thus result in increased traffic movements in accessing the site. A proportion of trips to and from the site would be expected to be via the Motorway, so these issues should not be significant.</p> <p>Allowing for the expansion of existing employment sites across the Borough (alternative 1 and 3) helps to support the local communities in other settlements; whilst having a lesser impact on congestion and air quality in the Maidstone urban area (for Alternative 1 only).</p> | | | |
| Poverty | <p>Each alternative could have a significant positive effect by helping to secure job opportunities in the Maidstone urban area and at the strategic location at Newnham Park. This is where the most deprived communities are concentrated. This will depend however, on the match between the skills and aspirations of those seeking employment and the jobs that are available.</p> <p>Alternatives 2 and 3 may have the potential to provide greater benefits than alternative 1 as strategic development at junction 8 of the M20 is closer to the deprived areas in the urban area (when compared to the dispersed approach of alternative 1). Development in the rural service centres (alternatives 1 and 3) is less likely to support regeneration in areas of need, but it may still be possible for some residents in deprived areas to access jobs in these areas. Alternative 1 is least likely to deliver the type of employment land required to support aspirational jobs growth, and therefore could have negative implications in terms of access to higher skilled jobs. Conversely, alternative 3 would deliver strategic development at Junction 8 as well as catering for the needs of rural areas. This alternative is therefore more likely to have significant positive effects.</p> | ↓ | | |

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | |
|--------------------------|---|-------|-------|-------|
| | | Alt 1 | Alt 2 | Alt 3 |
| Education | <p>Each alternative would have positive implications in terms of increasing job opportunities - with knock-on effects for skills and education. Each alternative also includes the allocation of a mixed-use development at Newnham park that would involve creation of a medical campus, research and development facilities. This could help to support higher skilled jobs and associated training programmes and is considered to be a significant positive impact.</p> <p>Alternatives 2 and 3 would help to attract higher quality employment (and jobs) at the strategic site close to Junction 8 of the M20. Alternative 1 does not provide the type of sites that would be likely to attract high end occupiers.</p> | | | |
| Crime | <p>Access to a job is a key factor in reducing (re)offending rates. Therefore, delivery of strategic employment opportunities in and around the Maidstone urban areas would have positive implications under each alternative. This will depend however, on the match between the skills and aspirations of those seeking employment and the jobs that are available.</p> | ↑ | ↑ | ↑ |
| Vibrant Community | <p>It is difficult to determine whether any of the options would have an impact in terms of increasing involvement in decision making and consultation.</p> | - | - | - |
| Accessibility | <p>Each of the alternatives would deliver an office development in Maidstone town centre, along with the expansion of Newnham Park. These sites are accessible by public transport and could therefore have a significant positive impact on the baseline by creating more job opportunities in accessible locations. However, an increase in jobs in this area could exacerbate congestion issues on the road network into Maidstone Town Centre. Alternatives 2 and 3 would be the least desirable in this respect as they would deliver further development along the M20 at Junction 8.</p> <p>Alternatives 1 and 3 should also support greater access to jobs for communities around the Rural Service Centres of Marden and Headcorn and Larger Village of Yalding. This would have positive implications for residents in these areas, but may lead to longer commutes depending on where employees reside.</p> <p>In contrast to the dispersed approach of Alternative 1, Alternative 2 would provide a larger and more concentrated area of development closer to the Maidstone urban area at Junction 8 of the M20. Whilst this would be accessible to communities in the north of the Borough and those with good motorway access, it would be less accessible for residents living to the south of the Borough. Alternative 3 would involve both dispersed and strategic develop at Junction 8 of the M20; therefore accessibility to jobs ought to be improved across the borough, which would constitute a more pronounced positive effect compared to alternatives A and B.</p> | ↓ | ↓ | ↓ |

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | |
|--------------------------|---|-------|-------|-------|
| | | Alt 1 | Alt 2 | Alt 3 |
| Culture | It is predicted that there would be no significant effects on the baseline; nor is it possible to determine the relative merits of the alternatives. | - | - | - |
| Land Use | <p>All three alternatives include one site which is wholly previously developed land, which is in the urban area (MX-15) and partially developed land at Boxley as part of the Newnham park development. This is an effective use/reuse of land. However, all three alternatives also involve the loss of greenfield/agricultural land. Each alternative would lead to the loss of over 50 hectares of best and most versatile agricultural land. Although the majority of this would be Grade 3 (a mix of 3a and 3b), a significant negative effect has been recorded for each alternative. The development site at Newnham Park contains over 30 hectares of Grade 2 and 3 agricultural land.</p> <p>For Alternatives 1 and 3, there is some reuse of land in Yalding (ED2-17) and Marden (ED-11), but the majority is greenfield.</p> <p>Alternatives 2 and 3 also involve a large greenfield site at Junction 8 of the M20 (Hollingbourne), which is Grade 3 agricultural land.</p> <p>Alternative 3 would have the most pronounced negative effects simply due to the greater amount of land that would be released for employment use.</p> | - | - | - |
| Congestion | <p>Each alternative promotes a town centre office site and the expansion/redevelopment of Newnham Park. This could have mixed effects. On one hand, it provides job opportunities in the Maidstone urban area, which is accessible by public transport. However, it could exacerbate congestion issues in this area. Alternatives 2 and 3 would also focus further development beyond the edge of the urban area at Junction 8 of the M20, which would contribute to further congestion and air quality issues through commuting. Although the Junction 8 site has good links to the M20 motorway, the size of development could have a significant negative effect on air quality and congestion in combination with the Newnham park and other Town Centre developments through the traffic movements of employees accessing the site (although this can be offset to some extent by provision/improvement of park and ride facilities).</p> <p>Alternatives 1 and 3 could result in shorter commutes for some local workers in rural service centres. As sites are located on existing road networks and close to existing developments, these alternatives would also help direct some traffic away from the inner urban area. Alternative 1 would be the least negative approach as it promotes the lowest amount of growth overall, as well as avoiding strategic development along the M20.</p> | | | |

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | |
|--------------------------|--|-------|-------|-------|
| | | Alt 1 | Alt 2 | Alt 3 |
| Climate Change | <p>Although increased economic growth is typically associated with increased demand for energy, the efficiency of new buildings is likely to be improved under all alternatives. For example, the outline Planning Application for the Medical Campus at Newnham park indicates that BREEAM 'Very Good' could be achieved for this development. This would have positive implications in terms of reducing greenhouse gas emissions from new development.</p> <p>Emissions associated with transport are likely to remain in-line with current trends, as each alternative locates employment in areas that are already accessed by private transport. However, there would be some off-setting improvements to the public transport network associated with all the options through facilitating infrastructure (such as park and ride).</p> <p>Alternative 2 largely avoids areas of flood risk, so it would be unlikely that disruptions to key employment sites would arise as a result of future climate changes. However, alternatives 1 and 2 locate some development at the former Syngenta works in Yalding, which contains areas at significant risk of flooding. Although some employment uses can be more compatible with areas at risk of flooding, there is greater potential for disruption to economic activity in this area (especially if critical infrastructure and road networks are affected). Indeed, Yalding was particularly affected by the Autumn 2000 floods, with some 50 properties affected and road access closed. Although the Leigh Barrier helps to manage flood risk in Yalding; incidents still occur, such as on Christmas day in 2013. A significant negative effect has been recorded to reflect these issues, although further mitigation measures delivered through any development could help to manage the risks.</p> | ↑ | ↑ | ↑ |
| Biodiversity | <p>Each alternative includes the development of a town centre site for office-based employment, and the Newnham Park development. The development land at Newnham Park is adjacent to ancient woodland, which presents a potential impact on important habitat and species. This can (and will) be addressed through mitigation measures such as buffer zones. .</p> <p>Alternatives 1 and 3 also include a significant strategic development site at Hollingbourne (ED-12) which is close to the Kent Downs AONB and is dissected by a watercourse. Although it is not in proximity to a designated wildlife habitat, there is still potential for disturbance to wildlife habitats and species at this location.</p> <p>For alternatives 1 and 3, the site in Yalding (ED2-17) is adjacent to a Local Wildlife Site, which could also result in impacts on local habitats and species.</p> <p>On balance, each alternative could have some negative implications, but it is not considered that there would be a significant effect on the baseline as development is largely located away from sensitive designated habitats and mitigation measures could be implemented at the project level.</p> | ↓ | ↓ | ↓ |

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | |
|--------------------------|---|-------|-------|-------|
| | | Alt 1 | Alt 2 | Alt 3 |
| Countryside and Heritage | <p>Each alternative includes development at Newnham Park, which is likely to change the character of this area. However, as it is currently undergoing piecemeal development, the allocation could help to deliver a more coherent landscape strategy for area, having positive implications. Each alternative also includes development in the Maidstone urban area (MX-15), which could affect the Romney Place Listed Building. However, it is expected that appropriate mitigation would be secured before planning consent would be granted.</p> <p>For alternatives 2 and 3, development at Junction 8 of the M20 is likely to have a significant impact on the setting of the Landscape to the south of the Kent Downs AONB. This would constitute a significant negative impact on the baseline.</p> <p>Alternatives 1 and 3 would also involve a dispersed pattern of development to the south of the Borough. This could have an effect on the character of landscapes surrounding Marden, Headcorn and Yalding; but the effects are not anticipated to be significant. However, development in Yalding (ED2-17) would be in close proximity to the Twyford Bridge Scheduled Monument. This presents the potential for a significant negative impact, although it is expected that appropriate mitigation would be secured before planning consent was granted.</p> | ↑ | ↑ | ↑ |
| Waste | Whilst economic growth is traditionally associated with increased generation of waste, no significant effects are anticipated for any of the alternatives compared to the baseline projection. | - | - | - |
| Water resources | Economic growth will lead to an increase in water use. However, much of the growth will be in non-industrial sectors, where the level of water usage is much lower in comparison. The impact of development on water quality is also likely to be insignificant as a result. Surface water run-off is unlikely to be significantly altered, although in combination with housing development there could be localised effects if mitigation measures are not secured. Policies in the Local Plan should help to ensure that net surface water run-off remains the same or potentially improves with the use of sustainable urban drainage systems. | - | - | - |
| Energy | <p>The 'Sustainable Construction in Maidstone Study (March, 2011) does not identify any specific opportunities for decentralised energy schemes at any of the proposed employment sites. A significant proportion of the employment allocations would also be office and warehousing, which will have a greater demand for electricity rather than for heating.</p> <p>Although increased economic growth is typically associated with increased demand for energy, the efficiency of new buildings is likely to be improved under each of the alternatives. For example, the outline Planning Application for the Medical Campus at Newnham park indicates that BREEAM 'Very Good' could be achieved at this development. This would have positive implications for each alternative. Nevertheless, it would be beneficial to seek high standards of design (e.g. BREEAM 'Excellent' or 'Outstanding') at each of the proposed employment sites. This will help to reduce energy use and carbon emissions as well as providing attractive accommodation for businesses.</p> | ↑ | ↑ | ↑ |

| Sustainability Objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | |
|--------------------------|--|-------|-------|-------|
| | | Alt 1 | Alt 2 | Alt 3 |
| Economy | <p>Each alternative presents equal opportunities for economic growth in the Maidstone urban area through the development of Newnham Park and a Town Centre site for offices (site references ED15 and MX15). The Newnham Park development contains the existing Newnham Court Shopping Village, which would expand to provide a boost in local employment. Newnham Park would also involve the creation of a medical campus alongside the Kent Institute of Medicine and Surgery Hospital. This could attract a highly skilled workforce, support training opportunities and provide higher quality jobs for local residents.</p> <p>Alternatives 2 and 3 also propose a strategic development site by junction 8 of the M20, which would be a major location for economic growth. The nature of this site means that it is more likely to attract high profile employers, which could further boost the economy and the offer of skilled employment. This constitutes a significant positive impact. However the site could potentially exacerbate congestion issues around the Maidstone urban area, which could have negative implications for the wider local economy.</p> <p>Alternatives 1 and 3 distribute employment land across the south of the district at sites in Headcorn, Marden, and Yalding. As most of these sites are proposed extensions to existing small industrial estates, they would not provide for the high-profile investment opportunities that the Junction 8 site could bring. These locations are also less well connected to the Motorway network. However, a dispersed approach would be less likely to add to peak-time congestion issues in the Maidstone Urban Area and would better support the local employment site requirements of these settlements.</p> <p>Alternative 1 would be least likely to meet identified gaps in the types of employment land required to support high quality jobs. Therefore, it may be less likely that the target of 14,400 jobs would be achieved and so the magnitude of the positive effects would be lower than for alternatives 2 and 3.</p> | | | |

| | Housing | Flooding | Health | Poverty | Education | Crime | Community | Accessibility | Culture | Land use | Congestion | Climate Change | Biodiversity | Countryside and heritage | Waste | Water | Energy | Economy |
|---------------|---------|----------|--------|---------|-----------|-------|-----------|---------------|---------|----------|------------|----------------|--------------|--------------------------|-------|-------|--------|---------|
| Alternative 1 | ↑ | | | ↓ | | ↑ | - | ↓ | - | | | ↑ | ↓ | ↑ | - | - | ↑ | |
| Alternative 2 | ↑ | | ↓ | | | ↑ | - | ↓ | - | | | ↑ | ↓ | ↓ | - | - | ↑ | ↓ |
| Alternative 3 | ↑ | | ↓ | | | ↑ | - | ↓ | - | | | ↑ | ↓ | ↓ | - | - | ↑ | ↓ |

Summary

Each alternative would have a significant positive effect by increasing the quantity and quality of employment opportunities. There would also be benefits in terms of increased opportunities to develop skills and employment in the health sector in particular. Each alternative would help to tackle deprivation by providing jobs in close proximity to areas of need. This is particularly the case for alternatives 2 and 3. However, there is a danger that increased movements into the Maidstone urban area could exacerbate existing congestion and air quality issues; having an effect on the wider local economy, business efficiency and health for alternatives 2 and 3. These effects would be less pronounced for alternative 1, which would disperse employment to a number of settlements to the south of the urban area. This dispersal strategy would also support the local economies in a number of service centres, but would not provide the types of sites that would attract high-profile development. Whilst alternative 3 also involves development at a number of locations to the South of the urban area, it also includes development at the M20 Junction 8 site.

Alternatives 2 and 3 are predicted to have significant negative effects on landscape character due to the location of the Junction 8 site in relation to the Kent Downs AONB. Although alternatives 1 and 3 could still lead to localised impacts on character around a number of settlements, these effects are considered less significant. Each of the alternatives makes some use of previously developed land but would also lead to a significant loss of grade 2 and 3 agricultural land. The effects would be most pronounced for Alternative 3, which includes the Junction 8 site as well as dispersed development.

Mixed use development in Yalding is within areas at significant risk of flooding, which has also been recorded as a negative effect for alternatives 1 and 3.

Overall, each of the three alternatives score fairly similarly against the range of sustainability criteria. This is due to the fact that each contains common elements. However, whilst alternative 1 would be least likely to have negative effects upon congestion, landscape and soils, the positive effects upon the economy, accessibility and deprivation would be less pronounced compared to alternative 2 and (particularly) alternative 3.

APPENDIX IV: OPTIONS APPRAISAL (SITE ALLOCATIONS)

Introduction

As described within Part 2 of the main SA Report document, an interim stage of plan-making / SA involved appraising a range of site options for housing, mixed uses, employment and Gypsy and Traveller pitches. The appraisal findings are summarised in this Appendix, with detailed proformas for each site presented in separate technical appendices.

Site options appraisal methodology

Site options were subjected to SA utilising a strict ‘appraisal question’ based methodology. Site appraisal questions were developed to reflect the sustainability issues identified through SA scoping as far as possible – see Table 1; however, given data availability⁹⁴ the questions that it has been possible to pose are limited in scope.

Table 1: Scope of the site appraisal methodology

| Sustainability topic | Appraisal criteria used | Comments / limitations |
|----------------------|---|---|
| Housing | N/A | It is not appropriate to simply examine the size of sites as a proxy for the number of homes/affordable homes that could be delivered (taking into account the assumption that larger developments can deliver a higher proportion of affordable housing). This is on the basis that sites will often eventually be brought forward in combination. |
| Flooding | <ul style="list-style-type: none"> Is allocation of the site within a flood zone? Is the proposed use of the site appropriate in terms of guidance set out in the ‘Technical Guidance to the NPPF’ relating to flood risk? See table 3 (page 8) of the technical guidance. | Criteria do not establish the extent to which a site lays within flood zones or whether this portion could be avoided. |
| Health | <ul style="list-style-type: none"> Are there potential noise problems with the site – either for future occupiers or for adjacent/nearby occupiers arising from allocation of the site? How far is the site from the nearest children’s play space? How far is site from the nearest area of publicly accessible greenspace (>2ha in size)? | Criteria do not account for the quality of parks and play spaces. Nor do they account for the usage of facilities and potential over-capacity. |
| Poverty | <ul style="list-style-type: none"> Will allocation of the site result in employment-generating development in or close to (<2400m) deprived areas? | It is assumed that development can bring with it investment that will in turn help to facilitate an increase in prosperity locally / reduce spatial inequalities in terms of relative deprivation. |
| Education | <ul style="list-style-type: none"> How far is the site from the nearest secondary school? How far is the site from the nearest primary school? | It may have been possible to assess the potential for new development to impact on school capacity. However, in practice, developments will be required to provide enhanced school place provision to account for population growth in an area. |
| Crime | N/A | It is difficult to make a meaningful assessment of impacts on levels of crime at this scale. |
| Vibrant Community | N/A | It is not possible to determine how sites could affect involvement in community activities. |

⁹⁴ Given the imperative of achieving consistency and transparency it is only possible to draw on data-sets for which data is available for each and every site option.

| Sustainability topic | Appraisal criteria used | Comments / limitations |
|--------------------------|---|---|
| Accessibility | <ul style="list-style-type: none"> How far is the site from the Maidstone Urban Area or a Rural Service Centre? How far is the site from the nearest medical hub or GP service? How far is the site from the nearest post office? How far is the site from the nearest outdoor sports facilities (i.e. playing pitch, tennis courts)? How far is the site from the nearest children's play space? How far is site from the nearest area of publicly accessible greenspace (>2ha in size)? | <p>A major limitation relates to the fact that larger sites could have differing levels of accessibility.</p> <p>It is also important to note that all distances are „as the crow flies“ as it was not possible to take account of routes / pathways (e.g. the distance of the route that would be taken in practice when walking or travelling by car to reach a local centre).</p> <p>Criteria do not account for the quality of parks and leisure facilities. Nor do they account for the usage of facilities and potential over-capacity.</p> |
| Culture | N/A | It is not possible to determine how sites could affect cultural activities. |
| Land Use | <ul style="list-style-type: none"> Will allocation of the site lead to loss of the best and most versatile agricultural land? Will allocation of the site make use of previously developed land? | Agricultural land classification uses historical data. The criteria does not differentiate between Grade 1, 2 and 3a/3b agricultural land. However, a description of each 'score' is provided to explain the site characteristics in further detail. |
| Congestion | <ul style="list-style-type: none"> How far is the site from the nearest bus stop? How far is the site from the nearest train station? Is the site within or near to an AQMA? | <p>Different parts of a larger site may not be as accessible as others.</p> <p>Measuring 'as the crow flies' is not wholly representative of actual routes and distances.</p> |
| Climate Change | N/A | <p>The ability of development to adopt building integrated low carbon technologies is not affected by location.</p> <p>Suitability for district energy schemes has not been established for each site</p> |
| Biodiversity | <ul style="list-style-type: none"> Is the allocation of the site likely to impact upon an Ancient Woodland (AW) or Ancient Semi-Natural Woodland (ASNW)? Is the allocation of the site likely to impact upon a Site of Special Scientific Interest (SSSI)? Is the allocation of the site likely to impact upon a Local Wildlife Site (LWS) or Local Nature Reserve (LNR)? | <p>Distance to wildlife sites is not the only indicator of a potential impact. For example, scale of development is not accounted for. A smaller allocation could be closer to a site and have fewer impacts than a much larger scale location that is further away.</p> <p>Distance is measured from site boundaries.</p> |
| Countryside and Heritage | <ul style="list-style-type: none"> Is the allocation of the site likely to impact upon a Scheduled Ancient Monument (SAM)? Listed Building? Conservation Area? Does the site lie within an area with significant archaeological features/finds or where potential exists for archaeological features to be discovered in the future? Is the site located within or in proximity to and/or likely to impact on the Kent Downs AONB? Is the site in the Green Belt? If so, is the allocation of the site likely to cause harm to the objectives of the Green Belt designation? Would development of the site lead to any potential adverse impacts on local landscape character for which mitigation measures appropriate to the scale and nature of the impacts is unlikely to be achieved? | <p>Ideally, it would be desirable to establish the extent and sensitivity of different character areas and to make an assessment of how each site option could impact upon local character.</p> <p>This information is available for some sites (as taken from detailed Landscape Character Assessments 2014).</p> <p>However, for some sites, this information has been inferred using broader level landscape characterisations and officer views.</p> <p>Where a detailed site assessment has been undertaken as part of the 2014 landscape study, this replaces the assessment made at previous stages of appraisal using broad character areas in the 2012 landscape assessment.</p> <p>Proximity to heritage features is measured from site boundaries.</p> |

| Sustainability topic | Appraisal criteria used | Comments / limitations |
|----------------------|---|--|
| Waste | N/A | |
| Water Management | N/A | Ideally, the potential impact of sites on water quality would be established. However, it is difficult to quantify impacts based purely on distance. |
| Energy | N/A | |
| Economy | <ul style="list-style-type: none"> How accessible is the site to local employment provision (i.e. employment sites or the nearest local service centre?) Will allocation of the site result in loss of employment land/space? | NB: Employment land is often somewhat substitutable, i.e. can be possible to develop other sites for the same or similar employment use. |

Tables 2 and 3 present a concise list of the appraisal questions posed, along with the ‘decision rules’ used to categorise performance. A **red** categorisation equates to the prediction of a ‘significant constraint’, an **amber** categorisation equates to the prediction of a ‘potentially significant constraint’, and a **green** categorisation equates to the prediction of ‘no constraint’.

The decision rules are quantitative. This allows for the analysis of the sites to be undertaken using Geographical Information System (GIS) software. No qualitative information / professional judgement has been drawn on when categorising sites as **red**, **green** or **amber**. Where subjective judgement has been used, this is highlighted.

Most of the rules are distance related. It is important to note that all distances are ‘as the crow flies’ as it was not possible to take account of routes / pathways (e.g. the distance of the route that would be taken in practice when walking or travelling by private vehicle to reach a local centre). Most distance rules have been developed internally by the plan-making / SA team, following a review of thresholds applied as part of Site Allocation / SA processes elsewhere in England. A number of thresholds reflect the assumption that 400m is a distance that is easily walked by those with young children and the elderly.

Updates to site appraisal findings

Given that the Local Plan has been prepared over a period of years, the accuracy of data used to appraise initial site options has deteriorated over time for some factors. Where such changes have been identified, the site options have been reappraised accordingly. This ensures that all site options have been appraised using the same criteria and information regardless of when they were appraised and presented for consultation.

Changes have been made to reflect the following updates to data,

Air quality – The extent of the AQMA differed on the GIS layers used to appraise initial site options (i.e. those that were presented in the interim SA Report in March 2014) compared to further site options that were appraised (i.e. those presented in the October 2015 focused REG18 consultation).

New schools, health facilities and post offices – The appraisal of initial site options has been refreshed to ensure that access to services reflects the closure and opening of facilities since 2013.

Table 2: Site appraisal questions and decision rules

| Criteria | Scoring |
|--|---|
| Accessibility | |
| How far is the site from the Maidstone Urban Area or a Rural Service Centre? <i>Not applicable for employment site options</i> | R = Not adjacent to the Maidstone Urban Area, or a rural service centre and would not be more accessible to services even if other sites were allocated A = Adjacent to the Maidstone Urban Area or a rural service centre, or could be more accessible to services if other sites allocated as well G = Within the Maidstone Urban Area or a rural service centre |
| How far is the site from the nearest medical hub or GP service? <i>Not applicable for employment site options</i> | R = >800m A = 400m – 800m G = <400m |
| How far is the site from the nearest secondary school? <i>Not applicable for employment site options</i> | R = >3900m A = 1600-3900m G = <1600m; |
| How far is the site from the nearest primary school? <i>Not applicable for employment site options</i> | R = >1200m A = 800-1200m G = <800m; |
| How far is the site from the nearest post office? <i>Not applicable for employment site options</i> | R = >800m A = 400m – 800m G = <400m |
| How far is the site from the nearest outdoor sports facilities (i.e. playing pitch, tennis courts)? <i>Not applicable for employment site options</i> | A = >1.2km G = <1.2km |
| How far is the site from the nearest children's play space? <i>Not applicable for employment site options</i> | A = >300m from 'neighbourhood' children's play space G = <300m |
| How far is site from the nearest area of publicly accessible greenspace (>2ha in size)? <i>Not applicable for employment site options</i> | A = >300m (ANGST) G = <300m |
| Economy | |
| How accessible is the site to local employment provision (i.e. employment sites or the nearest local service centre?) | R = >2400m A = 1600-2400m G = <1600m |
| Will allocation of the site result in loss of employment land/space? | R = Allocation will lead to significant loss of employment land/space A = Allocation will lead to some loss of employment land/space G = Allocation will not lead to the loss of employment land/space |
| Will allocation of the site result in employment-generating development in or close to (<2400m) deprived areas? <i>Only applicable for employment site options and mixed use site options</i> | A = Not within or close to the 40% most deprived Super Output Areas within the country, according to the Index of Multiple Deprivation, 2010. G = Within or close to the 40% most deprived Super Output Areas within the country. |

| Criteria | Scoring |
|--|--|
| Transport and accessibility | |
| How far is the site from the nearest bus stop? | R = >800m A = 400 - 800m G = <400m |
| How far is the site from the nearest train station? | R = >800m A = 400 - 800m G = <400m |
| How far is the site from the nearest cycle route? | R = >800m A = 400 - 800m G = <400m |
| Landscape, townscape and the historic environment | |
| Is the allocation of the site likely to impact upon a Scheduled Ancient Monument (SAM)? | A = On a SAM OR Allocation will lead to development adjacent to a SAM with the potential for negative impacts G = Not on or adjacent to a SAM and is unlikely to have an adverse impact on a nearby SAM. |
| Is the allocation of the site likely to impact upon a listed building? | A = Contains or is adjacent to a listed building and there is the potential for negative impacts. G = Not on or adjacent to a listed building and is unlikely to have an impact on a nearby listed building. |
| Is the allocation of the site likely to impact upon a Conservation Area? | A = Within or adjacent to a Conservation Area and there is the potential for negative impacts. G = Not within or adjacent to a Conservation Area and is unlikely to have an impact on a nearby listed building. |
| Does the site lie within an area with significant archaeological features/finds or where potential exists for archaeological features to be discovered in the future? | A = Within an area where significant archaeological features are present, or it is predicted that such features could be found in the future. G = Not within an area where significant archaeological features have been found, or are likely to be found in the future. N = No information available at this stage |
| Is the site located within or in proximity to and/or likely to impact on the Kent Downs AONB? | A = In close proximity to the Kent Downs AONB and/or there is the potential for negative impacts. G = Not in close proximity to the Kent Downs AONB and/or negative impacts on the AONB are unlikely. |
| Is the site in the Green Belt? If so, is the allocation of the site likely to cause harm to the objectives of the Green Belt designation? | A = Within or adjacent to the Green Belt and development could potentially cause harm to the purposes of the Green Belt designation and/or its openness G = Not within or adjacent to the Green Belt |
| Would development of the site lead to any potential adverse impacts on local landscape character for which mitigation measures appropriate to the scale and nature of the impacts is unlikely to be achieved? *Determined through 2012 Landscape Character Assessment | R = Likely adverse impact (taking into account scale, condition and sensitivity issues), which is unlikely to be appropriately mitigated A = Likely adverse impact (taking into account scale, condition and sensitivity issues), which is likely to be appropriately mitigated G = Opportunity to enhance landscape character or there is unlikely to be an adverse impact |
| Landscape Sensitivity *Determined through Maidstone Landscape Capacity Study (2014) | R = Low capacity to accommodate change A = Moderate capacity to accommodate change G = High capacity to accommodate change |

| Criteria | Scoring |
|--|--|
| Air quality and causes of climate change | |
| Are there potential noise problems with the site – either for future occupiers or for adjacent/nearby occupiers arising from allocation of the site? | A = Potential adverse impact G = Unlikely adverse impact N = No information available at this stage |
| Is the site within or near to an AQMA? | R = Within or adjacent to an AQMA A = <1km of an AQMA G = >1km of an AQMA |
| Land use | |
| Will allocation of the site lead to loss of the best and most versatile agricultural land? | A = Includes Grade 1, 2 or 3 agricultural land G = Does not include 1, 2 or 3 agricultural land |
| Will allocation of the site make use of previously developed land? | R = Does not include previously developed land A = Partially within previously developed land G = Entirely within previously developed land |
| Flood Risk | |
| Is allocation of the site within a flood zone? | R = Flood risk zone 3b A = Flood risk zone 2 or 3a G = Flood risk zone 1 |
| Is the proposed use of the site appropriate in terms of guidance set out in the 'Technical Guidance to the NPPF' relating to flood risk? See table 3 (page 8) of the technical guidance. | R = Development should not be permitted A = Exception test is required G = Development is appropriate |
| Biodiversity and Green Infrastructure | |
| Is the allocation of the site likely to impact upon an Ancient Woodland (AW) or Ancient Semi-Natural Woodland (ASNW)? | R = Includes AW/ASNW A = <400m from an AW/ASNW G = >400m |
| Could allocation of the site have a potential adverse impact on a SSSI? | A = Potential impacts identified by County Ecologist G = No likely impacts identified at this stage. |
| Could allocation of the site have a potential adverse impact on a designated Local Wildlife Site or Local Nature Reserve? | A = Potential impacts identified by County Ecologist G = No likely impacts identified at this stage. |

Appraisal findings

The following tables summarise the SA findings for all site options. The tables are grouped by the type and source of site options as follows:

Housing site options

- **Table 3:** Sites appraised and presented alongside the 2014 Regulation 18 Consultation on the draft Local Plan.
- **Table 4:** Sites submitted for consideration following the Call for Sites undertaken at the same time as the 2014 Regulation 18 Consultation on the draft Local Plan.
- **Table 5:** Housing site options submitted following focused consultation in 2015

Employment and commercial site options

- **Table 6:** Employment site options appraised alongside the 2014 Regulation 18 Consultation on the draft Local Plan.
- **Table 7:** Mixed use and commercial site options appraised alongside the 2014 Regulation 18 Consultation on the draft Local Plan

Gypsy and Traveller site options

- **Table 8:** Site options appraised alongside the 2014 Regulation 18 Consultation on the draft Local Plan
- **Table 9:** Sites previously considered as candidates for the potential public Gypsy and Traveller site
- **Table 10:** Sites submitted as potential Gypsy and Traveller Locations (Call for Sites 2014)
- **Table 11:** Rejected housing, employment and mixed use sites from 2013 and 2014 (SHLAA/SEDLAA)
- **Table 12:** Existing permanent Gypsy and Traveller Sites with possible potential for additional pitches

Table 3: All housing site options appraised prior to the 2014 Regulation 18 Consultation on the draft Local Plan.

| Site ID | Site Name | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
|---------|--|-------------------|-----------------------------|----------------------------|--------------------------|--------------------------|-----------------------------|-------------------------|-------------------------|-------------------------------|--------------------------|-----------------------|----------------------------|--------------|--------|-------------|-------------------|----------|----------------------------|------------------------------|-------------------|-------------|-----------------|------------|--------------------------------|------------|------------|------------------|--------|----------------------|
| HO1 | Land at Horseshoes Lane, Langley | Red | Green | Yellow | Red | Red | Yellow | Green | Yellow | Green | Green | Red | Green | Green | Yellow | Green | Yellow | Red | Green | Yellow | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | |
| HO2 | Bicknor Farm, Sutton Road, Langley | Yellow | Yellow | Green | Green | Yellow | Green | Yellow | Green | Green | Green | Yellow | Red | Green | ? | Red | Yellow | Yellow | Red | Green | Yellow | Green | Green | Green | Yellow | Green | Green | Yellow | Green | |
| HO3 | Land off Marigold Way, Barming | Green | Green | Green | Green | Red | Green | Green | Yellow | Green | Green | Yellow | Green | Green | Green | Green | Yellow | Red | Green | Yellow | Green | Green | Green | Red | Green | Green | Green | Green | Green | |
| HO4 | Land rear of 3 Cripple Street, Loose | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Red | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | |
| HO5 | Roseacre Farm, Bell Lane, Bearsted | Green | Yellow | Green | Yellow | Red | Green | Yellow | Green | Green | Green | Yellow | Red | Green | Green | Red | Yellow | Red | Green | Green | Green | Green | Green | Green | Red | Yellow | Green | Green | Green | |
| HO6 | Land at Kent Cottage, Grigg Lane, Headcorn | Yellow | Red | Red | Red | Red | Green | Yellow | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Red | Yellow | Green | Green | Green | |
| HO7 | Land between Ulcombe Road and Millbank, Headcorn | Yellow | Green | Red | Green | Red | Green | Green | Green | Red | Green | Yellow | Red | Green | Green | Yellow | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Red | Yellow | Green | Green | Green | |
| HO8 | Plot 2, Stede Hill, Harrietsham | Red | Red | Yellow | Green | Red | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | |
| HO9 | Puddledock, Caring Lane, Bearsted | Red | Red | Yellow | Red | Red | Green | Yellow | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | |
| HO10 | Land off Oakapple Lane, Barming | Yellow | Yellow | Green | Green | Yellow | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Red | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Yellow | |
| HO11 | The Old Goods Yard, Headcorn Road, Lenham | Yellow | Red | Red | Yellow | Red | Green | Yellow | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | |
| HO12 | Land as Westfield Sole Road, Boxley | Yellow | Red | Red | Yellow | Red | Green | Yellow | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Yellow | Green | Green | |
| HO13 | Land adjacent to Woodside, Firs Lane, Hollingbourne | Red | Red | Yellow | Green | Red | Green | Yellow | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | |
| HO14 | Land at Millfield House, Headcorn Road, Staplehurst | Green | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | |
| HO15 | Land off Headcorn Road, Staplehurst | Yellow | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Yellow | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO16 | Land opposite Green Lane Cottages, Green Lane, Langley | Red | Green | Yellow | Red | Red | Yellow | Green | Yellow | Green | Green | Yellow | Red | Green | Green | Yellow | Yellow | Red | Green | Yellow | Green | Green | Green | Red | Green | Green | Green | Green | Green | |
| HO17 | Land at Ashford Drive, Kingswood | Red | Yellow | Red | Green | Green | Green | Green | Green | Red | Green | Yellow | Red | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Yellow | |
| HO18 | Land at junction of Caring Lane and A20, Bearsted | Red | Red | Red | Red | Red | Green | Yellow | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO19 | Hoppersfield, Tonbridge Road, Barming | Yellow | Red | Yellow | Green | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |

| Site ID | Site Name | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
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| HO20 | Hoppersfield, Tonbridge Road, Barming | Yellow | Red | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Red | Green | Green | Green | Red | Yellow | Green | Yellow | Green | Yellow | Green | Green | Yellow | Green | Green | Green | Green | Green | |
| HO21 | Land north of Teasaucer Hill, Loose | Yellow | Yellow | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Yellow | |
| HO22 | Land north of Cripple Street, Loose | Yellow | Yellow | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Yellow | |
| HO23 | Gore Court, Church Road, Otham | Yellow | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Yellow | Green | Yellow | Green | Yellow | |
| HO24 | Land at Maidstone Road, Headcorn | Red | Red | Green | Red | Yellow | Green | Yellow | Green | Green | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | |
| HO25 | 6 Tonbridge Road, Maidstone | Green | Red | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | |
| HO26 | Rochester Meadow, Old Chatham Road, Sandling | Green | Red | Yellow | Red | Red | Green | Yellow | Green | Green | Green | Red | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO27 | Land north of Howland Road, Marden | Yellow | Yellow | Red | Yellow | Green | Green | Green | Green | Green | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Yellow | Green | Green | |
| HO28 | Land west of Wentways, Warmlake Road, Chart Sutton | Red | Yellow | Green | Red | Yellow | Green | Green | Yellow | Green | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | |
| HO29 | Mayfield Nursery, Ashford Road, Harrietsham | Yellow | Green | Yellow | Red | Yellow | Green | Green | Green | Green | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | |
| HO30 | Land to the rear of Elizabeth House, Grigg Lane, Headcorn | Yellow | Yellow | Red | Green | Yellow | Green | Green | Green | Red | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | |
| HO31 | Land south of Sutton Road, Langley | Yellow | Yellow | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Red | Yellow | Green | Red | Yellow | Red | Green | Yellow | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | |
| HO32 | Louverne, Stede Hill, Harrietsham | Red | Green | Yellow | Green | Red | Green | Green | Green | Green | Green | Yellow | Green | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO33 | Land north of Sutton Road, Langley | Green | Red | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | |
| HO34 | Land north of Pleasant Valley Lane, Dean Street, East Farleigh | Red | Yellow | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | |
| HO35 | Land at Dairy Lane, Chainhurst, Marden | Red | Red | Red | Red | Red | Green | Yellow | Green | Red | Green | Red | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | |
| HO36 | Twelve Acre Farm, Grigg Lane, Headcorn | Red | Red | Yellow | Red | Red | Green | Yellow | Green | Green | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | |
| HO37 | Highwoods Farm Packing Shed, Holly Farm, Holly Farm Road, Otham | Red | Red | Yellow | Red | Red | Green | Yellow | Green | Green | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Yellow | Green | Green | Green | Red | Green | Green | Green | Green | Green | |
| HO38 | Holly Farm, Holly Farm Road, Otham | Red | Red | Yellow | Red | Red | Green | Yellow | Green | Green | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Yellow | Green | Green | Green | Red | Green | Green | Green | Green | Green | |
| HO39 | Land at Iden Park, Cranbrook Road, Staplehurst | Yellow | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Green | Yellow | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Yellow | |

| Site ID | Site Name | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites | | |
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| HO40 | Monchelsea Farm, Cock Street, Boughton Monchelsea | Red | Red | Yellow | Yellow | Red | Green | Yellow | Green | Green | Red | Red | Yellow | Green | Yellow | Yellow | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | | |
| HO41 | Land west of Hermitage Lane, Barming | Yellow | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Red | Green | Green | Red | Red | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | | |
| HO42 | The Walled Gardens, Barham Court, Tonbridge Road, Teston | Red | Red | Red | Red | Green | Green | Green | Yellow | Red | Green | Red | Green | Green | Green | Green | Yellow | Green | Green | Green | Yellow | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | | |
| HO43 | Land at Heathfield, Heath Road, Coxheath | Yellow | Green | Green | Green | Yellow | Green | Yellow | Green | Green | Green | Yellow | Red | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | | |
| HO44 | Land at Vicarage Field, Linton Hill, Linton | Red | Red | Green | Red | Red | Green | Green | Green | Yellow | Green | Green | Yellow | Green | Green | Green | Red | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | | |
| HO45 | Land at Marden Cricket and Hockey Club, Stanley Road, Marden | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | | |
| HO46 | Land at Ham Lane, Lenham | Yellow | Red | Green | Red | Red | Green | Green | Green | Green | Green | Green | Red | Green | Yellow | Green | Red | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Green | | |
| HO47 | The MAP Depot, Goudhurst Road, Marden | Yellow | Yellow | Red | Green | Yellow | Green | Yellow | Green | Green | Green | Green | Red | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Green | Green | | |
| HO48 | Land at Glebe Gardens, Lenham | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Green | Red | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | |
| HO49 | 466-470 Loose Road, Maidstone | Green | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Red | Red | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | |
| HO50 | The Mote Cricket Club, Willow Way, Maidstone | Green | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Red | Red | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | |
| HO51 | Hockers Farm, Phase 1, Orchard View, Detling | Red | Red | Yellow | Red | Green | Green | Yellow | Green | Green | Green | Red | Red | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | |
| HO52 | Hockers Farm, Phase 2, Orchard View, Detling | Red | Red | Yellow | Red | Green | Green | Yellow | Green | Green | Green | Red | Red | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | |
| HO53 | Hockers Farm, Phase 3, Orchard View, Detling | Red | Red | Yellow | Red | Green | Green | Yellow | Green | Green | Green | Red | Red | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | |
| HO54 | Land to the north of Heath Road, Coxheath | Red | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | |
| HO55 | Land adjacent to Cross Keys/Roundwell, Bearsted | Yellow | Green | Green | Green | Red | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Red | Red | Green | Green | Green | Yellow | Green | Green | Green | Yellow | Red | Red | Green | Green | Green | Green | |
| HO56 | Herts Farm, Old Loose Hill, Loose | Red | Red | Green | Red | Yellow | Green | Yellow | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Yellow | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green |
| HO57 | The Old Quarry, Well Street, Loose | Red | Red | Green | Red | Yellow | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Yellow | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green |
| HO58 | Land south of Eyhorne Street, Hollingbourne | Red | Red | Red | Green | Red | Green | Yellow | Green | Red | Green | Green | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green |
| HO59 | The Parsonage, land south of Marden | Yellow | Green | Red | Green | Green | Green | Yellow | Green | Green | Green | Yellow | Red | Green | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green |

| Site ID | Site Name | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
|---------|--|-------------------|-----------------------------|----------------------------|--------------------------|--------------------------|-----------------------------|-------------------------|-------------------------|-------------------------------|--------------------------|-----------------------|----------------------------|--------------|-------|-------------|-------------------|----------|----------------------------|------------------------------|-------------------|-------------|-----------------|------------|--------------------------------|------------|------------|------------------|------|----------------------|
| HO60 | Land at Oakapple Lane, Barming | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO61 | Land adjoining Fishers Oast, Fishers Farm, Fishers Road, Staplehurst | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO62 | Land at Forstal Lane, Coxheath | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO63 | Land at Hubbards Lane/Haste Hill Road, Boughton Monchelsea | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO64 | Land at South Lane, Sutton Valence | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO65 | Land north west of Maidstone Road, Headcorn | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO66 | Land East of Hermitage Lane, Barming | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO67 | Land west of Burial Ground Lane, Tovil | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO68 | Land at Postley Road, Maidstone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO69 | Land at Penenden Heath, west of Eclipse Business Park, Boxley | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO70 | Land at Kings Road, Headcorn | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO71 | Land north of Marden Road, Staplehurst | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO72 | Land at Church Road, Harrietsham | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO73 | Land at Stanley Farm, Marden | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO74 | Land at Fant Farm, Maidstone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO75 | Land at Teiseside Nurseries, Lees Road, Laddingford | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO76 | Land to rear of Kent Police HQ, Sutton Road, Maidstone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO77 | Land at Kent Police Training School, Sutton Road, Maidstone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO78 | Land at West Street, Harrietsham | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO79 | Land at Bell Farm, East Street, Harrietsham | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Site ID | Site Name | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites | |
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| HO80 | Land rear of 12 Caring Lane, Bearsted | Red | Red | Yellow | Red | Red | Green | Yellow | Yellow | Green | Green | Red | Red | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO81 | Land at Sweetlands Lane, Staplehurst | Red | Red | Red | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Red | Green | Yellow | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO82 | Land at New Line Learning Academy, Heath Road, Loose | Red | Red | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Red | Green | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO83 | Gatland House, Gatland Lane, Maidstone | Yellow | Green | Green | Red | Red | Green | Yellow | Yellow | Green | Green | Red | Red | Red | Green | Red | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO84 | Land at Prospect House, Hunton Road, Marden | Red | Red | Red | Red | Red | Green | Yellow | Yellow | Green | Green | Red | Red | Red | Green | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green |
| HO85 | Moons Farm, Gallants Lane, East Farleigh | Red | Red | Yellow | Green | Red | Yellow | Green | Green | Green | Green | Green | Red | Yellow | Green | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green |
| HO86 | Grove Lodge, New Cut Road, Boxley | Green | Yellow | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Yellow | Red | Green | Green | Red | Red | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Yellow |
| HO87 | Land between Forge Lane and Chapel Lane, Bredhurst | Red | Red | Red | Green | Red | Yellow | Green | Yellow | Green | Green | Green | Red | Yellow | Green | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green |
| HO88 | Hazeldene Nursery, Dean Street, East Farleigh | Red | Red | Yellow | Yellow | Red | Yellow | Green | Green | Green | Green | Red | Red | Green | Yellow | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green |
| HO89 | Millfield Reclamation Yard, Holm Mill Lane / Greenway Lane, Harrietsham | Red | Red | Yellow | Yellow | Red | Yellow | Green | Green | Green | Green | Red | Red | Green | Yellow | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green |
| HO90 | Land south of M20 and west of Hockers Lane, Detling | Red | Red | Yellow | Yellow | Red | Yellow | Green | Green | Green | Green | Red | Red | Yellow | Green | Red | Yellow | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Yellow | Green |
| HO91 | Hockers Lane Operational Depot, Hockers Lane, Detling | Red | Red | Yellow | Yellow | Red | Yellow | Green | Green | Green | Green | Red | Red | Yellow | Green | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Red | Green | Yellow | Green |
| HO92 | Land to the north of Redic House, Warmlake Road, Sutton Valence | Red | Yellow | Red | Yellow | Red | Yellow | Green | Green | Green | Green | Green | Red | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO93 | Site at Cuxton Road, Parkwood | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Yellow | Green | Red | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO94 | Warmlake Business Park, Maidstone Road, Sutton Valence | Red | Red | Yellow | Yellow | Red | Yellow | Green | Green | Green | Green | Green | Red | Yellow | Green | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green |
| HO95 | Land at Farleigh Lane and Gatland Lane, Maidstone | Yellow | Yellow | Green | Red | Red | Yellow | Green | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Yellow | Green | Green | Green | Yellow | Green | Green | Green |
| HO96 | Land adjacent to Godfrey House, Eyhorne Street, Hollingbourne | Red | Red | Red | Yellow | Red | Yellow | Yellow | Green | Red | Green | Green | Red | Green | Yellow | Green | Yellow | Yellow | Green | Yellow | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green |
| HO97 | Land at the corner of Dean Street and Lower Road, East Farleigh | Red | Red | Green | Yellow | Red | Yellow | Green | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Yellow | Green | Green | Green |
| HO98 | Land at Vicarage Road, Yalding | Yellow | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Red | Yellow | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow |
| HO99 | Land at Boughton Mount, Boughton Lane, Loose | Yellow | Red | Green | Yellow | Red | Green | Yellow | Green | Green | Green | Yellow | Red | Red | Green | Yellow | Yellow | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow |

| Site ID | Site Name | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
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| HO100 | Fishers Farm, Fishers Road, Staplehurst | Y | Y | R | G | G | G | G | G | G | G | G | R | G | G | Y | R | G | G | G | Y | G | G | Y | G | G | G | G | G | |
| HO101 | Land at Barty Farm, Roundwell, Bearsted | Y | R | Y | R | R | G | Y | G | G | G | Y | R | R | G | Y | Y | R | G | Y | G | G | G | Y | G | G | G | G | G | |
| HO102 | Land at Bletchingley Farm, Pristling Lane, Staplehurst | R | R | R | R | R | Y | Y | Y | G | G | R | R | Y | G | G | Y | R | G | Y | G | G | G | Y | G | G | G | G | G | |
| HO103 | Laguna Motorcycles, Hart Street, Maidstone | G | Y | G | G | G | G | G | G | G | G | G | G | G | G | R | G | Y | G | G | G | Y | G | G | R | Y | G | G | G | |
| HO104 | Land at Valdene Industrial Estate, Sutton Valence | R | R | R | R | R | Y | Y | Y | R | Y | R | R | G | Y | G | Y | R | G | Y | G | G | G | Y | G | G | G | G | G | |
| HO105 | Land at Moat Farm, Moat Road, Headcorn | Y | Y | R | G | R | G | G | G | R | G | G | R | R | G | G | Y | R | G | Y | Y | G | G | R | R | Y | G | G | G | |
| HO106 | Rectory Fields, Frittenden Road, Staplehurst | Y | Y | R | G | G | G | G | G | G | G | Y | R | R | G | G | Y | R | G | G | Y | G | G | R | G | G | G | G | Y | |
| HO107 | Bridge Nurseries, London Road, Allington | G | Y | G | G | G | G | G | G | G | G | G | R | R | Y | R | Y | R | G | G | G | G | G | Y | G | G | G | G | G | |
| HO108 | Land east of Stede Hill and south of Pilgrims Way, Harrietsham | R | Y | Y | R | R | Y | Y | Y | G | G | Y | R | R | G | G | Y | R | G | G | G | Y | G | R | G | G | G | G | G | |
| HO109 | Land at New Line Learning Academy, Boughton Lane, Loose | G | Y | G | G | Y | G | G | G | G | G | G | R | R | G | R | Y | R | G | G | G | Y | G | Y | G | G | G | G | G | |
| HO110 | Chapel Field, Plain Road, Marden | R | R | R | R | R | Y | Y | Y | G | G | R | R | G | G | Y | R | R | G | Y | G | G | G | Y | G | G | G | G | Y | |
| HO111 | Redwall Farmhouse, Redwall Lane, Linton | R | R | Y | R | R | Y | Y | Y | G | G | G | R | R | G | G | Y | R | G | Y | Y | G | G | Y | G | G | G | G | G | |
| HO112 | Land at Boughton Lane, Loose | Y | R | G | Y | Y | G | G | G | G | G | G | R | R | G | R | Y | R | G | G | G | G | G | Y | G | G | G | G | G | |
| HO113 | Land to the west of North Street, Barming | Y | R | Y | G | G | G | G | G | G | G | G | R | R | G | R | Y | R | G | Y | G | G | G | Y | G | G | G | G | Y | |
| HO114 | Land to the south of Oliver Road, Staplehurst | G | R | R | Y | Y | G | Y | Y | G | G | G | R | R | G | G | Y | R | G | G | G | G | G | Y | G | G | G | G | G | |
| HO115 | Copper Lane Pasture, Copper Lane, Marden | Y | R | Y | Y | Y | G | G | G | G | G | G | R | R | G | G | Y | R | G | Y | G | G | G | R | G | G | G | G | G | |
| HO116 | Land at Detling (south) | R | R | Y | R | R | Y | Y | Y | G | G | R | R | R | Y | Y | Y | R | G | Y | Y | G | G | Y | G | G | G | G | G | |
| HO117 | Land at Detling (north) | R | R | Y | R | R | Y | Y | Y | G | G | R | R | R | Y | Y | Y | R | G | Y | Y | G | G | Y | G | G | G | G | G | |
| HO118 | Land north of Horish Wood, Detling | R | R | Y | Y | Y | G | G | G | G | G | R | R | R | Y | Y | Y | R | G | Y | Y | G | G | Y | G | G | R | G | Y | |
| HO119 | Land at Linden Farm, Stockett Lane, Coxheath | Y | G | Y | G | Y | G | G | G | G | G | G | R | R | G | G | Y | R | G | G | G | G | G | Y | G | G | G | G | G | |

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| HO120 | Land at Hubbards Lane, Boughton Monchelsea | Red | Red | Green | Green | Green | Green | Yellow | Green | Green | Green | Yellow | Red | Red | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | | |
| HO121 | 19-59 John Street, Maidstone | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Red | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO122 | Land south of Marden Road, Staplehurst | Red | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Green | Green | Red | Red | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | |
| HO123 | Land north of Sutton Road and east of Church Lane, Otham | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Red | Green | Red | Red | Red | Green | Green | Green | Green | Green | Green | Green | Red | Yellow | Red | Green | Green | Yellow | |
| HO124 | Land off Bow Hill, Watlingbury | Red | Yellow | Red | Red | Red | Green | Yellow | Green | Green | Green | Yellow | Green | Red | Yellow | Green | Red | Red | Green | Green | Green | Green | Green | Green | Red | Yellow | Yellow | Red | Green | Green | Green | |
| HO125 | Land east of Hockers Lane, Detling | Red | Red | Yellow | Red | Yellow | Green | Green | Green | Green | Green | Red | Red | Yellow | Yellow | Yellow | Yellow | Red | Green | Green | Green | Green | Yellow | Green | Green | Green | Yellow | Green | Green | Green | Yellow | |
| HO126 | Land at Fishers Farm, Fishers Road, Staplehurst | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO127 | 8-28 Boughton Lane, Loose | Green | Green | Green | Green | Yellow | Green | Yellow | Green | Green | Green | Green | Red | Green | Green | Red | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO128 | Land at Longsole Church, Long Rede Lane, Barming | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Red | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO129 | Church Cross House, Church Lane, Barming | Red | Red | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO130 | Land at 4 Malthouse Cottages, Dean Street, East Farleigh | Red | Red | Yellow | Green | Red | Yellow | Green | Green | Green | Green | Red | Red | Green | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | |
| HO131 | Land adjacent to Lenham Road (next to tennis and cricket club), Headcorn | Yellow | Yellow | Red | Green | Red | Green | Green | Green | Red | Green | Yellow | Yellow | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | |
| HO132 | Land adjacent to Lenham Road, Headcorn | Yellow | Yellow | Red | Green | Red | Green | Green | Green | Red | Green | Yellow | Yellow | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | |
| HO133 | Land A, rear of Knaves Acre, Headcorn | Yellow | Yellow | Red | Green | Red | Green | Green | Green | Red | Green | Yellow | Yellow | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO134 | Land B, rear of Knaves Acre, Headcorn | Yellow | Yellow | Red | Green | Red | Green | Green | Green | Red | Green | Yellow | Yellow | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO135 | Land between Grigg Lane and Lenham Road, Headcorn | Yellow | Red | Red | Green | Red | Yellow | Green | Green | Red | Green | Yellow | Yellow | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | |
| HO136 | Land off Blind Lane and Dunn Street Road, Bredhurst | Red | Red | Red | Green | Red | Yellow | Green | Green | Red | Green | Yellow | Yellow | Green | Green | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | |
| HO137 | Land off Blind Lane and Dunn Street Road, Bredhurst | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Yellow | Yellow | Green | Green | Red | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO138 | Land off Musket Lane, Hollingbourne | Red | Red | Red | Yellow | Red | Green | Yellow | Green | Red | Green | Yellow | Yellow | Green | Yellow | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO139 | 41 and 56 Valley Drive, Loose | Yellow | Red | Green | Red | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Red | Green | Red | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Yellow |

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| HO140 | Land rear of 127-141 Tonbridge Road, Maidstone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO141 | Land adjacent to Hollingbourne Station, Eyhorne Street, Hollingbourne | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO142 | Land at 1B Whitmore Street, Maidstone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO143 | Land adjacent to Dean Street, East Farleigh | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO144 | Old School Nursery, Station Road, Headcorn | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO145 | Cleaveland, Chart Road, Chart Sutton | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO146 | Lordswood urban extension, west of Sindals Lane and north of Westfield Sole Road, Boxley | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO147 | Land rear of The Bell Inn, High Street, Staplehurst | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO148 | The Acre, Eastwood Road, Ulcombe | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO149 | Land east of South Road, Marden | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO150 | Land to the north of Vicarage Road, Yalding | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO151 | Church Farm, Maidstone Road, Marden | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO152 | Greengates, Lenham Road, Headcorn | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO153 | Land at Great Love Farm, Love Lane, Headcorn | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO154 | Broomfield Park, Kingswood | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO155 | Maidstone urban extension | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO156 | Tongs Meadow and land at Harrietsham Primary School, Harrietsham | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO157 | Land south of Ashford Road, Harrietsham | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO158 | Land at Langley Park, Sutton Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO159 | Five Acre site adjacent to Bensted Close, West Street, Hunton | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| HO160 | The Grange, George Street, Staplehurst | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-161 | Land to the west of Goudhurst Road, Marden | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-162 | 127 Hockers Lane, Detling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-163 | Oakdene Farm, Leeds Road, Langley | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-164 | Land at the junction of Heath Road and Gallants Lane, East Farleigh | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-165 | Barn Meadow (west of Oak Tree Cottage), The Street, Ulcombe | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-167 | Winders (west of Reservoir Cottage), Lenham Road, Harrietsham | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-168 | College Farm, Ulcombe Hill, Ulcombe | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-169 | Jarrak Barn (south of 15 Caring Lane), Caring Lane, Bearsted | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-170 | Land adjacent to Four Wents Orchard, Chartway Street, Sutton Valence | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-171 | Land at George Street, Staplehurst | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-172 | Land off Heath Road, Boughton Monchelsea | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-173 | Land south of Court Lodge Cottages, Court Lodge Road, Harrietsham | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-174 | Land south of Grigg Lane, Headcorn | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-175 | Land at Green Lane, Langley | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-176 | Whippet Meadow, Hockers Lane, Detling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-177 | Top Meadow, Hockers Lane, Detling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-178 | Land at the junction of New Cut Road and Bearsted Road, Maidstone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO2-179 | Upper Horseshoe Farm, Dean Street, East Farleigh | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO3-186 | Haynes Brothers Ltd, Ashford Road, Maidstone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Site ID | Site Name | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
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| HO2-187 | Whatman site, Springfield Mill, Sandling Road, Maidstone | Green | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Yellow | Green | Yellow | Green | Green | Green | Green | Yellow | Red | Yellow | Green | Green | Green |
| HO2-188 | Land parcel A at Tanyard Farm, Old Ashford Road, Lenham | Yellow | Green | Green | Green | Green | Green | Yellow | Yellow | Green | Green | Yellow | Red | Red | Green | Green | Yellow | Red | Green | Green | Yellow | Green | Green | Green | Yellow | Green | Green | Green | Green | Green |
| HO2-189 | Springfield Square, Royal Engineers Road, Maidstone | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Red | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green |

Table 4: Housing sites options submitted for consideration following the 2014 Regulation 18 Consultation

| Site ID | Site Name | Location | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Landscape capacity to change (2014) | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
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| HO3-200 | Land adjacent to Forge House, Beresford Hill | Boughton Monchelsea | Red | Red | Green | Green | Green | Green | Yellow | Green | Yellow | Green | Red | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-212 | Green Lane | Boughton Monchelsea | Red | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-215 | Land north of the Limes | Boughton Monchelsea | Red | Red | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-217 | Land opposite the Limes | Boughton Monchelsea | Red | Red | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-220 | Land at Hubbards Lane | Boughton Monchelsea | Red | Red | Green | Green | Green | Green | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-234 | Land at Church Street | Boughton Monchelsea | Red | Red | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-245 | Lyewood Farm, Green Lane | Boughton Monchelsea | Red | Red | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-251 | Boughton Garage, Cock Street | Boughton Monchelsea | Red | Red | Yellow | Green | Red | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-269 | Land west of Gandy's Lane | Boughton Monchelsea | Red | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-198 | Yelton at Heath Road | Coxheath | Red | Red | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-201 | Land adjacent to Woodview, Heath Road | Coxheath | Red | Red | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-203 | 78 Heath Road | Coxheath | Red | Red | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-248 | Herts Farm | Coxheath | Red | Red | Green | Green | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-256 | North of Heath Road (Olders Field) (MX-4) | Coxheath | Red | Red | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-224 | Upper Dane, Ashford Road | Harrietsham | Yellow | Yellow | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-266 | Land off West Street | Harrietsham | Yellow | Red | Green | Green | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-282 | Bell Farm North | Harrietsham | Yellow | Yellow | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-238 | Land at Lenham Road | Headcorn | Green | Green | Red | Green | Yellow | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |

| Site ID | Site Name | Location | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Landscape capacity to change (2014) | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
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| HO3-190 | Land Rear of Station Newsagents (known as Braemar) | Staplehurst | Green | Red | Red | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-240 | South of Marden Road, Staplehurst | Staplehurst | Yellow | Yellow | Red | Green | Yellow | Green | Yellow | Green | Green | Green | Yellow | Yellow | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-259 | Land at Henhurst Farm | Staplehurst | Yellow | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-260 | Land north of Henhurst Farm | Staplehurst | Yellow | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-274 | Duckhurst Farmyard, Clapper Lane | Staplehurst | Red | Red | Red | Green | Red | Green | Yellow | Green | Green | Green | Yellow | Yellow | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-275 | Baldwins Farm, Marden Road, Staplehurst | Staplehurst | Red | Red | Red | Green | Red | Green | Yellow | Green | Green | Green | Yellow | Yellow | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-283 | Land at Lodge Road | Staplehurst | Green | Red | Red | Yellow | Red | Green | Green | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-193 | Whole site - Southfield Stables, South Lane | Sutton Valence | Red | Green | Red | Green | Yellow | Green | Green | Green | Red | Green | Green | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-194 | Area A - Southfield Stables, South Lane | Sutton Valence | Red | Green | Red | Green | Yellow | Green | Green | Green | Red | Green | Green | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-196 | Land at Wind Chimes, Chartway Street | Sutton Valence | Red | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-199 | Land at Tumbers Hill | Sutton Valence | Red | Green | Red | Green | Green | Green | Yellow | Green | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-216 | Brandy's Bay, South Lane | Sutton Valence | Red | Yellow | Red | Green | Yellow | Green | Green | Green | Red | Green | Green | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-227 | Land North East of Old Belringham Hall | Sutton Valence | Red | Green | Red | Green | Green | Green | Yellow | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-232 | Land at Barchams, Wind Chimes and East Went | Sutton Valence | Red | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-244 | South Belringham, South Lane | Sutton Valence | Red | Green | Red | Green | Green | Green | Yellow | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-250 | Land at The Oaks, Maidstone Road | Sutton Valence | Red | Yellow | Red | Green | Red | Green | Yellow | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-267 | West of South Lane | Sutton Valence | Red | Green | Red | Green | Yellow | Green | Green | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-284 | Forsham House, Forsham Lane | Sutton Valence | Red | Yellow | Red | Green | Red | Green | Yellow | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-191 | 2 Orchard Cottages, Lughorse Lane | Yalding | Red | Yellow | Red | Green | Yellow | Green | Yellow | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-276 | Cheveny Farm, Vicarage Road | Yalding | Red | Yellow | Red | Green | Yellow | Green | Yellow | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |

| Site ID | Site Name | Location | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Landscape capacity to change (2014) | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
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| HO3-277 | Wards Moat, Vicarage Road | Yalding | Red | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Red | Red | Green | Green | Green | Red | Green | Yellow | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-293 | New Barn Farm, Yalding Hill | Yalding | Red | Yellow | Red | Green | Green | Green | Yellow | Green | Green | Green | Green | Red | Red | Green | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | |
| HO3-305 | Land South of Kenward Road Yalding | Yalding | Red | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Red | Red | Green | Green | Green | Red | Green | Yellow | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-304 | Land north of Kenward Road Yalding | Yalding | Red | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Red | Red | Green | Green | Green | Red | Green | Yellow | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-192 | Bridge Industrial Centre, Wharf Road, Tovil | Urban area | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Yellow | Red | Green | Red | Green | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Red | Red | Yellow | Green | |
| HO3-204 | The Dunning Hall, off Fremlin Walk | Urban area | Green | Green | Green | Yellow | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-211 | 18-21 Foster Street | Urban area | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Red | Green | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-213 | Slencrest House, Tonbridge Road | Urban area | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Red | Green | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-214 | 75-75a College Road | Urban area | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Red | Green | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-223 | The Russell Hotel, 136 Boxley Road | Urban area | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Red | Green | Red | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-225 | Playing Fields at St Simon Stock Catholic School | Urban area | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Red | Green | Red | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-226 | South of Hermitage Court, Hermitage Lane | Urban area | Yellow | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Red | Green | Red | Green | Green | Yellow | Yellow | Green | Green | Green | Red | Green | Red | Green | Green | |
| HO3-229 | Land at Little Squerryes, Church Road, Otham | Urban area | Red | Yellow | Green | Green | Red | Green | Green | Green | Green | Green | Green | Red | Yellow | Green | Yellow | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-230 | Baltic Wharf, St Peters Street | Urban area | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Red | Green | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Yellow | Red | Green | Green | Green | |
| HO3-231 | North Car Park, Baltic Wharf, St Peter's Street | Urban area | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | |
| HO3-239 | 180-188 Union Street | Urban area | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-243 | Land at Former Astor of Hever Community School | Urban area | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Red | Green | Green | Yellow | Yellow | Green | Green | Green | Yellow | Green | Green | Green | Green | |
| HO3-254 | Granada House, Lower Stone Street | Urban area | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Red | Green | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | |
| HO3-268 | Tovil Working Men's Club | Urban area | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Red | Green | Red | Green | Yellow | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-271 | Land south of Cripple Street, Loose | Urban area | Yellow | Green | Green | Green | Red | Green | Yellow | Green | Green | Green | Green | Red | Red | Green | Red | Yellow | Red | Green | Green | Yellow | Yellow | Green | Green | Green | Yellow | Green | Green | Green | Yellow | |

| Site ID | Site Name | Location | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Landscape capacity to change (2014) | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
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| HO3-272 | Homewood Orchard, Farleigh Lane | Urban area | Yellow | Yellow | Green | Green | Red | Green | Yellow | Green | Green | Yellow | Green | Red | Green | Green | Red | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-280 | Banky Meadow, north of Fauchons Lane, Bearsted | Urban area | Green | Yellow | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Red | Green | Yellow | Red | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Red | Red | Green | Yellow | |
| HO3-300 | Bearstead Station Goods Yard | Urban area | Green | Red | Yellow | Green | Red | Green | Yellow | Green | Green | Green | Green | Green | Red | Yellow | Red | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO-95 | (part of) Half Yoke Land | Urban area | Yellow | Yellow | Green | Green | Red | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-309 | Land at Wrens Cross, Upper Stone Street | Urban area | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Red | Yellow | Yellow | Red | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-295 | Rear of the Orchard Spot, Downwood | Urban area | Yellow | Green | Yellow | Green | Yellow | Green | Green | Yellow | Green | Green | Green | Red | Green | Green | Red | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Yellow | Yellow | Green | Yellow | Green | |
| HO3-205 | Land at Beechen Bank, off Lordswood Lane | Outside of settlements | Yellow | Red | Yellow | Green | Red | Green | Yellow | Green | Green | Green | Green | Red | Green | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-208 | Land Adjacent to Charlshford Avenue, Kingswood | Outside of settlements | Red | Red | Red | Yellow | Green | Green | Green | Red | Green | Green | Green | Red | Green | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Yellow | |
| HO3-210 | Land at Butlers Farm, Horseshoes Lane, Langley | Outside of settlements | Red | Green | Red | Red | Green | Green | Green | Green | Green | Yellow | Green | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-218 | Eaglesham, Marley Road, Harrietsham | Outside of settlements | Red | Red | Green | Green | Red | Green | Green | Green | Green | Green | Green | Red | Red | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-222 | Land at Home Farm Oast, Lenham Heath | Outside of settlements | Red | Red | Green | Yellow | Green | Green | Yellow | Green | Green | Green | Red | Red | Red | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | |
| HO3-228 | Land at Kingswood, Charlesford Avenue, Ulcombe | Outside of settlements | Red | Red | Red | Yellow | Green | Green | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Yellow | |
| HO3-233 | Dickley Court | Outside of settlements | Red | Red | Green | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Red | Red | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-236 | Yew Tree House, Upper Leeds, Leeds | Outside of settlements | Red | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Red | Green | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-237 | Land at the Old Forge, Chartway Street | Outside of settlements | Red | Red | Green | Yellow | Green | Green | Green | Green | Green | Yellow | Green | Red | Red | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Red | Green | Yellow | Green | Green | |
| HO3-241 | Woodford Farm, Maidstone Road (MX-5) | Outside of settlements | Red | Red | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3-242 | Land sth of Lenham Road, Platts Heath | Outside of settlements | Red | Red | Yellow | Green | Red | Green | Green | Yellow | Green | Green | Red | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | |
| HO3-252 | Oakdene Farm, Maidstone Road | Outside of settlements | Red | Red | Red | Red | Green | Green | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | |
| HO3-253 | Land next to the Old Cyder House, Teston Corner | Outside of settlements | Red | Red | Red | Green | Green | Green | Green | Green | Red | Green | Red | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Yellow | Green | |
| HO3-255 | Land at Bottle Screw Hill | Outside of settlements | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Yellow | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | |

| Site ID | Site Name | Location | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Landscape capacity to change (2014) | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
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| HO3-303 | Land east of Gandy's Lane Boughton Monchelsea | Outside of settlements | Red | Red | Yellow | Green | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Yellow | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | |
| HO3-307 | Land rear of 127 Hockers Lane Thurnham | Outside of settlements | Red | Yellow | Yellow | Yellow | Yellow | Green | Yellow | Green | Yellow | Green | Yellow | Red | Green | Green | Red | Green | Yellow | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Yellow | Green | Yellow | |
| HO3-311 | Land adj. Eden Lodge Pye Corner Ulcombe | Outside of settlements | Red | Red | Red | Green | Red | Green | Yellow | Green | Red | Red | Yellow | Red | Red | Green | Green | Green | Yellow | Green | Yellow | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | |

Table 5: Housing site options submitted following focused consultation in 2015

| Site ID | Site Name | Location | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites/ Proximity to local centre | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Landscape capacity to change (2014) | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
|---------|---|----------------|-------------------|-----------------------------|----------------------------|--------------------------|--------------------------|-----------------------------|-------------------------|-------------------------|---|--------------------------|-----------------------|----------------------------|--------------|--------|-------------|-------------------|----------|----------------------------|-----------------|-------------------|-------------|-----------------|------------|--------------------------------|-------------------------------------|------------|------------|------------------|-------|----------------------|
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO3-301 | Kilwood Land East of Old Ham | Lenham | Yellow | Red | Green | Green | Red | Green | Green | Yellow | Green | Green | Green | Green | Red | Yellow | Green | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green |
| HO3-312 | Land adj. to Old Goods Yard | Lenham | Yellow | Red | Green | Green | Red | Green | Green | Yellow | Green | Green | Green | Green | Red | Yellow | Green | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green |
| HO3-313 | Land adjacent Detling Aerodrome Industrial Estate | Detling | Red | Red | Red | Red | Red | Yellow | Yellow | Green | Red | Green | Red | Red | Red | Green | Green | Yellow | Yellow | Green | Yellow | Green | Yellow | Green | Green | Red | Green | Green | Green | Green | Green | Green |
| HO3-314 | Land at Bydews Place | Tovil | Yellow | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Red | Red | Yellow | Red | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green |
| HO3-315 | Land at Downsoak Stud West Street | Harrietsham | Yellow | Red | Yellow | Green | Yellow | Green | Green | Green | Red | Green | Yellow | Yellow | Red | Yellow | Green | Yellow | Yellow | Green | Yellow | Green | Yellow | Green | Green | Yellow | Green | Green | Green | Green | Green | Green |
| HO3-316 | Land at Ledian Farm Upper Street | Leeds | Red | Red | Red | Red | Red | Green | Green | Yellow | Red | Green | Yellow | Red | Red | Green | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green |
| HO3-317 | Land west at Ledian Farm Upper Street | Leeds | Red | Red | Green | Green | Red | Green | Green | Yellow | Red | Green | Red | Red | Red | Green | Green | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green |
| HO3-318 | Land north east of Forge Lane | Bredhurst | Red | Red | Green | Green | Red | Yellow | Green | Green | Red | Green | Red | Red | Red | Yellow | Green | Yellow | Yellow | Green | Yellow | Green | Yellow | Green | Green | Yellow | Green | Green | Green | Green | Green | Green |
| HO3-319 | Land south of Tovil | Tovil | Yellow | Red | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Red | Green | Red | Yellow | Yellow | Green | Yellow | Green | Yellow | Green | Green | Yellow | Green | Green | Green | Green | Green | Green |
| HO3-320 | Land south of Warmlake Road | Chart Sutton | Red | Red | Yellow | Red | Red | Green | Green | Green | Yellow | Green | Red | Red | Red | Green | Green | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green |
| HO3-321 | Nutbrow Land adj. Boyton Court Road Tumblers Hill | Sutton Valence | Red | Yellow | Red | Yellow | Yellow | Green | Yellow | Green | Red | Red | Red | Red | Red | Green | Green | Yellow | Red | Yellow | Yellow | Green | Yellow | Green | Green | Red | Green | Green | Green | Green | Green | Green |

| Site ID | Site Name | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to deprived | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
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| ED2-19 | Land at Cobtree Forstal, Forstal Road, Aylesford | / | / | / | / | / | / | / | / | / | / | | | | | | | | | | | | | | | | | | | | |
| ED2-20 | Whatman site, Springfield Mill, Sandling Road, Maidstone | / | / | / | / | / | / | / | / | / | / | | | | | | | | | | | | | | | | | | | | |

Table 7: Mixed use and commercial site options appraised alongside the 2014 Regulation 18 Consultation on the draft Local Plan

| Site ID | Site Name | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to deprived communities | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
|---------|---|-------------------|-----------------------------|----------------------------|--------------------------|--------------------------|-----------------------------|-------------------------|-------------------------|-------------------------------|--------------------------|-----------------------------------|-----------------------|----------------------------|--------------|-------|-------------|-------------------|----------|----------------------------|------------------------------|-------------------|-------------|-----------------|------------|--------------------------------|------------|------------|------------------|--------|----------------------|
| MX1 | Land south of Headcorn railway station, Headcorn | Yellow | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| MX2 | The Old Goods Yard, Headcorn Road, Lenham | Green | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| MX3 | 8 Faversham Road, Lenham | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| MX4 | Land north of Heath Road, Coxheath | Red | Yellow | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green |
| MX5 | Woodford Farm, Maidstone Road, Staplehurst | Red | Red | Red | Red | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| MX6 | Land at The Oaks, Maidstone Road, Sutton Valence | Red | Green | Red | Green | Red | Green | Green | Green | Red | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| MX7 | Duckhurst Farm, Clapper Lane, Staplehurst | Red | Red | Red | Red | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| MX8 | Ledian Farm, Upper Street, Leeds | Red | Red | Yellow | Green | Red | Green | Green | Green | Red | Green | Green | Green | Red | Red | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Red | Green | Green | Green | Green | Green |
| MX9 | Former Pickfords Removals Ltd, Hart Street, Maidstone | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| MX10 | Ringles Nursery, Grigg Lane, Headcorn | Yellow | Red | Red | Yellow | Red | Green | Green | Green | Red | Green | Green | Green | Red | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green |
| MX11 | Land parcel A at Tanyard Farm, Old Ashford Road, Lenham | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| MX12 | Land parcel B at Tanyard Farm, Old Ashford Road, Lenham | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| MX13 | Springfield Square, Royal Engineers Road, Maidstone | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| MX14 | Land off Unicomes Lane, Maidstone | Yellow | Yellow | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Green |
| MX15 | 27 Mote Road, Maidstone | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| MX16 | Clockhouse Farm, Heath Road, Coxheath | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |

| Site ID | Site Name | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to deprived communities | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building and features | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
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| MX2-17 | Maidstone East and Royal Mail Sorting Office, Maidstone | Green | Green | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Yellow | Green | Green | Green | Green |
| MX2-18 | King Street Car Park and former AMF bowling site, Maidstone | Green | Green | Green | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Yellow | Green | Yellow | Red | Green | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Yellow |

Table 8 Site options appraised alongside the 2014 Regulation 18 Consultation on the draft Local Plan

| Site ID | Site Name | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites/ Proximity to local centre | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Landscape capacity to change (2014) | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
|---------|--|-------------------|-----------------------------|----------------------------|--------------------------|--------------------------|-----------------------------|-------------------------|-------------------------|---|--------------------------|-----------------------|----------------------------|--------------|--------|-------------|-------------------|----------|----------------------------|-----------------|-------------------|-------------|-----------------|------------|--------------------------------|-------------------------------------|------------|------------|------------------|--------|----------------------|
| GT1 | Congelow Farm | Red | Green | Red | Green | Green | Green | Green | Green | Green | Green | Red | Red | Yellow | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Yellow | Green | Red | Green | Green | Green | |
| GT2 | Greengates (plot 1), Lenham Road | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Yellow | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | |
| GT3 | Greengates (plot 2), Lenham Road | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Yellow | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | |
| GT4 | Hawthorn Farm, Pye Corner, Ulcombe | Red | Red | Red | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | |
| GT5 | Cherry Gardens, Collier Street | Red | Red | Red | Yellow | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Yellow | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Yellow | Green | Green | Red | Green | Green | |
| GT6 | Home Farm, Sweetlands Lane | Red | Red | Red | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | |
| GT3-9 | Acers Place / Land adjoining Greengates | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Yellow | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | |
| GT3-10 | Quarter Paddocks, Bletchenden Road | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Yellow | White | Green | Yellow | White | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Yellow | |
| GT3-11 | The Chances, Lughorse Lane, Hunton | Red | Red | Red | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Red | Red | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| GT3-12 | Ash Tree Place / Catchment cottages | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Yellow | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Green | Green | Green | Red | Green | Yellow | |
| GT3-13 | Little Boarden, Boarden Lane | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Yellow | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| GT3-15 | Perfect Place, Park Wood Lane | Red | Red | Red | Red | Red | Green | Green | Green | Green | Green | Yellow | Red | Red | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| GT3-16 | The Vine, Green Hill Lane, Ulcombe | Red | Red | Red | Yellow | Red | Green | Green | Green | Green | Green | Yellow | Red | Red | White | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| GT3-17 | Green Tops, Symonds Lane, Yalding | Red | Yellow | Red | Red | Red | Green | Green | Green | Green | Green | Yellow | Red | Red | White | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | |
| GT3-20 | The Stables / Land east of Maplehurst Lane | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Yellow | Yellow | Green | Yellow | White | Green | Green | Green | Green | Green | Green | Red | Green | Green | Yellow | Green | Yellow | |
| GT3-21 | Land rear of The Meadows (plots 1-10), | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Yellow | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | |
| GT3-22 | The Stables, Wagon Lane, Yalding | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Yellow | Yellow | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | |

| Site ID | Site Name | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites/ Proximity to local centre | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Landscape capacity to change (2014) | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
|---------|---|-------------------|-----------------------------|----------------------------|--------------------------|--------------------------|-----------------------------|-------------------------|-------------------------|--|--------------------------|-----------------------|----------------------------|--------------|-------|-------------|-------------------|----------|----------------------------|-----------------|-------------------|-------------|-----------------|------------|--------------------------------|-------------------------------------|------------|------------|------------------|-------|----------------------|
| GT3-23 | Stilebridge Stableyard, Stilebridge Lane | Red | Red | Yellow | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Yellow | Green | Green | |
| GT3-24 | Plot 3 The Meadows, Lenham Road | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green |
| GT3-25 | Franks Bridge, Smarden Road | Yellow | Red | Red | Yellow | Red | Green | Yellow | Yellow | Red | Green | Yellow | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Yellow | Green | Green |
| GT3-26 | Orchard Place, Benover Road, Collier Street | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Red | Green | Green | Yellow | Green | Green | Green | Yellow | Green | Green | Green | Red | Green | Green | Green | Yellow | Green | Green |
| GT3-27 | Lindfield Farm, Willow Lane, Paddock Wood | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Yellow | Green | Green |
| GT3-28 | The Paddock, Detling Hill, Thurnham | Red | Red | Red | Red | Red | Green | Yellow | Green | Green | Green | Red | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Green | Green | Green |
| GT3-31 | Land rear of Brickyard Cottages, Redwall Lane | Red | Red | Yellow | Red | Red | Yellow | Yellow | Yellow | Red | Green | Yellow | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Yellow | Green | Green |
| GT3-33 | The Three Sons, Hampstead Lane, Nettlestead | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Yellow | Green | Green | Green |
| GT3-34 | Eight Acres, Tilden Lane, Marden | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Yellow | Green | Green |
| GT3-36 | Huntsman's Stables, Maidstone Road | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Yellow | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Yellow | Green | Green |
| GT3-37 | Land at Cherry Tree Farm, West Wood Road | Red | Red | Red | Red | Red | Green | Yellow | Yellow | Red | Green | Red | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Green | Yellow | Green | Green |
| GT3-38 | Land at Squirrel Wood, Rumstead Lane | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Yellow | Red | Green | Green | Green | Yellow | Green | Green |
| GT3-39 | Flips Hole, South Street Road, Stockbury | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Yellow | Green | Green |
| GT3-40 | The Ash, Yelsted Road, Stockbury | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Yellow | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Yellow | Green | Green |
| GT3-41 | Fairhaven, Queen Street, Yalding | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Red | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Yellow | Green | Green |
| GT3-42 | Hertsfield Farm, Staplehurst Road, Marden | Red | Red | Yellow | Red | Red | Yellow | Yellow | Yellow | Red | Green | Yellow | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Yellow | Green | Green |
| GT3-43 | Plot 5, Land at Lughorse Lane, Hunton | Red | Red | Yellow | Red | Red | Green | Green | Yellow | Red | Green | Red | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Yellow | Green | Green |

| Site ID | Site Name | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites/ | Proximity to local centre | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Landscape capacity to change (2014) | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
|---------|-------------------------------------|-------------------|-----------------------------|----------------------------|--------------------------|--------------------------|-----------------------------|-------------------------|-------------------------|--------------------------------|---------------------------|--------------------------|-----------------------|----------------------------|--------------|-------|-------------|-------------------|----------|----------------------------|-----------------|-------------------|-------------|-----------------|------------|--------------------------------|-------------------------------------|------------|------------|------------------|-------|----------------------|
| GT3-44 | Oak Lodge, Tilden Lane, Marden | Red | Red | Red | Red | Red | Green | Yellow | Yellow | Green | Green | Yellow | Red | Red | Red | Green | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Yellow | Yellow | Green | Green | Green | |
| GT3-45 | Land rear of The Meadows (plot 13) | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Green | Red | Red | Red | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | |
| GT3-46 | Oak Tree Farm | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Green | Red | Red | Red | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Red | Green | Green | Red | Green | Green | Green | |
| GT3-47 | Park Wood Stables, Park Wood Lane | Red | Red | Red | Red | Red | Yellow | Yellow | Yellow | Red | Green | Green | Red | Red | Red | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | |
| GT3-49 | Land east of Water Lane, Water Lane | Red | Red | Red | Green | Red | Green | Yellow | Yellow | Red | Green | Yellow | Yellow | Red | Red | White | Green | Yellow | Green | Green | Green | Green | Green | Green | Yellow | Green | Red | Red | Green | Green | Green | |

Table 9: Sites previously considered as candidates for the potential public Gypsy and Traveller site

| Site ID | Site Name | Location | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character | Landscape capacity to change | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
|-------------------|--|---------------------|-------------------|-----------------------------|----------------------------|--------------------------|--------------------------|-----------------------------|-------------------------|-------------------------|-------------------------------|--------------------------|-----------------------|----------------------------|--------------|-------|-------------|-------------------|----------|----------------------------|-----------------|-------------------|-------------|-----------------|------------|---------------------|------------------------------|------------|------------|------------------|-------|----------------------|
| Possible Site 33 | Land north of Haste Hill Road | Boughton Monchelsea | Red | Red | Green | Green | Green | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 34 | Land south of the old Barn House | Boughton Monchelsea | Red | Red | Green | Green | Green | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 35 | Land north of Green Lane, Laburnam Cottage | Boughton Monchelsea | Red | Red | Green | Green | Green | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 36 | Land north of Green Lane, south of Lyewood | Boughton Monchelsea | Red | Red | Green | Green | Green | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 43 | Land north of Heath Road, Parsonage Farm | Boughton Monchelsea | Red | Red | Green | Green | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 46 | Land north of Parsonage Farm | Stockbury | Red | Red | Green | Green | Red | Green | Green | Green | Red | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 47 | Land north of Church Lane, n. of South St | Stockbury | Red | Red | Green | Green | Red | Green | Green | Green | Red | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 48 | Land south of Church Lane, jct. South Street | Barming | Red | Red | Green | Green | Green | Green | Green | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 65 | Land at Dean Street | Coxheath | Red | Red | Yellow | Green | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 66 | Land at Hurst Road | Bredhurst | Red | Red | Green | Green | Red | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 67 | Land off Dean Street | North of Coxheath | Red | Red | Yellow | Green | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 74 | Monchelsea Farm | Boughton Monchelsea | Red | Red | Yellow | Green | Red | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 78 | Manor Farm | Sutton Valance | Red | Green | Red | Green | Yellow | Green | Yellow | Green | Green | Red | Green | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 81 | Land adjacent to The Nook | Yalding | Red | Red | Green | Green | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 84 | Land adj Gallants Lane | near Coxheath | Red | Red | Yellow | Green | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 86 | Land at Gallants Lane | Coxheath | Red | Red | Yellow | Green | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 87 | Land at Lower Rd, Farleigh Green | East Farleigh | Red | Red | Yellow | Green | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 97 | Land at Chart Sutton, Chart Sutton | Chart Sutton | Red | Red | Green | Green | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 98 | Land at Tyland Lane | Sandling | Red | Red | Yellow | Green | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 101 | The Stumps, Lenham Road | Kingswood | Red | Red | Green | Green | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 107 | Land south Tumblers Hill | Sutton Valance | Red | Green | Red | Green | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 108 | Land south Ploughwents Road | Chart Sutton | Red | Red | Yellow | Green | Yellow | Green | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| Possible Site 110 | Garages off Grasslands | Langley | Red | Yellow | Red | Red | Red | Yellow | Yellow | Green | Green | Green | Red | Red | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |

Table 10 Sites submitted as potential Gypsy and Traveller Locations (Call for Sites 2014).

| Site ID | Site Name | Location | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Landscape capacity to change | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
|---------|----------------------------------|-------------|-------------------|-----------------------------|----------------------------|--------------------------|--------------------------|-----------------------------|-------------------------|-------------------------|-------------------------------|--------------------------|-----------------------|----------------------------|--------------|--------|-------------|-------------------|----------|----------------------------|-----------------|-------------------|-------------|-----------------|------------|--------------------------------|------------------------------|------------|------------|------------------|--------|----------------------|
| GT3 50 | Land Kingswood Farm | Ulcombe | Red | Red | Red | Yellow | Red | Green | Yellow | Green | Red | Green | Red | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| GT3 51 | Five Acres, Tilden Lane | Marden | Red | Red | Red | Yellow | Red | Green | Yellow | Green | Red | Green | Red | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| GT3 J2 | Blossom Lodge Stocket Lane | Coxheath | Red | Red | Green | Yellow | Red | Green | Yellow | Green | Red | Green | Red | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3 208 | Land adjacent Charlesford Avenue | Kingswood | Red | Red | Red | Green | Yellow | Green | Green | Green | Red | Green | Red | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3 210 | Butlers Farm, Horseshoes Lane | Langley | Red | Green | Red | Red | Red | Red | Red | Green | Green | Green | Red | Red | Red | Green | Green | Yellow | Yellow | Green | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| HO3 218 | Eaglesham, Marley Road | Harrietsham | Red | Red | Green | Red | Red | Red | Yellow | Green | Green | Green | Red | Red | Red | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | |
| GT1 | Congelow Farm | Yalding | Yellow | Yellow | Red | Green | Yellow | Green | Green | Green | Green | Green | Red | Red | Red | Yellow | Green | Yellow | Red | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Red | Yellow | Green | Yellow | Green |

Table 11: Rejected housing, employment and mixed use sites from 2013 and 2014 SHLAA/SED LAA

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------|---|------------------|-----|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|-----|-------|-------|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| HO3-198 | Land adjoining `Yelton` at Heath Road, Coxheath | Coxheath | Red | Yellow | Red | Green | Yellow | Yellow | Green | Green | Green | Green | Red | Red | Red | Green | Green | Yellow | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-281 | Land at rear of Peg Tile Cottage | Marden & Yalding | Red | Red | Red | Yellow | Red | Green | Yellow | Yellow | Green | Green | Yellow | Red | Red | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| HO3-274 | Duckhurst Farmyard, Clapper Lane, Staplehurst | Staplehurst | Red | Red | Red | Red | Red | Green | Yellow | Green | Green | Green | Yellow | Red | Red | Green | Green | Yellow | Yellow | Green | Yellow | Green |
| HO3-291 | Rear of Barker Cottages, New Cut, East Farleigh | Coxheath | Red | Red | Yellow | Yellow | Red | Green | Yellow | Green | Green | Green | Red | Red | Red | Green | Green | Yellow | Yellow | Green | Yellow | Green |
| ED14 | Sandway Quarry | Nr Lenham | Red | Red | Red | Green | Red | Green | Yellow | Green | Green | Green | Yellow | Yellow | Red | Green | Green | Yellow | Yellow | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| ED2 - 16 | Rough Shave Wood | Ulcombe | Red | Red | Red | Red | Red | Green | Yellow | Green | Green | Green | Yellow | Yellow | Red | Green | Green | Yellow | Yellow | Green | Yellow | Green |

Table 12 Existing permanent Gypsy and Traveller Sites with possible potential to expand or intensify

| Site ID | Site Name | Location | Access to centres | Access to GP or medical hub | Access to Secondary School | Access to Primary School | Proximity to Post Office | Proximity to outdoor sports | Proximity to play space | Proximity to greenspace | Proximity to employment sites | Loss of employment land? | Proximity to bus stop | Proximity to train station | Cycle routes | Noise | Air quality | Agricultural land | Land use | Scheduled Ancient Monument | Listed Building | Conservation Area | Archaeology | Kent Downs AONB | Green Belt | Landscape character assessment | Landscape capacity to change | Flood zone | Flood risk | Ancient woodland | SSSI | Local Wildlife sites |
|---------|---|---------------------|-------------------|-----------------------------|----------------------------|--------------------------|--------------------------|-----------------------------|-------------------------|-------------------------|-------------------------------|--------------------------|-----------------------|----------------------------|--------------|-------|-------------|-------------------|----------|----------------------------|-----------------|-------------------|-------------|-----------------|------------|--------------------------------|------------------------------|------------|------------|------------------|------|----------------------|
| 4 | Fairview, Osborne Drive | Detling Hill | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | Little Acre, Chart Hill Road | Chart Sutton | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | Peacock Farm, Chart Hill Road | Chart Sutton | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | Chart View, Chart Hill Road | Chart Sutton | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | Chart Hill Paddock, Chart Hill Road | Chart Sutton | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42 | Mulberry Farm, East Street | Hunton | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57 | The Kays, Heath Road | Linton | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59 | Plum Tree Farm, Park Road | Marden | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80 | Blue Bell Farm, George Street | Staplehurst | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 81 | The Paddocks, George Street | Staplehurst | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84 | Kilnwood Farm, Old Ham Lane | Lenham | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 109 | Near Neverend Farm, Pye Corner | Ulcombe | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 115 | Roydon Farm, Pye Corner | Ulcombe | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 125 | Emmett Hill Nursery, Emmett Hill Lane | Yalding | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 167 | Cobnut Tree Place (plot 1), Church Hill | Boughton | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 168 | Greenacre (plot 5), Church Hill | Boughton Monchelsea | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 170 | Four Oakes (plot 2), Church Hill | Boughton Monchelsea | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 173 | Granada, Lenham Road | Headcorn | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 186 | Orchard Farm Nursery Plot 1 | Chartway Street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

APPENDIX V: APPRAISAL OF BROAD LOCATIONS FOR HOUSING

Introduction

As described within Part 2 of the main SA Report document, an interim stage of plan-making / SA involved appraising the following alternative approaches:

- 1) Broad Location for Housing Development in Lenham
- 2) Broad Location for Housing Development in Headcorn

The interim appraisal findings are presented in full within this Appendix. The appraisal table should be read alongside the corresponding section of Part 2, where an explanation can be found of the degree to which the Council took on-board SA findings when determining the preferred approach as set out in the Preferred Options consultation document.

Methodology

See discussion within Appendix II.

Appraisal findings

Table presenting an appraisal of alternatives to broad locations for housing

- (1) Lenham
(2) Headcorn

| Sustainability objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | |
|--------------------------|---|-------|-------|
| | | Alt 1 | Alt 2 |
| Housing | Both options would have a significant positive effect on the baseline by supporting the development of a substantial amount of houses at a broad location. However, Lenham has capacity to deliver a higher volume of housing than Headcorn at a strategic broad location. The average house price in Lenham is currently lower than for Headcorn. | | |
| Flooding | Development at a broad Location in Lenham would fall within Flood Zone 1. Development at a broad location in Headcorn would be mainly within Flood Zone 1, but would be surrounded by a substantial area at risk of flooding (Flood Zones 2 and 3). Mitigation measures would need to be secured to ensure that development in Headcorn did not increase surface water run-off and the risk of flooding off site. | - | ↓ |
| Health | Both locations are located within reasonable walking distance of a GP. The development of housing would also help to address housing affordability issues in the rural service centres, which could have a positive effect on wellbeing. | ↑ | ↑ |
| Poverty | Neither alternative is likely to have a significant impact on the baseline position. Both locations do not fall within areas of deprivation and are unlikely to support regeneration in areas of need. | - | - |
| Education | Development at a broad location within Lenham would be accessible to a secondary school within walking distance. However, contributions towards enhancement would be necessary to support the significant increase in population. The closest secondary school to Headcorn is over 8km away and therefore less accessible. Contributions would also be required towards additional places at receiving schools in other settlements. It is uncertain at this stage whether the additional population would support the development of a secondary school in Headcorn. If this was possible, it could benefit the existing population. | ↑ | ↓ |
| Crime | Neither alternative is likely to have a significant impact on the baseline position. | - | - |

| Sustainability objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | Alt 1 | Alt 2 |
|--------------------------|---|-------------------|--|
| | | Vibrant Community | Neither alternative is likely to have a significant impact on the baseline position. |
| Accessibility | <p>Both Lenham and Headcorn contain a train station, which could support public transport use. However, development at Lenham would be slightly closer to the train station on foot compared to development in Headcorn. The service from Headcorn consists of trains approximately every 30minutes towards Tonbridge, which connects to Maidstone Centre, with the journey time ranging from 49 minutes – 72 minutes. The service from Lenham towards Maidstone is less frequent with only one service an hour. However, the journey time to Maidstone is within 17 minutes. Both locations are within close proximity on foot to existing bus services. Arriva bus services from Headcorn to Maidstone are fairly frequent at peak travel times from 06.42am up until about 8.00am when the service becomes hourly. Return journeys from Maidstone run at a similar frequency⁹⁵. Stagecoach service 10X runs from Lenham to Maidstone starting at 6.47am. The services are fairly frequent until 8:00am and then they go hourly⁹⁶. On balance, the public transport links seem comparable at each broad location.</p> <p>In terms of access to local services and facilities, some parts of the broad locations at Headcorn and Lenham are not within reasonable walking distance of accessible natural greenspace or childrens play spaces. However, provision could be enhanced as part of any development.</p> <p>Access to primary schools is adequate at both locations, although Headcorn has poor access to a secondary school on foot. Both locations have access to GP services, although the capacity to take on additional patients at these practices is not known.</p> <p>Both locations would have positive implications in terms of promoting access to local services, supporting rural service centres and providing access to public transport. There may also be potential to enhance services and facilities through development contributions. The impacts are not considered to be significant; but there is some merit in allocating a broad location for housing development at both locations.</p> | ↑ | ↑ |
| Culture | Neither alternative is likely to have a significant impact on the baseline position. | - | - |

⁹⁵ Available online at: <http://www.arrivabus.co.uk/serviceInformation.aspx?id=12386> [accessed March, 2014]

⁹⁶ Available online at: <http://www.nationalrail.co.uk/posters/LEN.pdf> [accessed March, 2014]

| Sustainability objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | Alt 1 | Alt 2 |
|--------------------------|--|----------|--|
| | | Land Use | Both alternatives would result in the loss of greenfield land and some Grade 3 agricultural land. This would have negative implications. |
| Congestion | The employment opportunities within each service centre are unlikely to support the increased population. However, of the two locations, Lenham is more closely related to key employment areas. For both alternatives, the majority of residents would be likely to travel by car to work, predominately into the Maidstone Town Centre and the strategic employment allocation at Newnham Park. Residents travelling by car from Lenham would be likely to use the M20 Motorway and/ or A20 to access Maidstone Town Centre for employment opportunities, whilst residents in Headcorn would be likely to use the A274. Increased flows of traffic into the urban area along these routes could have negative implications, especially within the 'inner corden'. The impacts are not thought to be significant in isolation, but would contribute to increased traffic cumulatively with other developments. Lenham offers much quicker journey times to the town centre by train than Headcorn, which could encourage the use of public transport. However, the service is infrequent. | ↓↑ | ↓ |
| Climate Change | <p>Development at either location would only be anticipated to take place later in the plan period. At this stage, it is expected that standards of sustainability in construction will be higher, possibly zero carbon. This would help to provide more efficient housing stock, having a positive effect in terms of reducing carbon emissions from the built environment. However, this would happen anyway as standards are set nationally.</p> <p>Both developments would be likely to promote the continued use of private cars, as higher-order retail, public services and employment opportunities would need to be sought outside the rural service centres. Whilst there are public transport links, these are not particularly frequent, and the evidence suggests that car use is high. Road transport emissions would therefore be expected to increase in line with current trends.</p> <p>Development at both locations would need to be designed to help adapt to the effects of climate change. Good design would help to ensure that the new communities were well adapted in terms of providing shading, appropriate landscaping and drainage. However, Headcorn is surrounded by areas at risk of flooding, so it would be particularly important to ensure that new development was resilient to and did not contribute to the effects of climate change on flood risk. Conversely, there might be opportunities to improve surface water drainage as part of new development, which could have positive implications.</p> | - | ? |

| Sustainability objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | Alt 1 | Alt 2 |
|--------------------------|---|-------|-------|
| | | | |
| Biodiversity | <p>Development at both broad locations has the potential for negative impacts on wildlife habitats and species, but the issues would need to be explored in greater detail at the planning application stage. Development at a broad location in Lenham could have an impact on a number of areas of ancient woodland around the settlement through increased recreation pressure and disturbance during construction. However, it should be possible to avoid impacts on these areas, and even perhaps to secure enhancements. An uncertain impact has been recorded at this stage.</p> <p>Development in Headcorn could be constrained by the control of discharge into the River Beult (SSSI), as this is one of the primary reasons for its unfavourable condition. Additional housing would require treatment and disposal of waste water, but there are capacity issues with current infrastructure. There are also small patches of deciduous woodland (confirmed) and traditional orchard (unconfirmed) within close proximity, which are both BAP priority habitats. The potential for negative impacts is greater in Headcorn due to the sensitivity of the River Beult SSSI and potential difficulties in managing additional waste water. Mitigation might be possible, but at this stage the precautionary principle has been applied in determining a significant negative effect for alternative 2.</p> | ? | |
| Countryside and Heritage | <p>Development at a broad location in Headcorn would be likely to encroach upon the open countryside in areas identified as 'highly sensitive'⁹⁷. Headcorn is washed over by the Low Weald Landscape of Local Value. Development of a broad location in Headcorn would also significantly alter the character and shape of the settlement. This would constitute a significant negative effect. Development at a broad location in Lenham would form a more logical extension to the settlement, but would nevertheless alter the scale and character of Lenham. There would also be potential significant negative effects on the setting on the Kent Downs AONB, but there are areas of Lenham that are better related to / screened from the AONB so it ought to be possible to direct development to the less sensitive areas within a broad location. Impacts would need to be explored further and mitigation measures would need to be secured at development application stage.</p> | ? | |
| Waste | Neither alternative is likely to have a significant impact on the baseline position. | - | - |

⁹⁷ A number of site options (assessed in the SA) in Headcorn fall within areas identified as having low capacity to accommodate change. It is possible these would form part of a 'broad location' for growth.

| Sustainability objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | Alt 1 | Alt 2 |
|--------------------------|---|-------|-------|
| | | | |
| Water Management | <p>Both alternatives would be likely to increase the consumption of water and pressure on waste water systems.</p> <p>Development in Headcorn is currently constrained by the waste water treatment works which is at capacity. There are also tight constraints on discharges into the River Beult, and limited space on site to expand facilities. Therefore, development would need to be supported by significant infrastructure investment. There may also be the potential for negative impacts on the quality of water courses. This constitutes a significant negative effect. Development in Lenham would also require infrastructure improvements to support the development of 1500 dwellings, however there are fewer constraints compared to Headcorn.</p> | ↓ | |
| Energy | <p>Development at either location would only be anticipated to take place later in the plan period. At this stage, it is expected that standards of sustainability in design and construction will be higher, possibly zero carbon. This would help to provide more efficient housing stock, having a positive effect in terms of reducing carbon emissions from the built environment. However, the impacts have been identified as neutral, as standards are expected to improve at a national level, so there would be no significant change from the projected baseline position.</p> <p>The potential for positive impacts would be realised if development was supported by larger decentralised energy schemes that can help to reduce emissions for existing building stock. However, at this stage, it is unknown whether the sites would be suitable for decentralised energy schemes. Further studies would be required to identify opportunities, but it is expected that on-site building integrated renewables would be most suitable than large scale wind or heat networks.</p> | - | - |
| Economy | <p>Development in both locations would help to support the local economy of the rural service centres. However, it would not support economic revival in areas of regeneration priority.</p> <p>Housing development in Lenham would be closer to key employment areas, and would also have good links to the motorway to access Newnham Park or opportunities outside the borough. However, the spatial strategy seeks to expand B2 / B8 development at Barradale industrial estate to the North West of Headcorn. This could create about 180 jobs⁹⁸ depending upon the use, which could be accessed on foot by local residents in Headcorn.</p> | ↑ | ↑ |

⁹⁸ Assumes 1FTE job per 30m² (total of 5500m²)

Summary

Development of a broad location at both locations would help to support housing need in the Borough, although Lenham has the potential to support a higher number of dwellings than Headcorn. Both developments would also support the local economy and viability of the service centres, providing that social infrastructure is enhanced to support an increased population. There are potential for negative landscape impacts at both locations, but it would be more difficult to mitigate these at Headcorn and the character / form of the settlement would change significantly. Both developments would also require infrastructure improvements to support the additional requirement for water consumption and disposal. However, there are significant constraints in Headcorn that could be extremely costly to mitigate and might lead to adverse effects on water quality and biodiversity in the River Beult SSSI. On balance, access to services is slightly better in Lenham. Both centres have comparable public transport links to Maidstone and other centres, but Headcorn is poorly related in terms of access to a secondary school. Whilst the areas for development would largely be within Flood Zone 1 at both locations; the risk of flooding in the surrounding vicinity of Headcorn is greater.

Overall, it is considered that Alternative 1 (a broad location in Lenham) is the most sustainable location when considering the outcomes of the appraisal over the breadth of sustainability objectives.

APPENDIX VI: APPRAISAL OF ALTERNATIVES (MODES OF TRAVEL)

Introduction

As described within Part 2 of the main SA Report document, an interim stage of plan-making / SA involved appraising the following alternative approaches to travel:

- 1) Identified Road Schemes
- 2) Status Quo parking
- 3) Expand park and ride
- 4) Alternatives to the car

The interim appraisal findings are presented in full within this Appendix. The appraisal table should be read alongside the corresponding section of Part 2, where an explanation can be found of the degree to which the Council took on-board SA findings when determining the preferred approach as set out in the Preferred Options consultation document.

NB: The appraisal of these alternatives was undertaken at issues and options stage and the findings presented in an interim SA Report in 2007. These SA findings have been presented in a different format in this report to ensure consistency with subsequent appraisal methodologies.

Methodology

See discussion within Appendix II.

Appraisal findings

Table presenting an appraisal of the policy options:

- (3) Identified Road Schemes
- (4) Status Quo Parking
- (3) Extend park and ride
- (4) Alternatives to the car

| Sustainability objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | | |
|--------------------------|--|-------|-------|-------|-------|
| | | Alt 1 | Alt 2 | Alt 3 | Alt 4 |
| Housing | Road building (option 1) can help to facilitate future housing development by providing essential infrastructure for development corridors. Option 2 may have negative effects for future housing needs – taking up valuable space for parking in towns where residential development is needed. The effect is not thought to be significant. Option 3 and 4 would have a negligible impact. Whilst park & ride will require land for construction if parking can be reduced in towns as a result there should be more available space in town for residential development. New developments of a certain size should also produce Green Travel Plans that address access to the site and surrounding facilities by means other than the car – particularly by foot and cycle. | ↑ | ↓ | ↑ | ↑ |
| Flooding | The impact of road schemes and park and ride schemes would depend upon their location. However, the broad locations would suggest that there are limited impacts in terms of flood risk. In terms of land use, increased areas of hardstanding can affect surface water run-off, but these impacts are negligible and could be mitigated at the project level. | - | - | - | - |
| Health | The existing parking policy is encouraging cars to travel into urban centres and adding to congestion problems. Therefore, option 2 could have a significant negative effect . Option 4 would secure improved walking and cycling facilities, which should encourage more people to use these active options as a means of getting about. Option 1 could also have a positive impact by improving access to jobs and services. Consultation responses revealed that this option could also reduce the effects of congestion. | ↑ | | ↑ | ↑ |
| Poverty | Road infrastructure improvements could help reduce social exclusion & help reduce poverty through opening up development opportunities, but can also act to sever communities at the local level. Option 4 could assist in reducing social exclusion factors by improving accessibility between homes and other services. | - | - | - | ↑ |
| Education | No significant effects. | - | - | - | - |
| Crime | No significant effects. | - | - | - | - |

| Sustainability objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | | |
|--------------------------|---|-------|-------|-------|-------|
| | | Alt 1 | Alt 2 | Alt 3 | Alt 4 |
| Vibrant Community | No significant effects. | | | | |
| Accessibility | Option 1 could have significant positive effects for communities through more efficient public transport, however it could also encourage continued reliance on private transport. Current parking policies encourage car use in the town centre which is not improving accessibility to services for those without access to a private vehicle. This option could therefore have a significant negative effect . Option 3 could help to reduce numbers of cars in the town centre, having positive implications. It could also make more parking spaces available for the disabled. Option 4 would help to secure public transport improvements and enhance walking and cycling links, which constitutes a significant positive impact . | ↓ | | | |
| Culture | Option 3 could help to support a greater number of visitors into Maidstone. However, the effects are not deemed to be significant. | - | - | ↑ | - |
| Land Use | It is difficult to assess the impacts of road schemes without scheme details. However, there would be a likely impact on greenspace and landscape character that would need to be mitigated. Land required for park and ride and new cycle paths and footpaths may make use of previously developed land. | ? | ? | ? | ? |
| Congestion | Option 1 would help to relieve congestion in areas of road building, which would help to improve air quality for residents. However, there could be additional noise and light pollution with new roads. Current parking policy is encouraging traffic into the town centre with negative effects in terms of congestion and pollution, this option would therefore be likely to have a significant negative impact . Option 3 could help to reduce congestion in towns and thus improve air quality, and reduce noise.. Option 4 could help to achieve a reduction in journeys by private vehicle. This could help to improve local air quality and reduce noise pollution particularly if peak time traffic can be affected. Both these alternatives would be likely to have a significant positive impact on the baseline. | ↑↓ | | | |
| Climate Change | Option 1 encourages car use and resulting CO2 emissions, which would have a significant negative impact . However this could be offset to an extent by improved efficiency of public transport (buses). Option 2 does not deter car use in town centres, and therefore would also have negative implications. Park and ride reduces traffic volumes into town centres, but still encourages car use as well as other means (bus) as there is a need to drive to the park and ride facility. Option 4 would have a significant positive effect by encouraging a reduction in the use of cars and other forms of motorised travel for local journeys. | | ↓ | ↑ | 1 |
| Biodiversity | Option 1 – The Leeds Langley bypass is likely to encroach or destroy ancient woodland and associated ecosystems – and is likely to increase habitat fragmentation, this constitutes a significant negative impact . Option 3 could also have a negative impact dependent upon the location of park and ride schemes. Option 4 could lead to increased disturbance of habitats if natural routes are developed as cycle and pedestrian routes. However, there would also be the potential to enhance habitats. | | - | ? | ? |

| Sustainability objective | Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms) | | | | |
|--------------------------|---|-------|-------|-------|-------|
| | | Alt 1 | Alt 2 | Alt 3 | Alt 4 |
| Countryside and Heritage | Options 1-3 have the potential to reduce congestion and pollution in towns, which could help to improve the character of the townscape. However, the routing of roads would need to be sensitive to heritage assets and landscape character. Option 2 would not discourage car usage in towns, which would do little to tackle issues of historic buildings and structures suffering from air pollution and vibration from traffic. | ↑? | ↑ | ↑? | ? |
| Waste | No significant impacts - although road schemes could increase the use of natural resources and the generation of wastes. | - | - | - | - |
| Water Management | No significant impacts - although road schemes could increase local surface water run-off. | - | - | - | - |
| Energy | New roads and park and ride facilities are likely to have additional energy demands through lighting requirements. The effects are not significant. | - | - | - | - |
| Economy | New road infrastructure facilitates conditional growth along route corridors. Strategic road building should stimulate economic revival (the Leeds Langley bypass would stimulate Park Wood for example?) Tourism would also benefit from improved road systems. This constitutes a significant positive impact . Parking policy does not currently encourage additional sustainable tourism – there may be times when it is a deterrent to trips into Maidstone. Therefore, option 2 is not desirable. Park and ride options could serve to promote conditional growth as infrastructure for travel into centres would be improved, facilitating opportunities for additional residential & employment development. It is also beneficial for the tourism sector as it provides better access to the town centre for people travelling from further afield. This constitutes a significant positive impact . Option 4 would not be likely to have a significant impact on the economy, but could have positive implications in terms of improving access to jobs, retail and recreation by sustainable modes of transport. | | ↓ | | ↑ |

Summary

Options 1, 3 and 4 would all have some beneficial effects on the baseline position. However, mitigation measures would need to be secured to deliver new road schemes and park and ride facilities. On balance, option 4 performs the best across the range of sustainability objectives, although a combination of the options may be required.

A new parking policy should be developed that reduced parking spaces in town centres and new developments and improves alternative transport links.

It was difficult to assess these options without knowledge (at the time of assessment) of the likely locations for park and ride schemes and exact location for road building projects: in relation to impacts relating to flood risk, biodiversity, and loss of agricultural land.