

CABINET MEETING

Date: Tuesday 19 March 2024
Time: 6.30 pm
Venue: Town Hall, High Street, Maidstone

Membership:

Councillors Burton (Chairman), Cooper, Garten, Parfitt-Reid, Perry and Russell

The Chairman will assume that all Members will read the reports before attending the meeting. Officers are asked to assume the same when introducing reports.

AGENDA

Page No.

1. Apologies for Absence
2. Urgent Items
3. Notification of Visiting Members
4. Disclosures by Members or Officers
5. Disclosures of Lobbying
6. To consider whether any items should be considered in private due to the possible disclosure of exempt information
7. Minutes of the Meeting held on 7 February 2024 1 - 5
8. Minutes of the Meeting held on 14 February 2024 6 - 7
9. Presentation of Petitions (if any)
10. Questions from Local Residents to the Leader or Individual Cabinet Member (as appropriate)
11. Questions from Members to the Leader or Individual Cabinet Member (as appropriate)
12. Matters Referred to the Cabinet for Reconsideration (if any)
13. Issues Arising from Overview and Scrutiny (if any)
14. Matters Referred to the Cabinet by another Committee (if any)

Issued on Friday 8 March 2024

Continued Over/:

Alison Broom

Alison Broom, Chief Executive

15. Any Matter Relating to a Serious Service Failure or Nuisance (if any)	
16. Receipt of Written Representations from Members of the Council (if any)	
17. Cabinet Forward Plan	8 - 15
18. Maidstone Borough Local Plan Review 2021-38 Adoption	16 - 1012
19. 3rd Quarter Finance, Performance and Risk Monitoring Report 2023/24	1013 - 1075
20. Key Performance Indicators	1076 - 1090
21. Consideration of Lighting and Greening Initiatives for Maidstone Town Centre	1091 - 1106
22. Homelessness and Rough Sleeping Strategy 2024-2029	1107 - 1161
23. Preventing Financial Exclusion	1162 - 1207
24. Arts Hub & Maker Space	1208 - 1265
25. Demolition Contract - Approval to demolish Former Royal Mail Sorting Office Buildings and Cantium House	1266 - 1272

PART II

To move that the public be excluded for the items set out in Part II of the Agenda because of the likely disclosure of exempt information for the reasons specified having applied the Public Interest Test.

Head of Schedule 12 A and Brief Description

26. Exempt Appendix to Item 24 - Arts Hub & Maker Space	3 – Financial/Business Affairs	1273
27. Exempt Appendix to Item 25 - Demolition Contract - Approval to demolish Former Royal Mail Sorting Officer Buildings and Cantium House	3 – Financial/Business Affairs	1274

INFORMATION FOR THE PUBLIC

In order to ask a question at this meeting, please call **01622 602899** or email committee@maidstone.gov.uk by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Friday 15 March 2024). You will need to provide the full text in writing.

If your question is accepted, you will be provided with instructions as to how you can access the meeting.

In order to make a statement in relation to an item on the agenda, please call **01622 602899** or email committee@maidstone.gov.uk by 4 p.m. one clear working day before the meeting (i.e. by 4 p.m. on Friday 15 March 2024). You will need to tell us

which agenda item you wish to speak on.

If you require this information in an alternative format please contact us, call **01622 602899** or email committee@maidstone.gov.uk.

To find out more about the work of the Committee, please visit the [Council's Website](#).

MAIDSTONE BOROUGH COUNCIL

CABINET

MINUTES OF THE MEETING HELD ON WEDNESDAY 7 FEBRUARY 2024

Attendees:

Committee Members:	Councillors Burton (Chairman), Cooper, Garten, Parfitt-Reid, Perry and Russell
Visiting Members:	Councillor Cleator (Vice Chairman of Overview and Scrutiny Committee)

116. APOLOGIES FOR ABSENCE

There were no apologies.

117. URGENT ITEMS

The Chairman stated that an urgent item and three urgent updates had been accepted. These were:

- Item 19 – 1,000 Homes Programme – Individual Scheme Updates (Five sites) would be taken as an urgent item as it was a time sensitive decision;
- An update to Item 17 – Biodiversity and Climate Change Action Plan Update and Item 18 – Medium Term Financial Strategy 2024 to 2029 - Funding Settlement and Final Saving Proposals, which contained updated recommendations from Policy Advisory Committees; and
- An update to Item 19 – 1,000 Homes Programme – Individual Scheme Updates (Five sites) which contained updates to the exempt appendix.

118. NOTIFICATION OF VISITING MEMBERS

Councillor Cleator was present as a Visiting Member for Items 12 - Report of the Overview and Scrutiny Committee – Environmental and Waste Crime Enforcement Review, 18 - Medium Term Financial Strategy 2024 to 2029 - Funding Settlement and Final Saving Proposals and 19 - 1,000 Homes Programme – Individual Scheme Updates (Five sites).

Councillor J Wilkinson was present as a Visiting Member for Item 19 - 1,000 Homes Programme – Individual Scheme Updates (Five sites).

119. DISCLOSURES BY MEMBERS OR OFFICERS

There were no disclosures by Members or Officers.

120. DISCLOSURES OF LOBBYING

There were no disclosures of lobbying.

121. EXEMPT ITEMS

RESOLVED: That all items be taken in public, unless any Cabinet Member wished to refer to the information contained within Exempt Appendix to Item 19 - 1,000 Homes Programme – Individual Scheme Updates (Five sites) in which case the Cabinet would enter into closed session due to the likely disclosure of exempt information, for the reason specified having applied the public interest test.

122. MINUTES OF THE MEETING HELD ON 24 JANUARY 2024

RESOLVED: That the Minutes of the meeting held on 24 January 2024 be approved as a correct record and signed.

123. PRESENTATION OF PETITIONS

There were no petitions.

124. QUESTIONS FROM LOCAL RESIDENTS TO THE LEADER OR INDIVIDUAL CABINET MEMBER

There were no questions from Local Residents.

125. QUESTIONS FROM MEMBERS TO THE LEADER OR INDIVIDUAL CABINET MEMBER

There were no questions from Members.

126. MATTERS REFERRED TO THE CABINET FOR RECONSIDERATION

There were no matters referred to the Cabinet for reconsideration.

127. REPORT OF THE OVERVIEW AND SCRUTINY COMMITTEE - ENVIRONMENTAL AND WASTE CRIME ENFORCEMENT REVIEW

The Vice Chairman of Overview and Scrutiny presented the report and stated that a lot of cross-party work had gone into it asking the Cabinet to approve the recommendations.

The Cabinet accepted the report and the Leader stated that a response would be given in due course.

RESOLVED: That

1. The report of the Overview and Scrutiny Committee be received; and
2. A substantive response to the report be provided via the completion of the SCRAIP report.

128. MATTERS REFERRED TO THE EXECUTIVE BY ANOTHER COMMITTEE

There were none.

129. ANY MATTER RELATING TO A SERIOUS SERVICE FAILURE OR NUISANCE

There were none.

130. RECEIPT OF WRITTEN REPRESENTATIONS FROM MEMBERS OF THE COUNCIL

There were none.

131. CABINET FORWARD PLAN

RESOLVED: That the report be noted.

132. BIODIVERSITY AND CLIMATE CHANGE ACTION PLAN UPDATE

The Leader of the Council introduced the report, stating that the response had been generally favourable from all the Policy Advisory Committees (PACs). The projects were not instantaneous, but gradually progressing with grant applications for lower carbon heating upgrades to Council buildings close to seeing results.

The Corporate Services and Community, Arts and Leisure PACS had suggested an additional recommendation for the relevant committees to be given action plans for the items contained in point 2.4 of the report before September 2024. This was considered, but the Cabinet and Biodiversity and Climate Change Manager determined that the annual report and twice-yearly updates should be sufficient to provide the information.

The Leader of the Council highlighted that biodiversity and climate change was considered through cross cutting for every item on an agenda and promoted the Carbon Literacy training for any Members who had not yet completed it.

RESOLVED: That the strategic considerations for tackling net zero borough wide and action plan updates shown at Appendix 1 of the report, be noted.

133. MEDIUM TERM FINANCIAL STRATEGY 2024 TO 2029 - FUNDING SETTLEMENT AND FINAL SAVING PROPOSALS

RESOLVED: That

1. The outcomes of consideration of budget proposals by the Policy Advisory Committees be noted;
2. The Budget Growth and Savings Proposals set out in Appendix A of the report, be agreed;
3. £139,000 of the unringfenced government grant described in paragraphs 2.5 and 2.6 of the report be used for one-off support to financial inclusion and food larder services, be agreed, and that the call on on-off funding for financial inclusion by £59,000 is reduced in recommendation 15, be noted;
4. The maximum use is of made of other residual one-off funding from other relevant council budgets to further sustain financial inclusion and food larder services, be agreed, and the position to be kept under review so that the Council can respond to changes in circumstances and future funding opportunities;
5. The balance of the unringfenced government grant described in paragraphs 2.5 and 2.6 of the report be transferred to the Housing Investment Fund, to

be used to subsidise the Council's Affordable Housing programme, be agreed;

6. The updated Strategic Revenue Projection set out in Appendix B of the report, be agreed;
7. A £8.46 annual increase in Band D Council Tax for 2024/25 be recommended to Council;
8. The Revised Estimates for 2023/24 and the Budget Estimates for 2024/25 set out in Appendix C of the report be recommended to Council;
9. The Capital Programme set out in Appendix D of the report be recommended to Council;
10. The Treasury Management Strategy, Investment Strategy and Capital Strategy set out in Appendix E of the report be recommended to Council;
11. The projected level of General Fund balances in Appendix F of the report exceeds the agreed minimum level of £4 million, be noted;
12. The updated Medium Term Financial Strategy set out in Appendix G, be agreed;
13. The appropriate matters for decision to set a balanced budget for 2024/25 and the necessary level of Council Tax in accordance with the Local Government Finance Act 1992 and the Localism Act 2011 including the decisions made above, be recommended to Council;
14. The measures in the Regeneration and Levelling-up Act to reduce the period before charging a Council Tax premium on empty property from two years to one and to charge a Council Tax premium on second homes, be recommended to Council to be implemented from 1 April 2025;
15. It utilises the £92,000 budget surplus referenced in paragraph 2.34 for financial inclusion (Welfare Officer and dashboard for tracking low income families - £59,000) and at least one issue per annum of Borough Insight (£33,000);
16. An amendment to the repayment date for the loan to Kent Savers referenced on Page 97 from 2027 to 2032, be noted.
17. The officers be thanked for their work on the Budget over the last year.

134. 1,000 HOMES PROGRAMME – INDIVIDUAL SCHEME UPDATES (FIVE SITES)

RESOLVED: That

1. The increased works costs for Bathstore, Land at Granville Road and Britannia House, be approved, taking note of scheme performance summaries in Appendix 1 to the report. To approve the switch in tenure from Affordable Rent to Social rent for all 4 sites and in addition the 7 Market rented units to social rented units at the RBL site.

2. The Director of Finance, Resources and Business Improvement, be given delegated authority, to appoint the preferred contractor to carry out the necessary building works as per the tenders for Britannia House, Corbens place, Land and Granville Road, and the Bathstore noting that the Corbens place works tender was returned under the works budget previously approved.

135. DURATION OF MEETING

6.30 p.m. to 7.26 p.m.

Agenda Item 8

MAIDSTONE BOROUGH COUNCIL

CABINET

(HELD AS A SIMULTANEOUS MEETING WITH THE CABINET OF TUNBRIDGE WELLS BOROUGH COUNCIL)

MINUTES OF THE MEETING HELD ON WEDNESDAY 14 FEBRUARY 2024

Attendees:

Cabinet Members:	Councillors Burton (Chairman), Cooper, Garten, Parfitt-Reid, Perry and Russell
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136. **APOLOGIES FOR ABSENCE**

There were no apologies.

137. **URGENT ITEMS**

There were no urgent items.

138. **NOTIFICATION OF VISITING MEMBERS**

There were no visiting members.

139. **DISCLOSURES BY MEMBERS OR OFFICERS**

There were no disclosures by Members or Officers.

140. **DISCLOSURES OF LOBBYING**

There were no disclosures of lobbying.

141. **EXEMPT INFORMATION**

RESOLVED: That all items be taken in public unless any Cabinet Member wishes to refer specifically to the information contained within Item 18 – Exempt Appendix 2 to Item 17 – Revenues and Benefits Shared Service Business Case Report.

142. **MINUTES OF THE MEETING HELD ON 7 FEBRUARY 2024 - TO FOLLOW**

RESOLVED: That consideration of the minutes be deferred to the next meeting.

143. **PRESENTATION OF PETITIONS**

There were no petitions.

144. **QUESTIONS FROM LOCAL RESIDENTS TO THE LEADER OR INDIVIDUAL CABINET MEMBER**

There were none.

145. QUESTIONS FROM MEMBERS TO THE LEADER OR INDIVIDUAL CABINET MEMBER

There were none.

146. MATTERS REFERRED TO THE CABINET FOR RECONSIDERATION

There were none.

147. ISSUES ARISING FROM OVERVIEW AND SCRUTINY

There were none.

148. MATTERS REFERRED TO THE CABINET BY ANOTHER COMMITTEE

There were none.

149. ANY MATTER RELATING TO A SERIOUS SERVICE FAILURE OR NUISANCE

There were none.

150. RECEIPT OF WRITTEN REPRESENTATIONS FROM MEMBERS OF THE COUNCIL

There were none.

151. CABINET FORWARD PLAN

It was noted that the Cabinet Forward Plan had been refreshed since the agenda papers had been published.

RESOLVED: That the Forward Plan be noted.

152. REVENUES AND BENEFITS SHARED SERVICE BUSINESS CASE REPORT

RESOLVED: That

1. Expansion of the Mid Kent Revenues and Benefits partnership to include Swale Borough Council, be agreed; and
2. Delegation be given to the Director of Finance, Resources and Business Improvement, in consultation with the Cabinet Member for Corporate Services, to make the appropriate arrangements in line with the business case and sign the shared service collaboration agreement.

153. DURATION OF MEETING

5.00 p.m. to 5.26 p.m.







MAIDSTONE BOROUGH COUNCIL FORWARD PLAN FOR THE FOUR MONTH PERIOD 1 MARCH 2024 TO 30 JUNE 2024

This Forward Plan sets out the details of the key and non-key decisions which the Cabinet or Cabinet Members expect to take during the next four-month period.

A Key Decision is defined as one which:

1. Results in the Council incurring expenditure, or making savings, of more than £250,000; or
2. Is significant in terms of its effects on communities living or working in an area comprising two or more Wards in the Borough

The current Cabinet Members are:

 <p>∞ Councillor David Burton Leader of the Council DavidBurton@maidstone.gov.uk 07590 229910</p>	 <p>Councillor Paul Cooper Deputy Leader and Cabinet Member for Planning, Infrastructure and Economic Development PaulCooper@Maidstone.gov.uk 01622 244070</p>	 <p>Councillor John Perry Cabinet Member for Corporate Services JohnPerry@Maidstone.gov.uk 07770 734741</p>
 <p>Councillor Claudine Russell Cabinet Member for Communities, Leisure and Arts ClaudineRussell@Maidstone.gov.uk</p>	 <p>Councillor Patrik Garten Cabinet Member for Environmental Services PatrikGarten@Maidstone.gov.uk 01622 807907</p>	 <p>Councillor Lottie Parfitt-Reid Cabinet Member for Housing and Health LottieParfittReid@Maidstone.gov.uk 07919 360000</p>

Anyone wishing to make representations about any of the matters listed below may do so by contacting the relevant officer listed against each decision, within the time period indicated.

Under the Access to Information Procedure Rules set out in the Council's Constitution, a Key Decision or a Part II decision may not be taken, unless it has been published on the forward plan for 28 days or it is classified as urgent:

The law and the Council's Constitution provide for urgent key and part II decisions to be made, even though they have not been included in the Forward Plan.

Copies of the Council's constitution, forward plan, reports and decisions may be inspected at Maidstone House, King Street, Maidstone, ME15 6JQ or accessed from the [Council's website](#).

Members of the public are welcome to attend meetings of the Cabinet which are normally held at the Town Hall, High St, Maidstone, ME14 1SY. The dates and times of the meetings are published on the [Council's Website](#), or you may contact the Democratic Services Team on telephone number **01622 602899** for further details.



David Burton
Leader of the Council

Details of the Decision to be taken	Decision to be taken by	Relevant Cabinet Member	Expected Date of Decision	Key	Exempt	Proposed Consultees / Method of Consultation	Documents to be considered by Decision taker	Representations may be made to the following officer by the date stated
<p>Over-arching Conservation Management Plan</p> <p>The over-arching Conservation Area Management Plan has been drafted to address concerns that there was limited guidance on conservation areas that do not have either a conservation area appraisal or management plan.</p>	Cabinet Member for Planning, Infrastructure and Economic Development	Cabinet Member for Planning, Infrastructure and Economic Development	Not before 6 Mar 2024	Yes	No	Planning, Infrastructure and Economic Development Policy Advisory Committee 6 Mar 2024	Over-arching Conservation Management Plan	<p>Janice Gooch</p> <p>JaniceGooch@Maidstone.gov.uk</p>
<p>Bearsted Road Improvements MBC Contribution</p> <p>To recommend and seek approval that Maidstone Borough Council uses £500,000 of Councils infrastructure budget within the Councils capital programme, to match investment from the National Productivity Fund secured by Kent</p>	Cabinet Member for Planning, Infrastructure and Economic Development	Cabinet Member for Planning, Infrastructure and Economic Development	Not before 8 Mar 2024	Yes	No	Planning, Infrastructure and Economic Development Policy Advisory Committee 6 Mar 2024	Bearsted Road Improvements MBC Contribution	<p>Chris Inwood</p> <p>chrisinwood@maidstone.gov.uk</p>

Details of the Decision to be taken	Decision to be taken by	Lead Member	Expected Date of Decision	Key	Exempt	Proposed Consultees / Method(s) of Consultation	Documents to be considered by Decision taker	Representations may be made to the following officer by the date stated
County Council for the Bearsted Road improvement works.								
Maidstone Property Holdings Limited Appointment of Directors 11	Cabinet Member for Corporate Services.	Cabinet Member for Corporate Services.	Not before 13 Mar 2024	No	No Open	Corporate Services Policy Advisory Committee 13 Mar 2024	Maidstone Property Holdings Limited	Mark Green Director of Finance, Resources & Business Improvement markgreen@maidstone.gov.uk
3rd Quarter Finance, Performance and Risk Monitoring Report	Cabinet	Cabinet Member for Corporate Services.	19 Mar 2024	No	No Open	Communities, Leisure and Arts Policy Advisory Committee 5 Mar 2024 Planning, Infrastructure and Economic Development Policy Advisory Committee 6 Mar 2024 Housing, Health and Environment Policy Advisory	3rd Quarter Finance, Performance and Risk Monitoring Report	Paul Holland, Adrian Lovegrove Head of Finance paulholland@maidstone.gov.uk, adrianlovegrove@maidstone.gov.uk

Details of the Decision to be taken	Decision to be taken by	Lead Member	Expected Date of Decision	Key	Exempt	Proposed Consultees / Method(s) of Consultation	Documents to be considered by Decision taker	Representations may be made to the following officer by the date stated
						Committee 12 Mar 2024 Corporate Services Policy Advisory Committee 13 Mar 2024		
Arts Hub & Maker Space A report on the options for establishing an Arts Hub & Maker Space	Cabinet	Cabinet Member for Communities, Leisure and Arts	19 Mar 2024	No	No Part exempt	Communities, Leisure and Arts Policy Advisory Committee 5 Mar 2024	Arts Hub Feasibility Study Arts Hub & Maker Space	AnnMarie Langley AnnMarieLangley@Maidstone.gov.uk
Enter into demolition contract Enter into demolition contract following tender to demolish the buildings at the former Royal Mail Sorting office site and Cantium House	Cabinet	Cabinet Member for Housing and Health	19 Mar 2024	Yes	No Open	Housing, Health and Environment Policy Advisory Committee 12 Mar 2024 Previously been to PAC on 21st September 2021 to acquire Cantium house and submit planning application.	Enter into demolition contract	Philip Morris philipmorris@maidstone.gov.uk
Homelessness and Rough Sleeping Strategy 2024-2029 - Initial	Cabinet	Cabinet Member for Housing	19 Mar 2024	Yes	No Open	Housing, Health and Environment Policy Advisory	Homelessness and Rough Sleeping	Hannah Gaston

Details of the Decision to be taken	Decision to be taken by	Lead Member	Expected Date of Decision	Key	Exempt	Proposed Consultees / Method(s) of Consultation	Documents to be considered by Decision taker	Representations may be made to the following officer by the date stated
<p>priorities and feedback</p> <p>Delivering the new strategic priorities for the Council in relation to homelessness and rough sleeping. A review of the themes and priorities for the Council.</p>		and Health				Committee 12 Mar 2024	Strategy 2024-2029 - Initial priorities and feedback	hannahgaston@maidstone.gov.uk
<p>Key Performance Indicators</p> <p>Key performance indicators are reviewed annually. This report proposes the KPIs for the period 2024/25.</p>	Cabinet	Leader of the Council	19 Mar 2024	No	No Open	<p>Communities, Leisure and Arts Policy Advisory Committee 5 Mar 2024</p> <p>Planning, Infrastructure and Economic Development Policy Advisory Committee 6 Mar 2024</p> <p>Housing, Health and Environment Policy Advisory Committee 12 Mar 2024</p>	Key Performance Indicators	<p>Carly Benville, Anna Collier</p> <p>carlybenville@maidstone.gov.uk, annacollier@maidstone.gov.uk</p>

Details of the Decision to be taken	Decision to be taken by	Lead Member	Expected Date of Decision	Key	Exempt	Proposed Consultees / Method(s) of Consultation	Documents to be considered by Decision taker	Representations may be made to the following officer by the date stated
						Corporate Services Policy Advisory Committee 13 Mar 2024		
14 Maidstone Borough Local Plan Review 2021-38 Adoption	Cabinet and then full Council	Cabinet Member for Planning, Infrastructure and Economic Development	19 March 2024 20 March 2024 (full council)	Yes	No Open	Planning, Infrastructure and Economic Development Policy Advisory Committee 18 Mar 2024	Maidstone Borough Local Plan Review 2021-38 Adoption	Mark Egerton, Tom Gilbert markegerton@maidstone.gov.uk, tomgilbert@maidstone.gov.uk
Preventing Financial Exclusion	Cabinet	Cabinet Member for Communities, Leisure and Arts	19 Mar 2024	No	No Open	Communities, Leisure and Arts Policy Advisory Committee 5 Mar 2024	Preventing Financial Exclusion	Anna Collier, Orla Sweeney annacollier@maidstone.gov.uk, orlasweeney@maidstone.gov.uk
Town Centre Greening and Lighting UK Shared Prosperity Fund	Cabinet	Leader of the Council	19 Mar 2024	No	No Open	Planning, Infrastructure and Economic Development Policy Advisory Committee	Proposed Greening and Lighting Strategies	Katie Exon, Jennifer Stevens, Angela Woodhouse katieexon@maidstone.gov.uk,

Details of the Decision to be taken	Decision to be taken by	Lead Member	Expected Date of Decision	Key	Exempt	Proposed Consultees / Method(s) of Consultation	Documents to be considered by Decision taker	Representations may be made to the following officer by the date stated
						6 Mar 2024		jenniferstevens@maidstone.gov.uk, angelawoodhouse@maidstone.gov.uk
Cobtree Manor Estate Financial Position	Cobtree Manor Estate Charity Committee	The Leader of the Council	27 Mar 2024	No	No Open	Cobtree Manor Estate Charity Committee 27 Mar 2024	Cobtree Manor Estate Financial Position	Paul Holland paulholland@maidstone.gov.uk
Cobtree Estate Update 15 An update report on the Cobtree Estate	Cobtree Manor Estate Charity Committee	The Leader of the Council	27 Mar 2024	No	No Open	Cobtree Manor Estate Charity Committee 27 Mar 2024	Cobtree Estate Update	Mike Evans mikeevans@maidstone.gov.uk
Elephant House A report on the Elephant House at Cobtree Manor Park	Cobtree Manor Estate Charity Committee	The Leader of the Council	27 Mar 2024	No	No Part exempt	Cobtree Manor Estate Charity Committee 27 Mar 2024	Elephant House	Mike Evans mikeevans@maidstone.gov.uk
Part II Cobtree Estate Update A Part II Cobtree Estate Update	Cobtree Manor Estate Charity Committee	The Leader of the Council	27 Mar 2024	No	No Fully exempt	Cobtree Manor Estate Charity Committee 27 Mar 2024	Cobtree Clubhouse	Mike Evans mikeevans@maidstone.gov.uk

Agenda Item 18

Cabinet

**19 March
2024**

Maidstone Borough Local Plan Review 2021-38 Adoption

Timetable	
Meeting	Date
Planning, Infrastructure and Economic Development Policy Advisory Committee	18 March 2024
Cabinet	19 March 2024
Full Council	20 March 2024

Will this be a Key Decision?	No
Urgency	Not Applicable
Final Decision-Maker	Full Council
Lead Head of Service	Karen Britton (Head of Spatial Planning & Economic Development)
Lead Officer and Report Author	Tom Gilbert, Principal Planning Officer & Mark Egerton, Strategic Planning Manager
Classification	Public
Wards affected	All

Executive Summary

On 8 March 2024 the Council received the Final Report on the Examination of the Maidstone Borough Local Plan Review prepared by the Planning Inspector Mr David Spencer BA(Hons) DipTP MRTPI. The Inspector's Report concludes that the Maidstone Borough Local Plan Review is sound subject to the main modifications being incorporated.

This report recommends that the Maidstone Borough Local Plan Review (2021-2038) at Appendix D, which incorporates the Inspector's Main Modifications, and the Policies Map at Appendix E be adopted.

Purpose of Report

Recommendation to Full Council

This report asks the Cabinet to consider the following recommendation:

1. That the Council be recommended to adopt the Maidstone Borough Local Plan Review (2021-2038) at Appendix D, which incorporates the Inspector's Main Modifications, and the Policies Map at Appendix E.
2. That the Council be recommended to give delegated authority to the Head of Spatial Planning & Economic Development to make any non-material, typographical corrections, and formatting changes, as required.

Maidstone Local Plan Review 2021-38 Adoption

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>The four Strategic Plan objectives are:</p> <ul style="list-style-type: none"> • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place <p>We expect the recommendations will positively materially affect achievement of the corporate priorities as the Local Plan Review is the key mechanism for delivering the Council's Strategic Plan.</p>	Karen Britton – Head of Spatial Planning & Economic Development
Cross Cutting Objectives	<p>The four cross-cutting objectives are:</p> <ul style="list-style-type: none"> • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected. <p>We expect the recommendations will positively materially affect achievement of the corporate objectives as the Local Plan Review is the key mechanism for delivering the Council's Strategic Plan.</p>	Karen Britton – Head of Spatial Planning & Economic Development
Risk Management	Already covered in the risk section of the report.	Karen Britton – Head of Spatial Planning & Economic Development
Financial	<p>The costs of the remaining steps needed to adopt the Local Plan Review are accommodated for in existing budgets.</p> <p>The council has undertaken work on the preparation of the Local Plan Review over a period of several years incurring significant financial cost. In addition, there are</p>	Section 151 Officer & Finance Team

	significant financial risks for non-adoption of the Local Plan Review, which include for example requirements to prepare, consult and have examined an alternative plan.	
Staffing	Workstreams associated with the Local Plan Review will be delivered within current staffing.	Karen Britton – Head of Spatial Planning & Economic Development
Legal	<p>Once adopted, the Local Plan Review will come into immediate effect and will become part of Maidstone’s Development Plan. There is a mechanism for a legal challenge to be initiated during the six-week period following the date of adoption.</p> <p>Once adopted, planning decisions should be made in accordance with the development plan unless other material considerations indicate otherwise. The adopted Plan will replace the Maidstone Borough Local Plan 2011-2031</p>	Russell Fitzpatrick (MKLS (Planning))
Information Governance	The recommendations do not impact personal information (as defined in UK GDPR and Data Protection Act 2018) the Council processes.	Information Governance Team
Equalities	An EqIA has been completed and considered.	Equalities and Communities Officer
Public Health	We recognise that the recommendations may have a positive impact on population health or that of individuals.	Public Health Officer
Crime and Disorder	We recognise that the recommendations may have a positive impact on crime and disorder.	Karen Britton – Head of Spatial Planning & Economic Development
Procurement	The recommendation has no immediate impact on procurement.	Karen Britton – Head of Spatial Planning & Economic Development

Biodiversity and Climate Change	<p>The recommendations align with the Council's Biodiversity and Climate Action Plan;</p> <p>Action 1.2 Deliver policies that enable infrastructure for:</p> <p>Low carbon transportation, Active travel, and that Facilitates high quality public transport connectivity in new developments and existing communities.</p> <p>Action 5.1 Deliver policy as part of design and sustainability DPD and future Development Plan evolution for long term climate change adaptation in new developments to flooding, heatwaves, and drought and ensure longer term climate impacts are being considered as part of planning and policy decisions. Identify indicators that align with strategic planning and monitor implementation.</p> <p>Action 6.2 Ensure sustainable urban drainage schemes (SuDS) maximise biodiversity potential.</p>	<p>Biodiversity and Climate Change Manager</p>
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2. INTRODUCTION AND BACKGROUND

2.1 Preparation of the Local Plan Review

2.2 The Maidstone Borough Local Plan Review work commenced in 2018. An extensive evidence base has been prepared which underpins the content of the review. The Local Plan Review was subject to three stages of public consultation before it was submitted for Independent Examination.

2.3 The Maidstone Borough Local Plan Review is a comprehensive document, providing a full suite of policies which underpin an overall strategy for how, when and where development will be delivered in the period to 2038. To this extent the Local Plan Review's policies and site allocations work together as a coherent package and should be read and applied as such. The document once adopted will be consolidated with the saved policies of the Maidstone Local Plan 2011-31 and form part of the Development Plan for the Borough. The saved policies are set out in appendix 3 of the Maidstone Local Plan 2021-2038

Local Plan Review Examination

2.4 At its 6 October 2021 meeting, Full Council agreed, amongst other matters, the submission of the Local Plan Review documents to the Secretary of State for Levelling Up, Housing and Communities for examination under Section 20 of the Planning and Compulsory Purchase Act 2004 (as amended). Delegated

authority was also given to the Strategic Planning and Infrastructure Committee to agree a schedule of proposed Main Modifications.

- 2.5 On 31 March 2022, the Maidstone Borough Local Plan Review (Draft for Submission) was submitted to the Secretary of State, for examination.
- 2.6 The Secretary of State appointed Mr David Spencer BA(Hons) DipTP MRTPI as the Inspector to examine the Plan. The Inspector's role is to make an independent assessment of whether the Plan is sound and whether it meets the requisite legal tests, including the duty to co-operate.
- 2.7 Examination hearings commenced on 6 September 2022, and the last hearing was held on 9 June 2023. On 11 January and 5 July 2023, the Inspector issued Interim Findings which contained his emerging conclusions on key points.
- 2.8 The Examination was a rigorous, public and transparent process. The Inspector had before him all the written submissions made by objectors and supporters of the Plan during the Regulation 19 consultation. He also had the evidential documents prepared by and for the Council and a variety of other relevant documents such as statements of common ground. These were all published on the Council's website. He used these to prepare an agenda of key matters, issues and questions for each of the hearing sessions.
- 2.9 Those who made comments at Regulation 19 stage and requested to attend the hearing sessions were invited to submit written representations to the Inspector's questions. All attending parties were able to prepare written responses to the Inspector's questions in advance. At the hearings themselves, the Inspector led the discussion, structured around his written agenda. All parties had the opportunity to make their case and to challenge the points made by others. In total there were 23 days of hearings, all of which were open to the public and were webcast. The Inspector's objective was to ensure he had sufficient information to make a fully informed decision about the soundness of the Local Plan Review. Where information was missing or unclear, he asked for it to be supplied.
- 2.10 Throughout the Examination, a list of proposed Main Modifications was gradually compiled. After the last hearing, the Inspector finalised the schedule of proposed Main Modifications which he considered, at that stage, were likely to be needed to make the Plan sound. The Cabinet agreed these for public consultation at its meeting on 20 September 2023. The Cabinet also agreed a separate schedule of Minor Changes for consultation. These Minor Changes comprised factual updates, clarifications, corrections of a minor nature, changes needed as a consequence of the proposed Main Modifications and Policies Map changes.
- 2.11 The public consultation on the proposed Main Modifications, the associated Sustainability Appraisal Addendum and Habitats Regulation Assessment Addendum ran from 29 September to 13 November 2023. Final versions of these documents are attached in Appendix C and Appendix F. The consultation responses received were published and passed to the Inspector. He has taken these responses into account in reaching his final conclusions on the Local Plan Review.

2.12 Following the receipt of the representations to the Main Modifications Consultation the Inspector held a technical consultation from the 15 January to the 14 February 2024 on evidence base documents. He has also taken these responses into account in reaching his final conclusions on the Local Plan Review.

Inspector's Report

2.13 The Inspector's Final Report was received on 8 March 2024. It is attached to this report at Appendix A. It is also available on the Council's website here <https://localplan.maidstone.gov.uk/home/local-plan-review-examination>

2.14 The Inspector concludes that 'that the duty to cooperate has been met and that with the recommended main modifications set out ... the Maidstone Local Plan Review satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound.' The Inspector's Report includes a schedule of the Main Modifications (which are appended to the Inspector's Report).

2.15 The Report confirms that the Plan has complied with the legal requirements, including the duty to co-operate.

2.16 All the specified Main Modifications are non-negotiable and needed for the Plan to be sound.

2.17 There is no option at this stage to change the Plan prior to adoption. The only exception would be non-material, typographical corrections and formatting changes.

2.18 The adoption version of the Maidstone Borough Local Plan Review is included in Appendix D. The adoption version incorporates.

- The Inspector's Main Modifications
- The 'Minor Changes'
- Changes which are directly consequential to the Main Modifications (e.g., updated cross references)
- Updated foreword to reflect that the Plan has reached adoption stage.
- Factual updates (e.g., updated references to legislation)
- Typographical corrections and formatting changes.

Policies Map

2.19 The Policies Map accompanies the Plan and shows the geographical areas to which various policies of the Plan apply. Whilst the Policies Map is not examined by the Inspector, the Main Modifications which he requires result in corresponding changes to the Policies Map. The adoption version of Policies Map is available at Appendix E to this report.

Context & implications for adoption of the Local Plan Review

2.20 There are statutory duties for the Local Planning Authority to have a Local Plan and keep it up to date. Section 38 of the Planning and Compulsory Purchase Act 2004 and section 70 of the Town & Country Planning Act 1990

(as amended) requires Local Planning Authorities to have a Development Plan and to consider planning applications and development proposals in accordance with the Local Plan. Pursuant to regulation 10A of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) local planning authorities must also review their local development plan every 5 years from their adoption date.

- 2.21 A decision to adopt the Maidstone Borough Local Plan Review, incorporating the Main Modifications, would mean that the Council would have an up to date and National Planning Policy Framework-compliant Local Plan which can be given full weight in planning decisions. This will enable the Council to take control of future planning decisions in the borough, avoiding unplanned for development and 'planning by appeal'.
- 2.22 It should also be noted that Invicta Park Barracks is already contained within the Maidstone Borough Local Plan 2011-2031 and allocated for 1,300 units. However, the Maidstone Borough Local Plan Review has more rigorous requirements including the need for a supplementary planning document to ensure that this development comes forward in the most sustainable way possible.
- 2.23 Adoption of the Maidstone Borough Local Plan Review will help secure the 5- and 15-year housing land supply requirements set out in the National Planning Policy Framework. Upon adoption of the Local Plan Review, the Council immediately becomes exempt from the requirement to annually identify and update the 5-year housing land supply. This exemption continues to apply for five years post-adoption. This can give the Council greater confidence should it decide to refuse speculative applications in the borough.
- 2.24 Adoption demonstrates that the Council is planning positively for the future. It provides increased certainty for residents, landowners, developers and businesses about the circumstances where development will and will not be acceptable. It also provides certainty and clarity for those preparing neighbourhood plans.
- 2.25 Should the Council not adopt the Maidstone Borough Local Plan Review then the Council will not have an up-to-date Local Plan for the purposes of decision-making.
- 2.26 This would have the following principal risks:
- Potential for loss of control over future locations of new development
 - Planning by appeal
 - Intervention by the Secretary of State
 - Future ongoing and proposed planning policy documents would potentially not be able to proceed until an alternative Maidstone Borough Local Plan Review was in place.
 - Legal challenges from site owners and promoters
- 2.27 To not have a development plan in place would lead to speculative applications across the Borough, rather than the certainty given through the site allocations within the proposed plan. The Council's 5-year housing land supply position would be placed at significant risk. Not adopting the Plan

would mean that the existing Local Plan policies would be used to make decisions and they do not fully reflect the Council's current and future priorities. The Council would not have robust and up-to-date policies to implement inclusive growth and climate change ambitions and would likely face an increasing number of speculative applications and appeals which could incur significant costs.

- 2.28 Furthermore, the Borough's housing requirement may increase. The borough's annual housing requirement figure has already increased since the submission of the Local Plan Review, from 1,157 homes per year, to 1,226 homes per year (currently). The lower figure of 1,157 homes per year is essentially 'locked in' to the Local Plan Review. However, outside of the Local Plan Review, this figure is updated annually – usually at the end of March. Should the plan not be adopted, it can be expected that the authority's annual housing requirement will continue to increase – necessitating the identification of a greater number of sites/more land to provide the homes to meet the increased requirement. In the absence of a plan, the Council are largely beholden to the development industry bringing forward sites of their choosing to deliver the required housing numbers.
- 2.29 The Government previously announced that it will intervene where councils are not making sufficient progress with their Local Plans. The Government reasserted this in December 2023.¹
- 2.30 There are a number of documents that are currently part of the planning policy workstream that lead on from the Maidstone Borough Local Plan Review. It is highly unlikely that the Government would allow the Council to proceed with these documents where there is not an up-to-date local plan in place. It should be noted that these documents would add significant value to the decision-making processes and would include, for example, the Design and Sustainability DPD and supplementary planning documents for three key strategic development locations (Heathlands Garden Community, Invicta Park Barracks and Lidsing Garden Community) to ensure that significant development comes forward in as sustainable way as possible and with the engagement of relevant local communities and stakeholders.
- 2.31 If the Local Plan review is not adopted, the production process would start again. It would take several years before a new plan could be in place, due to the requirement to refresh the evidence base, assess alternative spatial strategies and go through several rounds of public consultation and a new examination, with associated costs and risks.
- 2.32 In conclusion, it is recommended that the Local Plan Review be adopted.

Next Steps

- 2.33 If the Council decides to adopt the Local Plan Review, then the next step is to publish an Adoption Statement (Appendix B) as soon as reasonably practicable and to send a copy of the Adoption Statement to everyone who requested to be notified of the adoption of the Plan. A copy of the Adoption Statement must also be sent to the Secretary of State.

¹ [Written statements - Written questions, answers and statements - UK Parliament](#)

2.34 In addition, the Local Plan Review documents, including the final Sustainability Appraisal Report (Appendix C) will be published on the website and made available for inspection at the designated inspection points across the Borough as set out in the Statement of Community Involvement. These include:

- Maidstone House, King Street, Maidstone, Kent, ME15 6JQ.
- Libraries throughout the borough

2.35 It should be noted that there is a legal mechanism to challenge adoption through the High Court.

3. AVAILABLE OPTIONS

Local Plan Review Adoption/Non-Adoption

3.1 Option 1: the Cabinet recommends that the Local Plan Review incorporating the Main Modifications and Policies Map be adopted by the Council.

3.2 Option2: the Cabinet recommends that the Local Plan Review incorporating the Main Modifications and the Policies Map are not adopted by the Council.

Delegation

3.3 Option 1: the Cabinet recommends that delegated authority be given to the Head of Spatial Planning and Economic Development to make non-material, typographical corrections, and formatting changes, as necessary.

3.3 Option 2: the Cabinet does not recommend that delegated authority be given to the Head of Spatial Planning and Economic Development to make non-material, typographical corrections, and formatting changes, as necessary.

4. PREFERRED OPTIONS AND REASONS FOR RECOMMENDATIONS

Local Plan Review Adoption/Non-Adoption

4.1 Option 1 is the preferred option that being the Cabinet recommends that the Local Plan Review incorporating the Main Modifications and Policies Map be adopted by the Council. The reasons in favour of adopting the Plan and the consequences for not doing so are set out fully in the report.

Delegation

4.2 Option 1 is the preferred option that being the Cabinet recommends that delegated authority be given to the Head of Spatial Planning and Economic Development to make non-material, typographical corrections, and formatting changes, as necessary. This ensures that any subsequent minor corrections are able to be made to the Local Plan Review in the most efficient manner.

5. RISK

- 5.1 The risk associated with the recommendation, including the risks should the Council not act as recommended, have been considered in line with the Council's Risk Management Framework.
 - 5.2 This report also highlights the risks associated with non- adoption of the Local Plan Review.
 - 5.3 If agreement is secured, per the recommendations, then we are satisfied that the risks associated are within the Council's risk appetite and will be managed as per the Policy.
-

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 If agreed, this report will be presented to the Cabinet and then full Council.
-

7. REPORT APPENDICES

The following documents are published with this report:

- Appendix A: The Planning Inspector's Report on the Examination of the Maidstone Local Plan Review
 - Appendix B: Adoption Statement
 - Appendix C: Maidstone Local Plan Review Sustainability Appraisal SA Report Addendum: Amended Main Modifications
 - Appendix D: Maidstone Borough Local Plan Review 2021-2038 – version for adoption
 - Appendix E: Maidstone Borough Local Plan Review 2021-2038: Policies Map – version for adoption
 - Appendix F: Maidstone Borough Local Plan Review Habitat Regulation Assessment Report Addendum Amended Main Modifications
-

8. BACKGROUND PAPERS

- None

Report to Maidstone Borough Council

by David Spencer BA(Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State

Date: 8 March 2024

Planning and Compulsory Purchase Act 2004 (as amended)

Section 20

Report on the Examination of the Maidstone Local Plan Review

The Plan was submitted for examination on 31 March 2022

The examination hearings were held between 6-8 September 2022, 8-24 November 2022, 16-25 May 2023 and 5-9 June 2023

File Ref: PINS/U2235/429/10

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Abbreviations used in this report.

AA	Appropriate Assessment
AONB	Area of Outstanding Natural Beauty ¹
BNG	Biodiversity Net Gain
Dpa	Dwellings per annum
DfT	Department for Transport
DtC	Duty to Cooperate
EDA	Economic Development Area
EDNS	Economic Development Needs Study
EIA	Environmental Impact Assessment
GTTSDDP	Gypsy, Traveller and Travelling Showpeople Development Plan Document
GTTSAA	Gypsy, Traveller and Travelling Showpeople Accommodation Assessment
Ha	Hectares
HRA	Habitats Regulations Assessment
IDP	Infrastructure Delivery Plan
ITS	Integrated Transport Strategy
KCC	Kent County Council
KDNL	Kent Downs National Landscape ²
LBL	Lenham Broad Location
MM	Main Modification
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
SA	Sustainability Appraisal
SAC	Special Areas of Conservation
SEA	Strategic Environmental Assessment
SHMA	Strategic Housing Market Assessment
SLAA	Strategic Land Availability Assessment
SOBC	Strategic Outline Business Case
SoCG	Statement of Common Ground
SPA	Special Protection Areas
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage Systems
WWTW	Waste Water Treatment Works

¹ See Footnote 2 below.

² On 22 November 2023 Areas of Outstanding Natural Beauty (AONBs) were re-branded as "National Landscapes". The legal designation and policy status of these areas remains unaffected.

Non-Technical Summary

This report concludes that the Maidstone Local Plan Review provides an appropriate basis for the planning of the Borough, provided that a number of main modifications [MMs] are made to it. The Borough Council has specifically requested that I recommend any MMs necessary to enable the Plan to be adopted.

Following the hearings, the Council prepared schedules of the proposed modifications and, where necessary, carried out sustainability appraisal and habitats regulations assessment of them. The MMs were subject to public consultation over a six-week period. In some cases I have amended their detailed wording and/or added consequential modifications where necessary. I have recommended their inclusion in the Plan after considering the sustainability appraisal and habitats regulations assessment and all the representations made in response to consultation on them.

The Main Modifications (MMs) can be summarised as follows:

- Extend plan period from 1 April 2021 to 31 March 2038 with consequential amendments to both the housing, employment and retail requirements to be planned for.
- Increased detail in the strategic policies for the two garden settlement proposals at Lenham Heathlands and Lidsing, in relation to: (i) the delivery and phasing of infrastructure to support sustainable growth; (ii) how development should address the proximity of the Kent Downs National Landscape (KDNL); and (iii) the specific measures required to ensure potential impacts on protected habitats are appropriately mitigated as required by the Habitats Regulations. A number of other MMs to these policies are also recommended.
- Removal of the proposed safeguarding area for a Leeds-Langley Relief Road and associated strategic policy because it is not justified.
- Additional detail in the strategic policy for the redevelopment of the Invicta Park Barracks site in Maidstone.
- A new strategic policy on housing delivery to reaffirm the minimum housing requirement (19,669 dwellings over plan period) and its delivery through a revised stepped housing trajectory.
- Additional policy content for various site allocations and for larger and more complex sites the insertion of concept framework plans to clarify net developable areas where significant areas of green infrastructure is required by the site policy.
- A number of other modifications to ensure that the plan is positively prepared, justified, effective and consistent with national policy.

Introduction

1. This report contains my assessment of the Maidstone Local Plan Review in terms of Section 20(5) of the Planning and Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate. It then considers whether the Plan is compliant with the legal requirements and whether it is sound. The National Planning Policy Framework 2021 (NPPF) at paragraph 35 makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy.
2. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound plan. The Maidstone Local Plan Review, submitted at the end of March 2022 is the basis for my examination. It is the same pre-submission document as was published for consultation in October 2021.

Main Modifications

3. In accordance with section 20(7C) of the 2004 Act the Council requested that I should recommend any main modifications (MMs) necessary to rectify matters that make the Plan unsound [and /or not legally compliant] and thus incapable of being adopted. My report explains why the recommended MMs are necessary. The MMs are referenced in bold in the report in the form **MM1**, **MM2** etc, and are set out in full in the Appendix.
4. Following the examination hearings, the Council prepared a schedule of proposed MMs and carried out sustainability appraisal (SA) and habitats regulations assessment (HRA) of them. The MM schedule was subject to public consultation for six weeks. I have taken account of the consultation responses in coming to my conclusions in this report and in this light, I have made some amendments to the detailed wording of the MMs and added consequential modifications where these are necessary for consistency or clarity. None of the amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and SA and HRA that has been undertaken. Where necessary I have highlighted these amendments in the report.

Policies Map

5. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the

submission policies map comprises the set of plans identified as Local Plan Review Policies Map as set out in LPRSUB003.

6. The policies map is not defined in statute as a development plan document and so I do not have the power to recommend main modifications to it. However, a number of the published MMs to the Plan's policies require further corresponding changes to be made to the policies map. In addition, there are some instances where the geographic illustration of policies on the submission policies map is not justified and changes to the policies map are needed to ensure that the relevant policies would be effective.
7. These further changes to the policies map were published alongside the MMs as Document ED122 Schedule of Proposed Policies Map Modifications to the Regulation 19 Maidstone Local Plan Review.
8. When the Plan is adopted, in order to comply with the legislation and give effect to the Plan's policies, the Council will need to update the adopted policies map to include all the changes proposed in the submitted Local Plan Review Policies Map document and the further changes published alongside the MMs.

Context of the Plan

9. The Borough currently benefits from a Local Plan adopted in 2017. This Plan contained Policy LPR1 which anticipated a first review of the plan being adopted by April 2021. The scope of the Plan Review includes the spatial strategy, strategic policies, new site allocations and updated development management policies. Accordingly, those parts of the 2017 Local Plan would be superseded by the adoption of the Plan.
10. The Plan Review has needed to address a significant uplift in housing need from the figure of 883 dwellings per annum (dpa) in the 2017 Local Plan to a local housing need figure of 1,157dpa (an increase of 31%). Accordingly, whilst the 2017 Local Plan provides some of the foundations for the plan review, significant new content has been required.
11. In terms of planning for sustainable development over the plan period, the county town of Maidstone, with its rail connections and position on the M20, represents the only sizeable urban area in what is otherwise a mainly rural Borough. The northern edge of the Borough fringes the Medway Towns conurbation, close to the M2 motorway. Elsewhere larger villages can be found along the A20 and Ashford railway line in the north-east of the Borough or strung along the Tonbridge railway line through the Low Weald in the south of the Borough. A small area at the western edge of the Borough is within the Metropolitan Green Belt.

12. The backbone of the chalk downs and escarpment of Kent Downs National Landscape (KDNL) is a prominent feature across the north of the Borough. This area also contains the North Downs Woodland Special Area of Conservation (SAC). Various watercourses meander through the Borough including the River Medway and its tributaries, forming pleasant valleys through the undulations of the Greensand hills and the Low Weald. Watercourses in the east of the Borough, notably the Great Stour, are within the catchment of the Stodmarsh Ramsar³, Special Protection Area (SPA) and Special Area of Conservation (SAC) site, where nutrient neutrality is an imperative to maintaining habitat integrity.

Public Sector Equality Duty

13. I have had due regard to the aims expressed in S149(1) of the Equality Act 2010. This has included my consideration of several matters during the examination including the accommodation needs for gypsies and travellers, older persons accommodation, accessible and adaptable housing and access to community facilities.
14. The Plan was accompanied on submission by an Equalities Impact Assessment [LPR1.62]. This has considered the impacts of the Plan on those with protected characteristics. The analysis identifies generally positive or neutral effects arising from the Plan's policies and proposals. There are specific policies concerning gypsies and travellers, specialist accommodation for the elderly, safe, inclusive and accessible environments and improved access to employment and community facilities that should directly benefit those with protected characteristics. In this way the disadvantages that they suffer would be minimised and their needs met in so far as they are different to those without a relevant protected characteristic. The MMs have been subject to an Equalities Impact Assessment [ED129] which demonstrates that the proposed changes would not result in any adverse impacts on groups with protected characteristics.

Assessment of Duty to Co-operate (DtC)

15. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on it by section 33A in respect of the Plan's preparation.
16. Notwithstanding the presence of Green Belt, National Landscapes and notable areas of flood risk, the Plan seeks to meet the development needs of the Borough in full and to align growth and infrastructure. The strategic matters, in accordance with NPPF paragraphs 20-23, have been appropriately identified. This includes the significant levels of housing growth to be accommodated within the housing market area. On this and other strategic matters, during the

³ Ramsar Convention on Wetlands of International Importance (UNESCO, 1971).

four years from inception of the Plan up until its submission, the Council has engaged constructively and on an on-going basis with strategic policy-making authorities and relevant bodies. This is evidenced through various signed statements of common ground (SoCG) on plan submission. The SoCGs are in accordance with the relevant guidance on plan-making set out in the PPG⁴.

17. In relation to the proposed new garden settlement proposals at Lenham Heathlands and Lidsing, both proposals are on the boundary of the Borough. In respect of Ashford Borough, a signed SoCG identifies the appropriate strategic matters. It demonstrates that Ashford Borough Council are appraised of the Lenham Heathlands proposal, that there will be cross-boundary implications (principally transport and water resources in the Stour catchment) and they will work constructively together on cross-boundary infrastructure issues⁵.
18. On submission, a full draft SoCG with neighbouring Medway Council remained unsigned. From everything I have read, including the unsigned SoCG, at officer level there has been appropriate engagement and professional efforts to consider the impacts on Medway through plan making activities (further evidenced in documents ED23 and ED41A-S). Medway Council has maintained in both its Regulation 19 representations and at the examination hearings, that with respect to cross-boundary strategic matters during the preparation of the Plan, the legal DtC had been satisfied by Maidstone Borough Council. The principal matter of contention is the location of the Lidsing proposal relative to the Medway towns conurbation and the extent of potential impacts on environmental assets and infrastructure in Medway. Medway Council's concerns are entirely understandable, but I consider them to be matters of plan soundness rather than a failure of the DtC.
19. Notwithstanding the unsigned SoCG I am satisfied that mechanisms exist to enable on-going joint working. Medway Council has clearly articulated in its evidence on the Plan and to the examination its concerns regarding impacts from Lidsing and what mitigation in Medway would be likely required. I deal with the soundness of the Lidsing proposal in Issues 1 and 2 below, but I am satisfied that in addition to existing forums for ongoing dialogue between the two authorities, the required masterplanning and Supplementary Planning Document (SPD) processes for Lidsing will require the important input of Medway Council to secure genuinely sustainable outcomes⁶. Overall, and notwithstanding the absence of a signed SoCG, I find that the Borough Council, in preparing the Plan, has met the legal DtC in respect of those strategic matters that cross the administrative boundary with Medway.

⁴ PPG paragraphs 61-010-20190315 to 61-013-20190315 (inclusive)

⁵ See Page 139 of the Duty to Cooperate Statement 2022 (LPR5.5)

⁶ Including projects identified in Medway in the Infrastructure Delivery Plan (IDP) that would arise as a consequence of the Lidsing Garden Community proposal.

20. I also note the demonstrable engagement with Kent County Council (KCC), Natural England and National Highways, through the evidenced DtC material. I consider this to be integral in producing a positively prepared and justified strategy in the terms identified at NPPF paragraph 26.
21. There is a concern from some neighbouring authorities regarding Maidstone's gypsy, traveller and travelling showpeople need. There is no claim, however, that plan preparation has failed the DtC on this strategic matter. The Council, has through, strategic policy in the Plan, committed to preparing a separate development plan document on the matter and proposed MMs set out below in this report seek to clarify that Maidstone intends to meet its gypsy, traveller and travelling showpeople accommodation needs in full through that document. This accords with the various SoCGs with neighbouring authorities signed by Maidstone Borough Council confirming it would seek to meet its own needs.
22. Based on everything I have read and heard, I am satisfied that where necessary the Council has engaged constructively, actively and on an on-going basis in the preparation of the Plan and that the Dtc has therefore been met.

Assessment of Other Aspects of Legal Compliance

Timetable and Consultation

23. The Plan was prepared and submitted in accordance with the Council's 2021 Local Development Scheme. Given the length of the examination, the Local Development Scheme was updated in 2023. Most revised milestones have been met, although delivery of this report and adoption have slipped slightly to enable further consultation on technical documents produced in the very last stages of the examination.
24. Consultation on the Plan and the MMs was carried out in compliance with the relevant Regulations and the Council's Statement of Community Involvement, including required adjustments during the Covid pandemic. In relation to the proposed garden settlement developments at Heathlands and Lidsing these were identified at an early stage as part of the Regulation 18b consultation in late 2020. Significant comment has been generated on both proposals and on other aspects of the Plan.
25. Whilst much credit should go to community groups, parish councils and local Borough councillors in raising awareness of, and accumulating comments from local residents on the proposed spatial strategy including the garden settlement proposals, there is little to indicate that communities have been impeded from the fair opportunity to make comments on the Plan at the required stages. The submitted Consultation Statement explains how consultation responses at the early Regulation 18b stage informed the published content of the submitted

Plan further consulted on in Autumn 2021. The Council actively considered representations in Autumn 2021 and suggested various possible modifications to the Plan when it was submitted in 2022.

26. The Council has met the minimum consultation requirements for plan-making and has engaged appropriately with statutory consultees.

Sustainability Appraisal, including Strategic Environmental Assessment

27. The Council carried out SA of the Plan, prepared a report of the findings of the appraisal, and published the report along with the plan and other submission documents under Regulation 19 [LPRSUB002a]. The appraisal was updated in September 2023 to assess the main modifications [ED124]. The SA report also addresses the requirements of Strategic Environmental Assessment (SEA) Regulations alongside the key sustainability issues for the Borough. The SA reporting clearly incorporates the requirements of SEA, with Table 1.1 of the report providing a useful overview of where SEA requirements are covered in the report. Chapter 2 of the SA addresses relevant methodological issues in terms of compliance with the SEA requirements and the PPG guidance.
28. The SA of the plan is comprehensive in its coverage. It deploys a recognised approach for systematic and transparent appraisal, drawing on an extensive baseline of evidence presented and referenced in the SA report. SA is not a scientific task intended to formulate a definitive answer. It is a process to appraise those reasonable options that could comprise sustainable development and to advise on potential mitigation where adverse impacts are identified. It is entirely conceivable that some options will perform reasonably closely, even where it involves markedly different outcomes against the individual SA objectives. SA requires a balanced approach, looking across the various objectives and indicators. Appraising the reasonable options against the individual objectives requires judgements. The SA report contains appropriate detail to explain how the reasonable options have been identified and then appraised and refined. The SA report has applied reasonable judgements and appraisals when assessing the various options.
29. A key issue for the SA is the spatial strategy options and in particular the approach to identifying the proposed garden community options. This includes when and how alternative options were discounted and how reasonable options were appraised. Within this are methodological concerns regarding the distinction between SA and the technical evidence, particularly the two reports on the suitability and deliverability of Garden Communities prepared for the Borough Council in 2020. It is the role of SA to assess reasonable options. As such there is a role for detailed technical work, including the Strategic Land Availability Assessment (SLAA), to do the initial sieving to determine what are the reasonable options to be appraised. It is not necessary for compliance with

SEA requirements for the SA report to examine in detail the initial long list of seven options for garden community scale development.

30. The SA process has considered high level spatial strategy options (including the 'do nothing' of continuing the 2017 Local Plan spatial strategy). The SA report explains how spatial strategy options have been refined including the discounting of an option at Leeds-Langley⁷ following the Council's technical evidence. It has subsequently considered three reasonable options for garden settlements in various spatial strategy permutations (for example a spatial strategy of 1 or 2 garden settlements, and combinations thereof). The SA of the Plan includes detailed findings of its assessment at Appendix C and explains why the Borough Council, as the plan-making authority has chosen the preferred spatial strategy. Overall, I find the SA report is suitably comprehensive in setting out the basis of the spatial strategy options selected for appraisal and the garden community options that have been reviewed.
31. The SA baseline includes comprehensive evidence on the landscape such that the appraisal has been informed by a solid understanding of the Borough's landscape. The detailed commentary within the SA identifies the impacts on the KDNL and does not downplay them. It also identifies that the other reasonable option for a garden settlement is in an area of high landscape sensitivity. The SA report has also been subject of engagement with the SEA bodies as required. There are no concerns or objections from Natural England on either the SA methodology or how the landscape objective has been appraised.
32. Overall, Plan preparation has been accompanied by a thorough but proportionate approach to SA, including a transparent assessment of the reasonable options and an audit trail of how the reasonable options have been refined. All reasonable spatial strategy options in the Borough have issues given the scale of growth and the environmental context. The SA has been updated in light of the proposed MMs and confirms that the Plan, subject to these modifications, would promote a sustainable pattern of development in the terms found at paragraph 11a) of the NPPF.

Habitats Regulations

33. The pre-submission plan was accompanied by a HRA Report (September 2021)⁸. The report appropriately identifies those protected sites that could be potentially affected by the Plan's proposals. This includes the sites within the Borough, and other sites where there are potential pathways for impacts. This includes the Stodmarsh Ramsar, SPA and SAC site near Canterbury within the Stour catchment. Various sites in Medway have also been considered. As required the HRA report takes into account other plans and projects and

⁷ LPR1.4, paragraph 4.22 and paragraphs 4.30-4.36

⁸ Document LPR1.19 & Submission Addendum LPRSUB005a

considers the effects of policies and proposals in the Plan in combination with these. It does so in line with the case law⁹ such that it does not take account of potential mitigation at the initial assessment stage. Accordingly, in relation to matters of water quality, air quality and recreational impact, various policies of the Plan are likely to result in significant effects on the qualifying features of protected sites. Consequently, an Appropriate Assessment (AA) has been undertaken within the HRA.

34. The potential impacts of the Plan's proposals to the North Downs Woodland SAC relate to air quality (nitrogen deposition from traffic) and recreational disturbance (off-road vehicles). The likely significant effects principally, but not exclusively, arise from the proximity of the Lidsing garden settlement proposal. In terms of recreational disturbance, the AA concludes this can be appropriately mitigated through access management to prevent off-road vehicles and to keep walkers to designated paths.
35. In relation to air quality, the issue has been complex and at the time of plan submission AA was not able to positively conclude that there would be no adverse effect on site integrity in the absence of a mitigation strategy. Additional modelling work has been undertaken during the examination to look at traffic flows that are likely to assign to routes through the SAC during the plan period and assumptions on the uptake of electric vehicles. Additional work has also looked at the condition of the habitats in those parts of the SAC likely to be affected by traffic movements. The outcome of the additional work identified that of the three roads passing through the SAC (A229, A249 and Boxley Road), the modelling outputs show that only Boxley Road would experience nitrogen deposition greater than the 1% of the site relevant critical loads within 10 metres of the affected road network.
36. The AA process has considered technical options for mitigation which broadly comprise travel planning and measures to discourage the use of Boxley Road. Further modelling work has revealed that traffic calming and other measures to dissuade the use of Boxley Road would be effective in managing nitrogen deposition to acceptable levels. This would require additional content within the Plan, and I address this elsewhere in the report as part of the consideration of sufficient safeguards in Policies LPRSP14a and LPRSP4b. The AA recognises that the detail of road layouts remains to be determined and agreed but for this Plan an effective mitigation strategy exists to ensure that adverse effects on the integrity of the SAC due to air pollution can be avoided.
37. There is concern that the Plan is defaulting a necessary level of appropriate assessment to the project level rather than at the Plan level, contrary to the precautionary principle. A package of potential measures comprises the strategy at this stage and through MMs this would be clearly embedded in the

⁹ CJEU Case C-323/17 People Over Wind v. Coillte Teoranta

plan. Natural England have raised no concerns with this approach as part of their consideration of the HRA addendum that accompanied the MMs.

38. The other significant HRA issue for this Plan has been the Stodmarsh Ramsar, SAC and SPA site and nutrient neutrality. On submission for examination, the AA conclusion was one of no adverse effect on site integrity subject to mitigation including policy requirements in the Plan in relation to general safeguarding of water quality and that the Heathlands Garden Settlement¹⁰ and other developments (including the Lenham Broad Location (LBL)) are served by appropriately permitted discharges from waste water treatments works (WWTW) and wetlands provision. Further work has been required during the examination to assure Natural England that a conclusion of no adverse effect on site integrity is justified. This has included using Natural England's revised nutrient calculation methodology [ED36] and demonstrating options that wetland provision can be supported without abstraction from the Stour [ED80].
39. As a consequence of this work, an updated SoCG was entered into with Natural England in March 2023 [ED99], advising that nutrient neutrality can be achieved in the Stour in relation to the Heathlands and LBL developments in the Plan, when applying the latest calculation methodology. Various policy safeguards are presented in the Plan at Policies LPRSP14(a), LPRSP4(a) and LPRSP5(b) subject to related MMs which are addressed elsewhere in this report. An HRA addendum was published in September 2023 to reflect the MMs and concludes there would be no adverse effect on the integrity of Stodmarsh¹¹.
40. I appreciate that the evidence presents technical options which are necessarily strategic and may well evolve over time. A significant amount of work has been undertaken for Heathlands to inform the HRA of the Plan. In terms of a new WWTW for Heathlands there is nothing to prevent this being a private facility built to the appropriate standards and subject to the necessary permits for the required quality of discharge. All of this needs to be considered against the areas of farmland that would be taken out of production. Some detail on the location of Wetland provision to filter and manage surface water before discharge into the watercourse has been presented. This would be subject to further assessment as part of the detailed SPD and masterplanning stages. At present sufficient evidence has been presented to demonstrate a deliverable approach.
41. Elsewhere, the HRA has carried out AA in relation to likely significant effects on the Medway Estuary & Marshes Ramsar and SPA, the Thames Estuary & Marshes Ramsar and SPA and Queensdown Warren SAC. The principal issues are in relation to recreational pressure and water quality. Various established mitigatory measures are in place, for example tariff mechanisms for

¹⁰ Drawing on the Heathlands Garden Community Nutrient Neutrality Assessment (Ramboll, September 2021) Document LPR1.93

¹¹ ED123, Addendum HRA, paragraphs 2.15, 2.16, 4.4 and 4.16

funding access management and monitoring within 6km of the Medway Estuary and Marshes site and on-site green infrastructure provision. Overall, the AA concludes that there would be no adverse effects on the integrity of these sites.

42. Overall, a comprehensive HRA process has been undertaken prior to and during the examination. It confirms that a full AA has been undertaken, reflecting that the Plan's proposals would have some negative impact which requires mitigation. This mitigation has been identified in the Plan, including through the MMs. Ultimately, the HRA process has been able to conclude after AA, and the consideration of mitigation, that adverse effects on the integrity of the identified protected sites can be avoided.

Other Aspects of Legal Compliance

43. The Plan, taken as a whole, includes policies to address the strategic priorities for the development and use of land in the local planning authority's area.
44. The Plan, taken as a whole, includes policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change. This includes policies on sustainable transport (encouraging modal shift) and good design (low energy design, low water usage, renewable or low-carbon energy). The Plan also includes a strategic policy on Climate Change which sets out an over-arching approach to the necessary transition to a low carbon future and to improve resilience to the effects of climate change (including flooding).
45. The Plan complies with all other relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations.

Assessment of Soundness

Main Issues

46. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings, I have identified 11 main issues upon which the soundness of this Plan depends. This report deals with these main issues. It does not respond to every point or issue raised by representors. Nor does it refer to every policy, policy criterion or allocation in the Plan. For the avoidance of doubt, the assessment of soundness in respect of consistency with national policy is the 2021 NPPF and associated PPG.

Issue 1 – Whether the Spatial Strategy would be an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence.

The Submitted Plan

47. On submission there was variable clarity on which parts of the 2017 Local Plan would be superseded. To assist decision-makers I recommend **MM108** for effectiveness, which would insert a new appendix to the Plan setting out those policies of the 2017 Local Plan which would not be superseded when the Local Plan Review is adopted. I also recommend **MM1** which would amend the introduction to the Plan to provide clarity on the 2017 Local Plan policies which have not been superseded by this Plan. Additionally, **MM62** would update Table 8.1 of the Plan and would remove those 2017 Local Plan site allocations that had been completed between plan submission and end of March 2023, and therefore not contributing to deliverable supply at the point of plan adoption. I recommend these modifications for effectiveness.
48. The Plan, when adopted, would form part of the wider development plan for the area, alongside KCCs Minerals and Waste Local Plan, Neighbourhood Plans and other development plan documents. Part of the River Medway in the Borough is tidal (to Allington Lock) and so regard should be given to the Marine Management Organisation's South East Marine Plan in this part of the Borough. **MM2** would address this omission and provide necessary referencing in the Plan, and I recommend it for effectiveness.
49. The individual site allocation policies in the Plan need to be modified to remove references to be being "draft" and to make clear they are as shown on the Policies Map. I recommend **MM61** as a collective change to the wording of all the site allocation policies in this regard. This MM would be necessary to ensure the Plan is positively prepared and effective.

Plan Period and strategic policies

50. The Plan was submitted in March 2022 and anticipated to be adopted by the end of 2022 such that the proposed plan period to 2037 would have looked ahead for 15 years as sought by paragraph 22 of the NPPF. Given the complexity of the examination that has not happened. Accordingly, it was proposed early in the examination to extend the plan period by one year to 31 March 2038. The reality is that with plan adoption now in 2024, even on this extended basis there would be a small undershoot on a 15 year period. I do not, however, consider that to be a further soundness issue. For reasons set out later in this report, the submitted plan seeks to put in place key components of a spatial strategy that will endure well beyond a 2038 plan period.

51. The start date of the plan period will need to be amended from 1 April 2022 as submitted. Adjusting the start date to 1 April 2021 would align with much of the submitted evidence base, including the SHMA¹² and EDNS. It would also reflect that the Plan was submitted for examination before 1 April 2022. Furthermore, it would enable an initial two years monitoring data on housing delivery in 2021/23 to be accounted for in the housing trajectory. Accordingly, I recommend **MM7** which would adjust the plan period and so ensure the Plan would be justified in terms of aligning with the evidence base against which it was prepared.
52. For consistency with national planning policy at paragraph 22 of the NPPF¹³ the Spatial Vision in the submitted Plan needs to look further ahead than 2037 given there are components of the plan, such as the new garden communities, where delivery would extend beyond this timeframe. **MM4** would address this by removing the reference to 2037 and acknowledging elements of the spatial strategy look further ahead than the plan period. I recommend the MM for consistency with national planning policy at NPPF paragraph 22.
53. The vision for the Lidsing garden community in the submitted plan recognises its long-term perspective (to 2057) but similar is required for the over-arching vision for the Heathlands garden settlement. **MM13** would do this, and so I recommend it to ensure consistency with national planning policy at NPPF paragraph 22.
54. NPPF paragraph 20 identifies what strategic policies should cover and paragraph 21 of the NPPF says these should be explicitly identified. Strategic policies are also relevant in terms of the basic conditions test for Neighbourhood Plans, in terms of ensuring necessary general conformity. A number of the policies in the Plan are identified as strategic policies. Other policies, notably the site allocation policies, are also to be considered strategic policies to ensure any Neighbourhood Plans consistently reflect them. **MM109** would insert a new appendix into the Plan clearly identifying the 'Strategic Policies'. This would be necessary for consistency with NPPF paragraph 21. **MM3** would provide required clarity in the introductory section of the Plan, in terms of confirming the policies in the new appendix are those strategic policies for the purpose of neighbourhood planning and I recommend it for similar reasons as **MM109**.

Housing Need and Requirement

55. The Plan was submitted for examination on 31 March 2022 based on an assessment of housing need using the advocated standard method for calculating need. The 2021 Strategic Housing Market Assessment (SHMA) update appropriately applies the formula of the standard method in accordance

¹² The SHMA 2021 Update Local Housing Need calculation is based on 2020 Affordability inputs as per PPG paragraph 2a-008-20190220

¹³ Further amplified at PPG paragraph 61-083-20211004

with the PPG. At the time of the SHMA the affordability ratio derived a minimum annual housing need figure of 1,157 dpa as set out in the submitted Plan, as consulted on in late 2021. Immediately prior to submission, however, revised median workplace-based affordability ratios were published¹⁴ on 23 March 2022 (8 days prior to submission) resulting in a modest increase for Maidstone Borough to 1,194dpa.

56. Whilst I appreciate the PPG states at paragraph 2a-004-20201216 that the most recent affordability ratios should be used, the test of soundness applies to the plan as submitted. The plan that had been consulted on at Regulation 19, only a short time period before submission had applied the recent 2020 affordability ratios available at that time, as per the latest 2021 SHMA update. As submitted the Plan has sought to significantly boost the supply of homes consistent with NPPF paragraph 60 (a 31% uplift from the 2017 Local Plan figure of 883dpa). As set out further under Issue 7 below, the Plan would comply with other provisions of the NPPF to significantly boost housing supply, in terms of a deliverable supply for first five year period and a developable supply in years 6-10.
57. The PPG at paragraph 2a-008-20190220 advises that the local housing need figure should be kept under review and changes in the inputs are variable and this should be taken into consideration. In considering the 2022 adjustment to affordability, this would equate to less than half a year of supply, in a plan which would firmly deliver a significant boost in housing supply. As such I do not consider it necessary to revise the local housing need figure on this basis. The Plan is required to be reviewed within five years and this would be the appropriate point at which to carefully revisit the local housing need figure.
58. Through the Dtc process no adjoining authority, including within the wider housing market area, has requested assistance to help meet any unmet housing needs. Reference is made to wider unmet housing need in the Greater London area. Whilst I recognise there were concerns on the adoption of the 2021 London Plan regarding the ability to deliver sufficient housing, there is little before me that matters have moved forward during the preparation of this Plan. Accordingly, it would not be necessary for soundness for this Plan to accommodate an arbitrary quantum of unmet housing need in the absence of any agreed strategic approach between Greater London and the wider South-East authorities, if indeed, that is ultimately deemed to be required.
59. In terms of translating the housing need into a separate housing requirement figure, it would not be necessary for plan soundness for the housing requirement to be higher than the housing need figure. In terms of whether the figure should be lower, there is little doubt that the scale of growth will have some negative environmental impacts, as demonstrated in the SA report.

¹⁴ Resulting in an uplift in the affordability ratio for Maidstone from 10.0 (38%) to 10.85 (43%).

These include harms to landscape quality, a further demand on stressed water resources, the loss of areas of best and most versatile agricultural land and potential impacts on protected habitats. These harms are not unique to the proposed spatial strategy. They are the consequence of a significant level of growth in a predominantly rural Borough.

60. There is, however, no evidence through the SA or HRA processes or the various SoCGs with bodies such as Natural England or the Environment Agency, that potential adverse effects arising from the proposed levels of growth are such that environmental capacity would be unacceptably breached. Various mitigations are proposed in the Plan such that when balancing residual environmental harms, they would not significantly and demonstrably outweigh the benefits of providing much needed homes and supporting a strong, competitive economy in the Borough. As such housing numbers would not need to be lowered in the terms envisaged at NPPF paragraph 11b).
61. When taken over the extended plan period, the overall housing requirement would need to increase from 17,355 to 19,669. This requirement would need to be expressed as a minimum (i.e. 'at least') consistent with national planning policy at paragraph 61 of the NPPF, which states that housing needs assessments determine the minimum number of homes needed. Accordingly, I recommend **MM7** which would adjust the housing requirement in the spatial strategy at submitted Policy LPRSS1 so that the Plan would be consistent with national policy, justified and positively prepared.

Requirements for Employment and Retail

62. The Plan is underpinned by a comprehensive evidence base on the need for economic development over the Plan period. The initial assessment was undertaken in the Economic Development Needs Study (EDNS) in two stages in 2019 and 2020. This work, consistent with the NPPF and PPG, defines a justified functional economic market area. It appropriately examines the baseline evidence in terms of the existing commercial activity, the labour market and wider economic drivers. I am satisfied that the Plan sets out clear spatial objectives for sustainable economic growth over the plan period consistent with the EDNS evidence which fits with the Council's Economic Development Strategy 2021, the South East Local Enterprise Partnership's Economic Recovery and Renewal Strategy and the Kent and Medway Enterprise and Productivity Strategy.
63. In terms of assessing the requirements for employment space, the EDNS has appropriately looked at scenarios of labour demand (derived from Experian economic forecasts), past trends in completions and estimates of local labour supply based on demographic modelling in the SHMA update. The EDNS Addendum in 2021 has revisited the scenarios to take account of recent changes to the Use Classes Order, impacts of Brexit and Covid-19 and to apply

latest Experian projections for 'labour demand' to cover the time period to 2042 (extending slightly beyond the plan period). The approach taken in the EDNS in terms of the various scenarios considered, clearly accords with the PPG (paragraphs 2a-027-20190220-2a-029-20190220).

64. The outputs of the three scenarios vary but in very broad terms the labour demand (scenario 1) and labour supply (scenario 3) result in positive floorspace requirements over the Plan period whereas past trends (scenario 2) would result in an appreciable contraction. For the various reasons given in the EDNS evidence it would be unreasonable to pessimistically plan on the basis that past take-up rates continue unchanged in the future and so scenario 2 has been appropriately discounted. Matters are more balanced between scenarios 1 and 3. The labour supply approach (scenario 3), unsurprisingly given the significant population growth arising from the housing numbers, generates the highest job growth projections and associated employment space requirements. It can be reasonably described as aspirational, but some caution would be justified given the relatively uncertain macro-economic outlook. In contrast, the labour demand approach (Scenario 1) reflects steady growth with some slight acceleration over the plan period compared with recent trends. In general terms, the forecast land requirements for scenario 3 are more than double those for scenario 1.
65. The EDNS has been consistent in the Stage 2 report (2020) and Addendum (2021) that the Plan should seek to accommodate as a minimum the labour demand (job growth) based requirement (scenario 1). This would ensure business growth potential would not be constrained by a lack of capacity in the Plan period. The EDNS addendum appropriately considers the 2020 Experian local-level employment forecasts which show that after a Covid-19 contraction, the workforce job base recovers to pre-pandemic levels by 2022 before steady growth over the period to 2042. In translating jobs growth to employment land requirement, the EDNS methodology makes appropriate allowances for vacancies and applies a sensible 10% buffer to reflect delays in sites coming forward and loss of existing employment sites. The EDNS also uses reasonable and recognisable ratios of workforce job to floorspace and plot ratios of floorspace to land hectares. The overall approach to calculating the conversion of employment growth forecasts to future employment land requirements is robust.
66. The initial outputs of scenario 1 in the 2020 EDNS for gross employment floorspace requirements was 101,555sqm for 2022-2037, rising to 146,475sqm for 2022-2042. The 2021 EDNS addendum increases these figures to 140,110 sqm to 2022-2037, rising to 206,665sqm for 2022-2042. Some caution needs to be applied to the EDNS addendum employment land requirement, recognising that 'jobs growth' using the 2020 Experian forecasts in the early part of the Plan period is likely to represent a 'catching-up' effect as the economy recovers from the effects of Covid-19. As such, jobs growth in the early part of the Plan period may not necessarily require new employment floorspace. In this context I find

the EDNS Addendum to provide a helpful sense-check on the principal requirement assessment contained in the 2020 EDNS¹⁵. Given the uncertainties around the impact of Covid-19, however, I do not consider it necessary for soundness that the employment land requirement should be markedly increased from the minimum figure of 101,555sqm as presented in the submitted Plan. This figure would provide for a positively prepared, justified and effective starting point for which to plan and would not constrain the economic potential of the Borough.

67. The floorspace requirement is expressed as a minimum in Policy LPRSS1. Given the extended Plan period above, it will be necessary for soundness to extrapolate the employment land (floorspace) requirement. **MM7** would do this, and I recommend it so that the Plan is justified, positively prepared and effective.
68. Policy LPRSS1 sets out retail floorspace requirements over the plan period based on the evidence in the April 2021 EDNS addendum, which I consider to appropriately reflect expenditure estimates and recent structural changes in the retail sectors, which points generally to consolidation rather than growth. As with the employment land requirements, the modest retail floorspace figures should be extrapolated over the revised plan period, resulting in some minor upwards adjustment in the figures in Policy LPRSS1 so that they are justified and positively prepared. **MM7** would do this, and I recommend it accordingly.

Spatial Objectives

69. The submitted plan identifies 11 spatial objectives which respond to the strategic issues facing the Borough over the plan period, consistent with the sustainability objectives set out in the SA report. Protection of the natural environment of the Borough (and beyond) is a key factor for the spatial strategy and in particular the presence of the KDNL through the northern part of the Borough and the proximity of the High Weald National Landscape to the southern part of the Borough. The spatial objectives reflect this, but the wording needs to be consistent with paragraph 176 of the NPPF in terms of great weight being given to conserving and enhancing their natural beauty. **MM5** would do this, although the precise wording of the MM needs to be refined to ensure consistency with the NPPF on the issue of setting. Accordingly, I recommend **MM5** as amended.
70. Linked to the natural environment, the Plan appropriately contains a broad spatial objective under the umbrella of mitigating and adapting to climate change and which goes on to reference the need to address issues of flooding, water supply and “the need for dependable infrastructure for the removal of sewerage and wastewater.” Overall, the objective is consistent with NPPF

¹⁵ EDNS Addendum, paragraph 5.6

section 14 and paragraphs 152 and 153. The objective is critical given the known and increasingly tangible impacts of stresses on water resources both in terms of supply, as well as the capacity and quality of water courses for receiving treated wastewater. This is a particular issue for the Stour catchment in the east of the Borough, as considered through the HRA. Given the known need for specific infrastructure to accommodate the planned growth within the Stour catchment part of the Borough additional text is needed to accompany the spatial objective to reflect this and to emphasise the need for the Council and developers to work proactively to secure necessary upgrades to sewerage and wastewater infrastructure. **MM6** would insert additional text in support of Spatial Objective 4, and I recommend it for effectiveness.

Whether it is an appropriate Spatial Strategy

71. One of the key soundness tests for the submitted spatial strategy is whether it would represent an appropriate strategy for securing a sustainable pattern of development in the Borough. In order to be an appropriate strategy, it needs to perform well against the SA objectives¹⁶ when compared against other reasonable options. It also needs to be effective (deliverable), although this needs to be considered proportionately, when reflecting on the long-term nature of the strategy¹⁷.

Maidstone Urban Area

72. The starting point for the spatial strategy is Maidstone, which is the only significant settlement in the Borough and contains higher order services such as health, education, and retail. It is appropriately identified at the top of the settlement hierarchy as the "County Town". The Maidstone Urban Area is justifiably identified as the first tier of the spatial strategy to accommodate growth over the Plan period.
73. Maidstone was the primary focus for the growth in the 2017 Local Plan including significant housing developments to both the north-west and south-east of the town and employment sites close to the M20 to the north of the town. These sites are progressing well and will continue to make a significant contribution to delivery in the early years of the Plan period.
74. The Plan takes a positive approach to housing and other land uses within the town centre and at the strategic Invicta Park Barracks site. For reasons set out elsewhere in this report, I am satisfied that the Plan optimises the potential of these highly sustainable locations such that there is not a reasonable alternative spatial strategy of significantly higher growth within the urban fabric of the town. The Plan would also release additional major housing sites at the edge of the

¹⁶ Including the requirements of Strategic Environmental Assessment (SEA)

¹⁷ PPG Paragraph 61-059-20190315

town. Overall, the submitted Plan would direct approximately 60% of the planned housing growth and 37% of the planned employment growth over the plan period within and around the Maidstone Urban Area. This proportion of growth would be commensurate with Maidstone's top tier spatial role.

Garden Settlements¹⁸

75. As submitted, after the Maidstone Urban Area, the spatial strategy includes two new large-scale garden settlement proposals, to deliver significant housing and employment growth. An alternative approach to accommodating the significant uplift in housing numbers would be through a continuation of the previous 2017 Local Plan spatial strategy, including a further focus on the Maidstone Urban Area and dispersing an appreciable proportion of growth to rural service centres and larger villages across the Borough. This was assessed as a reasonable alternative strategy, including through SA¹⁹. However, given the scale of growth identified it would be challenging to sustainably accommodate this in addition to the significant levels of development provided for in the 2017 Local Plan. Moreover, significant incremental growth around the edge of the rural service centres and larger villages would not optimally align growth and infrastructure.
76. Consequently, there are cogent reasons why new large-scale development would secure a sustainable pattern of development in Maidstone Borough consistent with paragraph 73 of the NPPF. This includes, amongst other things, the ability to comprehensively and positively create new places from the outset to secure longer term benefits that would be difficult to secure through incremental and individual smaller scale developments. It would allow the uplift in land values to be used to fund and put in place necessary infrastructure in a timely way to support new and existing communities, including significant levels of affordable housing.
77. I deal with the soundness of the policy detail for the two proposed new Garden Settlement communities at Lenham Heathlands and Lidsing below in Issue 2 but address here their selection as part of the spatial strategy.
78. In respect of Lenham Heathlands, the option has been assembled and presented for assessment as part of the plan-making process, including the SLAA. The project is proposed by the Borough Council, who have now partnered with Homes England to deliver it. Whilst that has led to concerns of undue bias, I have found nothing to support this in the comprehensive evidence base to inform plan-making, including the two volumes of the Garden

¹⁸ The Plan and the evidence base refer both to Garden Settlements and Garden Communities. I use the term interchangeably in this report, recognising 'Garden Settlements' is the terminology used in the Spatial Strategy.

¹⁹ Preparation of the plan, including SA, initially examined 3 high-level approaches for the spatial strategy (options RA1; RA1a and RA2a). In effect, a do nothing (continue with 2017 Local Plan) and reasonable alternative strategies involving up to four garden settlements.

Communities assessment in 2020 and the separate SA process. Heathlands is one of the options which objectively performs well in SA terms.

79. Both Heathlands and Lidsing are at the edge of the Borough and there is a cynicism that they have been selected on this basis. This is particularly the case with Lidsing and the perception that “Maidstone growth” has been allocated onto the edge of Medway. With regards to Lidsing, the proximity of other urban centres, even if they are in other administrative areas, is a positive factor when assessing the sustainability of potential strategic growth locations. Medway and Maidstone are in the same Travel to Work Area and there are clearly strong synergies between the two areas given their proximity. Notwithstanding its edge of Borough location, it would have been unreasonable for plan-making for the Lidsing option not to be assessed, given it was presented through the call for sites, in a relatively unconstrained location. In respect of Heathlands, it is the ability to achieve a critical mass with a reasonable degree of self-containment and the scope for modal shift by existing bus routes along the A20 and its location on the Maidstone to Ashford railway line, which are clear factors supporting its consideration.
80. In terms of the assessment process for garden settlements and the selection of Heathlands and Lidsing early iterations of the plan identified a significant housing need and the concept of meeting some of that need along Garden Community principles²⁰. Through the call for sites process, 7 areas²¹ came forward with the potential to meet a minimum scale of development for a Garden Community (1,500 dwellings and associated facilities). All 7 Garden Settlement scale development areas submitted through the call for sites have been subject to a consistent and thorough suitability assessment. This work is more detailed than what might ordinarily occur through a SLAA process.
81. The suitability report discounted 3 options on a combination of locational factors and limitations to fulfil garden community objectives, particularly on sustainable transport and jobs creation. There are always disputes around the extent to which matters could be mitigated or how impacts are assessed. However, as part of a proportionate approach to strategic plan-making I find the assessment for sieving out these 3 options and concluding on the suitability of the four other options to be clear and robust. As such it was entirely reasonable that the further work on delivery and viability focused only on the smaller pool of 4 reasonable options.
82. The second stage deliverability and viability assessment readily determined that there was not sufficient evidence to demonstrate the delivery of the Leeds-Langley corridor, not least the absence of an agreed road alignment. Again, I find the discounting of this option, as a potentially deliverable garden community

²⁰ As set out in the Council's Garden Communities prospectus.

²¹ Technically 9 areas came forward, but 3 were reasonably amalgamated into 1 option for the Leeds Langley corridor

within the Plan period, at this stage in the process to have been reasonable. Accordingly, it was justified that the 3 remaining options were assessed as being potentially deliverable and viable and that they formed the three reasonable options for large scale garden community developments as part of the spatial strategy.

83. The SA of the Regulation 18b consultation plan in late 2020 and the SA of the proposed submission plan in 2021 [LPRSUB002a] have considered all reasonable options for the spatial strategy. Necessarily, this has been an iterative process. When looking at the summary assessment in Table 2.2 of August 2020 SA Topic Paper [LPR2.54] the eastern orbital road corridor focus (Option RA4) is noticeably the poorest performing. Matters were more mixed for the other options, but at an early stage it was clear the SA of the Regulation 18b Plan (LPR2.55) was appropriately looking at various Garden Settlement options, including Lidsing and Heathlands. The November 2020 SA report, including Table 4.1, provides a clear rationale for what has been tested. This approach appropriately set the parameters for informing the wider evidence base, including transport modelling work.
84. In determining 'reasonable alternatives' the SA makes clear the SLAA process informed the initial seven options and that these were subject to the two stage Stantec work in 2020. The SA adopts the outputs of the Stantec technical work and assesses the 3 reasonable options. In terms of what the SA considered for the garden communities at this stage, the Borough Council provided what it would be seeking as policy requirements. These are presented at Table 5.1 of the November 2020 SA and have remained reasonably consistent including in the submitted plan policies. What I do note from the November 2020 SA for Heathlands is "anticipated" provision of a new railway station and "aspiration that the site contributes to a new M20 junction". In respect of Lidsing is it clear from this early stage that a new arm to Junction 4 of the M2 was anticipated.
85. SA of the Regulation 19 plan was undertaken in September 2021 [LPRSUB002a]. It is a comprehensive report. The findings are comparable to earlier iterations. The scenarios that performed most strongly were Scenarios 3a-c (One garden settlement approaches). Scenarios with two garden settlements generally performed least well because any negative effects of two garden settlements are multiplied compared to one settlement. However, the SA acknowledges at paragraph 4.29 that scenarios with garden settlements could provide longer term benefits in terms of their masterplanning.
86. Table 4.8 of the 2021 SA shows the findings for the 3 garden settlement options and again the outcomes are mixed. The 2021 SA confirms (paragraph 7.70) that Lidsing and Heathlands are two of the three reasonable options. Table 7.5 shows the more detailed assessment of the strategic policies for the sites with the policy requirements. The table is accompanied by significant commentary against the SA objectives [paras 7.75 to 7.167] explaining the potential effects

of various mitigations proposed in the policy and why they would be necessary for sustainable development at these locations. It is a very thorough analysis including in respect of the water environment, the respective impacts of both developments on the KDNL and localised landscape impacts at Heathlands. Appendix C of the 2021 SA provides the detailed appraisal. Section 10.5 of the 2021 SA explains the Council's reasoning for choosing the strategy and policies in the Plan. Under the section 'site selection' on p219 of the SA the Council provides comprehensive and cogent reasoning for selecting the Lidsing and Heathlands locations.

87. In addition to the SA, in terms of moving forward to a preferred plan a number of judgements were made by the Council. The first was the ability of new garden communities providing new infrastructure "at source", including through the capture of the uplift in land values. This is supported by the Stage 2 Stantec work and is reasonable. The second judgement was to de-risk housing delivery by identifying two garden communities (to combat the risk of one larger garden community development failing to deliver). Again, this approach is logical in determining an appropriate strategy and part of the reasonable local choices for plan-making.
88. In assessing which two of the three reasonable options for garden community developments should be allocated, these have been examined on a consistent basis through SA, applying reasonable judgements. Having regard to the SA, all of the options are reasonably close together when assessed against the SA objectives. No one option stands out as markedly better than another, they all have benefits and various impacts. Any combination would have formed "an appropriate strategy".
89. The SA objectives are not weighted and so there remains some degree of flexibility, in terms of balancing residual harms against positives. The SA recognises that Heathlands and Lidsing impact the KDNL. Even if Heathlands and Lidsing were ascribed a greater degree of harm against the landscape objective, that is only one dimension of sustainability and in my view would not radically alter the overall outcome. The fundamental sustainability advantages of Heathlands and Lidsing are their location relative to existing services and facilities and their capacity to take advantage of existing sustainable transport connections that are not predicated on long-distance commuting. Both locations are better related to main urban areas and would align with actively managing patterns of growth to promote sustainable transport and focusing significant development into locations which are or can be made sustainable, consistent with NPPF paragraph 73.
90. The basis of how the SA assessed Heathlands is not fully reflected in the Plan, in respect of railway station provision as part of the proposed development. MMs, discussed in Issue 2 below, would address this, and this is reflected in the SA Addendum [ED124]. The point remains, Heathlands is on a rail line that

connects to Maidstone (the main sub-regional centre) and both Lidsing and Heathlands can readily connect to existing bus routes. Both sites would not involve housing or employment development directly within the KDNL.

91. In respect of Heathlands there is dispute regarding its availability. The concept of development has been promoted by the Borough Council and is now being taken forward by Homes England. Large parts of the location were advanced through the call for sites. Various parts of the site are either existing mineral operations or are identified in the Kent Minerals Sites Plan to be worked out and restored during the Plan Review period. Based on the evidence²² I am satisfied that development could be sequenced at Heathlands in a way which enables the phased delivery of homes without conflict with the phased workings of available mineral resources.
92. The issue of best and most versatile land has been considered, including through SA (Objective 9) as a key sustainability issue. Borough wide there are limited options to avoid the impact²³. The Plan seeks to make the most of available urban and sustainably located previously developed land. Lidsing includes elements of better Grade 3a land and Heathlands includes both Grade 2 and 3a land. All reasonable garden settlement options score similarly negatively against the SA objective on soils. Whilst the NPPF at paragraph 174b) states that the benefits of best and most versatile land should be recognised that needs to be balanced against meeting the needs of the area in a way which would secure a sustainable pattern of development. Masterplanning at the garden settlement locations would represent the appropriate stage to consider whether the impact on soil quality could be mitigated as set out in the detailed considerations at Appendix C of the SA.
93. In conclusion on this part of the spatial strategy, the principle of new large-scale garden communities would be a sound component for a spatial strategy given the need to deliver a substantial number of new homes. It would provide a degree of long-term stability, for both investment and delivery so that infrastructure can be appropriately aligned to growth.

Strategic Development Locations

94. Beneath new garden settlements, the Plan identified three strategic development locations. The Lenham Broad Location (LBL) and the Invicta Park Barracks site were previously allocated as strategic locations in the 2017 Local Plan. I deal with the policies for both locations in Issue 3 below. In terms of the

²² ED13 Heathlands Minerals Resource Assessment (further updated in ED42) & ED43 Correspondence from Brett Aggregates

²³ LPRSUB002a Paragraphs 4.75 and 6.78 – Submission SA Report

spatial strategy, the LBL is now encompassed within the made Lenham Neighbourhood Plan and no modifications are required to the spatial strategy.

95. In terms of the Invicta Park Barracks site to the north of Maidstone town centre, this has been subject to significant technical work in the intervening period since the 2017 Local Plan. This evidence demonstrates that the principle of residential-led redevelopment for some 1,300 homes at Invicta Park Barracks is sound. There is not a reasonable alternative spatial strategy option where the site could sustainably accommodate a strikingly higher capacity thus negating the need to release land for garden settlements.
96. The Plan identifies the Leeds-Langley corridor location in the spatial strategy as a strategic development location to deliver a relief road connecting the A274 to Junction 8 of the M20 to the east and south-east of Maidstone. Technical evidence estimates approximately 4,000 homes would be required to enable the road to be delivered in the absence of any other sources of funding. The submitted housing trajectory makes no allowance for any delivery within the plan period at Leeds Langley. Overall, I find there is insufficient evidence to demonstrate that sustainable development could take place at Leeds-Langley within the Plan period. This includes consideration of its environmental context and its wider connectivity given it is largely separated from the Maidstone Urban Area by intervening countryside. Whilst there has been some progress in coordinating various land ownerships, including an updated position statement²⁴, there remains considerable uncertainty with regards to the proposed 'safeguarding' approach at Leeds-Langley to fund delivery of what is estimated to be a £57million local relief road. As such it would not be justified to identify a Leeds-Langley Corridor as a strategic development location which in effect would amount to a reserve strategic growth location for up to a further 4,000 new homes.
97. As such the inclusion of Leeds-Langley corridor as a strategic development location in the spatial strategy is neither justified nor effective. Accordingly, I recommend the related part of **MM7** which would remove Leeds-Langley from within Policy LPRSS1.

Rural Settlements

98. I deal with the individual rural service centres under Issue 6 below. The spatial strategy positively identifies rural service centres as locations of "secondary focus" for housing development during the Plan period. Further significant growth distributed around the edge of these settlements would, however, be unlikely to deliver strategic infrastructure solutions and may well compound unsustainable travel patterns to access higher order services and employment. Overall, rural service centres, larger villages and other settlements are

²⁴ Document ED52

appropriately identified at the lower tiers of the spatial strategy for commensurate levels of development. It would not be necessary for plan soundness to elevate any of the rural service centres, including Staplehurst, to somewhere higher in the overall settlement hierarchy.

General approach to transport modelling in support of the Spatial Strategy

99. The submitted plan has been underpinned by transport modelling (including air quality)²⁵ which has looked at the baseline situation, the impact of proposed growth to 2037 without mitigations and then with mitigations. Identified mitigations, including from further assessment work, has fed into the iterative Infrastructure Delivery Plan (IDP) process. From the signed SoCGs, National Highways have had the opportunity to review and approve the methodology and to review the outputs of the Maidstone modelling work. Further modelling work [LPR5.2] has extended the outputs to 2050 to reflect the two garden community proposals. Reference has been made to the proximity and potential impact of the Lower Thames Crossing including in relation to cumulative air quality impacts for protected habitats. This project remains to be examined and so I consider the work undertaken in terms of high-level sensitivity testing is a proportionate one for this Plan²⁶.
100. The modelling is taken from the Kent countywide VISUM Model and develops an appropriately detailed local model for the Maidstone Urban Area to create a Maidstone Transport Local Model. The modelling validation clearly reflects the developments identified in the submitted plan, including the two garden community proposals. Key assumptions for the garden communities are reasonable in terms of a 10% reduction in car trips at Lidsing and Heathlands due to modal shift and internalisation. The latter is generally applied at 5% which would seem reasonable with the increase in home working. Further transport assessment work may adopt more ambitious modal share subject to the sustainable transport strategies for the strategic locations. As such I consider the modelling work for the Plan to be reasonably precautionary.
101. In addition to the Borough wide modelling undertaken by Jacobs, further work has been undertaken in relation to Heathlands, Lidsing²⁷ and Invicta Park Barracks in terms of specific junctions on the local road network, further modelling of M20 Junctions 7 and 8 and M2 Junctions 3 and 4 and consideration of sustainable transport strategies for both Heathlands and Lidsing. In its totality, the evidence sufficiently demonstrates that for the purpose of plan making, appropriate opportunities to promote sustainable transport have been made, safe and suitable access can be achieved for all

²⁵ Jacobs commissioned by Maidstone Borough Council and KCC

²⁶ ED83 – Impact of Lower Thames Crossing. Also considered in ED53 Transport Assessment for Lidsing

²⁷ Including by reference to Medway's AIMSUN strategic model

users and any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree.

102. The transport work in support of the Plan has broadly satisfied National Highways²⁸. Notwithstanding their concerns with potential mitigation for the Plan's proposals in relation to M2 Junction 3, KCC have assisted plan-making in the plan-wide modelling work and they have positively engaged in the necessary updates to the transport work in relation to Heathlands, Lidsing and Invicta Park Barracks. Where necessary I have amended the detailed wording of the MMs in light of KCC Highways' constructive comments. There will need to be additional work as the Plan's proposals progress, but the transport modelling and assessment done to date has been proportionate to plan-making. It provides an appropriate foundational basis for detailed work through SPDs, masterplanning and transport assessments for the strategic growth locations identified in the spatial strategy.
103. The Integrated Transport Strategy (ITS) has been further updated, including during the examination, to include a new 'Action GC1' for the Garden Communities in terms of setting out the broad requirements for implementing an integrated, cohesive approach to the provision of transport solutions to deliver new garden communities. The ITS dovetails with the IDP, including identified off-site highway capacity improvements. In respect of plan-making, a necessary but proportionate amount of work has been undertaken.
104. Importantly, the approach to transport planning, and proposed to be embedded in the Plan through various MMs, reflects Department for Transport (DfT) Circular 01/22 and the move away from transport planning based on predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches including 'vision and validate,' 'decide and provide' or 'monitor and manage').

Key Diagram

105. As required by NPPF paragraph 23 the Plan contains a key diagram showing broad locations for development. The submitted key diagram has legacy issues from the 2017 Local Plan and so is not accurate or up to date in showing the strategic locations for housing. As set out elsewhere in this report, I am recommending the removal of the Leeds-Langley corridor as an area for route safeguarding and potential strategic development. The key diagram would need to be updated accordingly. **MM9** would make the necessary changes to

²⁸ Including ED106 Updated SoCG May 2023

address these issues and I recommend it so that the Plan is justified and effective.

Conclusion on Issue 1

106. Subject to the MMs identified above the Spatial Strategy would be justified and an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence.

Issue 2 – Whether the strategic policies for the Garden Settlements are sound?

Lenham Heathlands (Submitted Policy LPRSP4(a))

107. Policy LPRSP4(a) is a detailed strategic policy comprising a comprehensive set of requirements for the site. It sets out that there would be subsequent SPD and masterplanning processes. This would be in accordance with the garden community principles, and prior to any initial planning application.

108. Development of the site will not be straightforward. There are issues of water quality, the sequencing of minerals operations on various parts of the site and impact on the setting of the nearby KDNL together with the host landscape character within which the site is situated. There is, however, sufficient evidence, proportionate to plan-making, to demonstrate that water quality issues can be mitigated to avoid harm to downstream protected habitats within the Stour catchment. The evidence on the timing and cessation of minerals operations is compatible with the phasing of the development and likely build-out rates. To clarify matters in this regard I recommend, for effectiveness, that additional text be added to the Heathlands policy to reflect that phasing of the development should not inhibit the ability to extract minerals (sand and gravel) from the sites allocated in the Minerals Plan²⁹.

109. The development will in its early stages result in notable landscape and visual harm, including views out from and towards the Downs scarp slope, a short distance to the north. Initial phases of the development would be conspicuous from within the KDNL in expansive, panoramic views over the gently undulating Weald below, including from short sections of the North Downs Way National Trail around and close to the Lenham Cross. The KDNL is a designated area which the NPPF at paragraph 176 confirms has the highest status of protection in relation to landscape and scenic beauty. The final part of paragraph 176 states that development within the setting of KDNL should be sensitively located and designed to avoid or minimise adverse impacts.

²⁹ ED65 Statement of Common Ground with KCC

110. Having regard to the SoCGs with the Kent Downs National Landscape Unit and having visited the various suggested viewpoints, I find the submitted policy would not be sound in providing a sufficiently robust and effective framework for mitigating the harm to the setting of the KDNL and the local host landscape more generally, including the sensitive East Lenham Vale and Chilston Parkland landscape character types. MMs are therefore needed to significantly strengthen the requirements in the policy to comprehensively landscape the development, especially along its sensitive northern edge.
111. In the medium to long term, strategic peripheral landscaping and comprehensively planned green infrastructure within the development would be effective in assimilating the development within the landscape. Settlement has historically formed along the foot of the escarpment, including nearby at Lenham and Charing and slightly further afield at Maidstone, Harrietsham and Ashford. The Heathlands proposal would fit into this settlement pattern and like many of these other settlements, intervening vegetation can play a significant role in screening development in the middle ground, whilst still enabling unfettered appreciation of the extensive long-range views over the Low Weald. Whilst highway access from the A20 would remain conspicuous from the KDNL, it would be experienced in the context that the main A20 road already forms a noticeable visual and audible feature in the middle ground perspective between the escarpment and the Heathlands location. In my assessment, any new highway spur from the A20 into the Heathlands development would not materially change the views, experience or tranquillity in this part of the KDNL.
112. The existing Lenham WWTW, which discharges into the Stour Catchment, is situated within the Lenham Heathlands location. The submitted Plan has been assessed, including through the HRA, on the precautionary basis that nutrient neutrality would be achieved through a combination of Natural England's latest land budget formula regarding removal of farmland inputs and a new private waste water treatment works. Significant wetland habitat areas would also be required to filter treated and surface water flows before entering into the Stour. A significant amount of technical work has been undertaken, and I am satisfied that this demonstrates, at a level proportionate to plan making, that the proposed solutions are feasible and would be effective. Constructing a new private WWTW will be a significant cost, but it is becoming an increasingly common approach to overcoming existing capacity constraints.
113. As set out above, the HRA process has concluded that with mitigation in place, the Heathlands development would not result in an adverse effect on site integrity at Stodmarsh. Policy LPRSP14(A) sets out the strategic approach at submitted criterion (v). In terms of phasing of water infrastructure at Heathlands, it would be necessary to identify new or improved waste water treatment mechanisms being delivered in phase 1. Additionally, phased "nutrient neutrality mitigations" (which would cover wetlands, infrastructure and other measures) also need to be included throughout the development period. Again,

the subsequent SPD and masterplanning processes will develop further the detail of how the Heathlands development could be delivered, including scale and location of wetlands and precise trigger points for WWTW infrastructure.

114. There are concerns regarding water quality more generally in the River Great Stour as a consequence of the proposed development, particularly for local fishery businesses. The AA as part of the HRA process has demonstrated at a strategic level that with mitigation, water discharges from Lenham Heathlands into the Stour catchment would not exacerbate nitrogen or phosphate levels. There is also credence to the benefit that enhanced treatment, working to a higher permitting standard, could deliver wider environmental gains for water quality, including assisting with water flows during extended dry periods.
115. Proposed wetland habitats will be an intrinsic part of the allocation and they would be fed by water discharged and treated to a necessarily high standard from water treatment plant. The wetlands would not be supplied from water abstracted from the Stour. The geology at the site of the proposed wetlands is mixed including areas of permeable sand. Given the sensitivity of the Stour water environment and the proximity of the protected aquifer, wetland solutions at Lenham Heathlands may well need to be intricate, including elements of lining and very careful positioning as part of the masterplanning process. A significant amount of work at the plan-making stage has been undertaken to demonstrate the general feasibility of wetlands. Having regard to this, some additional specificity to part 5(d) in Policy LPRSP4(a) would be necessary for soundness to recognise that elements of the proposed wetlands are likely to require specific design and implementation in relation to ground conditions to ensure that adjacent watercourses are appropriately protected. In combination, both Policy LPRSP4(a) as proposed to be modified and Policy LPRSP14(A) (part 2 and part 6 (especially criterion v)) would provide an effective policy framework to protect the quality of local watercourses.
116. Whilst the River Great Stour at this location is not a SSSI, it is a rare chalk stream habitat and there is need to protect against potential indirect impacts. Section 7 of the policy would require the southern part of the site adjacent to the Stour to be a new country park. As submitted the policy stated that this should include wetlands. In light of the latest technical evidence, this part of the site is not required to provide wetlands and so part 7a) of the submitted policy should be modified to disconnect this association. Additionally, part 7h) of the policy requires enhancing and creating new ecological corridors in the site, including along or parallel to the River Great Stour. Given these policy requirements, together with the position of the M20 and the HS1 rail line, the development of Heathlands can be planned in a way which avoids new development close to the Stour.
117. Proposals at Lenham Heathlands would also be subject to the requirements of submitted Policy LPRSP14(A) (as per the MMs) which would require

development to protect against pollution in respect of both ground and surface water and to incorporate measures to improve the ecological status of water bodies. This would be in accordance with NPPF paragraph 174e and 179b. It is not necessary to repeat these requirements in the policy for Heathlands.

118. One of the key tenets of garden communities is creating a level of self-containment, including in relation to employment opportunities. The Plan as submitted allocates 14 hectares (ha) of land for employment uses and seeks to provide as close as possible to 5,000 new jobs. I accept 5,000 jobs in a location which is largely untested by the market would be challenging but there is a reasonable prospect that significant jobs could be created³⁰. The latest evidence points to this being predominantly in the light industrial sector and some specialist sectors (food production and life sciences). Additionally, Heathlands at 5,000 homes is also justifiably required to provide a new district centre adjacent to the railway station providing a significant knowledge-based employment offer. There would also be employment in new primary schools and a new secondary school.
119. In terms of the 14ha of employment land identified this would need to be phased, with some early delivery (c.7ha) in phase 1 of the development. The new district centre will take time to deliver such that it may not be completed until phase 2 (to 2045). I do not see this phasing as an inimical to the vision and objective of good levels of self-containment.
120. In terms of employment calculations provided by the Council and Homes England, I am largely discounting the 1,330-2,730 potential jobs assigned to home working³¹. These would be jobs largely 'based' elsewhere rather than specifically created at Heathlands. That said from a perspective of self-containment, home working has become widespread in some sectors post Covid-19 with beneficial implications for travel demands at peak periods. Additionally, a notable daytime resident workforce of homeworkers and self-employed would notably support services and facilities in Heathlands.
121. Taking the estimates for fixed on-site employment, at least 3,500 new jobs would be reasonable for Heathlands. I see no necessity for a modification and that an aim or objective to deliver more jobs and as close to 5,000 jobs remains justified. I also consider it important that the concept of garden communities also refers to a range of jobs within easy commuting distance, which is echoed at NPPF paragraph 73b). The Heathlands location is reasonably close to significant employment in Maidstone and Ashford, some of which would be accessible by rail and bus.

³⁰ Set out in ED47A

³¹ As set out in the September 2021 SQW report [LPR1.90] and revisited in the October 2022 BE Report [ED47A]

122. In planning for larger scale developments, the NPPF states that they should be of a size and location to support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment) or in larger towns to which there is good access. As submitted, the strategic policy for Heathlands would not be sound in this regard and not in accordance with the basis on which the allocation was assessed in SA. Accordingly, MMs would be necessary to ensure that infrastructure is delivered and coordinated in a timely manner. I recommend the proposed insertion of a table within the policy setting out the phasing and related indicative infrastructure requirements. This would align with the evidence in the IDP, as tested through the high-level viability appraisal work.
123. In terms of securing genuine transport choices, a significant advantage of the Heathlands location compared to other spatial choices for large scale development is its location on the Ashford to Maidstone railway line and the potential for a new station to serve the allocation. SA was undertaken on this basis. Accordingly, it will be necessary to modify the policy to confirm a railway station is to be delivered. Additionally, the phasing table will need to identify the early delivery of a railway station at Heathlands in phase 1 at a location that will form a hub within the allocation. Initial work³² demonstrates at a high-level that a station is potentially feasible from locational, operational and timetabling perspectives. Network Rail have supported, without prejudice, the submission of a strategic outline business case (SOBC)³³. For the purpose of a strategic policy and demonstration of a reasonable prospect that an additional station at Lenham Heathlands is a realistic option, I consider the evidential threshold has been met and that a SOBC is not necessary at this stage for plan soundness.
124. Notwithstanding, transport options available, the reality is, however, that the car will remain a key transport choice at Heathlands. In this regard a level of assessment of the Heathlands proposal has been undertaken proportionate to plan-making including a Transport Impact Assessment³⁴. The evidence shows that, even when allowing for cautious levels of modal shift and self-containment, there would be a need for off-site highway interventions on the A20 and at Junction 8 of the M20. The general scope of these interventions is identified and has been fed into the updates of the IDP and ITS. On a precautionary basis I am satisfied that viability assessment demonstrates a sufficient affordability envelope to contribute to off-site highway interventions identified by the existing evidence, where required.
125. The evidence demonstrates a reasonable prospect of a deliverable solution to junction improvements at M20 Junction 8, which has been assessed and positively considered by National Highways. It would involve relatively modest

³² ED14 – Outline Assessment of Case for a Station at Heathlands – JRC May 2021

³³ LPR1.95 – Network Rail letter of 30 June 2021

³⁴ ED89 Heathlands Transport Impact Assessment – April 2023

capacity improvements within existing highway. It is sufficient at this stage of plan-making to demonstrate a reasonable prospect that impacts on Junction 8 can be appropriately mitigated. As submitted the policy is very broad in relation to potential impacts on the M20 and ineffective. As such I recommend additional detailed content requiring further assessment, for both junctions 8 and 9, as part of any subsequent SPD process and detailed Transport Assessment and for National Highways and KCC to be co-operatively engaged in this work.

126. Additionally, a high-level menu of works along the A20 corridor has been identified as being necessary at this stage to facilitate the development. The detail of this is set out in the IDP and does not need to be replicated in the Policy as it may be subject to change. Various proposed amendments to parts 6e) and 6f) of Policy LPRSP4(a), would be necessary to provide sufficient policy hooks to ensure that any impacts on the strategic and local road networks are appropriately considered and where necessary mitigated. Future iterations of the IDP and the ITS, together with the masterplanning and SPD processes, provide ongoing mechanisms to revisit the headline highways interventions necessary for a strategic project that is going to take several decades to fully implement.
127. In light of representations on the MMs I have amended the indicative infrastructure and phasing table to reassign the second principal highways access from phase 2 to phase 1. The precise point at which this would be necessary would be subject to further work. In coming to this view, I agree with KCC Highways that the site should not rely on a single point of access to the A20 for a considerable quantum of development and that a second point of access would enable enhanced bus circulation, particularly diversion of existing routes. This is something which should be secured earlier rather than later to establish sustainable travel behaviours in the new community. Accordingly, I recommend an amendment to the MM.
128. The Transport Impact Assessment [ED89] recognises there would be some distribution of traffic south of the site and mitigation may be required. Those are details that can be addressed through further transport work alongside the SPD and masterplan. I recommend as part of the MMs additional policy content to specify that the SPD will include a detailed Transport Assessment, which amongst other things will look further at the impact on all surrounding road corridors having regard to a number of factors (my emphasis). As Policy LPRSP13 states, the site specific infrastructure in the site allocation policies are not exhaustive lists and further requirements, stemming from more detailed work, may be required.
129. Having regard to the NPPF, I am satisfied that infrastructure deficits in so far that they exist in relation to Heathlands have been appropriately identified at a level proportionate to what is a strategic, long-term development. Various

deficiencies have been identified and Policy LPRSP4(a), subject to the recommended MMs, would set out in sufficient terms how those deficiencies will be addressed. PPG paragraph 61-059-20190315 refers to longer term growth through new settlements and recognises that there may not be certainty and/or the funding secured for necessary strategic infrastructure at the time the plan is produced. In these circumstances strategic policy-making authorities will be expected to demonstrate that there is a reasonable prospect that the proposals can be developed within the timescales envisaged.

130. In terms of 'reasonable prospect', PPG paragraph 61-060-20190315 refers to making realistic assessments around site delivery and engaging with infrastructure providers in terms of awareness of what is being planned and what can reasonably be considered achievable within planned timescales. Fundamentally, for this Plan, the final part of PPG paragraph 61-060 states that developments that extend outside of a single plan period (as is the case with Heathlands, and also Lidsing) that subsequent plans and plan reviews are an opportunity to provide greater certainty about the delivery of the agreed strategy. With this in mind, and whilst I understand local communities want to see greater detail and certainty as part of this Plan, I consider an appreciable degree of latitude needs to be extended to the infrastructure and viability evidence currently available. As the final sentence of PPG Paragraph 61-060 states, if it becomes evident that delivery at Heathlands is adversely affected by issues that are unlikely to be resolved, then that would be a matter for plan review.
131. Delivery at Lenham Heathlands will in large part be a consequence of Homes England's involvement as master-developer and their commitment to bring the scheme to fruition, including their ability to take a longer-term perspective on investment and returns. The housing trajectory assumes initial units being completed at Lenham Heathlands in 2029/2030. Allowing for an SPD, masterplan and initial planning application that would be optimistic given that Plan adoption has moved back since the Heathlands Project Delivery Plan was prepared. Consequently, I recommend that first completions are moved back to 2031. Given the housing need and the ability for Lenham Heathlands to comprehensively secure a variety of well-designed homes to meet the needs of different groups in the community I am satisfied that the site can reasonably and consistently yield 160-240 homes per annum, possibly slightly more, including in combination with development at the nearby Lenham Broad Location.
132. From the initial inception of this project through to the Plan Examination, it appears that Homes England have made good progress in securing necessary land agreements. I am not unduly concerned that there remain ongoing land negotiations, with the likelihood that some landowners will be awaiting the outcome of this examination process. There remains a lengthy period for implementing Heathlands and a phased approach to delivery. All of which would allow time to coordinate remaining land assembly. Again, I refer to PPG

paragraph 61-060 such that if there were unresolved delivery issues, including land ownerships, that would be a matter for a plan review.

133. I acknowledge that the viability of Heathlands is marginal. The Plan has been accompanied by proportionate viability assessment of the strategic sites which was further updated to reflect sales values as of May 2023, build costs as of May 2023³⁵ and updated infrastructure costs. The latest viability work identifies that build costs have increased approximately 30% since 2021.
134. At a high level Heathlands has been valued as a £1.8billion development. In headline terms, the latest viability work demonstrates that the scheme would be viable based on 40% affordable housing and approximately £100million for infrastructure. The viability appraisal update has taken a reasonably detailed approach in Appendix 2 in setting out infrastructure and construction costs which are taken from engagement with the site promoters and IDP costs. Not all costs are yet established and there are inevitably debates around how specific inputs have been calculated but it needs to be borne in mind that this is a strategic long-term development. As such that it is not necessary for the soundness of this Plan to overly-focus on specific costs and timings in 2024 on a scheme which is going to take many years to come to full fruition. The viability work is appropriately detailed for a strategic policy.
135. It is suggested that infrastructure costs do not appropriately reflect increases for inflation and that a higher contingency (circa 40%) should be factored in to provide more certainty that the scheme would remain viable. The viability surplus is modest and as the viability update acknowledges, any moderate movement of 5% increase in costs or decrease in sales values would present a viability risk. The viability assessment, however, takes a cautious approach to construction costs with a likelihood that economies of scale would add to viability. Receipts from employment development and further work at the detailed masterplanning stage could add further to the viability. The overall viability of Heathlands is slender and that is a matter that needs to be closely followed. The significant and direct involvement of Homes England should not be underestimated in terms of their ability to assist delivery, over the long-term, in contrast to standard development cashflow models. The viability of Heathlands does not assume any external funding or assistance.
136. In drawing all of the above together, the detail of the submitted Lenham Heathlands Policy LPRSP4(a) would not be sound. Accordingly, modifications are required to the strategic policy for soundness.
137. Part 1) of the policy needs to adjust earliest housing delivery to 2031 and to make clear that infrastructure identified in the policy will be delivered in

³⁵ BCIS (Building Cost Information Service) – Median Average values, calibrated to Maidstone Borough

accordance with the phasing table contained within the policy. This would ensure the policy would be justified and effective.

138. A phasing table needs to be inserted within the policy which would identify the key infrastructure inter-dependencies necessary to support a phased approach to achieving sustainable housing delivery. Given the long-term nature of the project, the infrastructure is necessarily 'indicative' but the table includes what is required at a preliminary stage prior to any development being completed and that what will be required over 5 phases to 2054. All of this is necessary within the policy to ensure that the Plan would be effective and consistent with national planning policy regarding national landscapes (NPPF paragraphs 174 and 176), delivering sustainable larger scale development (NPPF paragraph 73b), c) & d)), managing sustainable patterns of growth (NPPF paragraph 105), facilitating modal shift (NPPF paragraph 106) and avoiding severe residual cumulative impacts on the road network (NPPF paragraph 111).
139. MMs to identify preparatory work on a new railway station in the preliminary stage of the development and the delivery of a railway station within phase 1 are necessary to ensure the policy fully aligns with the SA assessment and to embed the ambition of modal shift early within the development programme, with the attendant benefit of potentially reducing the degree of off-site highway interventions that may be required. This is necessary for plan effectiveness and consistency with national planning policy (NPPF paragraphs 73 and 106).
140. Specific requirements in relation to wastewater treatment infrastructure need to be inserted into the policy. I have removed the word 'new' in Section 5 part (d) of the policy to clarify that the future masterplanning of Heathlands must have regard to the existing treatment works at Lenham.
141. Additional policy content is required to recognise that phasing of development will align to extraction and completion of the mineral sites allocations identified in the Kent Minerals and Waste Local Plan. This would be necessary for effectiveness.
142. The policy needs to be modified to clarify that the target is 40% affordable housing, in line with the evidence of need and viability for greenfield development in high value zone. This would be necessary for effectiveness and to ensure the policy is positively prepared in meeting identified housing needs.
143. A substantive re-writing of part 3 of the Policy on landscape and design is required to ensure the policy would be effective in mitigating the impact on the setting of the KDNL and assimilating a strategic development within a rural and verdant setting. This would also be necessary for consistency with national planning policy at NPPF paragraphs 174 and 176.

144. Amendments are needed to part 5 of the policy on 'infrastructure' to update the extent of primary school provision required, to provide specificity on the secondary school provision required, to provide further clarity on the form and location of future new waste water treatment works, and to confirm that a new medical centre should be provided. Following the consultation on the MMs I have amended the secondary school requirement to 6FE in light of the comments from KCC. These changes would make the policy effective and justified.
145. Significant additional text is required to part 6 of the Policy including a requirement to submit a 'Monitor and Manage Strategy' for transport infrastructure in line with the 'vision and validate' approach in DfT Circular 01/22 and to be agreed in consultation with National Highways and KCC. I have slightly amended the wording of this part of the MM to clarify that the implementation of the 'Monitor and Manage Strategy' will be agreed by the Local Planning Authority in consultation with National Highways and KCC Highways, to ensure further effectiveness. I have also amended the requirement for bus integration in phase 1 to be timed in accordance with the IDP and the 'Monitor and Manage' strategy to ensure effectiveness. The policy also needs a clearer requirement to assess and mitigate any impacts on the M20 including a scheme for Junction 8 in line with the 'Monitor and Manage' approach. Additionally, clarification is needed that highway mitigations would be established through the forthcoming SPD and a Transport Assessment in line with the 'Monitor and Manage' approach, as set out in the IDP. These modifications would be necessary so that the plan is justified, effective and consistent with national planning policy at NPPF paragraphs 104, 105, 106, 110 and 111.
146. Various modifications to the environmental requirements in the Policy at Section 7 are required. These include, amongst other things, a necessary clarification that a new country park would be created around the River Stour corridor in the south of the site, the requirement to undertake a heritage impact assessment, and clarification that the allocation requires the enhancement of existing and creation of new ecological corridors along or parallel to the River Stour. These modifications would be necessary for plan effectiveness.
147. All of the above proposed modifications to Policy LPRSP4(a) are comprehensively set out in **MM15**, which I recommend for the various reasons given above.
148. In addition to the significant changes to the strategic policy for Heathlands, there will also need to be some amendments to related paragraphs of the submitted Plan. I recommend modifications in **MM13** to paragraph 6.71 for internal consistency and effectiveness in relation to the provision of a railway station and a recognition that large parts of Heathlands will be implemented beyond the end of the plan period and as such impacts and infrastructure requirements will need

to be revisited and very likely updated as part of a Plan review. I am also recommending **MM14** which would insert a new paragraph into the Plan providing guidance on the Landscape and Visual Impact Assessment required by modified part 3 of the Heathlands policy. This modification would also be necessary for plan effectiveness.

Lidsing (Submitted Policy LPRSP4(b))

149. The Lidsing proposal would to a significant degree function and be regarded as part of the wider Medway urban conurbation. This would be reinforced by its general containment by the M2 motorway along the southern boundary of the site, which would form a notable physical barrier to the wider countryside and the rural settlement of Bredhurst. Nonetheless, it is justified that plan preparation has considered that the site is a location that could deliver garden community principles and a degree of self-containment given its overall scale at 2,000 homes and 14ha of employment land. The location and general approach to Lidsing is consistent with NPPF paragraph 73(b) and (c).
150. In terms of creating a sustainable community, with sufficient access to services and employment opportunities within the development itself, the submitted plan sets out a clear vision for Lidsing by 2057. This includes establishing an exemplar urban extension with a distinctive local character, to create a new place with its own identity. The submitted vision confirms it would be a landscape-led settlement, designed and constructed with climate change resilience at the forefront. Development would also be subject to a masterplanning process to ensure open space connectivity through the site from the Capstone Valley to the edge of the KDNL.
151. The site is required to provide 14ha of new employment land, which has been broadly profiled to comprise 50% storage/warehouse use, 35% light industrial and 15% office. Given the site would be directly connected to the M2 strategic road network this would be a justified approach. As such the objective of the policy to generate circa 2,000 new jobs, and possibly more, is realistic, with a reasonable prospect that a proportion of the new residents in the development would be able to access employment without the need to travel extensive distances. The proposed employment provision is central to delivering along the garden community principles. The proposed employment provision has fed appropriately into the transport modelling work for this stage of plan making.
152. In terms of wider on-site services and infrastructure to underpin the new community the policy requires a new local centre for retail, leisure and service uses. It also requires a new primary school. This is consistent with the evidence in the IDP. The proposal would also be required to contribute towards secondary school capacity in the area. Additionally, given the scale of

development, it should be made clear that the proposed new local centre would be the location for a new medical centre and a MM is necessary to identify this.

153. The development is envisaged to take 30 years and so the policy sets out a sound approach to governance arrangements over the long term. In addition to the initial masterplanning and SPD work, the project will need durable governance to ensure infrastructure is delivered in a timely manner over time. This also links to ongoing IDP and ITS processes, which will review and amend infrastructure requirements going forward. The significant evidence base for Lidsing provides a solid foundation of known infrastructure requirements, the ultimate cost and timings of which will change over the lifetime of this strategic project. Accordingly, and consistent with the approach described above for Heathlands, it would not be practical or necessary for soundness for a strategic policy to set out extensive detail on infrastructure planning for a 30 year project. Nonetheless, as submitted, the policy lacks sufficient content on overarching phasing and related infrastructure dependencies, some of which has now become clearer as further technical evidence has been prepared. As such a MM is necessary to add additional content on phasing and delivery in the policy.
154. In terms of creating a sustainable community, the Lidsing proposal would benefit from close proximity to existing services and facilities within the adjacent areas of Medway. This includes local services and employment in Lordswood to the west. The site is also adjacent to the Hempstead Valley Shopping Centre to the east. These would be within walking distance of large parts of the Lidsing site and cycling distance from within the whole site. Moreover, Hempstead Valley Shopping Centre benefits from a regular bus service connecting into the wider Medway Towns. Similarly, there are existing bus services circulating through Lordswood and along Wigmore Road. Accordingly, opportunities exist to extend bus services into and through the Lidsing development, including through to Maidstone. This would not only serve the new community but has the potential public benefit to significantly enhance public transport connectivity for existing communities.
155. In creating a sustainable community at Lidsing, it is inevitable that the residents would look to services and facilities in Medway. The IDP³⁶ and ITS underpinning the Plan reflect this, including revisions during the examination process. As submitted the policy for Lidsing recognises this, including in respect of secondary education capacity and transport connections.
156. The vast majority of the Lidsing site is urban fringe arable farmland. It is a relatively open landscape at a point where the southern end of the Capstone

³⁶ See IDP Infrastructure Delivery Schedule (pages 43-46) and projects HTY15, HTY17-19 inclusive, Projects HTY20 and the specifics at HTY20A-G (including schemes in Medway), EDLPR5, EDLPR6 (c.£4.7million for secondary education in Medway), HPLR3, HPLPR4 (c.£2.5million for Medway Maritime Hospital), SCLPR2, SCRLPR3 (libraries in Medway), SCLPR5, PSLPR5 and GBLPR1 (c.£6.5million to Medway for open space and formal sport provision).

Valley gently plateaus before moderately rising as part of the lower dip slope to the Kent North Downs. This dip slope becomes a more pronounced landscape feature to the south of the M2 and Bredhurst. Large parts of the site have a relatively weak landscape framework, including the large open arable field within the KDNL part of the allocation. Mature trees are generally located towards the peripheries of the site. In large parts of the site, the rural character is extensively eroded by significant volumes of local traffic, the proximity of existing urban settlement and the M2 motorway. Other than the land required to facilitate highway access the site is outside of the KDNL. Overall, the landscape harm outside of the KDNL would be limited and localised.

157. As part of the MMs consulted on it was recommended to delete a specific reference to the provision of 31ha of natural/semi natural open space as part of the open space requirements for the site. On reflection, I am reinstating the figure, given the clear vision³⁷ for Lidsing as an exemplar garden development. I accept the figures are necessarily indicative given it is a strategic policy for a long-term development. Consequently, I am recommending some additional text to part 5d) of the policy to reflect this, and this would be necessary for effectiveness. On the large 20ha open arable field within the KDNL, required for highways access, the remaining balance of land (19ha) is proposed for habitat creation. Further environmental assessment work as part of masterplanning and planning application(s) will determine local mitigation where required in accordance with other policies of the Plan.
158. There are various protected habitats within the vicinity of the site, including the North Downs Woodland SAC to the south and the Medway Estuary and Marshes SPA and Ramsar site to the north. Accordingly, the allocation policy has been assessed as part of the HRA. I deal with the Woodlands SAC below because it is integrally linked to transport. In terms of the Medway Estuary and Marshes SPA and Ramsar, future occupants of the proposed dwellings are likely to add to recreational pressure on this habitat and as such, without mitigation, the integrity of the site would be adversely impacted. The submitted policy requires the Lidsing proposal to make a financial contribution to an existing mitigation scheme and on this basis the HRA has been able to conclude positively that there would be no adverse impact on this habitat.
159. In terms of the historic environment there are various heritage assets on the site and in its vicinity. There would be the issue of additional traffic generated by the Lidsing proposal passing through the Boxley Village Conservation Area. Having regard to the SA³⁸ any harm to the significance of heritage assets from the principle of allocating the site in the Plan would be less than substantial and outweighed by the public benefit of delivering much needed new homes in a

³⁷ LPR1.97 (page 83) refers to the 31ha figure

³⁸ Submission SA report LPRSUB002a paragraphs 7.156-7.157

sustainable location. Additional policy content is required to reflect the presence of heritage assets.

160. The potential highways implications arising from the Lidsing proposal have been a significant issue. This is in relation to impacts on the wider strategic road network (the M2), connectivity into Medway and localised impacts for rural communities between Medway and Maidstone (Boxley and Bredhurst). The submitted plan was accompanied by strategic transport modelling. A significant volume of additional transport assessment work for Lidsing has been provided.
161. The Lidsing development would be principally accessed from the M2 strategic road network. The proposed approach would require an improved connection to the adjacent M2 Junction 4, immediately to the east of the proposed allocation. Various constraints mean the proposed allocation cannot connect to the existing Junction 4 via Hoath Way. The identified solution would be to create a new fourth arm at the junction. This would require replacing the existing Maidstone Road overbridge with a new realigned bridge and a new arc of approach road to the south of the existing junction. This new approach road, including embanking and lighting, would be within the KDNL.
162. I address the KDNL issue below and deal here with the acceptability of what is proposed at M2 Junction 4. Initial assessment work has appropriately considered various options to connect to the M2, including a “do nothing” scenario and a free-flow three arm junction at Junction 4. Neither of these options are reasonable given constraints elsewhere in the local road network within Medway. In terms of alternative means to access the M2 consideration has been given to the Plan’s proposed new arm to existing Junction 4 and a new junction altogether. There are cogent reasons, including securing a new east-west link through the site, that support the identification of connecting into Junction 4 as the approach to be preferred.
163. The technical work shows the connection into Junction 4 to be feasible. It would reconfigure the existing Maidstone Road connection between Bredhurst and Hempstead and involve a replacement overbridge. In principle, National Highways do not object to the proposed approach at Junction 4, although it will clearly require further work. In addition to the new junction arm, associated measures to improve capacity at the junction, through the options of lane markings and part signalisation have been identified (set out in ED53c). Overall, the requirement of the policy for a new connection to the M2 at Junction 4 is justified. MMs, however, would be necessary for effectiveness to indicatively identify when it would be required.
164. In addition, National Highways have also sought confirmation that identified impacts on Junction 3 of the M2 are also considered at this strategic level of plan making. Whilst modelling had identified impacts on the M2 Junction 3

arising from growth in the Plan, the issue by the time of the MMs consultation had been picked up in the IDP (Project HTLPRJ3) and as part of a specific modification for the Lidsing policy in terms of further assessment of off-site highway mitigations. This is in addition to the IDP separately identifying the A229 corridor (Blue Bell Hill) between the M20 (Junction 6) and M2 (Junction 3) in respect of Borough-wide growth (Project HTLPRJ4). In relation to this latter project, KCC are advancing a major scheme for improvements to the A229 Blue Bell Hill corridor including at M2 Junction 3.

165. I recognise the Council's latest evidence [ED135] creates some potential tension between identifying a specific local scheme for the Plan's growth as opposed to the approach of a strategic solution to Junction 3 and the A229 corridor now being advanced by KCC. However, the evidence now being presented seeks to reassure National Highways that Plan growth can be mitigated in respect of the strategic road network. I do not consider it undermines the case for a more advantageous strategic solution as advanced by KCC. I do, however, consider that where the Plan identifies specific highway mitigation to support the Plan's growth that capacity at M2 Junction 3 be added to this list. As it was already identified in **MM16** in relation to the Lidsing policy and in the IDP I do not consider making a further specific amendment to **MM51** in relation to Junction 3 would be prejudicial. No MMs are necessary as a consequence of the further evidence on M2 Junction 3 to Policy LPRSP13 as this identifies that any infrastructure requirements in site specific policy are not an exhaustive list.

166. In terms of local access and highways at Lidsing there is a clear transport strategy to deliver an east-west highway link through the site and to encourage modal shift. As such it has been appropriate that high-level transport assessment work for Lidsing has taken account of these two factors. It is evident that appreciable volumes of traffic are unsatisfactorily using the network of lanes across the Lidsing site to travel east-west, to the detriment of more sustainable forms of travel. As such the Lidsing proposal presents a strategic opportunity to establish improved connectivity (for various modes) between areas of the Medway towns, which should be regarded as a clear benefit.

167. The obvious solution for a cross-site link at Lordswood would be to connect into North Dane Way, which is already laid out at Albemarle Road to continue south-east into the Lidsing location. This would require land not in the control of the site promoter to make the connection. The land is controlled by Medway Council who have determined previously not to dispose of the land in order to protect the area. This matter is regarded by those opposed to Lidsing as key to the soundness of the proposal. At this stage, I disagree for two reasons. Firstly, other major development has already been approved in the vicinity of North Dane Way. If the Lidsing Garden Community proposal is added to this,

particularly in combination with the adjacent Gibraltar Farm scheme³⁹ (in Medway), the potential benefits of North Dane Way, particularly for bus circulation, should not be disregarded. Secondly, whilst sub-optimal, other options for an east-west link may exist via an upgraded Ham Lane and the Gibraltar Farm scheme⁴⁰. As such it remains justified that the Lidsing proposal seeks to deliver the clear benefit of a new east-west link across the site.

168. The Transport Assessment work in ED53(a)-(c)⁴¹, identifies a potential number of off-site junctions in Medway that would require improvement as a consequence of traffic generation arising from the proposed allocation. This has been considered further in a technical note on indicative phasing and mitigation⁴². Details on the practical delivery of off-site improvements would be more appropriately addressed through the SPD, masterplanning and attendant transport assessment processes. I do, however, consider it necessary for soundness that the policy for Lidsing is clear that off-site highway improvements will be necessary, including in the Medway area. This would align with evidence in the IDS and ITS. Accordingly, MMs are required which I set out below.
169. Whilst there is an emphasis on encouraging containment in Lidsing in line with the garden community principles, transport modelling shows additional vehicle trips towards Maidstone. However, the implementation of an east-west link through the scheme is shown to have an appreciable effect in re-distributing traffic away from Boxley to the enhanced access at M2 Junction 4. Nonetheless, the route via Boxley provides the most direct link to the northern edge of Maidstone, rather than the better standard of the A229. In this regard I share the concerns of local Parish Councils and KCC regarding the need for mitigation. The issue of this traffic assignment also aligns with the impact on protected woodland habitat between the Lidsing development and Boxley. As such there are two clear reasons to deter and manage traffic south of the site.
170. The proposed approach for Lidsing must start from the point of encouraging modal shift in terms of its location, comprehensive mixed-use development and the potential of bus, cycle and walking. This has been analysed through the Transport Assessment and subject to further detailed work on bus routes and wider site connectivity for pedestrians and cyclists. At a high-level, modelling work (using either KCCs VISUM or Medway's AIMSUN strategic models) shows that an east-west link through the site will re-assign some off-site traffic from the local road network. This is likely to be the case for Bredhurst given an east-west link would be a more attractive route than the current arrangement.

³⁹ Principle allowed on appeal March 2017.

⁴⁰ LPR1.97 page 51 and LPR1.109 (paragraph 3.3.6) and sensitivity tested in ED53 Lidsing Transport Assessment

⁴¹ Following the scoping presented in ED4F

⁴² ED93 Technical Note - March 2023

171. Whilst I appreciate local communities will want to know specific interventions at this stage that would not be reasonable or necessary for plan soundness for a strategic policy. What is evident from the transport evidence for Lidsing (and indeed wider growth) is that deterrence measures are likely to be required in both Bredhurst and within the development that will discourage the number of movements south towards Boxley such that the alternative routes would be preferred. This would need to be the subject of more detailed work. Supporting interventions have been considered at a level proportionate to plan-making as part of the further assessment work. At a high level the possible interventions include internal road layout design within the development, measures within Bredhurst and possible intervention at the Forge Lane bridge. It would be premature to contain specificity on the interventions in the strategic policy and so it would be sufficient for soundness to modify the policy to confirm that a transport assessment will consider mitigations in Bredhurst and Boxley as set out in **MM16**.
172. Deterrence is also going to be required as part of the strategy to address air quality on qualifying features of the North Downs Woodland SAC, as set out above in the HRA being able to arrive at a positive conclusion. The mitigation strategy identified as part of the HRA will include, amongst other things, traffic calming to discourage access/egress via Boxley and Bredhurst, green travel planning and modal shift at the Lidsing development, layouts that discourage access via Boxley and softer measures such as signage strategies. Consequently, in order for the plan to comply with the Habitats Regulations and to be justified, effective and consistent with national planning policy with regards to actively managing patterns of growth and mitigating impacts on the road network to an acceptable degree significant additional content needs to be added to the Plan in respect of Lidsing. I set this out below in the recommended MMs.
173. Clearly, Natural England will have a role in advising on an effective mitigation at the project level. Given the issue relates to traffic and mitigation will also likely involve highway interventions, I have amended the wording of **MM16** to include an additional reference to the input of the highway authorities, where relevant. I consider this further modest change, post the MM consultation, is necessary for effectiveness.
174. The proposed housing and employment development at Lidsing would be outside of but within the setting of the dip slope of the Kent Downs. As set out above, the highway connection to the M2 would require land within the KDNL. The NPPF at paragraph 176 states that the scale and extent of development within these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.

175. The proposed highway within the KDNL requires approximately 1ha of land and would involve a length of new single carriageway spur, elevated on an embankment to cross over the M2 via a new over-bridge and with various lighting columns and signage. Having regard to the proposed nature and scale of the development and its potential to adversely impact the purpose of the KDNL the proposed scale of the highway works would amount to major development.
176. There is a need for a direct connection to the M2 to serve the allocation and avoid harm to the surrounding road network. Whilst some early development may be feasible without it, later phases of the housing as well as the employment development will require the link. More widely, an east-west link through the site, has the potential to offer appreciable transport benefits including for bus circulation between existing communities in the Medway Towns.
177. In terms of the scope for connections to the M2 to avoid the KDNL, this is challenging as the M2 forms the boundary to the KDNL. Other options to accommodate a connection to the M2 have been explored and appropriately considered in LPR5.6, ED21 and ED53⁴³. Alternative options, including those that would also require land within the KDNL, have been appropriately discounted. In terms of detrimental effect to the KDNL, I find the large, generally featureless 20ha arable field within which the proposed highway works would be accommodated has relatively few key landscape characteristics of the KDNL. There are no public footpaths across it and only very limited biodiversity value. Current traffic noise from the adjacent M2 means this is not a tranquil location.
178. Of the 20ha host field, approximately 19ha would be available for landscaping, biodiversity and appropriate public access. As such the harm would be significantly moderated. I do consider, however, a MM to part 3 of LPRSP4(b) is necessary to ensure that the 19ha is clearly secured for the intended mitigation and subsequently reflected in the SPD and masterplanning processes⁴⁴.
179. Overall, I consider there is a reasonable prospect that planning permission would be granted having regard to the test of exceptional circumstances and the public interest considerations, in the terms set out at NPPF paragraph 177 a)-c).
180. The allocation is immediately to the north of the KDNL and within its setting. The policy as submitted seeks to address the impact, but it would be broad-brush and therefore not effective in terms of securing necessary mitigation.

⁴³ Strategic Road Network Access – Options Appraisal

⁴⁴ As shown, indicatively, at Appendix 7 to ED68

Accordingly, significant MMs are required for effectiveness and to ensure consistency with national planning policy at NPPF paragraphs 174 and 176.

181. The policies of the Plan, including for Lidsing, have been assessed as part of plan-wide viability work and then further as part of addendum for strategic sites to take account of proposed MMs. For Lidsing, the vision is to create an attractive, exemplar community which would have appeal and value. Additionally, the proximity to the M2 will generate commercial value for the proposed employment uses. The site would have significant infrastructure costs, notably the improved access to the M2 including replacement of an existing overbridge. Approximately £12million has been ascribed to this⁴⁵.
182. Lidsing at present values would be a £737million development. The latest viability assessment for the Plan shows that the development would be viable based on 40% affordable housing and some £77.6million for infrastructure. There is a clearer viability for Lidsing, compared to Heathlands, such that it would require notable decreases in values or increases in costs to render the scheme unviable. I note that some infrastructure costs for Lidsing are disputed, including with Medway Council, but further work will be required to determine specific costs. As set out elsewhere, the viability assessment for the Plan has taken a cautious approach on factors such as build costs that would provide some contingency to be balanced against increases in infrastructure costs. There is little to persuade me that the viability situation at Lidsing is so tight that this strategic site should be removed from the Plan on deliverability grounds. The viability assessment of Lidsing assumes no external funding. As set out above in relation to Heathlands, this is a long-term strategic project, where costs and values will flux over time. In accordance with the PPG, if fundamental delivery issues arise, this would be a matter for Plan review.
183. As submitted the Plan considers that Lidsing would start delivering first completions in 2027/28, immediately ramping up to 130 units per annum. I find the date for initial completions optimistic by at least a year given the various stages that follow plan adoption. A more realistic scenario would also see an incremental delivery profile in the first two years resulting in a maximum annual output at 130dpa thereafter. As such, this feeds into my separate conclusion below in Issue 7 that the overall housing trajectory in the Plan needs to be stepped.
184. In summary, for the various reasons set out above, the detail of the submitted Lidsing Policy LPRSP4(b) is not sound. Accordingly, MMs are required for plan soundness.
185. Additional text is required in the introduction to the policy setting out the need for AA as part of the HRA and the broad mitigation strategy required, including

⁴⁵ IDP Project NTY15 at £12,058,000.

for Lidsing. In addition to further transport modelling work, this would include a comprehensive, but not exhaustive, list of measures that could be deployed either alone in combination to comprise an effective mitigation strategy. This part of the modification is necessary to ensure a positive HRA outcome for this plan but also for effectiveness and consistency with national planning policy at NPPF paragraphs 174a), 175, 179 and 180.

186. Additional detail in the submitted policy is needed to ensure that impacts on the KDNL are appropriately mitigated. This includes further parameters for the strategic landscaping required, details on the scale and design of commercial development, the requirement for a detailed Landscape and Visual Impact Assessment as part of the progression to an SPD and generally lower densities of housing at the southern parts of the site. Allied to this additional policy content is needed to ensure that the 19ha of mitigatory landscaping south of the M2 is secured and factored into the SPD and masterplan. This are all necessary for effectiveness and consistency with national planning policy at NPPF paragraph 176. I have also recommended that additional text is added to the policy to reference the need for appropriate buffering to any ancient woodland and/or veteran trees within the vicinity of the allocated site. This would ensure consistency with NPPF paragraph 180c).
187. The addition of a new comprehensive table at part 1 of the policy on phasing and delivery is necessary. The table would set out for each 5 year phase the likely infrastructure dependencies and how they relate to the scale and progress of development. This would reflect the IDP and further detailed evidence during the examination that has reinforced the deliverability of the proposal subject to necessary mitigations. All of this is necessary within the policy to ensure that the Plan would be effective and consistent with national planning policy regarding national landscapes (NPPF paragraph 174), delivering sustainable larger scale development (NPPF paragraph 73b), c) & d)), managing sustainable patterns of growth (NPPF paragraph 105), facilitating modal shift (NPPF paragraph 106) and avoiding severe residual cumulative impacts on the road network (NPPF paragraph 111).
188. To provide further clarity on delivery and assist the masterplanning process, a Masterplan vision framework plan should be set out alongside the policy and referred to in part 3 of the policy. This would ensure the policy would be effective and consistent with NPPF paragraphs 73c) and 127. Although I do not recommend it for soundness, the diagram would benefit from a key to assist implementation of the plan.
189. Significant additional text is required to part 6 of the Policy including a requirement to submit a 'Monitor and Manage Strategy' for transport infrastructure in line with the 'vision and validate' approach in DfT Circular 01/22 and to be agreed in consultation with National Highways and KCC. I have slightly amended the wording of this part of the MM to clarify that the

implementation of the 'Monitor and Manage Strategy' will be agreed by the Local Planning Authority in consultation with National Highways and KCC Highways, to ensure further effectiveness. Confirmation that off-site highway mitigations in Boxley, Bredhurst, the A229 and A249 corridors, the M2 Junction 3 and at locations within Medway, are all necessary. That they will be subject to further assessment including through the 'monitor and manage' approach. In this regard, and following the consultation on the MMs, I have sought to strengthen the requirement that further transport assessment must be undertaken prior to the submission of any initial planning application and not just at the SPD process. I have also sought to make clear that such assessment work must consider the impacts on Bredhurst and Boxley as well as other locations identified, including in the IDP. These modifications would be necessary so that the plan is justified, effective and consistent with NPPF paragraphs 104, 105, 106, 110 and 111.

190. The policy needs to be modified to clarify that a medical facility could be included as part of a new Local Centre within the development, consistent with the IDP⁴⁶. This part of the modification is necessary for effectiveness.
191. A revised trajectory for housing delivery, amending first delivery from approximately 2027 to 2028 to reflect more realistic lead-in times is necessary. Additionally, revising the capacity of the site to be delivered within the revised plan period of 2038 from 1,300 to 1,340 homes is required. Additionally, clarifying within the policy that 40% affordable housing would be the target is also needed. These modifications would ensure the policy would be justified and consistent with NPPF paragraphs 68, 73d) and 74.
192. All of the above MMs are presented in **MM16** which I recommend so that the plan in relation to the strategic policy framework for Lidsing is justified, positively prepared, consistent with national planning policy and effective.

Conclusion on Issue 2

193. Subject to the MMs identified above the Plan's strategic policies for the Garden Settlements would be sound.

Issue 3 – Whether the policies for the proposed strategic development locations would be justified, effective and consistent with national planning policy?

⁴⁶ Project HPLPR2

Invicta Park Barracks Strategic Development Location

194. The submitted Plan at Policy LPRSP5(b) provides a degree of continuity from Policy H2(2) in the 2017 Local Plan. Whilst there are appreciable areas of environmental and heritage sensitivity within the site, it would be untenable, in the context of the substantial housing need, not to continue to consider the development potential of the wider 46.75ha site. This includes the large areas of workshops, hardstanding, ancillary buildings, sports pitches and residential accommodation. The site occupies a highly sustainable location close to the town centre.
195. The evidence⁴⁷ for this Plan is that the Ministry of Defence have confirmed whole site disposal by 2029 (with some scope for earlier small land parcel release). As submitted, the Plan's content regarding delivery is not justified. **MM21** would clarify when the site would come forward and I recommend it for effectiveness.
196. In terms of the potential capacity of the site, there are a number of constraints that will inform this, not least the Grade II* Listed Park House and Walled Garden and their settings, the high-quality sylvan parkland environment through the heart of the site, the other areas of woodland within the site and the undulating topography. Wildlife corridors exist within and around the site and their retention and enhancement will further influence the final development capacity. As such it is justified that the policy requires the allocation to progress through an SPD and masterplanning.
197. The significant volume of technical evidence⁴⁸ appropriately demonstrates the reasonableness of a capacity of some 1,300 homes as an efficient use of the site in accordance with NPPF paragraphs 119 and 124 d) and e). This evidence has appropriately considered the potential of higher density development (at appropriate height and massing) in the lower south-west part of the site close to the Springfield Park development. However, other developable parts of the site are clearly going to need a design approach that limits any harm to the heritage significance of the assets and preserves as much of the areas of high-quality sylvan character as possible. As I address below, the site should also be positively considered for accommodating other land uses, including potentially a new through school, which could further affect the housing capacity of the site. Consequently, achieving 1,300 homes across the likely net developable area of the site would still require an ambitious net average density⁴⁹. Overall, the SLAA is justified in anticipating some 1,300 homes on the site.

⁴⁷ LPR5.8 Invicta Barracks Vision Document and Roadmap 2022

⁴⁸ Documents LPR5.9-5.19 comprising 11 technical notes and the indicative masterplanning in LPR5.8

⁴⁹ ED128 Viability Assessment Addendum predicated on net average density of 66dph (para 1.7, p6), broadly consistent with average density of 60dph in Vision & Roadmap document LPR5.8

198. The policy as submitted required the demolition of Nos.1-8 The Crescent which are spaciouly set good quality semi-detached houses a short distance to the north of Park House. There appears to be little justification for this policy requirement and so it should be deleted so that the Plan would be justified. Development on the site will alter the setting of Park House but it would generally involve removing unsympathetic utilitarian buildings due to the long-standing military use of the site. The moderate densification required to achieve the housing numbers would result in some harm to the wider setting of Park House, but this would be less than substantial and very much at the lower end of any such spectrum of harm. Applying the balance in the NPPF, the significant public benefits of housing in a highly sustainable location would outweigh the identified heritage harm for the purposes of plan making.
199. As submitted the policy refers to “up to 1,300 dwellings”. To ensure the plan is positively prepared, I recommend a MM that the 1,300 homes should be expressed with some flexibility so as not to inhibit the potential for additional modest supply should that be supported by more detailed analysis through masterplanning and at the planning application stage.
200. Allied to this I also recommend as part of the MM that the policy is accompanied by a conceptual framework diagram which identifies the known constraints. This would provide a high-level plan from which to develop a detailed SPD development brief and masterplan for the site. The framework diagram reflects the technical evidence submitted and so I recommend its inclusion for effectiveness.
201. As submitted the plan refers to development on the site providing “requisite community facilities”, including a new through-school, “where proven necessary and in conjunction with housing.” As a starting point, I consider it positive that during plan-making, the potential of new secondary school provision on the site, which would be primarily for the wider needs of the town, is included in the allocated policy.
202. The KCC pupil forecasts should be taken as a reasonably reliable starting point. However, they are forecasts (which can change) and as such I consider it prudent and justified that the policy identifies that the matter of secondary school provision should be kept under review. If the KCC forecasts (which presently show a steady, cumulative growth in pupil numbers over the plan period) remain robust and no alternative school capacity has been provided or identified elsewhere within urban Maidstone, then the SPD and masterplanning process must not disengage from identifying land for a secondary school (including the potential to deliver a new through school on the site) as identified as part of the first phase.

203. KCC advise that additional secondary school capacity for the wider Maidstone urban area is required by 2027. However, the main disposal of the Invicta site would be in 2029, with further site preparation work, agreements and planning applications thereafter. The alternative, which KCC refer to, would be the allocation of an alternative site for a secondary school in this Plan. That would require a call for sites for land for a new school with no guarantee that a suitable site would be presented. For this Plan, the Invicta Park Barracks site is the only reasonable development site option with the potential to provide land for a new through-school in the Maidstone Urban Area. It would do so in a highly sustainable location. Overall, the need and timing of any school provision is likely to be the subject of further work and scrutiny, including as part of the SPD.
204. The proposed conceptual framework diagram for the site shows undulating land currently occupied by service personnel housing, a play area and woodland being zoned for the school site. KCC consider the site challenging to deliver a new secondary school and that the costs identified in the IDP⁵⁰ (c.£36 million) are an under-estimate, resulting in a prejudicial financial burden and potential wider viability issues⁵¹.
205. In terms of the proposed area of land shown for a school, this would be a starting point and further masterplanning would be required for the wider site. In land use terms, the location makes strategic sense for school provision, being located adjacent to the existing North Borough Junior School and towards the south-west of the site where access to the wider town and to the town centre (including trains and buses) would be better. Overall, I consider there are benefits to what is proposed that would need to be carefully balanced against potentially higher implementation costs. It would be premature to conclude the indicative area for the new school is undeliverable or unviable prior to masterplanning work. Based on the evidence, including the IDP, the need for a school, stems primarily from the wider catchment population. The Invicta Park site would only need to make a proportionate contribution. The IDP recognises that funding is likely to be a blend of Basic Need Grant from the government, prudential borrowing from KCC and S106/CIL monies collected on other developments within the wider Maidstone area.
206. Accordingly, I consider a suitably worded MM would be necessary to clarify the support in-principle for the delivery of school infrastructure at this location, whilst giving suitable flexibility for alternative uses should the school use no longer be required. In terms of the clarity, the policy should be modified to reference an 8 Form Entry (FE) through school comprising of 2FE primary and 6FE secondary. The need should be caveated as being subject to review of future educational

⁵⁰ Project EDM9

⁵¹ Latest KCC high level costs estimates at February 2024 are £48-60million, across 3 cost scenarios, including risk allowance (10-15%) and compound inflation @ 26%.

need and an ongoing assessment of whether there are other sites in or around the town centre that could have scope to accommodate some or all of the need.

207. The strategic plan-wide viability assessment addendum for the Invicta Park site, applying 2023 costs, makes an allowance of approximately £14million for planning obligations and assumes no affordable housing. There will also be significant costs for site clearance and remediation. As a publicly owned site, there is also an imperative to maximise the capital receipt. Consequently, the viability assessment, whilst finding the site viable, does so only on the basis of a marginally positive residual land value. Modest changes in build rates or sales values would be challenging for the development. Additionally, given the constraints at the site, there is limited scope to increase the number of units to add further value. Whilst the viability is only marginally positive, that is not reason alone, to remove what is otherwise a highly sustainable development site from the Plan. The Borough Council will need to monitor the situation, including any external funding opportunities for strategic brownfield sites⁵², where they have the advantage of being positively allocated in an up-to-date plan.
208. As submitted, the policy sets out a relatively broad approach to infrastructure on the site, which I consider would not be effective, justified or positively prepared. Ongoing work with the Defence Infrastructure Organisation and with infrastructure providers, including through the IDP, means there is evidence to inform a new table to be inserted into the policy, outlining a phased approach with indicative infrastructure delivery linked to development.
209. Further transport modelling work on the impacts of the Invicta Park Barracks development on the strategic and local road network has been undertaken during the examination and presented in a technical note⁵³. The outputs of this are now reflected in the latest IDP⁵⁴ and are consistent with a main access from the A229 Royal Engineers Road and a secondary access from Sandling Lane. The additional evidence shows that part-signalisation of the A229 roundabout would allow for capacity in 2037 for both development traffic and background growth, assuming restricted access via Sandling Lane.
210. Similar to other strategic developments in the Plan I consider a MM is necessary to require the submission of a 'Vision and Validate' strategy, based on DfT Circular 01/22, as part of a 'monitor and manage' approach and for KCC to have a key role in this process. Ultimately, the phasing in the MM is necessarily 'indicative' but it identifies off-site highway works to the A229 in phase 2 (2032) after pedestrian/cycle connections to the town centre and bus

⁵² Indicated at paragraph 3.10 of ED63

⁵³ Traffic Modelling and Access Junction Review Update – WSP April 2023 [ED96]

⁵⁴ Projects NYT21 and 21a

services as part of phase 1. Overall, I find with the MMs in place, the strategic policy for the site would be consistent with NPPF paragraphs 106, 110 and 111.

211. Given the identification of the Invicta Park Barracks site as a strategic development location, it is anomalous that Policy LPRSP2, which sets out a strategic policy for the Maidstone Urban Area, makes no reference to the largest single planned development in the town. **MM11** would rectify this so there is transparency for decision makers and other users of the Plan (infrastructure providers) on the totality of what the Plan is proposing within the urban area. Consequently, I recommend the MM for effectiveness.
212. It is justified that the housing trajectory makes an allowance for early on-site delivery of 50 units in 2027, stepping up to an annual output of 150dpa from 2032/33 for the remainder of the Plan period. This is appropriately reflected in the revised housing trajectory presented as per the MMs.
213. In summary for the Invicta Park Barracks site, I recommend the following modifications as being necessary for Plan soundness for the reasons set out above.
- i. The site capacity is identified as a target of 1300 homes, and not a limit.
 - ii. Significant additional policy content in part 1 of the policy on indicative phasing and infrastructure dependencies over the Plan period. I have further amended the highway requirements in phase 2, having further regard to the evidence that the existing capacity issues on the A229 should be mitigated and the Invicta Park development would not be wholly responsible for these improvements.
 - iii. A commitment in the policy to a 'Vision and Validate' approach to transport assessment so that any required off-site highways infrastructure is demonstrably necessary as part of a 'monitor and manage' approach. I have slightly amended the wording of this part of the MM to clarify that the implementation of the 'Monitor and Manage Strategy' will be agreed by the Local Planning Authority in consultation with National Highways and KCC Highways, to ensure effectiveness.
 - iv. Clarity that biodiversity net gain would be secured in accordance with the relevant strategic policy of the Plan.
 - v. Clarity that when preparing the SPD attention will be given to the military heritage of the site and delete unjustified references to removing existing dwellings at 1-8 The Crescent to enhance/restore the parkland setting.

- vi. A clear policy commitment to retain a Hindu place of worship as part of the redevelopment.
- vii. Further specificity on the educational infrastructure that could be accommodated on the site, within the context of ongoing review of need and assessment of other sites to accommodate some or all of the need. I have amended the indicative infrastructure and phasing table to clarify that new through school provision in Phase 3 is subject to future need being established, which would be internally consistent with modified criterion 13 of the policy.

214. **MM22** would make these changes to the submitted strategic policy for the site and I recommend the modifications for the reasons given. I have slightly amended **MM22** to reference Annington who have an interest in the site and a role in bringing it forward. In addition, an indicative framework diagram within the Plan alongside the policy would be necessary for effectiveness to guide the SPD and masterplanning processes. **MM23** would do this, and I recommend it accordingly. **MM17** would modify Policy LPRSP5 in clarifying the target of 1300 homes at this site for effectiveness.

Leeds-Langley Corridor (Policy LPRSP5(a))

215. As set out above under Issue 1 I have found the approach to this location as part of a spatial strategy not to be sound in terms of putting a marker down for a broad location for strategic growth as part of this Plan.

216. I am mindful that a relief road has been a long-held objective through successive plan documents, reflecting considerable local support from those rural communities east of Maidstone that are adversely affected by current traffic flows on the B2163. As submitted Policy LPRSP5(a) sought to safeguard an extensive area of land to protect the potential of delivery a relief road. I find little justification that land should be safeguarded to provide confidence or certainty for landowners to invest in promoting an allocation as part of a future round of plan-making. I note that there are relatively few alignments available to achieve a connection for the relief road from the A274 to the M20/A20. However, Policy LPRSP5(a) as submitted attempts to cover too many bases, including pre-emptively seeking financial contributions towards the road, the basis of which is likely to be challenging in the context of the tests in the CIL Regulations. Furthermore, it is not clear how small-scale proposals within the widely drawn safeguarding area would be assessed. This would be contrary to paragraph 16 of the NPPF.

217. In conclusion, I find it necessary for plan soundness that the need for safeguarding a road corridor at Leeds-Langley is removed from the Plan and Policy LPRSP5(a) is deleted. The Policies Map would also need amending accordingly, as consulted alongside the proposed MMs. **MM17** would modify

Policy LPRSP5 accordingly, and **MM18**, **MM19** and **MM20** would remove the necessary supporting text, Policy LPRSP5(a) and the diagram of the safeguarding area from the Plan respectively. These MMs are all necessary so that the Plan would be justified, effective and consistent with national planning policy.

218. The option of development at Leeds Langley remains a matter for the Council when preparing future development plan documents, alongside other potential strategic development choices. The technical work to date on options for a potential route alignment for the road is not invalidated by my conclusions on this matter. Policy LPRSP13 of the Plan deals with infrastructure delivery and having investigated the strategic business case for a Leeds-Langley relief road, it is understandable that the Council would still wish to examine how such infrastructure could be delivered and to make this a statement of strategic intent. Accordingly, I recommend additional text within Policy LPRSP13 and supporting text in **MM56** and **MM55** respectively, for effectiveness.

Lenham Broad Location

219. The Lenham Neighbourhood Plan was made in July 2021, making provision for a supply of 998 homes on allocated sites as of 1 April 2022. Nonetheless, it remains justified and positively prepared that the Plan continues to identify Lenham as a broad location for housing growth. The LBL growth, as with the nearby Lenham Heathlands proposal, has the potential to impact on the setting of the KDNL. Additionally, it is necessary to add to the strategic LBL policy the need for this growth to come forward in a way which would preserve or enhance the character or appearance of the Lenham Conservation Area. As such, these omissions need to be reflected in submitted Strategic Policy LPRSP5(c). Accordingly, I recommend the additional criteria in **MM24** for consistency with national planning policy at NPPF paragraphs 176, 189 and 199 and for effectiveness. I have amended the wording in the MM in relation to impact on the KDNL to add the word “avoid” to further reflect NPPF paragraph 176.
220. Policy LPRSP5(c) should be amended so that it would be effective in ensuring that the development would not have an adverse effect on the integrity of Stodmarsh SAC/SPA/Ramsar site through waste water nutrient discharge. This issue was recognised late in the neighbourhood planning process but not necessarily positively addressed and so now needs to be embedded in this Plan. The issue of upgrading the existing Lenham WWTW is identified in the IDP (project UT9), which would be the responsibility of Southern Water. Further work is likely to be required to ensure that any capacity enhancements at Lenham WWTW discharge to the required standards for the Stour catchment. However, to expeditiously unlock development, it may be an option that capacity could be secured via the proposed solution of a private treatment plant at Lenham Heathlands. Consequently, I recommend **MM24** which would add necessary additional text to the policy on waste water treatment and maintaining

the integrity of Stodmarsh. The amendment to the Policy would be needed to ensure consistency with national planning policy and effectiveness but also to enable a positive HRA conclusion in respect of this strategic policy.

Conclusion on Issue 3

221. Subject to the MMs identified above, the policies for the proposed strategic development locations would be justified, effective and consistent with national planning policy.

Issue 4 – Whether the Plan's policies for employment land provision and economic growth are positively prepared, justified, effective and consistent with national planning policy.

Employment Land

222. In terms of meeting employment needs, the EDNS has appropriately considered the pipeline of supply including extant 2017 Local Plan allocations, sites with planning permission and the proposed sites in the submitted Plan, including the employment land provision at the two new garden settlements. Table 3.4 of the 2021 EDNS addendum shows as of February 2021 a pipeline of 237,430sqm. Even when removing the 41,023sqm assigned to Site LPRSA273 (Whetsted Road), there would remain a supply capable of yielding circa 196,500sqm. In terms of how the supply corresponds to the types of floorspace demand, remaining capacity at Newnham Park, on Maidstone town centre sites and mixed used developments elsewhere would meet the forecast demand for office floorspace. For industrial and warehousing, the evidence points to an adequate supply through a combination of existing sites and proposed allocations such that it would not be necessary for soundness to require the release of additional land.

223. The EDNS makes reasonable assumptions of employment land delivery at Lidsing and Heathlands during the plan period (50% at Lidsing and 35% at Heathlands). Whilst the market remains relatively untested at both locations, Lidsing would benefit from access to the M2 and Heathlands would be reasonably related to the M20. In the short to medium term, existing consented supply will accommodate most of the logistics and warehousing floorspace that is forecast over the total plan period. After this, the new garden settlement locations would provide reasonable options to maintain supply, particularly at Lidsing given its adjacency to the M2, with a lesser logistics role for employment at Heathlands. Overall, the Plan would provide sufficient flexibility to accommodate logistics and warehouse floorspace. If matters substantively change, the requirement to consider a plan review within a five year period, would be the appropriate mechanism.

224. The spatial strategy appropriately recognises that there are existing employment sites from the 2017 Local Plan that will have a strategic role to play in meeting the identified need for employment floorspace. This includes the Woodcut Farm development close to Junction 8 of the M20 (Bearsted), the Newnham Park site on the northern edge of Maidstone and the former Syngenta Works site near Yalding. At the time of the examination, the Woodcut Farm development was under construction and so it will provide for significant amount of new, high-quality employment floorspace in the short term. Additionally, the Newnham Park site is part implemented, with elements of key infrastructure in place, and will provide for further delivery in the plan period.
225. A large element of the employment land supply would be at the former Syngenta Works close to Yalding. The site was allocated in the 2017 Local Plan and now has planning permission. Construction work has now started on delivering a business park development. The site is reasonably well-located to the A228 which provides a good standard of road link to the M20 at Junction 4. The site is also directly adjacent to Yalding railway station. The Syngenta site is clearly being delivered, notwithstanding contamination and flood risk issues, and appropriately adds to flexibility of employment land supply, particularly in the short and medium phases of the plan period.
226. Overall, through a combination of extensive existing supply, capacity on town centre opportunity sites, existing parcels of land and allocated extensions at existing employment areas and significant new land releases as part of the garden settlements, the submitted plan would provide sufficient employment space in quantitative terms to meet the employment land requirement over the plan period. In addition to the EDNS, employment allocations have been subject to the SLAA. As such the Plan would be consistent with NPPF paragraphs 81, 82b) & d) and 83 having identified sites to meet anticipated needs over the plan period, providing a degree of flexibility and making provision for clusters (Kent Medical Campus) and storage and distribution uses in suitably accessible locations.
227. In terms of Policy LPRSS1 and the Spatial Strategy, the section on employment sites contains some out-of-date text that requires a small number of modifications. This includes a clearer reference to delivery at Woodcut Farm and to the continued build out of the Kent Medical Campus at Newnham Park. **MM7** would do this, and I recommend it so that the plan would be justified and effective.
228. In terms of creating new employment opportunities through the safeguarding of the existing portfolio of Economic Development Areas (EDAs), various modifications are required to Policy LPRSP11(A) in respect of key sites, in large part to reflect significant factual updates. **MM45** would significantly update the text applying to Woodcut Farm, recognising the permission now being implemented and so I recommend it for effectiveness. Similarly, it is necessary

to factually update Plan content in relation to the Syngenta site at Yalding. This would include restructured text recognising that the site is in Flood Zone 3a.

MM43 and **MM46** would address this and accordingly I recommend it for effectiveness. In light of the responses to the MM consultation I have amended the wording in **MM46** to make clear that the site is allocated for employment uses which are a 'less vulnerable use' and so not subject to the exceptions test.

229. Strategic Policy LPRSP11(B) sets out the employment sites that would be allocated through the Plan. In light of the above, various modifications would be necessary to the policy including part 1 of the policy being clear in terms of the employment site references carried forward from the 2017 Local Plan. Part 2 of the policy needs to be amended to include reference and floorspace figures for site LPRSA066 (Lodge Road, Staplehurst) and the commercial floorspace to come forward at site LPRSA362 (Maidstone Police HQ Site). These changes then need to be reflected in the summary table of employment and commercial sites. **MM48** would make the necessary changes to Policy LPRSP11(b) and **MM49** would modify the table, and I recommend both for effectiveness.

230. Policy LPRSP11(A) does not preclude the loss of employment land or premises within EDAs subject to criteria being met. Whilst no modifications are required to the categories of EDA set out in Table 11.1, additional text is required to Policy LPRSP11(A) to clarify the types of 'businesses uses' that would be supported on EDAs by reference to the distinction in Table 11.1 (those which are the more traditional, mixed use employment areas and those which are office developments (Class E(g))). Within the sites listed in Part 2, the Eclipse Park EDA, at the northern edge of Maidstone is evolving, including a predominant retail offer. As such a more flexible approach to Eclipse Park would be appropriate. **MM44** would make these changes to Policy LPRSP11(A) and I recommend the proposed modification so that the plan would be positively prepared and effective.

231. Tourism and leisure are an important part of the economy in the Borough, particularly in the rural areas. Consistent with NPPF paragraph 84c) the submitted Plan seeks to enable sustainable rural tourism and leisure developments which respect the character of the countryside. Submitted Policy LPRLTR2 would support holiday accommodation proposals subject to criteria. As submitted the Plan does not provide sufficient precision when it references the stationing of holiday lets and caravans. The submitted Plan intends the term 'holiday lets' to cover a myriad of alternative holiday accommodation forms. It would not mean holiday lets in the form of permanently constructed dwellings in the countryside, and this needs to be clarified. Additionally, the reference to caravans in the policy needs to be clear it applies to holiday accommodation and not for other purposes. **MM98** would make the necessary changes to both Policy LPRLTR2 and its supporting text for clarity and therefore effectiveness, and I recommend it accordingly.

Conclusion on Issue 4

232. In conclusion, subject to the above-mentioned MMs, the Plan's policies for employment land provision and economic growth would be positively prepared, justified, effective and consistent with national planning policy.

Issue 5 – Whether the site specific policies for housing / mixed-use allocations identified within and around the Maidstone Urban Area are sound?

Maidstone Town Centre

233. The Plan envisages a positive and significant role for Maidstone town centre, particularly for housing delivery, including a number of high profile previously-developed sites in need of regeneration. Some of these sites have been identified for redevelopment for some time, but they have been appropriately assessed through the SLAA process. It remains justified that the Plan positively identifies them in order to encourage action and investment, including through ongoing town centre strategy work.

234. Most of the town centre supply is appropriately profiled in the housing trajectory. Where there is less certainty about the timing of sites, they are clearly identified separately in Policy LPRSP1 as part of the 'Town Centre Broad Location', consistent with NPPF terminology at paragraph 68 b). The potential supply within the plan period from the Town Centre Broad Location needs to be modified in Policy LPRSP1 to be justified. This includes a significant net reduction from sites, including Lockmeadow, that need to be further assessed as part of the town centre strategy to provide a more robust figure of what may come forward later in the plan period (from 2033/34 onwards). Some of the other indicative site capacities need to be modified to reflect latest evidence and the extended plan period. This would be reflected in the modified housing trajectory recommended in Issue 7 below.

235. Policy LPRSA146 provides a positive framework to comprehensively bring forward the highly sustainably located Maidstone East site for a mix of uses including 500 homes. The submitted policy appropriately reflects the site context and seeks public realm enhancements onto the Sessions House Square and Week Street. With the detailed requirements for the site set out in Policy LPRSA146 I am satisfied that the proposed scale of development could be satisfactorily accommodated, on what is a large site including the significant under-used former Royal Mail sorting office buildings behind Cantium House.

236. The submitted policy for the site is expressed as providing for a minimum level of development, inferring potentially significantly more development could take place. Given the various requirements for the site and its context close to Listed buildings, the railway and the busy A229 Fairmeadow highway, it would be

necessary to replace 'minimum' with 'approximately'. **MM66** would do this, and I recommend it for effectiveness.

237. On the issue of the master-planned approach, the site may well need to come forward in a more flexible, phased manner, reflecting distinct land components of the site and ownerships. As such it would be necessary to remove the requirement for a whole site masterplan and to introduce text to confirm that any phased approach does not undermine the overall capacity of the wider site and consistency with the policy objectives for the site. Having regard to the objective of optimising delivery on the site, it is not justified, given the need for modal shift and the highly sustainable town centre location, for redevelopment of the site to specifically incorporate commuter car parking for Maidstone East station. In terms of access and transportation requirements for this site, it needs to be clarified that should car free development or reduced levels of parking come forward on the site then any contributions to support sustainable transport measures related to the development would need to meet the relevant tests. **MM67** presents the changes to reflect these various matters and I recommend it for effectiveness.
238. Maidstone Riverside is a significant area to the west of the town centre including the prominent Baltic Wharf site. Policy LPRSA148 provides a positive framework for the wider site and as submitted seeks approximately 650 homes as well as detailed floorspace figures for retail and employment uses. The retail and employment use requirements for the wider site require further consideration. As such it would not be justified to set precise floorspace figures as submitted and to require a suitable mix of uses for beneficial flexibility.
239. The wider site, including the active retail park parts of the site, will be considered as part of the town centre strategy work. The site comprises large single storey utilitarian buildings in non-food retail use with extensive surface car parking. In the context of adjacent and nearby high density residential and when experienced from within St Peter's Street, the Council's ambition to seek a more efficient use of a highly sustainable location is logical. Given that the allocation is in two component parts, separated by the intervening housing at Scotney Gardens, I consider additional flexibility is required within the policy to enable a phased approach, provided this does not prejudice the overarching policy requirements for the wider site. **MM68** would make the necessary changes and I recommend it for effectiveness.
240. In terms of other allocated sites in the town centre, the capacity at Maidstone West (LPRSA149) needs to be modified from 201 to 130 dwellings to reasonably reflect what could be delivered within the plan period on what is likely to be a longer-term site. **MM69** would make this amendment and I recommend it so that the Plan would be justified. To the south of the town centre the allocation at Mote Road is adjoined by various parts of the town centre gyratory road network. The need for improved pedestrian permeability to

the site would be justified. I therefore recommend **MM70** which would introduce an additional requirement in this regard, in order for the Plan to be effective.

241. The Plan identifies approximately 700sqm of main town centre uses coming forward on the King Street car park site (Site RMX1(3)). Only part of the site has been implemented and so the original requirement that the site could accommodate 1400sqm of commercial uses remains valid and the 700sqm figure is not justified. **MM10**, **MM47** and **MM48** would modify the plan at relevant places to reflect the justified figure of 1400sqm and I recommend these modifications accordingly.

242. In addition to the MMs recommended to the individual town centre site allocation policies above, I also recommend **MM10** which would make necessary changes to the indicative capacities of town centre sites in Policy LPRSP1. In this way the plan would be internally consistent and so justified and effective. The upshot of the various changes is that the overall housing capacity of the town centre sites would decrease from 3,059 dwellings to a figure of approximately 2,500 within the Plan period. This is reflected in the revised housing trajectory. Additionally, MM10 also contains an updated Maidstone Town Centre inset diagram which accompanies Policy LPRSP1 which would remove Site H1(20) on Upper Stone Street which has been completed.

Maidstone Urban Area

243. Policy LPRSP2 identifies key infrastructure requirements necessary to support sustainable growth in the town. In light of the latest transport and infrastructure evidence, improvements to the A229 Royal Engineers Way and Hermitage Lane need to be additionally identified. **MM11** would make these changes to the policy, and I recommend them so that the Plan would be justified and effective. The policy cross-referenced Policy LPRSP4. The reference in criterion 2 should be to Policy LPRSP1 and so I have amended the wording of **MM11** accordingly.

244. Figure 3.1 of the Plan accompanies Policy LPRSP3 as an inset diagram to show housing sites at the edge of Maidstone. The diagram needs to be modified to remove sites H1(21) and H1(1) which have now been completed and the full extent of allocated site LPRSA270 at Pested Bars Road. **MM12** would insert a revised Figure 3.1 into the Plan and I recommend it for effectiveness.

245. Whilst there has been good progress on building out various 2017 Local Plan allocations in and around the town, a small number of allocated sites remain to be developed/completed. Consequently, the relevant site policies from the 2017 Plan would not be superseded. Site H1(24) at Postley Road, Tovil from the 2017 Plan was inadvertently omitted from the proposed appendix as part of the MM consultation. There was no evidence prior to the MM consultation that the

site would be superseded, and it was shown on the Policies Map. Table 8.1 in the submitted Plan clearly identifies site H1(24) as an allocation that is not yet complete and therefore to be retained. On this basis I consider no one would be prejudiced by my amendment to add H1(24) to the list of 2017 Local Plan policies not to be superseded in **MM108**.

Housing Allocations at the edge of the Maidstone Urban Area

Site LPRSA265 Land At Abbey Gate Farm, South West of Maidstone

246. Sequentially, the site is reasonably related to the town centre and is within walking distance of large food stores and bus stops on Farleigh Hill. In broad terms the site is sustainably located. As demonstrated through the SA and SLAA processes it would be a reasonable and deliverable option to assess as part of an appropriate strategy.

247. The site location gives rise to a number of environmental issues which require particular consideration including, but not limited to, the adjacent Grade II* Listed Abbey Gate Place, the proximity of the Loose Valley Conservation Area and Landscape of Local Value and the adjacent wildlife site at Walnut Tree Meadows. The extent of the allocation is widely drawn such that it includes areas of land that have a clear rural quality, distinct from those parts of the site closer to the edge of urban Maidstone. I am cognisant, however, that land to the north-west of the allocation benefits from planning permission for a major residential development which will alter the character at this location. As such the proposed allocation would form a logical extension to the built-up area in this part of the wider urban area of Maidstone.

248. In terms of the proximity of modern residential development to the Grade II* Listed Abbey Gate Place, the NPPF at paragraph 200 is clear that any harm to the heritage significance would require clear and convincing justification. Paragraph 202 of the NPPF says that where harm is less than substantial, this should be weighed against the public benefits of the proposal.

249. In terms of the harm, there would be no impact on the fabric of the building, which I consider to be the main contributor to its heritage significance. Rural setting is part of the heritage significance in terms of appreciating the origins of the building. Whilst Abbey Gate Place would have been conceived as a relatively isolated rural stead, any agrarian origins or functional relationship have been diluted to some notable extent by twentieth century ancillary development within the immediate setting of the building. Additionally, the grounds immediately around the building are now overtly domestic garden including tarmac areas for vehicle parking, a tennis court and a raised terrace feature along part of its northern boundary to the allocated site. Intervening vegetation affects intervisibility to those parts of the site allocation that could be developed for housing. Nonetheless, the proximity of modern residential

development within the wider rural setting of the asset would result in harm to its significance. I have set out in detail elsewhere⁵⁵, why I consider the degree of harm to be less than substantial to the heritage significance of this asset.

250. In terms of arriving at a conclusion that there would be less than substantial harm to the heritage significance of Abbey Gate Place, there are soundness issues with the site allocation policy, that require modification in order for the policy to be consistent with national planning policy and to be effective. This includes further policy content requiring specific regard to the setting of Abbey Gate Place and for appropriate buffers (informed by heritage and landscape assessments) to the southern and eastern boundaries of the site. An additional criterion should also be added to the policy requiring that the approach to landscaping at the allocation maintains a degree of rural outlook from Abbey Gate Place.
251. Furthermore, an additional criterion requiring a landscaped buffer to the north and west of Abbey Gate Place is also necessary. As such, appropriate landscaping between the grounds of the listed building and any new housing would maintain necessary separation and preserve a remaining, moderate sense of rural detachment at the immediate setting of the Listed building.
252. As submitted the policy is not effective in ensuring an appropriate transitional approach to this edge of settlement location. As such modifications are needed to the policy to clarify that a landscape-led masterplan would be informed by a Landscape and Visual Impact Assessment. Additional content is needed to confirm specific landscape buffering is required to the areas of Local Landscape Value and that there would be no built development east of Straw Mill Hill or south of the public footpath.
253. As submitted the policy required new development not to be located on higher ground adjacent to Dean Street. This is ambiguous and therefore ineffective. The policy should be modified to identify that with the exception of a possible site access road there would be no built development on the Walnut Tree Meadows Nature Reserve. There is concern about this, including whether covenants for the wildlife site or ground conditions on what was a former landfill site would allow for an access road. Accordingly, I recommend the policy is modified to recognise that site access could be achieved either from Dean Street or from the adjacent permitted residential site. If vehicular access is required via the Walnut Tree Meadows site the policy should be modified to make clear that land take should be minimised, the route alignment must avoid undermining its function and coherence and that any route should be appropriately landscaped. These modifications are necessary for effectiveness and consistency with national planning policy on biodiversity.

⁵⁵ ED117 Post Stage 2 Letter – July 2023

254. In terms of overall net impact on biodiversity, the wider site is required to deliver at least 5ha of new community woodland. I also recommend, for effectiveness, that the policy is modified to make clear the additional areas of landscaping and buffering required for the reasons set out above, should be subject to a delivery and management plan.
255. To ensure the effective delivery of the site and to reflect the above constraints and proposed modifications to the wording of the policy, it would also be necessary for effectiveness to include a high-level key diagram for the site within the Plan illustrating the net developable area and the significant areas that are to remain open. This would provide a necessary starting point for masterplanning the site as opposed to a simple red line allocation boundary.
256. **MM75** would encompass all of the required changes and I recommend it so that the plan would be consistent with national planning policy, justified and effective.

Policy LPRSA266 Land at Ware Street

257. This is a relatively modest site on largely overgrown land to the north of Ware Street. It wraps around an existing residential property 'Fairways' and is bounded to the north-west by a pattern of dispersed, detached dwellings along Ware Street. To the south-east is a modern, linear residential estate at Edelin Road which extends back at depth from Ware Road and along Chapel Road to the east, including a considerable way along the boundary to the proposed site allocation. The site has been appropriately assessed through the SA and SLAA processes as a sustainable and reasonable option.
258. As described above, in terms of settlement pattern the site can reasonably be described as forming a logical infilling between existing housing on this part of Ware Street. The layout and design of development on the allocated site could relate reasonably well to the depth and form of the modern housing on Edelin Road and to the position of the detached dwelling of Birling House to the north-west. In this way development of the allocated site would not appear as an incongruous projection into open countryside. The site does have a verdant quality, in large part from the mature trees and hedging along its frontage to Ware Street. The submitted policy requires site access to minimise the loss of these trees and this would be justified and effective. When looking at the detailed design, layout and landscape requirements of the submitted policy I am satisfied that development on the allocation could come forward without significant harm to the character of this part of Ware Street.
259. The proposed site allocation represents an opportunity to take a comprehensive approach including the policy requirement to provide at least 0.7ha of natural/semi-natural open space. From my observations on site there is already

a strong landscape framework around those parts of the site closest to the KDNL that could be incorporated and augmented in any detailed proposal on the site. The policy recognises the importance of these boundaries, but I consider this could be strengthened by stating in the policy that an assessment would be required to inform this. As such I recommend **MM76** for effectiveness.

260. From my observations around the site, including the public right of way that extends up through the site and across the golf course to Hockers Lane, and from within the KDNL, I found the allocated site to be reasonably contained and not prominent in the wider landscape or the setting of the KDNL. It was not my experience within the site that the KDNL was prominent, in terms of any intervisibility or a strong sense of rurality or tranquillity of the KDNL given the intervening M20 highway. From within the KDNL, the extent of the intervening area of land between the M20 and the allocated site, including the extensive grounds of the golf course and the dense woodland at Honeyhills Wood, means that development on the site would not be conspicuous or significantly erode the current relationship between the KDNL and the built-up extent of Maidstone. Consequently, having regard to NPPF paragraphs 174 and 176, I find that the proposed allocation would be sound in terms of conserving and enhancing the natural environment. Consequently, I am able to arrive at a different conclusion for plan-making compared to recent appeal decisions in the locality.

Sutton Road Sites - Policies LPRSA270 Land at Pested Bars Road, LPRSA362 Maidstone Police HQ and LPRSA172 North of Sutton Road (West of Rumwood Court)

261. Transport modelling for the Plan and the ITS recognise that parts of the road network in the urban area of Maidstone operate near or at capacity at peak periods including the A229/A274 Wheatsheaf junction and the Wallis Avenue junction on the A274. The action plan for the ITS includes projects for capacity improvements at the Wheatsheaf, Willington Street and Wallis Avenue junctions on the A274 Sutton Road corridor, including measures for bus prioritisation. This is drawn through into the IDP which identifies A274 corridor projects under reference HTSE1. This is then further identified more specifically for the critical Wheatsheaf junction at IDP projects HTSE6 and HTSE7, in combination with IDP scheme HTSE8 which seeks enhanced bus services along Sutton Road.
262. I was advised that a scheme has been devised for the Wheatsheaf junction, including closing off the Cranborne Avenue arm, which is likely to create some additional capacity. Given the evidence from the transport modelling, the ITS and the IDP a careful approach would be required with the additional allocations and highway impacts on the A274 Sutton Road. That said, the Police HQ and Pested Bars Road sites need to be considered in terms of any net additional traffic generation compared to the existing Police HQ use. Each site allocation policy on Sutton Road requires a highways access strategy to be agreed with the Borough Council and KCC Highways and for prior agreement with KCC on

any necessary off-site highway improvements or mitigation. This could include schemes already identified in the ITS and IDP or additional works. Overall, I consider this to be a suitably precautionary approach.

263. Given the progress being made on the Wheatsheaf junction and having regard to preliminary transport assessments undertaken in support of the proposed allocations⁵⁶, I am satisfied that the Plan's growth would not have unacceptable impact on highway safety or that the residual cumulative impacts on the road network would be severe. Policy LPRSP3, identifies the ongoing growth south-east of Maidstone and identifies at part 3 of the policy that highway and transport improvements, including junction improvements on the A274 Sutton Road as key infrastructure requirements for that committed growth.

264. I do, however, recommend the addition of A274 Sutton Road schemes, including Wheatsheaf junction, to paragraph 7.82 of the Plan which identifies key local highway infrastructure schemes for which site allocations are expected to contribute towards. This would be included as part of **MM51**, and I recommend their inclusion so that the plan would be justified and effective. Having regard to the consultation on the MMs, I also recommend the A274 Sutton Road is added to the list of necessary infrastructure for the Maidstone Urban Area in Policy LPRSP2 so that the policy would be justified. I have amended **MM11** on this basis.

LPRSA270 Land at Pested Bars Road

265. The proposed allocation is for approximately 196 dwellings at an average density of 30 dwellings per hectare. From the evidence this capacity would be a cautious under-estimate, even when factoring-in the character of the site. The net developable area is likely to be larger than the 11ha in the submitted policy, with evidence of a more informed figure of somewhere between 12-14ha. At an average density of 30dpha and allowing for comprehensive landscaping and design approaches to ensure an appropriate built edge at this location, an indicative capacity of circa 196 dwellings is neither justified or positively prepared. As such the site capacity needs to be increased to reflect a realistic figure. An amended figure of approximately 300 dwellings is recommended in **MM77**.

266. In terms of addressing how the site should come forward, including its relationship to the adjacent LPRSA362 site at Maidstone Police Headquarters, the policy needs to be clearer. As a starting point, the policy needs to be modified to set out clear overarching principles for the site that will inform the masterplan framework required elsewhere in the policy. Additional text is now

⁵⁶ DHA Transport Technical Notes for Sites LPRSA172 and LPRSA270 (March 2023)

proposed to do this, reflecting the various land use demands of the site as well as the opportunities to sustainably connect the site into the wider urban area.

267. The policy also needs to clarify that the amended land budget of 12-14ha for net residential use will be further informed by the need to undertake a Landscape and Visual Impact Assessment and other open space / sports facilities requirements given the location of the site. As submitted the policy makes provision for 25ha of land for country park use, which would be a significant wider public benefit at this edge of urban Maidstone. The policy needs to be modified to make clear this land use will be on that part of the allocation east of Cliff Hill. This would be an appropriate land-use in terms of the relationship of the site to the Loose Valley Landscape of Local Value. These various amendments to site allocation requirements in Policy LPRAS270 are set out in **MM78** and I recommend them so that the plan would be justified and effective.

268. The policy referred to a masterplan framework but given the scale of development, a set of overarching principles for how the site is to come forward need (to be established with the Local Planning Authority) would be a justified and effective approach. As modified the policy contains a confusing blend of references and so I have amended the wording in **MM78** to consistently refer to overarching principles to aid effectiveness.

269. To assist the process of overarching principles and provide further clarity, given the site allocation is effectively a mixed use scheme comprising residential and strategic open space **MM78** would introduce a high-level conceptual diagram. I recommend its inclusion so that the plan would be effective. The key diagram is intended to be a very high-level expression of the broad land use pattern, to essentially distinguish those parts of the site that would be predominantly housing and those for strategic open space. It should not be read as a detailed plan, and it does not negate or over-ride the various detailed requirements in the policy on landscape, ecology, design and layout which will guide the preparation of a masterplan and subsequent planning applications. The allocation will also need to secure biodiversity net gain and this is now reflected as one of the over-arching principles for the site in the proposed **MM78**.

LPRSA362 Maidstone Police Headquarters

270. The site is allocated for primarily a residential-led scheme of some 247 dwellings with commercial and community uses within retained buildings at the Sutton Road frontage of the site. The frontage buildings have a civic character and make a positive contribution to this part of Sutton Road. As such the submitted policy is justified in seeking their retention. The submitted policy offers some flexibility on future uses for these buildings within the context of securing a mix of uses. In light of latest evidence on the Police retaining some administrative presence on the site, I recommend **MM79** that would reduce the

commercial and community use floorspace requirement in the Policy from 7,500sqm to 5,800sqm so that the Plan is justified.

271. Whilst the site is separately allocated to the adjacent LPRSA270 at Pested Bars Road, there will need to be a strong connection in how these sites come forward for successful place-making. Whilst there is not a need for plan soundness to amalgamate the allocations under one policy or joint masterplan, I do consider it necessary that there is consistency in overarching principles that would apply to both sites to further engender a coherent approach. Accordingly, I recommend **MM74** which would embed similar development principles to this site as for site LPRSA270 for effectiveness.

272. On a more practical level, the Police Headquarters site needs to facilitate vehicular access to site LPRSA270. There is no dispute on this and the evidence to the examination underscores extensive cooperation on this matter. The requirement is clearly set out in the policy for the Police Headquarters site under 'Access and Highways'. In terms of the wider highway network and recognising that the current Police Headquarters site benefits from an access on to the very narrow lane at Pested Bars Road, it needs to be clarified that prior to first occupation, this private access is closed to traffic other than for emergency and police operational vehicles. **MM80** would do this, and I recommend it for effectiveness.

LPRSA172 Land North of Sutton Road (West of Rumwood Court)

273. Site LPRSA172, in large part, forms a logical land allocation within the pattern of new housing emerging at this edge of Maidstone. The site has been appropriately assessed through the SA and SLAA processes, recognising there is a distinctive parkland character to the location arising from the proximity of the Grade II Listed Rumwood Court. I am satisfied a sufficient buffer, including existing mature vegetation could be retained between the housing development and the immediate grounds and principal curtilage of Rumwood Court. In this regard the submitted policy is justified in stipulating that a particular approach needs to be taken to developing the site, including a necessary low density that would allow for protected trees on the site to be retained and to conserve the setting of the Listed Rumwood Court.

274. Similar to other proposed site allocations in the Plan, the site allocation policy, when read as a whole, requires a specific approach to developing the site given various constraints, in this case landscape and heritage. As such, the broad outline of the total extent of the allocation may result in misinterpretation of a wider developable area. Accordingly, the Plan as submitted would not be effective and is not sound. A high-level key diagram for the site would provide much needed clarity in identifying a net developable area as well as those parts of the site that should remain undeveloped. **MM82** would introduce a key

diagram and corresponding text to the policy, and I recommend it so that the policy would be justified and effective.

LPRSA366 Springfield Tower, Royal Engineers Road

275. The site is appropriately allocated for approximately 150 dwellings. The site would access onto the adjacent A229 via the existing roundabout on the Royal Engineers Road. Transport modelling for the Local Plan shows the key arterial highway network in Maidstone, including the A229 at this location, experiences capacity issues and improvements may be required⁵⁷. Given the site directly adjoins the A229 at this roundabout location, an additional criterion to the policy requiring that the site comes forward in a way which does not preclude the ability to implement highway improvements to the A229 is necessary. Accordingly, I recommend **MM81** for effectiveness.

Conclusion on Issue 5

276. In conclusion, subject to the above-mentioned MMs, the Plan's site-specific policies for housing / mixed-use allocations identified within and around the Maidstone Urban Area would be sound.

Issue 6 – Whether the Plan's approach to rural service centres, larger villages, smaller villages and the countryside is justified, effective, positively prepared and consistent with national planning policy?

General Approach

277. The Plan identifies six settlements as Rural Service Centres. The approach generally follows that established in the 2017 Local Plan, with Coxheath now being recategorised from a larger village to this tier. The evidence for the rural service centres is comprehensively set out in the Maidstone Settlement Hierarchy Review 2021. In terms of scale, employment and services, Staplehurst performs better than other settlements in the tier. However, the settlement comfortably fits with the role and function of a rural service centre. It would not be necessary for soundness to assign Staplehurst into a potentially higher tier in the settlement hierarchy so as to assign it a specific, higher level of growth as part of this Plan. Overall, the submitted plan is justified and positively prepared at Policy LPRSP6 in its general approach of some additional housing and employment growth and support for services and facilities in the identified rural service centre villages.

⁵⁷ ITS paragraphs 10.25 and 10.26

278. Four settlements are identified as 'Larger Villages' which have comparatively fewer sustainability credentials than rural service centres. Again, this is comprehensively considered and addressed in the Maidstone Settlement Hierarchy Review 2021. The consequence of larger village designation is the assignment of some moderate growth and protection of existing services and facilities. The submitted plan is positively prepared in allocating sites in three of the four larger villages. There is some variance in the scale of allocations being in this Plan but the SLAA and SA evidence appropriately support the site selection process in the larger villages, including those larger sites that can widen housing choice and deliver community infrastructure.
279. As part of the plan-making process, the review of the evidence led to the late inclusion of East Farleigh into the larger village tier. From the evidence in the Maidstone Settlement Hierarchy Review 2021 [LPR1.11], the village justifiably meets the threshold to be identified as a larger village in terms of its facilities and the good connectivity into Maidstone, including by rail. The Council submit that the late identification of East Farleigh as a larger village did not allow for sufficient time to identify and positively allocate sites for development. I accept it would not have been judicious to have delayed plan submission to allocate land at this lower level of the settlement hierarchy. The submitted plan assigns an approximate level of growth to the village (50 dwellings) which would be proportionate to the scale of services and facilities and East Farleigh's sustainable location close to Maidstone. As submitted, I am concerned that simply identifying a quantum of growth would not provide the plan-led approach advocated at NPPF paragraph 15. As such I do not find the submitted Plan to provide an effective or positively prepared approach for East Farleigh.
280. To address this the policy for East Farleigh should clarify that it would be for a Neighbourhood Plan, in the first instance, to allocate land, and accordingly the development would take place in the last 10 years of the period plan (i.e. from 2027/8 onwards). I recognise there is concern that housing could be delayed, but there is no imperative, when looking at the Borough housing trajectory, to deliver a housing allocation in East Farleigh in the early part of the plan period. The proposed modification reflects an appropriate time period for preparing a Neighbourhood Plan. In the event that a Neighbourhood Plan does not come forward in a timely manner to address the issue, then the MM makes clear that it would be a review of the Plan that would address any shortfall. In the circumstances, I consider this a pragmatic approach to ensure the plan would be effective and positively prepared and so I recommend **MM32** accordingly.
281. Additionally, unlike other larger villages, the submitted plan did not contain a settlement boundary for East Farleigh. Again, this omission is not sound given other policies of Plan distinguish between settlements and an otherwise protective approach to the countryside. I recognise that the settlement pattern is somewhat dispersed but there are clearly identifiable concentrations of development south of the River Medway, principally along the B2010 Lower

Road, together with a couple of small satellite clusters around the Primary School and at Forge Lane. These are justified areas around which to apply a settlement boundary and so I recommend **MM33** which would insert a new diagram into the Plan for effectiveness. Additionally, **MM31** would be needed to update the boundaries for 'Larger Villages' in Figure 6.1 and I recommend it for effectiveness. Whilst I cannot recommend changes to the Policies Map, the proposed changes at **MM33** were subject to the schedule of proposed Policies Map modifications.

Coxheath

282. As a Rural Service Centre, the Plan is justified and consistent with NPPF paragraphs 78 and 79 in seeking to allocate a number of sites in the village with a cumulative capacity for approximately 100 dwellings. This includes taking a justifiably proactive approach in allocating relatively small sites such as land at the former Orchard Centre and the Kent Ambulance HQ site. Submitted Policy LPRSP6(A) sets out the strategic policy for Coxheath. Since plan submission, Site H1(59) has been completed and in order for the plan to be effective in clearly setting out the scale of development over the period of the submitted plan this should be deleted. **MM25** would do this, and I recommend it for effectiveness.
283. The submitted plan allocated a site on Heath Road to the east of the village for approximately 85 dwellings (site LPRSA312). This is the site which had been subject to consultation at Regulation 19 on the proposed submission plan (Autumn 2021). On submission the Borough Council proposed a modification to delete the site and replace it with an alternative site for the same capacity at Stockett Lane/Forstal Lane (site LPRSA202). Whilst there were notable local objections to the submitted plan, that does not mean the proposed allocation is not sound.
284. The submitted site at Heath Road is at the eastern edge of the village and is contained by existing vegetation. It is adjacent to modern housing development on Murdoch Chase, with further housing recently completed to the north-west off Forstal Lane with an intervening area of open space and SUDS. As such development on the Heath Road site would form a logical extension to the built-up area of Coxheath. A significant area of intervening countryside would remain such that the separate identities of Coxheath and Loose would be preserved. Accordingly, in terms of landscape and avoiding harmful coalescence, the submitted site at Heath Road was soundly identified.
285. The submitted site could clearly accommodate more than 85 dwellings, even when taking into account various requirements of the policy, as such the boundary is generously drawn and could unintentionally result in significantly more than 85 dwellings. Consequently, to ensure the site optimally accommodates approximately 85 dwellings and to further maintain separation

between Coxheath and Loose, it would be necessary to moderately scale back the extent of the allocation. An amended site boundary has been formulated, which would appropriately draw the extent of the allocation back from Gordon Court to the north and ensure development would be better related to existing housing to the west on Murdoch Chase. As modified, I am satisfied that the proposed 4.6ha allocated site, can sustainably deliver approximately 85 dwellings (at 30dph would equate to 2.83ha) leaving a residual area of 1.77ha for meaningful open space and landscaping. It is therefore not necessary for soundness to amend the site boundary.

286. To ensure the site allocation policy would be effective, it would be necessary to introduce consequential changes that made clear the site area of the allocation, the net developable area and the average net density. It would also be necessary for effectiveness to clarify the extent of a landscape buffer along the eastern and northern boundaries to address perceptions of coalescence with Loose. Allied to this, modifications are also needed to clarify on-site open space and SUDS provision in addition to the required landscape buffer. There is no justification for the development to be informed by a local historic impact assessment and this requirement should be removed. **MM88** would encompass these changes and I recommend it for effectiveness and to ensure the Plan would be justified.

287. In terms of the releasing land at this edge of Coxheath, the Heath Road site has been appropriately assessed as part of the SLAA and SA processes. It is recognised that mitigation is required at the nearby A229 Linton crossroads to improve junction performance⁵⁸. **MM88** would reflect this, and so I recommend it for effectiveness.

Harrietsham

288. The village's role within the hierarchy as a rural service centre has been subject to an independent assessment in the Maidstone Settlement Hierarchy Review (2021). This identifies that Harrietsham has high connectivity by public transport, high levels of employment for a settlement of its size and moderate retail and community facilities. Whilst other rural service centre settlements perform better on facilities, there are sufficient sustainability factors to justify Harrietsham's retention as a rural service centre. Accordingly, Harrietsham's identification as a Rural Service Centre is consistent with paragraphs 78, 79, 92 and 93(e) of the NPPF and, overall, it is soundly based.

289. Submitted Policy LPRSP6(B) sets out the anticipated scale of housing development in the plan period at part 1) of the policy. This needs to be updated to reflect that Site H1(33) has now been completed and consequently the two allocated sites at LPRSA071 and LPRSA101 would together result in

⁵⁸ Scheme HTC1 in the IDP, identified as critical, delivery 2027-2032.

approximately 100 new dwellings over the plan period. **MM26** would do this, and I recommend it so that the Plan would be effective.

290. The selection of the two residential allocations has been appropriately informed by the SLAA and SA. Whilst the Plan would see development directed to one part of the village with consequential changes to the character, the impact would be localised and at a point where a good degree of landscaping and containment exists. The detailed site allocation policies would be effective in ensuring design, layout and landscaping would assimilate the developments into their local context, recognising that Mayfields and Downlands already provide a residential character on this part of the A20. There would be no physical or perceptual coalescence with Lenham, including when taking account of the LBL proposals in the Lenham Neighbourhood Plan.

291. The indicative capacity at the Keilen Manor site needs to be reduced from 47 to 37 dwellings reflecting that large parts of the site are heavily treed, as accounted for when site capacity was modelled in the SLAA. Aligned to this, the policy also needs to clarify that the development capacity of the site would be informed by detailed arboricultural survey work including those trees that need to be retained and protected. **MM90** sets out the necessary modifications to the Policy LPRSA071 and I recommend it so that the proposed allocation is justified and would be effective in protecting the sylvan character in this part of Harrietsham. The amended capacity is reflected in **MM26** recommended above.

Headcorn

292. Strategic Policy LPRSP6(C) needs to be modified to reflect the scale of recent housing delivery in the village, including the completion of site H1(38). Consequently, the key diagram for Headcorn will also need updating. The Policy should be amended given the proximity of the River Beult SSSI to the south of the village to reflect that development should not have an adverse effect on this important protected riverine habitat. **MM27** would make these necessary changes and I recommend it for effectiveness and consistency with national planning policy at NPPF paragraphs 179 and 180 b).

293. Land at Moat Road to the west of the village is allocated for approximately 110 dwellings at Policy LPRSA310. In spatial terms, the site is well-located, being within walking and cycling distances to the village services and facilities. Whilst the site occupies gently rising land from the wider valley floor of the River Beult and its tributaries, development would occur against a backdrop of existing housing on higher land. Various requirements in the policy would be effective in seeking necessary landscaping and design responses to the local character.

294. The site is adjacent to a tributary of the River Beult. Flood mapping in this location appears to appropriately reflect topographical conditions in only identifying a very small portion of the site within Flood Zones 2 and 3. Given the

size of the allocation there is no need for flood sensitive development such as housing to be located in this corner of the site. Accordingly, the proposed residential element would be in accordance with the required sequential approach to flood risk⁵⁹. Parts of the adjacent Moat Road are within Flood Zone 3 such that in peak events it may be difficult or dangerous for vehicles and pedestrians to use Moat Road to access into Headcorn. Alternative means of access exist to the north of the site onto the A274 Mill Bank. This would assuage, in part, my concerns regarding flooding on Moat Road and the site being, potentially, temporarily isolated via its principal means of access. However, given the flood risk issue and access, the submitted policy is not sound. I therefore recommend the insertion of an additional requirement within the policy that appropriate alternative access for emergency vehicles must be secured. **MM73** would do this, and I recommend it for effectiveness.

295. Moat Road has no continuous footway from the site into Headcorn. The potential exists to secure a footway link to Mill Bank but the more direct, level and attractive route for future occupiers of the allocated site would be along Moat Road. Moat Road is generally narrow between the allocated site and where the footway begins to the east. There is a particular pinch point on the bridge over the tributary stream. For the purposes of plan-making I am satisfied that there remains a reasonable prospect of securing a safe pedestrian route along Moat Road. This may require some compromises to the flow of vehicular traffic on what is generally a rural lane (currently 30mph within Headcorn), including priority measures for pedestrians. For plan soundness, I consider some additional specificity is required to the policy including references to safe off-site pedestrian and cycle connectivity and that it should be provided along Moat Road. **MM73** would do this, and I recommend it for effectiveness.

Lenham

296. Given the proposals in the made Neighbourhood Plan, there is no need for plan soundness to allocate further sites for housing development in the village. In light of the nutrient neutrality issue for Stodmarsh and the implications in terms of the capacity and ability of the existing WWTW at Lenham (which discharges into the River Stour) it would be necessary to add improvements to waste water treatment capacity to serve the LBL in the 'infrastructure' part of the strategic policy for Lenham. As set out above, the LBL is now embedded in the made Lenham Neighbourhood Plan. This is part of the development plan and a significant local document and so it is necessary that the strategic policy for Lenham in this Plan is modified to have the cross-reference to conformity with the Neighbourhood Plan. **MM28** would introduce these necessary amendments, and I recommend it for effectiveness.

297. A small allocation is proposed to consolidate employment land on Ashford Road to the east of the village, close to the A20. Given the existing commercial

⁵⁹ As per Strategic Flood Risk Assessment – LPR2.17 and LPR2.31

development to the east, the recent housebuilding at Liberty View and remaining land at the H1(41) housing allocation, a short distance to the west, an additional modest amount of employment floorspace would not result in significant harm to the setting of this part of KDNL. Effectively, it would form the final piece of infilling between the Old Ashford Road and the A20 in this part of Lenham. As submitted the policy needs to be clearer on how it should come forward to minimise impact on the setting of the KDNL. This would include clarifications on how the site should be landscaped and the materials palette that would be sympathetic and responsive to the proximity of the KDNL. **MM83** would make the necessary amendments and I recommend it for effectiveness.

Marden

298. The strategic policy for Marden at LPRSP6(E) needs to be amended to include reference to the conservation of the River Beult SSSI to the north of the village. The key diagram for the village should be modified to remove Site H1(46) which has been completed. **MM29** would make these changes, and I recommend it so that the Plan would be consistent with national planning policy on protecting habitats and otherwise effective.

299. Land is allocated for housing at LPRSA295 on land at Copper Lane and Albion Road. The policy requires vehicular access would be taken from Albion Road and there is no substantiated evidence that this could not be safely achieved. The policy requires safe pedestrian connections from the site and again, there is no reason that this cannot be secured. The site currently comprises orchard, bounded by hedging with ponds on the southern boundary of the site. Given this environmental context it would be necessary to modify the policy to additionally require an ecological impact assessment to ensure appropriate mitigation. **MM71** would do this, and I recommend it for consistency with NPPF paragraph 179 and for effectiveness.

Staplehurst

300. Various updates are required to the strategic policy for Staplehurst at LPRSP6(F) to reflect ongoing housing delivery. I have amended the wording of the Policy to make clear that the capacity on Site H1(50) would be approximately 60 dwellings. The policy also needs to include reference to the conservation of the River Beult SSSI to the east and north of the village. **MM30** would make these changes and I recommend them so that the plan would be justified and consistent with NPPF paragraph 179.

301. Proposed allocation LPRSA066 would form a logical extension to housing allocation H1(48), infilling land between Jenkins Way and the Lodge Road employment area. It would be an appropriate mixed-use development providing for approximately 78 dwellings and 1,000sqm of employment floorspace on 0.3ha of the wider site. There is some concern as to whether the employment

use is justified but given the proximity of the railway and long-established employment units, the allocation policy provides for a coherent approach to what is a relatively constrained part of the site. The submitted policy should be clear on this and **MM84** would specify that the employment provision is to be in the north-eastern part of the site. Additionally, **MM85** would introduce a high-level key diagram to spatially illustrate how land uses on the site should be accommodated. Accordingly, I recommend these changes for effectiveness.

302. In terms of the residential development given the relationship to commercial activity at Lodge Road the policy needs to be modified to require the provision of appropriate buffers. **MM84** would do this, and I recommend this for effectiveness. The allocation would need to be accessed from Lodge Road which is a traditional employment estate. Given its width, lighting, footways and some on-street parking restrictions I am satisfied that Lodge Road would provide an appropriate means of access to the site allocation. As submitted the policy sought a vehicular connection through the site from Lodge Way to the new housing at Jenkins Way. The delivery of this is uncertain and not necessary to make the allocation acceptable in highways terms. It would therefore not be justified or effective for the policy to require this. **MM84** would remove the requirement and introduce new text requiring development on LPRSA066 to facilitate vehicle and pedestrian connections to the adjacent Jenkins Way housing development, where possible. I recommend this part of the MM so that the Plan would be justified and effective. Finally, in relation to site LPRSA066, the cumulative effect of planned growth on the A229 corridor in Staplehurst means mitigations are likely to be required⁶⁰. The site allocation policy needs to be modified to confirm this and so I recommend **MM85** for effectiveness.

303. For similar reasons, site allocation LPRSA114 will also need modifying to identify mitigation on the A229 in response to cumulative impacts arising from new development. Additionally, site LPRSA114 is in two distinct parcels either side of Pile Lane and the policy refers to parcels A and B. Modifications are needed to policy and a new key diagram to identify the parcels to avoid any potential confusion. **MM86** would cover these various changes and I recommend it so that the plan would be justified and effective. Additionally, **MM87** would also be necessary to modify the key diagram for Staplehurst to identify parcels A and B at site LPRSA114 for plan effectiveness.

Housing Allocations in Larger Villages

304. A small housing allocation for 9 dwellings is proposed at land southeast of Brickfield Close at Eyhorne Street (Hollingbourne) at Policy LPRSA204. As submitted the policy for the allocation references ensuring the amenity of neighbouring resident's is protected. In achieving well-design places, the NPPF at paragraph 130(f) refers to securing a high standard of amenity for existing users and Policy LPRSP15 of the submitted Plan, setting out the Principles of

⁶⁰ Scheme reference HTS1 in the IDP

Good Design, requires similar at part 5 of the policy. There is no particular site-specific amenity issue. The allocation would form a logical consolidation of the small recent housing development at Brickfield Close. I therefore recommend **MM72** which would remove the amenity requirement from the site allocation policy for effectiveness.

305. Land is allocated at Haven Farm in Sutton Valence for a mixed used development including housing, commercial uses including local retail (there is an existing shop and post office on site) and a site to accommodate a doctor surgery and associated car parking. The evidence in the SLAA demonstrates that an indicative capacity of 100 dwellings would be an appropriate approach. Whilst this would be a significant development for Sutton Valence it would be sustainably located close to the village hall, bus stops and within easy walking distance to the primary school. The principle of the allocation is soundly based.

306. In terms of the detail of the policy, as submitted the site capacity needs to be reduced from 110 to approximately 100 dwellings to align with the SLAA evidence. Additionally, given the mix of uses proposed, the policy needs to be accompanied by a concept diagram to show indicatively how these would be accommodated. **MM64** would do this, and I recommend it so that the policy would be justified, effective and positively prepared.

307. As submitted the diagram for Sutton Valence accompanying submitted Policy LPRSP7(C) does not reflect the full extent of the land needed to accommodate the proposed uses including the land requirement for a new health facility. There is a strong existing landscape framework, and this boundary vegetation would be consolidated by the requirement in the site allocation policy for extensive open space and green infrastructure, including approximately 1ha of new natural woodland. **MM34** and **MM65** would amend the allocation boundary as shown on the Sutton Valence diagram and site allocation inset in the Plan respectively and I recommend them so that the Plan would be effective and positively prepared.

308. The overall strategic policy approach to Yalding in Policy LPRSP7(D) as submitted would not accurately reflect the intended level of growth for the village or adequately recognise the need to protect the River Beult SSSI which flows through the village. It is therefore necessary to update the housing figure to approximately 100 dwellings to reflect the proposed allocation on Kenward Road and remove reference to H1(65) at The Glebe which has been completed. It is also necessary to be clear regarding protection of the River Beult SSSI. To ensure the Plan would be effective and positively prepared I recommend **MM35** which incorporates the above amendments.

309. The Plan proposes a single allocation of circa 100 dwellings on land at Kenward Road in Yalding. As submitted the allocation is described as 'North of Kenward

Road' but the full extent of the allocation as shown on the Policies Map is both north and south of the highway, creating concerns that housing could take place on the more sensitive area of land south of Kenward Road. As such I consider the policy as submitted to be ineffective and therefore not sound.

310. To address this, additional specificity is required in the Plan to distinguish between land north and south of Kenward Road and to clarify respective roles for what are two distinct parcels of land. Accordingly, land to the north of Kenward Road should be clearly identified as Area A and would principally accommodate the proposed housing. Land south of Kenward Road should be identified as Area B and this would accommodate supporting infrastructure for the housing compatible with the open valley floor character of the land, such as open space, SUDS and improved connectivity along Kenward Road. **MM35** would make this necessary distinction clear in the strategic policy for Yalding and on the accompanying diagram for the village in the Plan. **MM89** would provide clarificatory consistency on this point in the site allocation policy. I recommend both of these MMs for plan effectiveness.
311. It would also be necessary to incorporate amendments to identify that landscaping would be an integral aspect of the Area A site for housing both around its boundary and within the development itself. This is necessary in response to the site occupying rising land on the river valley side. There is no justification for the development to be informed by a local historic impact assessment and this element of the policy should be removed. To make the site allocation policy justified and effective, the proposed specificity on the amounts of different types of open space to be provided on Area B should be removed and replaced with an aggregate figure (proposed as 4.9ha) with a new requirement that the precise public open space and green infrastructure details would be agreed through an open space strategy in collaboration with the Borough Council and Parish Council as part of a single masterplan for the whole site (areas A and B). **MM89** would make these changes to the site allocation policy (LPRSA248), and I recommend them so that the Plan would be justified and effective. I have slightly amended the wording of MM89 for internal consistency within the policy to confirm that the average density of development would be approximately 30 dwellings per hectare.
312. As identified in the MM consultation, the policy refers to flood risk/drainage in error that clearly relates to another proposed allocation. I have recommended deleting this in the attached appendix and consider no one would be prejudiced by my doing so.

Smaller Villages and Countryside

313. 12 settlements are identified as smaller villages under strategic policy LPRSP8. There will always be debates around settlement categorisation but overall, the

plan-making has taken a reasonable approach in identifying smaller villages for the purposes of this policy⁶¹. Policy LPRSP8 takes a reasonably positive approach for locations where sustainability credentials are limited. In addition to the modest housing site allocation at Campfield Farm in Boughton Monchelsea (Site LPRSA360), the Plan makes positive housing allowances for the other 11 smaller villages. This approach is consistent with NPPF paragraph 78.

314. The smaller villages are split into two levels at 35 dwellings and 25 dwellings to appropriately distinguish between settlement size and capacity to sustainably accommodate modest growth. To reflect the sustainability credentials of the settlements it would be necessary to amend the policy to assign Ulcombe to the 25 dwellings tier and to move Chart Sutton into the 35 dwellings category. **MM36** would do this, and I recommend it so the Plan would be justified and effective. Given the positive allocation of land at Boughton Monchelsea, the settlement is not identified for additional housing growth which would be justified but Policy LPRSP8 should reference the allocation at Campfield Farm and **MM36** would do this, ensuring the Plan would be effective in this regard.
315. Given there has been a steady supply of windfall developments across the rural parishes of the Borough, the submitted plan would be in accordance with NPPF paragraph 68 in assigning the growth in Policy LPRSP8 as 'broad location' development for the latter part of the plan period. This would enable local communities to shape and guide this growth through Neighbourhood Plans, or where that does not occur, the Borough Council may wish to revisit the matter in a subsequent review of the Plan. To reflect this, Policy LPRSP8 would need to be modified to make clear the limited housing growth figures in the policy are to be "plan-led" and not a target to be fulfilled through windfall developments. This would be consistent with NPPF paragraphs 70 and 79. **MM36** would make the necessary change and I recommend it so that the Plan is positively prepared and effective. In addition to the positively identified housing figures in part 2 of the policy, part 3 would allow for additional small-scale housing development in these villages subject to criteria. Again, **MM36** would clarify this, and I recommend the additional text for effectiveness.
316. Policy LPRHOU1 provides a positive policy for supporting housing development on previously developed land. As submitted the policy support does not extend to such sites in smaller villages. Given named smaller villages are identified in the settlement hierarchy and Policy LPRSP8 anticipates some windfall development in these villages, I find LPRHOU1 as submitted would not be sound in its potentially restrictive approach. **MM91** would resolve this by clarifying that housing on previously developed land in named settlements of the hierarchy would be supported subject to reasonable criteria, and only in very

⁶¹ The Settlement Hierarchy Study Review [LPR1.11] and Settlement Annex [LPR1.12]

limited circumstances would housing be allowed on previously developed land in the countryside. I recommend the proposed change for effectiveness.

317. As part of achieving a sustainable pattern of development, additional housing in the countryside, outside of the identified settlement hierarchy must be carefully managed. This would be consistent with NPPF paragraphs 79 and 80. There may be a need for types of housing for different groups in the community, for example, those wishing to self-build, but the countryside, including smaller hamlets, should not be a starting point to locate such development. **MM95** would introduce helpful clarificatory text in this regard to aid implementation of Policy LPRHOU9 (the policy on Self-Build and Custom Housebuilding) and I recommend it for effectiveness.

318. In terms of the character of the countryside the submitted plan at Strategic Policy LPRSP9 is consistent with national planning policy at paragraphs 80, 84 and 176. The submitted plan, justifiably focuses on potential impacts on the KDNL, which is a designated area within the Borough. I also consider it necessary that further content is added to the effect that proposals that would impact on the setting of the High Weald should have regard to the latest Management Plan and its supporting evidence and guidance. **MM37** would do this, and I recommend it for effectiveness and consistency with NPPF paragraph 174.

319. The first criterion of Policy LPRSP9 would resist development that would result in harm to the rural character and appearance of the area. Most development results in change, which can often be perceived as harmful or may indeed result in a degree of harm (possibly quite small in scale). As worded, I am concerned the policy, if implemented zealously, could frustrate development that could be, on a reasonable balance, considered sustainable. I therefore recommend that the word "significant" be added as a qualification to this criterion of the policy to enable decision-makers to undertake a more appropriate balancing exercise. **MM38** would do this, and I recommend it for effectiveness. I have also added a reference to the High Weald Area of Natural Beauty Management Plan within **MM38**, for consistency with **MM37**.

Ancillary matters in respect of Site Allocations

320. The Plan sets out at Table 8.2 a helpful summary of the proposed site allocations in the Plan (excluding the strategic sites). As a consequence of the various MMs to the site allocation policies, Table 8.2 would require updating. **MM63** would do this, and I recommend it to ensure the plan would be positively prepared and effective.

Conclusion on Issue 6

321. In conclusion, subject to the above-mentioned MMs, the Plan's approach to rural service centres, larger villages, smaller villages and the countryside would be justified, effective, positively prepared and consistent with national planning policy.

Issue 7 – Whether the Plan would provide a policy framework for maintaining housing supply and delivery, including a mix of housing needed for different groups in the community that would be effective, justified, positively prepared and consistent with national planning policy?

Maintaining Supply and Delivery

322. Through the SLAA and ongoing monitoring processes, the Council has appropriately profiled much of its deliverable and developable supply of housing. This includes constructive and appropriate engagement with site promoters and developers⁶². The timing of some site delivery now needs to be adjusted, particularly to allow for suitable lead-in times for first delivery at the new garden communities. The capacity of some site allocations in the Maidstone urban area needs to be amended to reflect more realistic figures. Overall, the various adjustments made during the examination process, have been presented in the comprehensive housing trajectory delivery paper in November 2022 and subsequent summary updates prior to and following the Stage 2 hearings in June 2023.

323. The housing land supply, in terms of the pipeline of existing commitments and proposed allocations, has been appropriately profiled to the NPPF definitions of deliverable and developable. Whilst there has been focus in the examination on the garden community developments, it is positive that the Plan has, additionally, allocated a notable number of small, medium and larger housing sites (amounting to a capacity of 3,308 dwellings). This would be in addition to the extant supply and proposals in the Lenham Neighbourhood Plan.

324. At least 10% of the housing requirement will come forward on sites of no more than 1 hectare in accordance with NPPF paragraph 69(a). This is clearly demonstrated in the Housing Delivery and Land Supply Topic Paper. An allowance is made for both small and large site windfalls as part of the anticipated supply. In accordance with NPPF paragraph 71 compelling evidence for this is set out in the Housing Land Supply Update Analysis Paper (April 2021). This draws upon 13 years' worth of monitoring housing delivery

⁶² ED66 Appendix 3 (November 2022) – Individual Site Delivery Confirmations

including on unallocated sites, applying a detailed methodology⁶³ which I consider to be soundly based.

325. The allowance of 113 units per annum on smaller sites is cautious given past higher windfall rates, providing confidence that the trajectory is not based on overly optimistic inputs. The housing trajectory makes no allowance for windfalls until 2026/27, which would be suitably prudent given the scale of extant planning permissions already accounted for.
326. The separate allowance for large windfall sites is also justified. No allowance is made in the trajectory from this source until 2028/9 and then at a modest 90dpa before stepping up to 181dpa from 2033/34. The allowance reflects the potential for further supply through permitted development rights (conversions to residential) and policies in the Plan that allow for older persons accommodation on unallocated sites in sustainable locations.
327. As submitted the plan contained a housing trajectory target that would reflect higher delivery in years 1-5 before stepping down to a consistent target of just over 1,000 dwellings per annum over the remainder of the plan period. An immediate step-up in housing delivery from the 883dpa to deliver consistently against the 1,157dpa would be challenging and may result in a relatively fragile five year deliverable supply. Whilst there has been very strong recent housing delivery in the Borough (a benefit of the 2017 Local Plan) that will likely now abate until allocations in this Plan start to deliver in significant numbers. Whilst there are encouraging signs that some of the allocations are already progressing the overall supply picture means it would only take a small number of key sites to falter before potential outcomes arise contrary to the plan-led approach which the Council is seeking to maintain through this Plan.
328. Accordingly, I do not consider the submitted housing trajectory to be justified. MMs are needed to reflect revised site trajectories and to ensure the trajectory strikes a strong balance between stepping up to meet the significantly higher housing need and ensuring a plan-led approach in accordance with the spatial strategy. In my assessment, the spatial strategy, including two major new garden settlements in the medium to long term to deliver a sustainable pattern of development, means the very circumstances in the PPG⁶⁴ which would justify the use of a stepped housing trajectory are engaged.
329. There is evidence that the Council has historically taken a cautious approach to assessing site capacities, and delivery rates. This is shown in recent levels of significant delivery in excess of identified housing need. However, this cannot be relied upon to assume that the housing land supply position would remain positive against a higher housing requirement in the early parts of the plan

⁶³ ED31, Paragraphs 4.41 to 4.49

⁶⁴ PPG Paragraph 68-021-20190722, Housing Land Supply & Delivery

period. The evidence on delivery does, however, support the application of a 3% non-implementation rate based on local monitoring as opposed to a more cautious 5% figure that has previously been applied. Even when taking into account these considerations, a stepped trajectory is therefore necessary for plan soundness.

330. In maintaining housing delivery, I also consider it will be necessary for soundness to include a new Policy 'LPRSP10 Housing Delivery'. The policy would reaffirm the overall housing requirement over the plan period being a minimum 19,669 homes. It would also set out an updated stepped housing trajectory which after an initial year of 1,157dpa, would moderately step down to 1,000 dpa over years 2-6, before stepping up to 1,150dpa in years 7-12 and then stepping up again to circa 1,350 dwellings in the latter parts of the plan period. This trajectory would appropriately reflect the supply evidence in the Borough, including the lead-in times on delivery on the larger strategic sites. It would also represent a significant increase from the 2017 Local Plan whilst simultaneously ensuring a five-year deliverable supply can be maintained both in terms of the five-year period on plan adoption but in the immediate years beyond. In this way the modified housing trajectory would be sound. The modified trajectory would be reflected in the new Policy LPRSP10 as part of **MM39**, but I also recommend **MM106** which replace the submitted housing trajectory at Appendix 1 to the Plan.
331. The new LPRSP10 policy would set out how delivery would be maintained were matters to unexpectedly worsen and a five year deliverable supply could no longer be demonstrated. This includes a set of parameters where additional residential development could be supported in principle. Ultimately, the new policy includes content that if housing delivery becomes negatively adrift from the trajectory and this is sustained over two subsequent monitoring years then a full or partial plan review would be triggered as the principal remedial action.
332. As set out above in respect of Policy LPRSP8 (smaller villages) and in the case of East Farleigh as a larger village, there is a specific role for Neighbourhood Plans as part of the development plan in tandem with the Local Plan, to boost housing supply. As a strategic policy, LPRSP10, would apply for the test of basic conditions for Neighbourhood Plan making in terms of general conformity⁶⁵. The proposed content of new strategic policy LPRSP10 would reinforce the link from the Local Plan Review to this local tier of plan-making, in terms of requiring continuity of housing allocations and to deliver the housing requirements set out in this plan. Further supporting text to this part of LPRSP10 would clarify what would be required in designated neighbourhood areas.

⁶⁵ NPPF paragraphs 13 and 29

333. For these reasons the new strategic policy on housing delivery would be necessary for the Plan to be justified, effective and positively prepared. It would also be consistent with national planning policy at NPPF paragraph 66 in terms of establishing a housing requirement figure and how that can be met over the plan period. Additionally, the new sections on Designated Neighbourhood Areas are also necessary for consistency with NPPF paragraphs 66 and 67. For these reasons I therefore recommend **MM39**.

334. In conclusion on housing land supply, against the revised stepped housing trajectory there would be a deliverable supply of 5,510 dwellings against a requirement of 4,716⁶⁶. The requirement has been adjusted to account for over-delivery in the first two years of the plan period and the application of a 5% buffer for choice and competition. Two thirds of the deliverable supply would come from extant permissions (applying a 3% non-implementation rate), with allocated non-strategic sites in the Plan accounting for 29% of deliverable supply from year 3 onwards. Whilst I have not been asked to confirm a deliverable supply as per NPPF paragraph 74b), it is nonetheless the case that a deliverable housing land supply equivalent to 5.8 years could be demonstrated at the end of the examination. On this basis the Plan would be consistent with NPPF paragraph 68 and the overall objective to significantly boost the supply of housing.

335. Cumulatively, over the whole housing trajectory a small shortfall of 279 dwellings would arise in the last year of the plan period (2037/38). Given the housing requirement has increased significantly from 17,746 dwellings on plan submission to a modified figure of 19,669 dwellings the scale and timing of this shortfall is not critical to overall plan soundness.

Housing Mix

336. The SHMA includes, amongst other things, an assessment of the size, type and tenure of housing needed for different groups in the community in line with NPPF paragraph 62. Policy LPRSP10(A) provides the foundations for securing an appropriate mix of housing, both in terms of the relevant development management policies but also in setting strategic policy content for neighbourhood plans. As submitted the policy identifies that 'large development schemes' will be expected to give consideration to providing custom and self-build plots. There is no ready definition of 'large development' and so I recommend the policy is modified to reference 'major developments' which is a defined⁶⁷ threshold. **MM40** would do this, and I recommend it for effectiveness.

337. The evidence indicates a relatively modest demand for self-build housing in the Borough, but Policy LPRHOU9 would provide a positive framework for custom

⁶⁶ ED119 Update to Housing Trajectory and Deliverability July 2023

⁶⁷ Town & Country Planning (Development Management Procedure) (England) Order 2015

and self-build housing proposals. It covers both individual applications and also scenarios where serviced plots have been provided as part of major developments in accordance with LPRSP10(A). As submitted, Policy LPRHOU9 would allow for the reversion of plots where marketing, including to those on the Council's Self-Build and Custom Housebuilding Register, has not found a buyer. A period of 24 months marketing is required but there is little justification for such an extensive period, which is likely to prove financially punitive to developers needing to seek a return on the investment of bringing the wider site forward. As such a reduced marketing period of 12 months would be reasonable and provide a suitably fair opportunity if the demand for self-build plots exists. **MM97** would introduce this change and I recommend it accordingly.

338. Policy LPRHOU2 provides a framework for assessing proposals for residential extensions, annexes and redevelopments within built-up areas. The policy contains a more considered approach to proposals in the "countryside and undefined settlements". In terms of consistency within the Plan, settlements in top 6 tiers of the settlement hierarchy are identified and named such that anywhere else for the purposes of the plan and planning policy is countryside. As such the term "undefined settlements" could be confusing and so I recommend **MM92**, which would delete the reference, for effectiveness.

339. Consistent with an aging population, the SHMA identifies a significant need for specialist housing for older persons. This includes retirement or sheltered housing providing an element of support, which is likely to be within use class C3 and enhanced or extra care provision, typically within use class C2. Given the emphasis in the PPG⁶⁸, which describes providing housing for older people is critical, it would be necessary for effectiveness and positive preparation that the Plan sets out more clearly the evidence from the SHMA on the level and types of older persons housing needed to assist decision-makers. **MM93** would do this, and I recommend it accordingly.

340. Policy LPRHOU7 would provide for a generally positive policy approach to assessing proposals for specialist older persons households. As submitted, the policy, would support older persons adjacent to the Maidstone urban area, the rural service centres and larger villages. Given that a limited number of smaller villages are identified in the settlement hierarchy, with some sustainability credentials, the Policy should be amended to allow for older person provision adjacent to the identified settlement boundaries in the plan subject to the criteria in the policy. This would provide for some limited further opportunities to deliver a critically needed type of accommodation that can otherwise be challenging to accommodate within existing built-up areas. **MM94** would introduce the

⁶⁸ PPG paragraph 63-001-20190626

increased scope to deliver older persons housing, resulting in a more positively prepared and effective policy.

Affordable Housing

341. There is a significant need for affordable Housing, with the SHMA identifying a net need for 8,385 affordable homes over the period 2022-2037. The SHMA further advises that the tenure split should be 75% for affordable renting and 25% for affordable homeownership products. Viability testing of the plan has confirmed that different levels of affordable housing can be delivered through new development according to a combination of geographical location and land type. The supporting text to the policy needs to be modified to clarify a low value zone has been identified encompassing the town centre and some of the surrounding inner urban area in the town, where it is often unviable to deliver affordable housing but not conclusively. **MM41** would make the necessary changes to the context for the affordable housing policy, and I recommend it so that the plan would be justified.
342. Following the consultation on the proposed MMs I consider additional text is necessary in support of Policy LPRSP10(B) to clarify that it would be through an open-book process that the principle and value of any off-site financial contributions for affordable housing would be determined. As such I have modified **MM41**. It would provide for internal consistency with LPRSP13 and so I consider no one would be prejudiced by this additional change.
343. Strategic Policy LPRSP10(B) on affordable housing as submitted would not be effective on its approach to affordable housing in the low value zone and on brownfield development in the mid value zone, in terms of starting from the negative of not normally expecting affordable housing to be delivered. There is evidence of a strong need for affordable housing, viability being only marginal and recent examples of housing developments in the low value zone delivering some affordable housing. Modifications are therefore needed to specify that the starting point in such locations will be an expectation that an element of on-site affordable housing could be delivered in the low value zone and on brownfield sites in the mid value zone. Where this is not feasible a proportionate off-site contribution would be secured, subject to viability testing.
344. It is also necessary to modify the affordable housing policy to delete the indicative target of 25% First Homes, and to replace this with intermediate or affordable home ownership, of which First Homes would be an element. Consequently, it would also be necessary to insert new text into the policy to set out the requirements in those cases where 25% First Home provision would not be adequate to meet the minimum 10% affordable home ownership.

345. It is not necessary to specify in the policy that affordable housing will be required to meet optional technical standard M4(2) on accessibility as this is set out in Policy LPRQ&D6, which applies the M4(2) standard to all new dwellings. Finally, it would be necessary to clarify the value zones, rather than broad geographical areas, where affordable housing would be required on C3 retirement housing. This would allow for internal consistency within the policy and by reference to the viability assessment evidence underpinning the plan. It is also necessary to specify in the policy that affordable housing will not be expected on C2 residential care homes and nursing homes. All of these modifications are presented in **MM42** which I recommend so that the policy would be justified, consistent with national planning policy and effective.

Gypsies and Travellers

346. A new Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTTSAA) was under preparation at the time of Plan submission, having been delayed by the Covid-19 pandemic. The submitted Plan recognised that the GTTSSA, when finalised, would be likely to identify a significant need for additional pitches. The approach on Plan submission was the commitment to prepare a separate Gypsy, Traveller and Travelling Showpeople Development Plan Document (the GTTSDPD) and a policy framework in the submitted plan at LPRSP10(C) to continue to allocate extant Gypsy and Traveller Site allocations. Submitted Policy LPRSP10(C) also commits to the production of the GTTSDPD. In addition, the Plan contains Policy LPRHOU8 which provides a development management policy for determining individual planning proposals.

347. NPPF paragraph 62 requires that the housing needs of different groups in the community should be assessed and reflecting in planning policies, including travellers. The NPPF cross-refers to the Planning Policy for Traveller Sites (PPTS) which provides further national planning policy. The GTTSSA has been a substantial piece of work including a sizeable number of interviews. The final outputs were delivered during the examination, firstly as interim draft outputs in January 2023 [ED76] and a final version in September 2023 [ED130].

348. Overall, the GTTSSA has identified a need for 340 pitches over the period 2023 to 2040 for those who met the previous 'planning definition' in the PPTS. In addition, there is a need for 122 pitches for undetermined households over the same period and 67 pitches for households that did not meet the previous 'planning definition' in the PPTS. This results in a cumulative need for 529 pitches. Most of that need is required to be met within the first five years. The GTTSSA also identifies a need for 7 plots for travelling showpeople.

349. The up-to-date need figures have only been established at a very late stage of the plan-making process. I do not consider it prudent or necessary for plan

soundness that adoption of the Plan is delayed further to fully address this matter. I come to this view based on two considerations.

350. Firstly, addressing the scale of need will take time. It will involve careful consideration of existing sites and the extent to which provision can be optimised on these sites through intensification and expansion before identifying new sites that would need to be allocated. In this regard the Borough Council is already preparing the GTTSDPD in accordance with the Local Development Scheme. There have already been three calls for sites as well as a Regulation 18 consultation on this document. I am assured by the work already undertaken that the Borough Council is committed to the GTTSDPD as a plan-led approach to meet needs.
351. Secondly, the reallocated provision within the Plan through Policy LPRSP10(C) would provide for around 22 net pitches. I recognise this is relatively modest, but it provides some potential supply in the interim before the GTTSDPD is adopted. Additionally, Policy LPRHOU8, in accordance with the PPTS, would provide an up-to-date policy for assessing individual proposals, including pitches for undetermined households.
352. At this stage, for consistency with NPPF paragraph 60, the outputs of the GTTSSA need to be reflected in the Plan to provide necessary strategic context for the finalisation of the GTTSDPD in accordance with the Local Development Scheme. Accordingly, additional content would be required to Policy LPRSS1 (the Spatial Strategy) to confirm that the accommodation needs of the gypsy, traveller and travelling showpeople community will seek to be met in full and the commitment to take forward the GTTSDPD. Additionally, it would also be necessary to set out the key findings from the latest evidence from the GTTSSA with the necessary caveats that it remains the role of the GTTSDPD to determine the precise number of additional pitches that are needed on new site allocations. I have amended the wording of MM8 to clarify that reference to a 'planning definition' of gypsies and travellers stems from the 2015 Planning Policy for Traveller Sites and is now a 'previous' definition. I do not consider this affects the substance of the proposed modification as the GTTSDPD will need to be consistent with the latest PPTS. Accordingly, I recommend both the relevant part of **MM7** and the amended **MM8** so that the Plan would be positively prepared and consistent with NPPF paragraph 60 and the PPTS.
353. In respect of Policy LPRHOU8, **MM96** would remove criterion ii) of the submitted policy requiring compliance with the planning definition in the 2015 PPTS. This is necessary to avoid unlawful discrimination but also consistency with latest national planning policy, foreshadowing the recent change to the PPTS in December 2023.

Conclusion on Issue 7

354. In conclusion, subject to the above-mentioned MMs, the Plan would provide an effective and positively prepared policy framework for maintaining supply and delivery, including a mix of housing needed for different groups in the community consistent with national planning policy.

Issue 8 – Whether the Plan's policies for transport and Infrastructure are justified, effective and consistent with national planning policy.

Transport

355. Policy LPRSP12 sets out the strategic approach on sustainable transport. Whilst the Plan is accompanied by a proportionate amount of modelling work to understand potential impacts of the Plan on the highway network, as raised elsewhere in this report, the DfT Circular 01/22 will impact on the need and timing for highway mitigations. In moving away from the approach of 'predict and provide' to one of 'Vision and Validate' through a monitor and manage approach, the aim is not to unsustainably over-provide additional highway capacity at an early stage of developments, potentially undermining other efforts to promote modal shift.
356. The policy appropriately recognises that highway network capacity needs to be improved and it will be for the IDP to outline what schemes will be necessary and when they need to be delivered. The IDP has been updated during the examination process to reflect the ongoing evidence base. The final part of Policy LPRSP12 provides the necessary reference to the status and role of the IDP. Importantly, **MM54** would insert the new approach of the 'Vision and Validate' principles from DfT Circular 01/22 and require proposals to set out a monitor and manage strategy for each site covering all modes of transport. This modification is necessary to give impetus to the need to plan for ambitious but realistic modal shift and travel behaviour changes at the outset. I therefore recommend the modification to reflect the Circular for effectiveness.
357. Transport modelling work to date, and dialogue with National Highways and KCC has identified the need for various strategic and local highway infrastructure improvements within and close to the Borough that would be required to support the Plan's growth. These are identified at paragraph 7.82 of the Plan. This paragraph, however, needs to be modified to reflect the new approach sought by DfT Circular 01/22 described above. It also needs to be modified to ensure consistency with the IDP and ITS and therefore expanded to include reference specific highway schemes. **MM51** would make these various changes to the paragraph, and they are recommended for consistency with national policy and effectiveness. I have also added M2 Junction 3 and M20 Junction 8 capacity improvements as part of **MM51** as these are identified

elsewhere in the Plan. There may well be other highway infrastructure required to support the Plan's proposals and so I have amended the wording of MM51 to make clear the list at paragraph 7.82 is not closed.

358. The submitted Plan can only set out what is likely to be required for the highway network, as a consequence of the Plan's proposals, based on the evidence at the time. Travel demands and behaviour can change and so it is important that the Plan is seen in the context of the IDP and ITS. Various MMs are needed to reinforce that the ITS and IDP work exists parallel to the Plan in order to appropriately manage the transport implications of development as it comes forward, including any cumulative impacts. This would be reflected in new plan content in the Plan as set out in **MM50** and **MM52** and I recommend both for consistency with national policy and for effectiveness.
359. On submission the plan contained Policy LPRTRA3 supporting park and ride services in Maidstone, the protection of two existing sites and support for further opportunities. The service ceased in early 2022 and so it is no longer justified to retain the policy and so I recommend its deletion as set out in **MM102** so that the plan would be justified and effective. For the same reasons **MM53** would also be necessary in deleting text relating to park and ride in the context of strategic policy LPRSP12.
360. Policy LPRTRA4 sets out parking standards for all types of development. The submitted policy set out detailed standards for electric vehicle charging points. Matters have now been superseded by Part S of the Building Regulations, which will apply to new residential developments. As such it would no longer be justified or effective to pursue separate standards for residential development in Policy LPRTRA4. **MM103** would delete the relevant part of the policy and I recommend it accordingly.

Infrastructure

361. Plan preparation has been accompanied by a comprehensive IDP, which has been periodically amended to reflect the iterative nature of infrastructure planning. The IDP has been updated following the examination hearings and prior to consultation on the MMs. The IDP reflects a significant number of infrastructure projects necessary to support sustainable growth in the Borough over the plan period. There remain some differences over specific costs for certain infrastructure projects and a desire to see additional specificity and precision on when infrastructure is likely to come forward. The IDP provides a fair and reasonable assessment of infrastructure requirements and is clearly informed by evidence and dialogue with key infrastructure providers.
362. Some details will change with time and are necessarily provisional, such that it would be unreasonable to require absolute precision and detail. Overall, the IDP provides a reasonable picture of the infrastructure requirements, costs (where

they are known) and timescales and potential funding sources and shortfalls. Funding shortfalls or gaps are not uncommon. That would be part of the justification for pursuing an infrastructure levy and potentially securing other sources of funding that can be applied for to implement sustainable growth.

363. The IDP relates to the infrastructure requirements and phasing on site allocations, particularly for the strategic development sites, reflected in a number of MMs set out above. These sites will be subject to further infrastructure planning alongside SPD and masterplanning work including bespoke infrastructure funding agreements as required by the site policies.
364. Policy LPRSP13 sets out the strategic approach for infrastructure delivery including infrastructure priorities for residential and commercial developments and the mechanisms and approaches that will be used to secure infrastructure, either directly on site or through financial contributions for off-site provision. The policy identifies planning obligations and the Council's continued use of the Community Infrastructure Levy. For completeness, the policy also needs to refer to the use of S278 agreements for highways works. **MM56** would do this, and I recommend it for effectiveness.
365. Policy LPRINF2 seeks to ensure adequate accessibility to community facilities through new provision and seeking to resist the loss of existing facilities. The policy is intended to apply to recreational facilities but is not particularly clear on this. Accordingly, additional content to the policy referencing existing open space, sports and recreation assets is required, having regard to NPPF paragraphs 93c) and 99. This is set out in **MM104**, which I recommend for consistency with national planning policy and for effectiveness.

Conclusion on Issue 8

366. In conclusion, subject to the above-mentioned MMs, the Plan's policies for transport and Infrastructure would be justified, effective and consistent with national planning policy.

Issue 9 – Whether the plan's policies for the natural environment, heritage and climate change are justified, effective and consistent with national planning policy.

Natural Environment

367. Strategic Policy LPRSP14A provides the over-arching policy on natural environment. It provides an appropriate framework for the protection and enhancement of the natural environment, including specific requirements in relation to protected habitats, compliant with the relevant Regulations.

368. The policy sets a requirement for a minimum 20% biodiversity net gain (BNG). Whilst the national BNG requirement is set at a minimum 10%, there is nothing in the NPPF 2021 or the Environment Act 2021 to suppress local authorities seeking more ambitious minimum targets through Local Plans provided it is justified. The environmental baseline in the SA confirms that Kent has not met its 2010 Biodiversity targets, and is unlikely to have met 2020 targets, and this is set to decline further without targeted interventions. In this regard I was referred to the collaborative approach being taken across Kent, including through the Kent Nature Partnership⁶⁹ and from Kent Wildlife Trust that is seeking a minimum 20% BNG in Local Plan policies. This would also align with widespread representations at earlier stages of Plan preparation for a stronger policy framework for biodiversity, as set out in the Environment Topic Paper.
369. At a more local level, seeking a 20% BNG would clearly align with the objectives and ambitions set out in the Council's Climate Change and Biodiversity Strategy and Action Plan. This includes a number of actions for the Borough Council including implementing a Biodiversity Strategy and a Nature Recovery Strategy and working with others to deliver landscape scale biodiversity initiatives. The minimum 20%, measured against the latest metric, is strongly supported by Natural England and KCC, amongst others. SA has also taken account of 20% BNG, both as part of Policy LPRSP14(A) and in the strategic policies for Heathlands⁷⁰ and Lidsing, which has informed an assessment that it can be anticipated to have positive effects in mitigating the effects of development.
370. On site provision is shown to be viable for development as demonstrated in the plan-wide viability assessment as part of an appropriate consideration of policy costs. The modified policy would allow for off-site provision, which may give rise to some potential viability considerations. As such, and following consultation on the MMs, I have inserted additional text to **MM58** to clarify that where 20% BNG is not viable, in combination with other policy costs in the plan, then the statutory minimum BNG (at least 10%) would be required. I do not consider this additional change alters the substance of the policy and would be consistent with Policy LPRSP13 in regards of wider development viability and so I recommend it for effectiveness.
371. An amendment is needed to the policy to delete the reference to BNG being "on site" as other mechanisms, such as conservation covenants or contributions towards off-site provision, may be appropriate, particularly on smaller developments. **MM58** would address this and with its recommendation I find the over-arching approach of a minimum 20% BNG would be sound.

⁶⁹ In delivering the Kent Biodiversity Strategy (2020-2045)

⁷⁰ Deliverability for Heathlands further assessed in LPR1.84

372. There is concern that the policy lacks sufficient detail on how 20% BNG could be implemented, such that the requirement is not justified, or that additional guidance should be provided to make the policy effective. In this regard the Council is preparing a separate Design and Sustainability Development Plan Document (DPD) which the latest Local Development Scheme confirms will cover matters in relation to biodiversity. Consequently, I recommend that part of **MM58** which would insert new text setting out that this DPD will provide further detail in support of the implementation of Part 1 of Policy LPRSP14(A).
373. Following the consultation on proposed MMs I am also recommending that Local Biodiversity Action Plan priority species be added to the policy as part of **MM58** for consistency with NPPF paragraph 179b).
374. The impact of policies and proposals in the Plan on the site integrity of the North Downs Woodland SAC as consequence of air pollution has been a particular matter during plan preparation and this examination. Whilst the issue is principally seen as being related to the Lidsing proposal it remains justified that Policy LPRSP14A sets out a strategic approach to mitigation, given that other developments resulting in a material impact on air quality (increase in traffic on roads within 200 metres of the SAC) are likely to need to carry out an appropriate assessment under the Habitats Regulations. The issue becomes more pronounced were the Lidsing proposal and its proposed mitigation to be significantly delayed or not taken forward. Accordingly, and having regard to the outcomes of HRA (including AA), I recommend the new section within Policy LPRSP14A and additional supporting text in **MM58** to ensure a suitably precautionary approach and no adverse effect on site integrity.
375. Development at Heathlands and Lenham Broad Location are the two principal strategic developments in the Plan within the catchment of the River Stour, where increases in nitrogen and phosphorus would adversely affect site integrity of the Stodmarsh SPA, SAC and Ramsar site downstream. Policy LPRSP14A would apply to both of these developments as well as any other development which would result in a net increase in population served by waste water infrastructure in the Stour catchment. On this matter I therefore recommend **MM57** in terms of adding additional clarity to supporting text to the Policy for plan effectiveness and consistency with national planning policy. I also recommend the part of **MM58** would additionally reference 'principal aquifers' in terms of the water environment to be protected.
376. Local Wildlife Sites have a valuable role in protecting and enhancing biodiversity and so their omission from the sites to be enhanced, extended and connected in Policy LPRSP14A means the plan would not be effective in terms of conserving and enhancing the natural environment. Consequently, I recommend their identification within the policy as part of **MM58**. I also recommend that part of **MM58** which would identify 'Landscapes of Local Value' as part of the natural environment consistent with NPPF paragraph 174a. Finally, in relation to Policy

LPRSP14(A) I also recommend those parts of **MM58** which would introduce new criteria 9 and 10 to the policy. These additional criteria would address the need to protect and enhance soils and require the provision of Sustainable Urban Drainage systems (SUDS), consistent with NPPF paragraph 174a and paragraph 169 respectively.

Heritage

377. Policy LPRSP14(B) provides a strategic policy for conserving, and where possible, enhancing the historic environment of the Borough. Criterion 2 of the policy should reflect when assessing the impact on the significance of heritage assets, consideration will need to be given to any public benefits, which need to be weighed against any harm to designated heritage assets⁷¹. As such I recommend **MM59** so that the Plan would be consistent with national planning policy and for effectiveness. For similar reasons Policy LPRENV1 dealing with development affecting heritage assets would need to be modified to require consideration of potential public benefits in any heritage balance and so I recommend **MM105** accordingly.

Climate Change

378. The Plan contains Policy LPRSP14(C) on meeting the challenges of climate change. The Council is separately preparing a Design and Sustainability Development Plan Document which will contain further policy on how development in the Borough can support the transition to a low carbon future and as well as improving resilience of communities and infrastructure to climate change impacts. This approach would be consistent with NPPF paragraph 21. Accordingly, it is not necessary for soundness for the Plan to contain detailed policy on matters such as sustainable construction and energy efficiency.

379. As a strategic policy, LPRSP14(C) sets out a number of measures, broadly reflective of the content of Section 14 of the NPPF on climate change. Modifications are needed to the policy to ensure it would be justified and effective. As submitted the policy requires blue-green infrastructure, including SUDS to be integrated into 'qualifying' new development. The term 'qualifying' is too imprecise and so I recommend it be replaced by 'major', which is an understood scale of development and consistent with paragraph 169 of the NPPF. Additionally, the part of the policy on 110 litres per person per day for new housing needs to be amended to reflect that it would be the standard of construction (including fittings) that would ensure this. Finally, adapting to climate change and ensuring future resilience is part of the role of planning, as stated at paragraph 153 of the NPPF. Accordingly, it would be necessary for soundness to require development to have regard to surface water

⁷¹ The respective tests at NPPF paragraphs 201 and 202 depending on the degree of heritage harm.

management plans. **MM60** would address these issues and I recommend it so the policy would be justified and for effectiveness.

Conclusion on Issue 9

380. In conclusion, subject to the above-mentioned MMs, the Plan's policies for the natural environment, heritage and climate change would be justified, effective and consistent with national planning policy.

Issue 10 – Whether the Plan's policies for achieving good design are justified, effective and consistent with national planning policy.

Quality and Design

381. The submitted Plan contains a suite of policies aimed at ensuring well-designed places are achieved in the Borough consistent with national planning policy but also cognisant of the need to ensure that the significant growth required in the Borough can be accommodated in ways that are going to function well and add to the overall quality of the area. In addition to the design policies, the site allocation policies also set out relatively detailed design requirements for those sites. Furthermore, the policy frameworks for the new garden communities and the strategic development locations set high level design matters as well as requiring further work in terms of masterplanning and design codes. As such, it is not necessary for the soundness of the Plan to go further and to attempt to cover every design matter at this stage on what will be significant, long-term developments.

382. Sitting underneath Strategic Policy LPRSP15 on design are LPRQ&D policies for more detailed matters. Policy LPRQ&D3 on signage needs to remove content covered elsewhere in the submitted plan at Policy LPRSP11(c) and so I recommend **MM99** for clarity and effectiveness.

383. In a rural borough, the conversion of rural buildings generates their own design considerations. In this regard Policy LPRQ&D5 needs to be modified to include reference to taking account of available guidance, including the Kent Downs Farmstead Guidance. **MM100** would do this, and I recommend so that the Plan would be justified and effective.

Optional Technical Standards

384. Policy LPRQ&D6 would set the requirement for various optional technical standards. This includes internal space standards in accordance with nationally described space standards, accessibility standards to M4(2) on all new dwellings and water efficiency of 110 litres per person per day. These requirements have been viability tested and would not compromise delivery.

The optional technical standard on water consumption is clearly justified by the Borough being classified a water stressed area by the Environment Agency⁷².

385. Having regard to the evidence in the SHMA, the M4(2) accessibility standard in all new dwellings is justified. Having regard to the PPG⁷³ the policy should set out potential circumstances where M4(2) may not be feasible. Additionally, the evidence also identifies a need for wheelchair accessible housing as per optional standard M4(3) but this is not reflected in the submitted policy. Consequently, in order for the plan to be justified, additional policy content is required seeking the circumstances where M4(3) housing would be sought and confirming that such housing only applies to those properties for which the Council would be responsible for allocating or nominating the household, in accordance with PPG paragraph 56-011-20150327. **MM101** would make the necessary changes to this part of Policy LPRQ&D6 and I recommend it so that the Plan would be consistent with national planning policy and guidance.

Conclusion on Issue 10

386. In conclusion, subject to the above-mentioned MMs, the Plan's policies for achieving good design would be justified, effective and consistent with national planning policy.

Issue 11 – Monitoring and Review

Monitoring

387. The plan contains a set of monitoring indicators, which broadly align to the proposed indicators set out in the monitoring section of the SA⁷⁴. I am satisfied that these would be effective in monitoring plan delivery and identifying where action might be needed. As set out under Issue 7 above, the housing trajectory has been recommended for modification and a new Strategic Policy on housing delivery has also been separately recommended. These measures will further focus monitoring of housing delivery and the need for any corrective action if required. No further modifications are needed to the monitoring framework for the submitted plan for Plan soundness.

Plan Review

388. The process and timeframe for the submitted plan started, in large part, from a review policy contained in the 2017 Local Plan. In examining this plan, there are no reasons for plan soundness to repeat a plan review policy. Regulations now require local planning authorities to consider plan review within a five-year period in any event. Monitoring of the plan's performance together with any

⁷² ED107 Water Stressed Areas – Final Classification July 2021, Environment Agency

⁷³ PPG Paragraph 56-008-20160519

⁷⁴ Table 10.1 of 2021 SA Report [LPRSUB002a]

other changes (for example, updates to national planning policy) will inform when a plan review should be triggered including in relation to housing delivery. The latest LDS also identifies separate development plan documents on design and sustainability and gypsy and traveller provision which would ensure development plan policy on these matters remains up to date.

Other Matters

389. On submission, the plan contained a glossary. As a consequence of various MMs and the timescale of the examination, the glossary itself needs modifying so that the Plan would be effective. Many of the changes to definitions in the glossary are to ensure consistency with the NPPF, reflect important factual updates, and various planning related legislation. Following consultation on the MMs I have added a definition of 'Windfall' to the glossary for effectiveness. **MM107** would make the glossary effective for decision-making going forward and so I recommend it accordingly.

Conclusion on Issue 11

390. In conclusion, the plan would provide an effective approach to monitoring and sufficient mechanisms exist to inform when a plan review would be required.

Overall Conclusion and Recommendation

391. The Council has requested that I recommend MMs to make the Plan sound and capable of adoption. I conclude that the duty to cooperate has been met and that with the recommended main modifications set out in the Appendix the Maidstone Local Plan Review satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound.

David Spencer

Inspector

This report is accompanied by an Appendix containing the Main Modifications.

Appendix 1 – Schedule of Recommended Main Modifications

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM1	Para 2.5	<p>Amend paragraph 2.5 as follows:</p> <p>This Local Plan Review document updates and supersedes the 2017 Local Plan, whilst ‘saving’ relevant policies contained within it, and ensuring that it is in line with the latest national planning requirements, including extending the plan period to 2037/38 2038. <u>A schedule of the ‘saved’ policies that would not be superseded is included in Appendix 3.</u> The Local Plan Review is a key document that sets the framework to guide the future development of the Borough. It plans for homes, jobs, shopping, leisure and the environment, including biodiversity and climate change, as well as the associated infrastructure to support new development. It explains the ‘why, what, where, when and how’ development will be delivered through the strategy that plans for growth and renewal whilst at the same time protects and enhances the borough’s natural and built assets.</p>	For plan effectiveness, consistency with the NPPF, and to align with Main Modifications with respect to the plan period.
MM2	Para 2.11	<p>Amend paragraph 2.11 as follows:</p> <p><u>The Marine Management Organisation has produced a South East Marine Plan. Under the Marine and Coastal Access Act, any relevant authorisation or enforcement decisions must be made in accordance with the marine plan. Any other decisions which may impact the marine area must also have regard to the marine plan.</u> The Kent Minerals and Waste Local Plan identifies Mineral Safeguarding Areas whose purpose is to avoid the unnecessary sterilization of any mineral resources through incompatible development.</p>	For plan effectiveness.
MM3	Para 2.12	<p>Amend paragraph 2.12 as follows:</p> <p>Neighbourhood Development Plans, which are also called Neighbourhood Plans are prepared by Parish Councils and Neighbourhood Forums. A Neighbourhood Plan attains the same legal status as other documents within the Development Plan once it has been agreed at referendum and is made (brought into legal force) by the Borough Council. Government advises that a Neighbourhood Plan should support the strategic development needs set out in</p>	For consistency with the NPPF.

		an adopted Local Plan and plan positively to support local development <u>meet certain basic conditions as set out in legislation</u> . One of the conditions is that Neighbourhood Plans must be prepared in accordance with the NPPF and be in general conformity with the strategic policies of the adopted Maidstone Borough Local Plan Review. <u>A schedule of the policies that are 'strategic policies' for the purpose of neighbourhood planning are included in Appendix 4.</u>	
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Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM4	Para 4.2	<p>Amend paragraph 4.2 as follows:</p> <p>Having regard to the Borough's Strategic Plan, as well as the other matters and strategic issues that the LPR will need to address, <u>looking to the end of the plan period and beyond</u>¹, the proposed spatial vision for the LPR is as follows:</p> <p><i><u>[Text box] By 2037 Maidstone: A borough open to and embracing growth which provides improved infrastructure, economic opportunity and prosperity, along with services, spaces, and homes for our communities, while addressing biodiversity and climate change challenges and protecting our heritage, natural and cultural assets. This will be achieved through the implementation of the Spatial Strategy as set out in Chapter 5 of this Local Plan Review.</u></i></p> <p><i><u>[Footnote] ¹NPPF paragraph 22 requirement to include a vision that looks further ahead (at least 30 years) to take into account the likely timescale for delivery of the new garden settlements.</u></i></p>	For consistency with the NPPF.
MM5	Para 4.6	<p>Amend paragraph 4.6 as follows:</p> <p>Development will have regard to safeguarding and maintaining the character of the borough's landscapes including the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings. Great weight will be given to conserving and enhancing the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings. Development will conserve and enhance the landscape and scenic beauty of the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings.</p>	For consistency with the NPPF.

		Development <u>within the setting</u> will also conserve and enhance <u>the landscape and scenic beauty of the Kent Downs and High Weald National Landscapes and should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas. Development will also conserve and enhance</u> other distinctive landscapes of local value and heritage designations whilst facilitating the economic and social well-being of these areas, including the diversification of the rural economy.	
MM6	Para 4.7	<p>Amend paragraph 4.7 as follows:</p> <p>To recognise the climate change emergency by ensuring that development supports the Council's ambition of becoming a carbon neutral borough by 2030 by delivering sustainable and, where possible, low carbon growth which protects <u>and enhances</u> the boroughs natural environment. The Council will, through local plan policy, seek to facilitate the necessary infrastructure to enable residents and businesses to minimise their impact on and respond to climate change. Developments will have considered the potential for the site to be delivered in a low carbon way, the incorporation of zero or low carbon technologies, and will include provision to enable future technologies and climate change adaptation. Additionally, development will give high regard to protection and enhancement of biodiversity. <u>Developers and the Council will work proactively with the sewerage service provider to ensure that any necessary upgrades to wastewater treatment works and/or the sewer network resulting from new development are identified early to ensure that performance of wastewater infrastructure is not diminished by the connection of new development.</u></p>	For plan effectiveness.

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM7	LPRSS1	<p>Amend Policy LPRSS1 as follows:</p> <p>Maidstone Borough spatial strategy 2022-2037<u>2021-2038</u></p> <ol style="list-style-type: none"> Between 2022<u>2021</u> and 2037<u>2038</u> provision is made through the granting of planning permissions and the allocation of sites for <u>a minimum of 47,746</u>19,669 new dwellings. 	<p>For consistency with the NPPF.</p> <p>To ensure the plan is justified and for plan effectiveness.</p>

		<p>2. Between 20222021 and 20372038 provision is made through the granting of planning permissions and the allocation of sites for a minimum of <u>119,250m² employment floorspace as follows:</u></p> <p>i. 33,43036,650m² floorspace for office use; ii. 27,13533,660m² floorspace for industrial use; iii. 40,99048,940m² floorspace for warehousing use.</p> <p>3. Between 20222021 and 20372038 provision is made through the granting of planning permissions and the allocation of sites <u>for a minimum of 14,360m² retail, food and beverage floorspace as follows:</u></p> <p>i. 5,7265,990m² floorspace for retail (convenience) use; ii. 4,1161,220m² floorspace for retail (comparison) use; and iii. 6,9277,150m² floorspace for food and beverage use.</p> <p>4. New land allocations that contribute towards meeting the above provisions are identified on the policies map.</p> <p>Maidstone Urban Area</p> <p>5. Maidstone urban area will continue to be a focus for development in the borough. Best use will be made of available sites within the urban area. Renewal is prioritised within the town centre, which will continue to be the primary retail and office location in the borough, and for which further detailed masterplanning is proposed to ensure that the maximum benefit is realised from development in the town centre.</p> <p>Garden Settlement & Strategic Development Locations</p> <p>6. New, sustainable Garden Settlements are identified at Lenham Heath and Lidsing which will provide new homes, jobs and services, all delivered to garden community principles.</p> <p>7. A Strategic Development Location is identified at Invicta Barracks, with potential for development in the Leeds-Langley corridor to support and enable a possible addition to the highway network linking the A274 with M20 J8.</p> <p>Employment Sites</p>	
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		<p>8. <u>Delivery of Woodcut Farm</u>, Aa prestigious business park at Junction 8 of the M20 that is well connected to the motorway network, will provide for a range of job needs up to 20372038. The site will make a substantial contribution to the need for new office space in the borough as well as meeting the 'qualitative' need for aproviding a new, well serviced and well-connected mixed-use employment site suitable for offices, industry and warehousing; and will thereby helpinging to diversify the range of sites available to new and expanding businesses in the borough. Redevelopment of the former Syngenta Works site near Yalding will make a significant contribution to the provision of employment uses, <u>as will the continued build out of the Kent Medical Campus/ Newnham Park site</u>. A number of smaller sites for employment use are allocated around the borough to accommodate a diverse range of employment types.</p> <p><u>Gypsies, travellers and travelling showpeople</u></p> <p>9. <u>The Council will seek to ensure that the accommodation needs of the gypsy, traveller and travelling showpeople community over the plan period will be met in full. Further details will be set out in a Gypsy, Traveller and Travelling Showpeople DPD.</u></p>	
MM8	Para 5.19	<p>Amend paragraph 5.19 as follows:</p> <p>There is a potentially significant emerging need for Gypsy & Traveller accommodation. As noted elsewhere in this document, work on a dedicated Development Plan Document (DPD) will be undertaken at the earliest opportunity<u>is underway, in accordance with the Local development Scheme (LDS) timetables.</u></p> <p><u>There is a potentially significant need for gypsy and traveller accommodation. The latest evidence, in the form of a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA), indicates an indicative total need for 543 pitches and 7 plots over the period 2023 to 2040. These figures include both those who meet the previous planning definition (as set out in the 2015 Planning Policy for Traveller Sites) and those households of gypsy and traveller ethnicity who do not travel but seek culturally appropriate accommodation.</u></p> <p><u>Importantly it is recognised that these figures are subject to review and do not represent the final number of pitches that must be allocated through the DPD. Further work is required to understand the short term need for pitches for those meeting the planning definition, as this will indicate the requirement specifically for site allocations and the number will need to be adjusted accordingly at that time. Additionally, assessment of existing sites is required to ascertain how much of the identified need can be sustainably</u></p>	To ensure the plan is justified and for consistency with the NPPF.

		<p><u>and suitably accommodated through existing site reorganisation, intensification and/or expansion, without the need to find additional land for entirely new sites.</u></p> <p><u>Ultimately, the need figures contained in the emerging DPD will supersede the indicative figures provided in this Local Plan Review.</u></p>	
MM9	Figure 5.3 (Key Diagram) Page 32	<p>Amend Figure 5.3 (Key Diagram) as follows:</p> <ul style="list-style-type: none"> • Delete the Leeds-Langley Corridor • Update the Strategic Locations for housing (i.e., delineated by a Star 'H' icon) 	<p>To ensure the plan is justified and for plan effectiveness.</p> <p>To rectify editorial errors and ensure the Key Diagram is consistent with the Spatial Strategy, as per LPRSS1.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason																									
MM10	LPRSP1	<p>Amend Policy LPRSP1 criterion (3) as follows:</p> <p>Through a combination of site allocations, identified broad locations and the granting of planning permissions, development in the town centre will deliver in the region of 3,059 2,500 new homes, 6,169 sqm of commercial floorspace, and 6,462 7,162 sqm of retail/food and drink floorspace to 2037 2038. This includes the following:</p> <table><tr><th colspan="5">Town Centre allocations</th></tr><tr><th>Reference</th><th>Site address</th><th>New homes</th><th>Commercial floorspace (sqm)</th><th>Retail floorspace (sqm)</th></tr><tr><td>H1(18)</td><td>Dunning Hall (off Fremlin Walk), Week Street</td><td>14</td><td>0</td><td>0</td></tr><tr><td>RMX1(3)</td><td>King Street car park</td><td>0</td><td>0</td><td>700 1,400</td></tr><tr><td>LPRSA144</td><td>High Street/Medway Street⁴³</td><td>50</td><td>0</td><td>150</td></tr></table>	Town Centre allocations					Reference	Site address	New homes	Commercial floorspace (sqm)	Retail floorspace (sqm)	H1(18)	Dunning Hall (off Fremlin Walk), Week Street	14	0	0	RMX1(3)	King Street car park	0	0	700 1,400	LPRSA144	High Street/Medway Street ⁴³	50	0	150	For plan effectiveness and factual updates.
Town Centre allocations																												
Reference	Site address	New homes	Commercial floorspace (sqm)	Retail floorspace (sqm)																								
H1(18)	Dunning Hall (off Fremlin Walk), Week Street	14	0	0																								
RMX1(3)	King Street car park	0	0	700 1,400																								
LPRSA144	High Street/Medway Street ⁴³	50	0	150																								

LPRSA145	Len House ²¹	159	0	3,612
LPRSA146	Maidstone East/ Royal Mail sorting office ³²	500	5,000	2,000
LPRSA147	Gala Bingo & Granada House	40	TBD	TBD
LPRSA148	Maidstone Riverside	650	TBD	TBD
LPRSA149	Maidstone West	204 130	0	TBD
LPRSA151	Mote Road ²	172	1,169	0
Sub-total:		604 1,715	5,000 6,169	2,150 7,162
Town Centre Broad Location				
H2 (1) The Mall		400	0	0
H2 (1) Office conversion		119 ⁵ 174³	0	0
Sites TBC reflecting Town Centre Strategy, but could include components of Sessions House; Broadway; Lockmeadow ; sites on Week Street; Mill Street Car Park and others		700 215	TBD	TBD
Sub-total:		1,219 789	0	0
TOTAL:		3,059 2,504	6,169	6,462 7,162

¹Revised floorspace amount and boundary to account for delivery of homes on part of the original site

²¹Permission (20/501029/FULL) for flexible commercial floorspace including retail, financial and professional, café or restaurant, drinking establishment, offices, clinic or health centre, crèche or day nursery, gymnasium or indoor recreational purposes uses

³²Supersedes LP17 allocation RMX1(2) Maidstone East/Royal Mail Sorting Office

⁴³Supersedes LP17 allocation H1(13) Medway Street

⁵² Permission (20/505707/FULL)

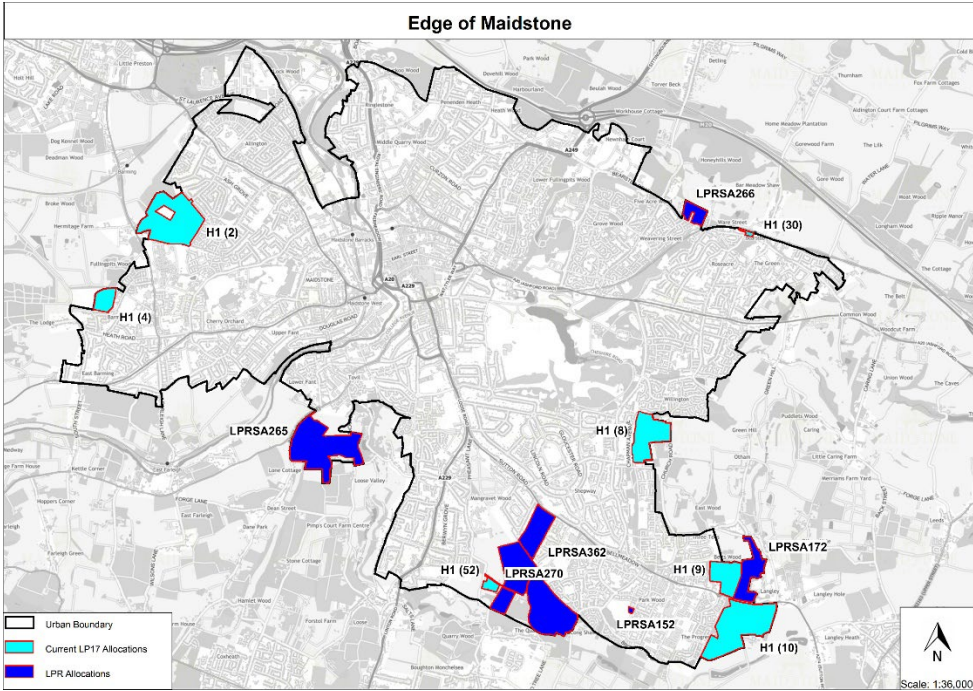
³Remaining balance of the LP17 broad location figure of 350 new homes from conversion of poor-quality office stock. Figure from AMR 2019/20-**2021/22**.

This policy will be revisited and updated to reflect the forthcoming Town Centre Strategy.

Replace figure on page 45 (Maidstone Town Centre) with new figure as follows:

		<p style="text-align: center;">Maidstone Town Centre</p> <p>Legend: ■ Current LP17 Allocations ■ Draft LPR Sites</p> <p>Scale 1:7,000</p>	
MM11	LPRSP2	<p>Amend Policy LPRSP2 as follows:</p> <ol style="list-style-type: none"> 1) As a sustainable location, Maidstone urban area, as defined on the policies map, will be a key focus for new development. 2) Within the urban area and outside of the town centre boundary identified in policy SP4 SP1, Maidstone will continue to be a good place to live and work. This will be achieved by: <ol style="list-style-type: none"> a) Allocating sites at the edge of the town for housing and business development; 	For plan effectiveness.

		<p>b) The development and redevelopment or infilling of appropriate urban sites in a way that contributes positively to the locality's distinctive character;</p> <p>c) Retaining well located business areas;</p> <p>d) Maintaining the network of district and local centres, supporting enhancements to these centres in accordance with the overall hierarchy of centres;</p> <p>e) Retaining the town's greenspaces and ensuring that development positively contributes to the setting, accessibility, biodiversity and amenity value of these areas as well as the River Medway and the River Len; and</p> <p>f) Supporting development that improves the health, social, environmental and employment well-being of those living in identified areas of deprivation.</p> <p>g) <u>The planned redevelopment of the Invicta Barracks as a strategic development location to the north of the town centre as identified in Policy LPRSP5(b) for approximately 1,300 new homes, community infrastructure and publicly accessible open space.</u></p> <p>(4)(3) Strategic policy LPRSP3 sets out the requirements for development around the edge of the urban area. Elsewhere in the urban area land is allocated for housing, retail and employment development together with supporting infrastructure.</p> <p>a) Approximately 1,846 new dwellings will be delivered on 23 existing Local Plan sites in accordance with policies H1(11) to H1(30).</p> <p>b) Approximately 178 additional units will be delivered in the urban area on sites LPRSA 366, 152 and 303.</p> <p>c) Fourteen existing sites at Aylesford Industrial Estate, Tovil Green Business Park, Viewpoint (Boxley), Hart Street Commercial Centre, The Old Forge, The Old Brewery, South Park Business Village, Turkey Mill Court, Eclipse Park, County Gate, Medway Bridge House, Albion Place, Victoria Court and Lower Stone Street (Gail House, Link House, Kestrel House and Chaucer House) are designated Economic Development Areas in order to maintain employment opportunities in the urban area (policy SP11(a)).</p> <p>d) Key infrastructure requirements to be delivered either through Section 106 obligations or via CIL include:</p> <p>i. Improvements to highway and transport infrastructure, including junction</p> <p>ii. improvements, capacity improvements to part of Bearsted Road, <u>A274 Sutton Road, A229 (Royal Engineers Way), and Hermitage Lane</u>, improved pedestrian/cycle access and bus prioritisation measures, in accordance with individual site criteria set out in policies H1(11) to H1(30);</p>	
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		<ul style="list-style-type: none"> i. Additional secondary school capacity including one form entry expansions of the Maplesden Noakes School and Maidstone Grammar School; ii. Additional primary school provision through one form entry expansion of South Borough Primary School; iii. Provision of new publicly accessible open space; and iv. Improvements to health infrastructure including extensions and/or improvements at Brewer Street Surgery, Bower Mount Medical Centre, The Vine Medical Centre, New Grove Green Medical Centre, Bearsted Medical Practice and Boughton Lane Surgery. 	
MM12	Page 52	<p>Replace Figure 3.1 with a new Figure 3.1 as follows:</p> 	For plan effectiveness.
MM13	Para 6.71	Amend paragraph 6.71 as follows:	For consistency with the NPPF.

		<p>A new garden community rooted in garden village design principles, Heathlands Garden Settlement will become a new sustainably planned place with connected, walkable, vibrant, sociable neighbourhoods for the residents of Heathlands, Lenham, Lenham Heath and Charing in which to live and work. There will be new local jobs, community facilities, schools, cafes shops, and leisure facilities set in high quality public spaces creating an active and animated environment with enhanced biodiversity. To facilitate healthy lifestyles, high quality connected landscapes and green infrastructure will be provided for exercise, sport, play, walking, cycling, and leisure, sitting alongside facilities for growing food. Pedestrians, cyclists, and public transport will be priorities helping sustainable travel opportunities with convenient and safe linkages within Heathlands, to surrounding communities and to new community facilities. There will be a sensitive transition between the AONB and Heathlands, with a heathland landscape and strong planting in the northern parcels, and landscaped spaces for village greens, parks, commons and naturalistic green spaces throughout. A new Heathlands Rail Station along the Ashford-Maidstone line will be explored provided to achieve a wider sustainable connected network, providing opportunities for residents and businesses along the A20 corridor. Homes will be for all stages of life with affordable provision and will be of a high-quality innovative design reflecting the local vernacular, incorporating its heritage and landscape character. Flexible business space and communal workspace facilities will be provided for new and established local companies and for those that reside locally. <u>Implementing a proposal of this scale will extend appreciably beyond the plan period. The assessment of impacts and infrastructure requirements has been undertaken on that basis and will be updated as part of subsequent plan review, based upon a detailed Supplementary Planning Document and master planning work.</u></p>	
MM14	Para 6.71	<p>After paragraph 6.71 insert new paragraph 6.71(a) as follows:</p> <p><u>Proposals must be accompanied by a comprehensive Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute's and Institute of Environmental Management & Assessment's 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.</u></p>	For plan effectiveness.
MM15	LPRSP4(A)	<p>Amend Policy LPRSP4(A) as follows:</p> <p>The Council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan:</p> <p>1) Phasing and delivery</p>	For plan effectiveness, and to ensure the plan is positively prepared and justified. To align with other Main Modifications with respect to plan

		a) Housing completions are anticipated to commence 2029 2031 , <u>with infrastructure being delivered in accordance with the table below</u> ;			period and development phasing. To ensure consistency with NPPF and Department for Transport Circular 01/22.
		<u>Dates</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>	
		<u>Preliminaries</u>	<ul style="list-style-type: none"> <u>N/A</u> 	<ul style="list-style-type: none"> <u>North East access into development site from A20</u> <u>Cycling and footpath connections between Charing and Lenham along the A20</u> <u>Utilities trunking</u> <u>Necessary relocations agreed</u> <u>Community engagement established and ongoing strategy in place</u> <u>Railway Station business case complete and Strategic Outline Business Case approval and Approval in Principle for new rail station</u> <u>Structural planting across the development site, implemented as early as reasonable and practicable, in accordance with a scheme developed through the SPD - see LPRSP4(A)(3)(a)</u> <u>Necessary off-site highway mitigation to align with Monitor and Manage Strategy</u> 	
		<u>(Phase 1) 2031-2037</u>	<ul style="list-style-type: none"> <u>Cumulative total: circa 1,310 homes</u> <u>New Local Centre including employment offer</u> 	<ul style="list-style-type: none"> <u>Circa 35 ha open space</u> <u>New/improved wastewater treatment mechanisms delivered and cordon sanitaire</u> <u>Phased nutrient neutrality mitigations delivered in</u> 	

			<u>appropriate to the early phase and location</u>	<u>accordance with Nutrient Neutrality Strategy</u> <ul style="list-style-type: none"> • <u>Bus diversions from A20 into the site and connecting to Lenham and Charing to be delivered as early as possible in liaison with the operator and in line with the IDP and Monitor and Manage Strategy</u> • <u>Rail Station delivered</u> • <u>Necessary off-site highway mitigation to align with Monitor and Manage Strategy</u> • <u>North West access into development site from A20, enabling vehicular access including bus services</u> • <u>Providing connectivity to A20 footway/cycleway</u> • <u>Structural planting in accordance with the Landscape Strategy defined through the SPD</u> • <u>Phase 1 employment land delivered</u> • <u>Local Centre complete, including linked employment and primary school provision</u> 		
		<u>(Phase 2) To 2045</u>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 3,101 homes</u> • <u>District Centre</u> 	<ul style="list-style-type: none"> • <u>New District Centre complete including principal local service offer, medical facility, public transport hub and other employment generating uses</u> • <u>North West access into development site from A20,</u> 		

				<p><u>enabling vehicular access including bus services</u></p> <ul style="list-style-type: none"> • <u>Necessary off-site highway mitigation to align with Monitor and Manage Strategy.</u> • <u>Ancient woodland enhancement secured</u> • <u>Secondary school provision delivered as necessary</u> • <u>Public Open Space within residential parcels delivered</u> • <u>Structural planting in accordance with the Landscape Strategy defined through the SPD</u> • <u>Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality Strategy</u> 		
		<u>(Phase 3) To 2048</u>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 3,758 homes</u> 	<ul style="list-style-type: none"> • <u>A town park</u> • <u>Appropriate bus links to District Centre and neighbouring villages</u> • <u>Necessary off-site mitigation to align with Monitor and Manage strategy</u> • <u>Country Park delivered</u> • <u>Delivery of Public Open Space</u> • <u>Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality strategy</u> • <u>Structural planting in accordance with the Landscape Strategy defined through the SPD</u> 		

		<u>(Phase 4) To 2054</u>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 5,000 homes</u> • <u>New Local Centre</u> 	<ul style="list-style-type: none"> • <u>Local Centre including local employment offer and Primary education provision</u> • <u>Necessary off-site highway mitigation to align with Monitor and Manage strategy</u> • <u>Structural planting in accordance with the Landscape Strategy defined through the SPD</u> • <u>Public Open Space within residential parcels delivered</u> • <u>Phased nutrient neutrality mitigations delivered in accordance with a Nutrient Neutrality Strategy</u> 		
		<u>(Phase 5) To 2054</u>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 5,000 homes</u> 	<ul style="list-style-type: none"> • <u>Open space</u> 		

b) Phased release of land parcels of varying size and density to enable a range of developers to bring the site forward for development.

c) Infrastructure will be delivered on a phased basis, when it is needed and as early as possible in the development process where key infrastructure is concerned, in accordance with an agreed phasing strategy.

d) Phasing shall ensure full extraction of minerals sites allocations identified in the Kent Minerals Sites and Waste Plan 2020.

2) Housing:

a) Approximately 5,000 new homes, including 1,400 homes within the period 2029-37;

b) A target amount of 40% affordable housing;

c) Range of house types including across tenures, mix, including for inter-generational living.

3) Landscape & Design

	<p>a) Development of the site will adopt measures to minimize the potential for harm and maximise the potential for beneficial changes to the setting of the Kent Downs AONB;</p> <p>b) All built development will be broadly contained within the 110-115m contours to the north of the railway line, with the exception of new road, pedestrian and cycle accesses from the A20;</p> <p>c) How the development will present an appropriate edge to respond to views from the Pilgrims Way within the Kent Downs AONB.</p> <p>d) A landscape scheme will be prepared to inform design parameters including for views into and from the AONB;</p> <p><u>a) The design and layout of the development shall be landscape-led and designed to avoid or minimise adverse impacts on the Kent Downs AONB. Where required to mitigate any such impacts arising from the development, structural planting shall be carried out as early as possible in relation to each phase to optimise its effectiveness.</u></p> <p><u>The development shall include structural planting, including planting belts on an east-west axis provided on parts of the site where appropriate to avoid or minimise adverse impacts on the AONB and views in and out of the AONB. The location and design of the structural planting shall be informed by an LVIA or similar assessment to identify where it is best located. This shall include an appropriate landscaped edge to respond to views from the Kent Downs AONB.</u></p> <p><u>Structural planting shall maximise opportunities for early mitigation and biodiversity enhancements. The planting regime should seek to implement the structural planting in all phases of the development at the earliest opportunity, notwithstanding, the anticipated commencement of development in each of the various phases as identified above (LPRSP4(A)(1)(a)).</u></p> <p><u>b) The development will be sensitively located and designed taking into account: the orientation of buildings, building heights, site layout, design, materials, colour and lighting to avoid or minimise adverse impacts on the AONB. This will be developed and secured via the Landscape Strategy and SPD;</u></p>	
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		<p><u>c) No built development will be located within 350m of the AONB boundary, with the exception of the new road, pedestrian and cycle accesses from the A20;</u></p> <p><u>d) The development will be carried out in accordance with a Landscape Strategy to be prepared as part of the SPD to inform design parameters including for views into and from the AONB. The Landscape Strategy will include:</u></p> <p><u>i. Identification of key views for LVIA purposes;</u></p> <p><u>ii. Location, form, and timing for advanced structural planting;</u></p> <p><u>iii. Maintenance and protection of long-term structural landscaping;</u></p> <p><u>iv. High level landscape codes for the most sensitive development interfaces;</u></p> <p>e) Provision of appropriate interfaces with existing buildings which will be retained on and around the site;</p> <p>f) How the The settlement will be designed to provide an appropriate relationship and connectivity to Lenham, Lenham Heath & Charing, whilst utilising and new linkages between the settlements;</p> <p>g) Investigating how <u>Optimise</u> density will be optimised, particularly around the areas with the best access to the potential new railway station, district and local centres, and high-quality open spaces, <u>having regard to the setting of the AONB.</u></p> <p>4) Employment/ Commercial</p> <p>a) Development should aim to provide for as close to 5,000 new jobs as feasible and viable;</p> <p>b) A new District Centre adjacent to a potential new railway station, including a c) significant knowledge-based employment offer;</p> <p>c) Two new Local Centres, one as part of the early phases of development, and one as part of later phase, each including an element of employment space</p> <p>d) A minimum of 14 hectares of dedicated new employment land.</p> <p>5) Infrastructure</p> <p>a) Bespoke infrastructure funding agreement based on the value captured by the development, expected to be higher than that which would ordinarily be captured using a borough CIL approach, and should be spent on infrastructure locally, and in the surrounding areas, particularly Lenham and Charing, where suitable.</p>	
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	<p>b) Two new three form entry primary schools will be required, <u>New primary provision totalling 7 forms of entry will be required across the site;</u></p> <p>c) Secondary education provision through either contributions for off-site provision or on-site facilities, or a combination of the two. <u>A new 5 or 6 form entry Secondary School to be provided on site. The timing of delivery of the secondary school will be subject to need, to be agreed in conjunction with Kent County Council.</u></p> <p>d) The delivery of an improved or new waste water treatment facility <u>covering the Greater Lenham / Upper Stour catchment, including sufficient distance being provided between the new Wastewater Treatment Works and residential development, taking account of the potential need for future expansion, and allow for adequate odour dispersion, on the basis of an odour assessment to be conducted in consultation with Southern Water;</u></p> <p>e) A comprehensive set of local community infrastructure commensurate with a new community of approximately 5,000 new homes, principally split between the three new centres;</p> <p>f) A full suite of open spaces will be delivered in accordance with Policies SP13 & INF1 including extensive green infrastructure necessary to meet the needs of the settlement, including amenity green space, play space, sports provision, allotments and natural and semi-natural open space.</p> <p><u>g) Delivery of a new medical facility.</u></p> <p>6) Transport Connections</p> <p><u>Prior to the first occupation of any floorspace or units on the development a 'Vision and Validate' and 'Monitor and Manage Strategy' shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways.</u></p> <p>a) A business case for new rail station will continue to be explored <u>be provided</u> on the Maidstone-Ashford rail line, with suitable alternative connectivity to the existing station at Lenham if the case is not made;</p> <p>b) Two new access connections on to the A20 will be provided to the north of the development, on forming <u>on forming</u> routes which cross the Maidstone-Ashford rail line to connect with the southern part of the site.</p>	
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		<p>c) A good highly accessible public transport facility through the site with new bus routes that provide linkages to the potential new station or existing Lenham Station and between the homes, district and local centres, Lenham secondary school, new schools and other local facilities and adjacent local areas;</p> <p>d) A network of pedestrian and cycle paths throughout the site, linking the district centre and local centres to the housing and employment areas, and beyond the open countryside and to surrounding settlements, <u>including improved access to off-site PRowS;</u></p> <p>e) Potential Adequate scope for connection to any new future M20 junction as a result of cumulative development between M20 Junctions 8 & 9</p> <p><u>e) Impacts to the M20 will be fully assessed and mitigated in accordance with the Monitor and Manage Strategy in co-operation with Kent County Council and National Highways with a particular focus on the development's potential impacts of Junctions 8 and 9, including a mitigation scheme at Junction 8. Mitigation solutions will be established and secured through the Supplementary Planning Document, and Transport Assessment and Monitor and Manage Strategy, as set out in the IDP;</u></p> <p><u>f) The Supplementary Planning Document will include a detailed Transport Assessment prepared as per an agreed scope with Kent County Council and National Highways, taking into account:</u></p> <p><u>i. The impact of the development on all surrounding road corridors and junctions as identified and agreed with Kent County Council, with a particular focus on the potential impacts on the A20 corridor east and west of the site;</u></p> <p><u>ii. Specific mitigation measures to improve junction performance and highway safety, and how such mitigation will be secured (either implemented directly through S278 or funding);</u></p> <p><u>iii. The timing and trigger points for mitigation measures to be determined in accordance with Monitor and Manage Strategy to avoid potentially severe impacts on the highway network;</u></p> <p><u>iv. Proportion of vehicle movements acknowledging the prospects for internal trips, sustainable transport measures, and the certainty of the new rail station.</u></p> <p>7) Environmental</p>	
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		<p>a) A new country park around the Stour River <u>corridor in the</u> south of the site, including a <u>The creation of a wetlands areas</u> to assist with the filtration of nitrates & <u>and</u> phosphates arising within the upper Stour catchment, having regard to Natural England's <u>latest</u> advice in July 2020 regarding nutrients entering the River Stour <u>and other relevant statutory biodiversity advice</u>;</p> <p>b) Climate Change adaptations and mitigations aimed at ensuring the new settlement is operationally net zero in terms of carbon emissions;</p> <p>c) 20% biodiversity net gain will be expected to be achieved on-site;</p> <p>d) There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance <u>and be informed by a heritage impact assessment</u>, in particular the potential for multi-period archaeological remains associated with prehistoric and later activity around Chapel Farm, Mount Castle and Lenham Forstal.</p> <p><u>The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate preservation and, where possible, enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding and enjoyment of the special historic environment here.</u></p> <p>e) Site design and layout shall be informed by a sensitive response to local and historic assets and landscapes built heritage that development will need to have regard to includes:</p> <ul style="list-style-type: none"> • Royston Manor (grade II* listed) • Chilston Park Registered Park and Garden • A number of grade II listed buildings where their setting has the potential to be affected by the development • Listed buildings within the setting of the site including at Lenham and Chilston Park <p><u>There are several areas of potential archaeological sensitivity across the site, and these should be surveyed, and development should respond to their significance and be informed by a Heritage Impact Assessment.</u></p> <p>f) Use of sustainable drainage methods to manage surface water flooded issues and ensure flood risk is not exacerbated elsewhere including a site-wide Flood Risk Assessment will be required;</p>	
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		<p>g) Noise and drainage mitigation measures are identified where required integrated within the design and layout of the site;</p> <p>h) Development creates a number of <u>The enhancement of existing, and creation of new,</u> ecological corridors through the site, including along or parallel to the River Stour.</p> <p>8) Governance and stewardship: will be set out <u>the strategy will</u> identifying:</p> <ul style="list-style-type: none"> a) How the 30-year vision will be fulfilled; b) How the settlement will be community-managed; c) Maintenance of infrastructure, <u>urban public</u> realm, and open spaces will be carried out; d) Roles for utilities and infrastructure operators; e) How revenues from development will be recycled within the site to meet the above requirements. f) And ensuring that key infrastructure such as public transport can be delivered in a timely manner as the settlement grows, including consideration of risks and actions to maintain their viability and deliverability. 	
MM16	LPRSP4(B)	<p>After paragraph 6.77 insert new paragraph as follows:</p> <p><u>The impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration, with reference to Policy LPRSP14(A). Traffic modelling of the proposed development will be required to quantify the predicted nitrogen deposition on roads passing the SAC. If nitrogen deposition exceeds the screening criteria set out in IAQM guidance (1% of the SAC's critical load for nitrogen deposition), then mitigation will be required. Mitigation measures must be set out in a Mitigation Strategy, to be agreed by the Council and Natural England, in consultation with the highway authorities, where relevant. Applications must clearly demonstrate through project-level HRA that the Mitigation Strategy is appropriate, can be feasibly implemented and will be sufficient to fully mitigate any identified adverse effects on the SAC. Mitigation measures may be provided on and/or off-site as appropriate and necessary.</u></p> <p><u>In preparing the Mitigation Strategy, applicants should have regard to the following package of mitigation measures which may be deployed, either in isolation or in-combination, as and when necessary and appropriate for air quality. The mitigations, which are in no particular order and are not exclusive, are as follows:</u></p>	<p>For plan effectiveness, and to ensure the plan is positively prepared and justified. To ensure consistency with NPPF and Department for Transport Circular 01/22.</p> <p>To align with other Main Modifications with respect to plan period and development phasing. To reflect that requirements on provision of</p>

				<ul style="list-style-type: none"> • <u>Community engagement established and will be ongoing</u> • <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations.</u> 		
		<p><u>(Phase 1)</u> <u>From which start date will be no later than 2028</u></p>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 590 homes (in first 5 years after commencement)</u> 	<ul style="list-style-type: none"> • <u>Primary connections into the site and corresponding initial bus diversions</u> • <u>AONB - the structural planting to the south of the Lidsing development area (adjacent to the motorway) will be approved as part of the SPD and later outline/hybrid application and this strategic landscaping shall be planted within this period</u> • <u>Detailed approval of the mix of employment uses, building height and design shall be in place in line with the SPD.</u> • <u>Open Space complementary to the 590 completed units in this phase to be delivered</u> • <u>Proportionate secondary school contributions received</u> • <u>During this stage the West-East link road will be completed and will facilitate the full orbital bus route</u> • <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting</u> 		

				<u>transport infrastructure that is necessary for this stage, including off-site junction mitigations</u>		
		<u>(Phase 2)</u> <u>From 2033</u> <u>to 2038</u>	<ul style="list-style-type: none"> • <u>Housing completions average 150 per annum</u> • <u>New Local Centre</u> 	<ul style="list-style-type: none"> • <u>Completion of the M2 J4 spur, with possible interim utilisation of existing Maidstone Road bridge crossing to allow the employment development to commence early in this stage</u> • <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of off-site mitigations in Bredhurst and Boxley following consultation with local communities</u> • <u>Towards the end of the stage and as necessitated by demand, opening of replacement bridge crossing</u> • <u>Ancient woodland enhancement secured</u> • <u>Proportionate Secondary school contribution received</u> • <u>3FE Primary school land transferred and serviced for 3FE primary. Contributions to construct will be secured by S106 in each phase</u> • <u>Capstone Valley North-South open space/ pedestrian enhancement completed</u> • <u>Open Space complementary to the completed residential units</u> • <u>Employment site commenced</u> 		

				<ul style="list-style-type: none"> • <u>Land transferred and serviced for new medical facility for GP surgery to be provided</u> • <u>Subject to Transport Assessment and Monitor & Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations</u> 		
		<u>By 2038</u>	<ul style="list-style-type: none"> • <u>Cumulative total: Minimum 1,340 homes</u> • <u>14 ha serviced employment site delivered</u> 	<ul style="list-style-type: none"> • <u>M2J4 AONB mitigation for the 19ha of land to the south of the M2 completed</u> • <u>Open Space complementary to completed residential units delivered and meeting wider SPD phasing</u> 		
		<u>(Phase 3) By 2042</u>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 2,000 homes</u> 	<ul style="list-style-type: none"> • <u>Open space complementary to completed residential units delivered and meeting wider SPD phasing</u> • <u>All of proportionate secondary school contributions received</u> 		
		<p>b) A mix of sizes of land parcels should be provided to enable development by a range of types and sizes of developers;</p> <p>c) Ensure that environmental mitigations are delivered in advance of construction, and that requisite infrastructure is ready to operate upon occupation.</p> <p>2) Housing</p> <p>a) 2,000 new homes in total, including 1,300 1,300 <u>1,340</u> units within the Plan period up to 2037 <u>2038</u>;</p> <p>b) A target amount of 40% affordable housing</p> <p>c) Range of housing typologies based on the Council's latest Strategy ic <u>ic</u> Housing Market Assessment, including across tenure, mix of sizes of units, including for generational living.</p>				


	<p>3) Masterplanning and design parameters</p> <p><u>Development will be based on the Masterplan vision framework plan.</u></p> <p>a) Development will proceed in accordance with a detailed design code agreed between the Local Planning Authority and promoter;</p> <p>b) Development of the site will be landscape-led to ensure that there are positive enhancements to the Capstone Valley and Kent Downs AONB setting;</p> <p>c) The overall utility of the Capstone Valley will be significantly enhanced including for recreation;</p> <p>d) The development will create a positive out-facing edge when viewed from <u>the Medway urban area including</u> Lordswood and Hempstead and the AONB to the south;</p> <p>e) Floorplates may need to be restricted where they impact upon the setting of the AONB;</p> <p>f) e) Appropriate interfaces will be created with existing buildings which will be retained on and around the site to protect their significance;</p> <p>g) f) Design will reflect how the settlement's shape is configured with regards its relationship to the Medway urban area, as well as the AONB and Bredhurst;</p> <p>h) Investigating how density can be optimised, particularly around the areas with the best access to services and high-quality open spaces</p> <p><u>g) The balance of land south of the M2 that is not used for highway infrastructure will be utilised for green infrastructure, including areas for public access, the details of which will be developed through the SPD and masterplanning processes.</u></p> <p><u>Planning permission will be granted if the following criteria are met, and the submission is in accordance with the approved SPD:</u></p> <p><u>h) The development proposals for employment uses will not exceed a total floorspace of 42,000 sqm and will respect the topography of the site by minimising the need for site excavation;</u></p>	
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	<p><u>i) Landscape buffers of at least 15 metres will be established along the site's boundary to the M2 motorway and the future management of landscaped areas will be secured by S106 Agreement;</u></p> <p><u>j) A landscaped setting for the development and roads will be created alongside a strong internal landscaping framework within the employment development zones adjacent to the M2. These landscaped corridors will be multifunctional to create drainage and ecological corridors and recreational connections which will be developed through the Supplementary Planning Document. This will include a green bridge connection across the motorway;</u></p> <p><u>k) The maximum footprint of commercial buildings within the identified employment area shall not individually exceed 6000 m². The commercial building ridge heights shall not exceed 9 metres within the employment development zone (LCZ4);</u></p> <p><u>l) The employment buildings adjoining the M2 motorway shall stagger their siting with the majority of buildings sited "gable end on" to the motorway to increase the sense of separation between buildings and reduce the massing of the built form when viewed from the south;</u></p> <p><u>m) The development proposals for employment buildings will through matters of detailing including lighting, materiality, siting of buildings and positioning of parking areas, alongside strategic and internal landscaping will ensure the development respects the sites visual and physical relationship with the Kent Downs AONB to the south of the M2 motorway and this will be developed through the Supplementary Planning Document;</u></p> <p><u>n) Residential properties located nearest to the AONB boundary shall be appropriate in height so as not to detrimentally impact the setting on the Kent Downs AONB. In the areas closest to the M2 within the zones referenced LCZ3&4 the building height would not exceed two storeys unless following a full LVIA assessment and taking into account the character area assessment and testing as part of the progression of the SPD it was considered appropriate to increase the height of selective buildings within this zone where agreed with the LPA and Kent Downs AONB Unit;</u></p> <p><u>o) Residential densities will generally reduce toward the M2 motorway as informed by a master planning character area assessment and LVIA findings.</u></p> <p>4) Employment/ Commercial</p>	
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		<p>a) Development should exceed 2,000 new jobs as feasible and viable due to the area's excellent</p> <p>b) connectivity to the Strategic Road Network;</p> <p>c) 14 Ha of new employment space will be created, focused on the improved motorway access;</p> <p>d) A new Local centre of not less than 1,500m² of retail, leisure and services will be created, strategically located on a new orbital bus route with good access to employment, Hempstead, and Lordswood;</p> <p>5) Infrastructure</p> <p>a) A bespoke infrastructure funding agreement based on the value captured from the development, expected to be higher than that which would ordinarily be captured using a borough CIL approach, and should be spent on infrastructure locally, and in the surrounding areas where suitable.</p> <p>b) A new 3FE primary school within or adjacent to the local centre, and a contribution towards the creation of a new secondary school capacity in the Capstone Valley area;</p> <p>c) A comprehensive set of local infrastructure commensurate with a new community of 2,000 new homes, principally focused on the new local centre including a new medical facility;</p> <p>d) A full suite of open space will be delivered in accordance with Policy INF1: <u>This would indicatively comprise the provision of the open space typologies below, with further detail to be progressed through the SPD.</u></p> <ul style="list-style-type: none"> i. 3.33 Ha Amenity green space, ii. 1.19 Ha Play space iii. 7.6 Ha sports provision iv. 0.95 Ha of allotments v. <u>31 Ha natural/semi natural open space</u> <p>6) Transport Connections</p> <p><u>Prior to the first occupation of any floorspace or units on the development of a 'Vision and Validate' and 'Monitor and Manage Strategy' shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways.</u></p> <p>a) A new connection to the M2 at Junction 4 will be created, enabling improved connections across the Capstone Valley and into Medway;</p>	
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		<p>b) A new orbital bus service: linking Lordswood & Hempstead, and linking to the Medway town centres will be created; <u>i. Linking Lordswood & Hempstead, and linking to the Medway town centres;</u> <u>ii. Serving Boxley and Bredhurst, including exploring the potential for diversion through the site;</u></p> <p>c) New half-hourly bus services to be provided between the site and Chatham via North Dane Way.</p> <p>d) Cycling & Walking links throughout the site, and strategically north-south along the Capstone Valley and into the wider Medway area will be created;</p> <p>e) Priority, through design, throughout the site for vulnerable road users and active travel modes.</p> <p>f) Measures to prevent rat-running in local roads, including through Bredhurst and Boxley.</p> <p>g) (Placeholder for any required offsite capacity improvements, as necessary) <u>Routes identified as sites for potential mitigations will be subject to further assessment, and this will be undertaken via the Supplementary Planning Document and prior to any initial planning application. This Assessment may will include consideration of mitigations in Boxley, Bredhurst and on the A229 and A249 corridors as well as at M2 Junction 3 in accordance with the Monitor and Manage process set out in the IDP. Off-site highway improvements, some of which may be necessary in the Medway area, will be subject to further assessment and delivered in accordance with the development phasing provisions set out in (1)(a) above.</u></p> <p>7) Environmental</p> <p>a) A Climate Change adaption and mitigation strategy based on national and local guidelines;</p> <p>b) A minimum of 20% biodiversity net gain will be expected to be delivered on-site;</p> <p>c) There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance <u>and be informed by a heritage Impact Assessment</u></p> <p>d) Sustainable drainage methods are implemented to manage surface water flooding issues and ensure that flood risk is not exacerbated elsewhere including a site-wide Flood Risk Assessment will be required;</p> <p>e) Noise and drainage and light pollution mitigation measures are integrated within the design;</p> <p>f) <u>The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate conservation and enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding</u></p>	
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		<p><u>and enjoyment of the special historic environment here.</u> Heritage assets to be responded to within the site include site of a 20th century military balloon installation</p> <p>g) A financial contribution shall be made to mitigate recreational impact on the Medway Estuary and Marshes SPA and Ramsar.</p> <p>h) Site design and layout shall be informed by a sensitive response to local historic assets and landscapes <u>and appropriate buffering to ancient woodland and/or veteran trees.</u></p> <p>i) <u>Development proposals must demonstrate that the Lidsing garden community, either alone or in combination with other relevant plans and projects, will avoid adverse effects on the integrity of the North Downs Woodlands SAC, due to air quality, with reference to Policy LPRSP14(A). Mitigation measures will be required where necessary and appropriate.</u></p> <p>8) Governance Arrangements – no changes</p> <p>After Policy LPRSP4(B) insert new Key Diagram as follows:</p>	
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MM17	LPRSP5	<p>Amend Policy LPRSP5 as follows:</p> <p>1) Strategic Development Locations will be delivered across the Plan Period for:</p> <ul style="list-style-type: none"> a) A target of 1,300 units at Invicta Barracks b) 1,000 units within the Lenham broad location for housing growth. <p>2) A potential strategic development location will be safeguarded for delivering a new Leeds-Langley Relief Road.</p>	To ensure the plan is justified and to align with other Main Modifications with respect to Invicta Barracks and Leeds Langley Corridor.
MM18	Paras 6.82 to 6.92	<p>Amend paragraphs 6.82 to 6.92 as follows:</p>	For plan effectiveness. To align with other Main Modifications


	<p>6.82 There is potential for strategic development to assist in the delivery of a new road linking the M20J8 with the A274 around Langley. The consideration of how this new highway could be delivered is a requirement of Local Plan 2017 LPR1.</p> <p>LPRSP5(A): Potential Development in the Leeds-Langley Corridor</p> <p>Introduction</p> <p>6.83 The reconsideration of the business case for the delivery of a Leeds-Langley relief road is a requirement of the Local Plan 2017 set out in Policy LPR1. Since the adoption of that plan various things have happened.</p> <p>6.84 The Local Highways Authority (Kent County Council) has confirmed that whilst it will not currently be seeking to promote a route in this corridor, should Maidstone Borough Council require such a route to support future development the Local Highway Authority will work to assist this.</p> <p>6.85 The council has undertaken a study to meet the criteria laid out in the Local Plan 2017 Policy LPR1 as part of the Local Plan Review. The results of the study concluded that whilst previous route alignments considered were feasible in principle as transport projects, they would be unlikely, in spatial planning terms, to support significant development. Therefore, as standalone projects the route alignments considered had limitations in regard to being able to make a strong enough business case for funding.</p> <p>6.86 To overcome these issues the council commissioned further work from independent consultants. This work was to identify variations to the previously considered alignments and would release sufficient enabling development to support the delivery of the road. The Study concluded that an approximate quantum of growth in the region of 3,995 residential units would be capable of funding a scheme without third party funding, should this be unavailable.</p> <p>6.87 The council has supported this work by testing the transport implications of such a highway connection on the local and strategic network through transport modelling. The scheme tested was a highway only scheme.</p> <p>6.88 Alongside the testing of a highway scheme, to fulfil the requirements of Local Plan 2017 Policy LPR1, the council also tested alternatives to a Leeds Langley Highway Scheme. This included a do-nothing scenario and a public transport led solutions along the A274.</p>	<p>with respect to Leeds-Langley Corridor – see LPRSP5 and LPRSP5(A).</p>
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		<p>6.89 In advance of the above work as part of the call for sites exercise, which formed part of the Local Plan Review, local landowners have identified a significant amount of land within the vicinity of the potential highway intervention for mixed use development.</p> <p>6.90 At the current time, the delivery of a new road is not confirmed by the local Highways Authority. Discussions are ongoing however regarding how a scheme may be designed.</p> <p>6.91 With this in mind, a safeguarded area is proposed which requires prospective developments in this area to demonstrate that they do not prejudice the future creation of a new route. This covers the minimum area considered necessary to protect both the alignment of the road and the area necessary for enabling development identified as needed to make the scheme feasible. The safeguarding direction does not preclude development in this area. Existing permissions and allocations remain extant, but upon renewal or variation of consents, Policy SP5(A) will apply.</p> <p>6.926.85 Discussions between KCC, MBC, local landowners and other stakeholders will continue, with the potential for a future Development Plan Document to be produced to guide development of the route in partnership with landowners & KCC. It will also be expected that development at the scale anticipated to fund and deliver a scheme will bring forward the normal range of other associated infrastructure. However, there is no new development proposed by this plan within the safeguarded area at the current time.</p>	
MM19	LPRSP5(A)	<p>Delete Policy LPRSP5(A) as follows:</p> <p>LPRSP5(A) — DEVELOPMENT IN THE LEEDS-LANGLEY CORRIDOR</p> <p>1. Land within the corridor defined on the policies map, will be safeguarded for potential future development, which will be required to provide a quantum of enabling development which will meet its own and future highway needs and to provide connectivity between M20 junction 8 and the A274.</p> <p>2. Development proposals which come forward in the defined corridor will be assessed for their potential to prejudice the delivery of a new highway. Proposals for new residential and commercial development coming forward in the defined corridor will need to be accompanied by a masterplan demonstrating how the development of the site potentially contributes to or does not inhibit the delivery of a Leeds Langleys relief road.</p>	To ensure the plan is justified.


MM20	LPRSP5(A) Policies Map Page 67	Amend Policies Map as follows: Delete Leeds Langley Relief Road (LLRR) Safeguarding Area.	To ensure the plan is justified						
MM21	Para 6.94	Amend paragraph 6.94 as follows: The MoD keeps its property portfolio under regular review. As part of the MoD review (November 2016) Invicta Park Barracks will be released by 2027. The Local Plan Review identifies Invicta Park Barracks as a broad Strategic Development Location which is unlikely to come forward for housing growth until the end of the Local Plan period. The site has the potential to deliver in the order of 1,300 new homes. Over the plan period the council is working with the MoD to encourage an earlier delivery of the site.	For plan effectiveness.						
MM22	LPRSP5(B)	Amend Policy LPRSP5(B) as follows: Invicta Park Barracks is identified as an allocation for <u>a target up to of 1,300 dwellings</u> from the middle of the Local Plan period. The Council will work with the promoter <u>MoD and Annington</u> to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan: <u>Prior to the first occupation of any floorspace or units on the development of a 'Vision and Validate' and 'Monitor and Manage' strategy shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways.</u> 1. Preparation and submission of a development brief and a master plan prepared in conjunction with and for approval by the council to guide development; a. <u>Housing completions are anticipated to commence 2027/28, with infrastructure being delivered in accordance with the table below:</u> <table><tr><td><u>Phase</u></td><td><u>Development</u></td><td><u>Indicative Complementary Infrastructure</u></td></tr><tr><td> </td><td> </td><td> </td></tr></table>	<u>Phase</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>				For plan effectiveness, and to ensure the plan is positively prepared and justified. To align with other Main Modifications with respect to plan period and development phasing. To ensure consistency with NPPF and Department for Transport Circular 01/22.
<u>Phase</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>							

		<p><u>(Phase 1)</u> <u>From 2027</u></p>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 500 homes</u> 	<ul style="list-style-type: none"> • <u>Mechanism agreed for comprehensive redevelopment of the wider Invicta Barracks to deliver 1,300 new homes</u> • <u>Identification of land for future educational needs and mechanisms for provision to KCC subject to need being established</u> • <u>Timescales and phasing for withdrawal confirmed with MoD</u> • <u>Pedestrian/cycle connections to Town Centre</u> • <u>Bus diversion into the site</u> • <u>Open Space complementary to new homes;</u> • <u>Confirmation on reprovision of Hindu Temple;</u> • <u>Strategy for re-use of Park House and surrounding parkland/woodland agreed;</u> • <u>Biodiversity Plan agreed</u> 		
		<p><u>(Phase 2)</u> <u>From 2032</u></p>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 1,000 homes</u> 	<ul style="list-style-type: none"> • <u>Central parkland enhancement completed</u> • <u>Subject to Transport Assessment and Monitor and Manage Strategy A229 junction and Sandling Lane improvements completed (to facilitate access arrangements)</u> • <u>Subject to Transport Assessment and Monitor & Manage Strategy, off-site highway mitigations in the vicinity of the site are completed</u> 		

			<ul style="list-style-type: none"> • <u>New local/neighbourhood centre established</u> • <u>Open Space complementary to new residential units</u> 		
		<p><u>(Phase 3)</u> <u>By 2037</u></p>	<ul style="list-style-type: none"> • <u>Cumulative total: minimum 1,300 homes</u> • <u>New Local / Neighbourhood Centre completed</u> • <u>New through school subject to future need being established</u> 	<ul style="list-style-type: none"> • <u>Open Space complementary to new residential units</u> • <u>North-South Bus route operational.</u> 	
		<ol style="list-style-type: none"> 2. Integration of new development within the existing landscape structure of the site (supported by ecological, arboricultural, and landscape and visual impact assessments together with the identification of detailed mitigation measures where appropriate); 3. Ensuring requisite community facilities, which may include neighbourhood shopping and health facilities in addition to a new through school, are delivered where proven necessary and in conjunction with housing; 4. Provision of publicly accessible open space, including natural and semi-natural open space, as proven necessary, and/or contributions; 5. Off-site highway improvements as necessary to mitigate the impact of development; 6. Securing a network of public footpath and cycling routes through the site; 7. Preservation of features of ecological importance, including the retention and enhancement of wildlife corridors, and ensuring that connection with ecological features and corridors outside the site is maintained/enhanced, <u>and securing biodiversity net gain, in accordance with Policy LPRSP14(A).</u> 8. Enhanced walking, cycling and public transport connections to the town centre and local area; 9. Preservation of Park House (Grade II*) and its setting, in particular the parkland to the north and east of Park House to include removal of existing built development at 1-8 (consecutive) <u>The Crescent to enhance/restore the parkland setting;</u> and 10. Development proposals must demonstrate that the necessary sewerage infrastructure is either available or can be delivered in parallel with the development. 			

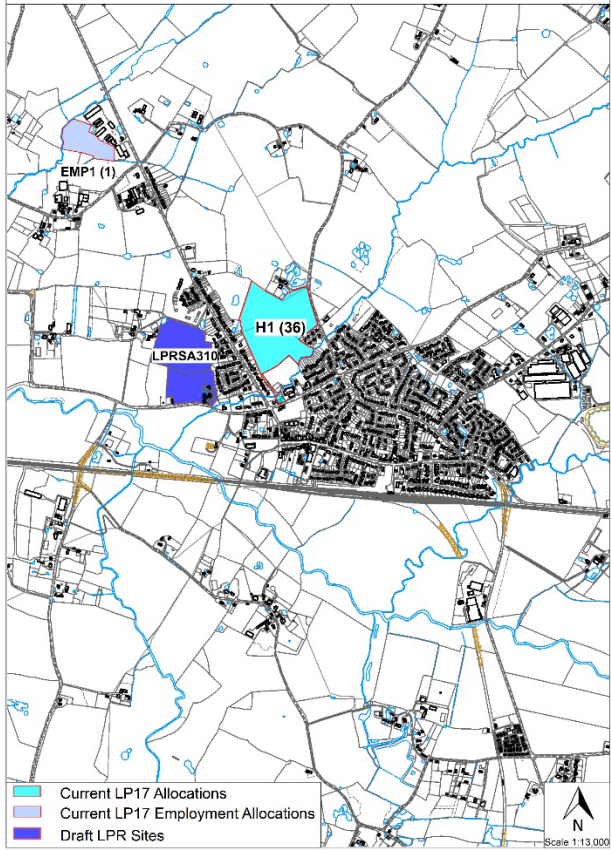
		<p><u>11. The SPD should have a focus on celebrating the military heritage and broader history of the site.</u></p> <p><u>12. Retention of a Hindu place of worship within the site will be required.</u></p> <p><u>13. Provision of an 8 FE all through school (2FE primary and 6FE secondary) on the wider Invicta Barracks site, subject to continuing review of future educational need in Maidstone Borough and an ongoing assessment of other sites in and around the town centre with the scope to accommodate some or all of the educational need.</u></p>	
MM23	LPRSP5(B)	<p>After Policy LPRSP5(B) insert new paragraph and Key Diagram as follows:</p> <p><u>The indicative framework diagram below will be used to inform the preparation of the SPD for Invicta Barracks and detailed site masterplanning.</u></p> 	For plan effectiveness.
MM24	LPRSP5(C)	<p>Amend Policy LPRSP5(C) to insert new criteria (11), (12) and (13) as follows:</p> <p><u>11. Development in Lenham and Lenham Heath that would result in a net increase in population served by a wastewater system will need to ensure that it will not have an</u></p>	For plan effectiveness.

		<p><u>adverse effect on the integrity of Stodmarsh SAC/SPA/Ramsar site. Where a proposed development falls within the Stour Catchment (e.g. Lenham, east of Faversham Road), or where sewage from a development will be treated at a Waste Water Treatment Works that discharges into the river Stour or its tributaries, then applicants will be required to demonstrate that the requirements set out in the advice letter and accompanying methodology on Nutrient Neutrality issued by Natural England have been met. This will enable the Council to ensure that the requirements of the Habitats Regulations are being met.</u></p> <p><u>12. The Neighbourhood Plan will preserve and enhance the character and appearance of the conservation area and protect the significance of listed buildings including their setting.</u></p> <p><u>13. Proposals shall be designed to avoid or appropriately mitigate any impacts on the setting of the Kent Downs.</u></p>	
MM25	LPRSP6(A)	<p>Amend Policy LPRSP6(A) criterion (1) as follows:</p> <p>In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 55 new dwellings will be delivered on site H1(59), and 100 <u>new dwellings will be delivered</u> on LPRSA251, LPRSA312, and LPRSA364.</p> <p>Replace figure on page 75 (Coxheath Rural Service Centre) with new figure as follows:</p>	For plan effectiveness.

		<p style="text-align: center;">Coxheath Rural Service Centre</p>  <p>Current LP17 Allocations Draft LPR Sites</p> <p>Scale 1:8,500</p>	
MM26	LPRSP6(B))	<p>Amend Policy LPRSP6(B) as follows:</p> <p>At the rural service centre of Harrietsham, as shown on the policies map, key services will be retained and supported.</p>	For plan effectiveness.

		<p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 49 new dwellings will be delivered on site H1(33), and 100 <u>new dwellings will be delivered on site</u> LPRSA071 and LPRSA101.</p> <p>2) Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a).</p> <p>3) Key infrastructure requirements for Harrietsham include:</p> <ul style="list-style-type: none"> a) Improvements to highway and transport infrastructure including improvements to the A20 Ashford Road, improvements to Church Road and the provision of additional pedestrian crossing points in accordance with individual site criteria set out in policies H1(33), LPRSA071 and LPRSA101. b) Provision of a one form entry expansion at either Lenham or Harrietsham primary schools; c) Improvements to open space which improve overall quality, and address forecast deficits of in 0.4Ha play, 4Ha sports, 0.2Ha allotment, and 12.4Ha natural/semi-natural green space. d) Improvements to health infrastructure including extension and/or improvements at Glebe Medical Centre. <p>4) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(c).</p>	
MM27	LPRSP6(C)	<p>Amend Policy LPRSP6(C) as follows:</p> <p>At the rural service centre of Headcorn, as shown on the policies map, key services will be retained and supported.</p> <ul style="list-style-type: none"> 1. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 275 new dwellings will be delivered on three the remainder of allocated site H1(36) and H1(38), <u>plus</u> approximately 100-<u>110</u> new dwellings on LPRSA310. 2. Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a), and a further 3,500m2 employment floorspace is allocated (policy EMP1(1)). 	For plan effectiveness.

		<p>3. Key infrastructure requirements for Headcorn include:</p> <ul style="list-style-type: none"> a. Improvements to highway and transport infrastructure, including junction improvements, a variety of measures to improve sustainable transport infrastructure and improvements to pedestrian and cycle access, in accordance with individual site criteria set out in policies H1(36), H1(38) and LPRSA310 b. Provision of a one form entry extension to Headcorn Primary School; c. Improvements to open space which improve overall quality, and address forecast deficits of 1Ha amenity, 1.1Ha play, 7.7Ha sports, 0.2Ha allotment, and 30.2Ha natural/semi-natural green space. <p>4. Additional capacity will be required in the sewer network and at the wastewater treatment works if required in the period to 2031; and</p> <p>5. Improvements to health infrastructure including extension and/or improvements at Headcorn Surgery.</p> <p>6. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c.</p> <p>7. <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u></p> <p>Replace figure on page 80 (Headcorn Rural Service Centre) with new figure as follows:</p>	
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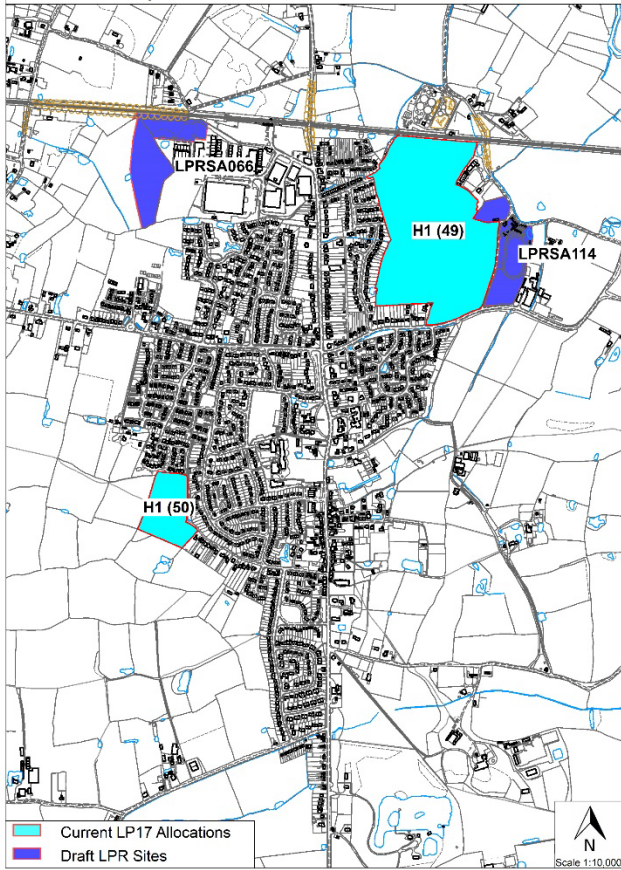
		<p>Headcorn Rural Service Centre</p> 	
MM28	LPRSP6(D)	<p>Amend Policy LPRSP6(D) as follows:</p> <p>At the rural service centre of Lenham, as shown on the policies map, key services will be retained and supported.</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 145 new dwellings will be delivered on one allocated site (policy H1(41)), in addition to six allocations in the Lenham</p>	For plan effectiveness and to ensure the plan is positively prepared.

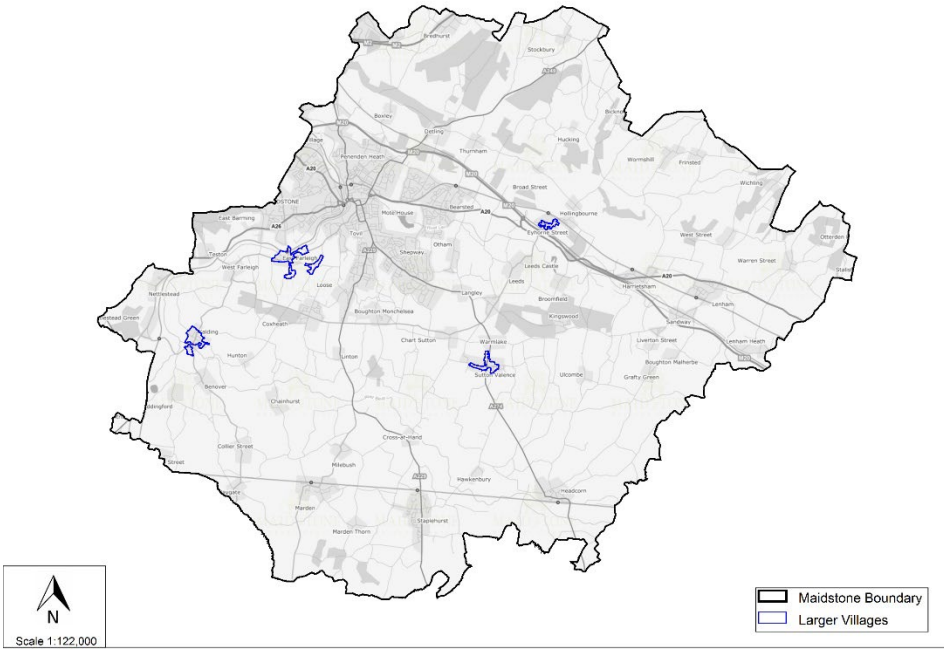
		<p>Neighbourhood Plan which will deliver around 1,000 new dwellings.</p> <p>2) Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy GT1(8).</p> <p>3) Three existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a).</p> <p>4) One new employment site allocation (LPRSA260) will deliver 2,500m2 employment space.</p> <p>5) Key infrastructure requirements for Lenham include:</p> <p>a) Improvements to highway and transport infrastructure including junction improvements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access in accordance with individual site criteria set out in policies H1(41);</p> <p>b) Provision of a one form entry expansion at either Lenham or Harrietsham primary schools;</p> <p>c) Provision of 0.34 hectares of natural/semi-natural open space through Policy H1(41) and additional open space as specified through the Neighbourhood Plan allocations.</p> <p>d) Improvements to health infrastructure including extension and/or improvements at The Len Valley Practice.</p> <p><u>e) Improvements to wastewater capacity to serve the Lenham broad location unless otherwise stated by the utility provider</u></p> <p>e)6) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c.</p> <p><u>7) Development shall conform with the Lenham Neighbourhood Plan 2017-2031 and any successor modification document that is made.</u></p>	
MM29	LPRSP6(E)	<p>Amend Policy LPRSP6(E) as follows:</p> <p>At the rural service centre of Marden, as shown on the policies map, key services will be retained and supported.</p>	For plan effectiveness.

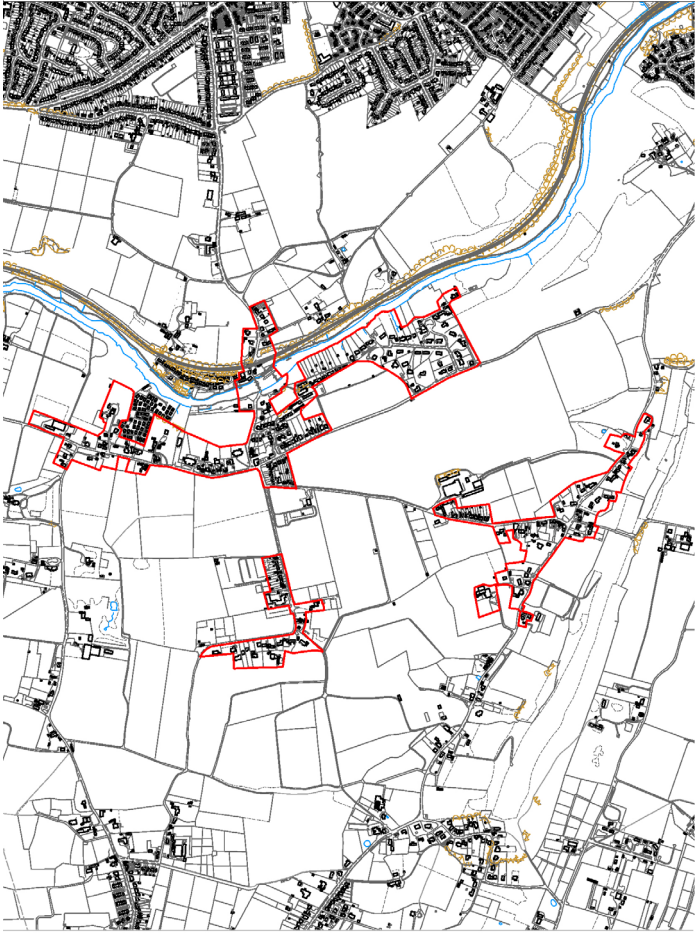
		<ol style="list-style-type: none"> 1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 124 new dwellings will be delivered on site H1 (46), and 113 on LPRSA295. 2) Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy LPRGT1(9). 3) One existing site is designated as an Economic Development Area in order to maintain employment opportunities in the locality (policy LPRSP11a), and a further 4,084m² employment floorspace is allocated on one site (policy LPREMP1(2)). 4) Key infrastructure requirements for Marden include: <ol style="list-style-type: none"> a. Improvements to highway and transport infrastructure including railway station enhancements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian and cycle access in accordance with individual site criteria set out in policies H1(46), LPRSA295 and LPRSA314; b. Provision of 0.6 form entry expansion at Marden Primary School; c. Improvements to open space which improve overall quality, and address forecast deficits of in 0.9Ha play, 3.3Ha sports, 0.9Ha allotment, and 27.4Ha natural/semi-natural green space; and d. Improvements to health infrastructure including extension and/or improvements at Marden Medical Centre. 5) The loss of local shops, community facilities and greenspaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c. 6) <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u> <p>Replace figure at page 84 (Marden Rural Service Centre) with new figure as follows:</p>	
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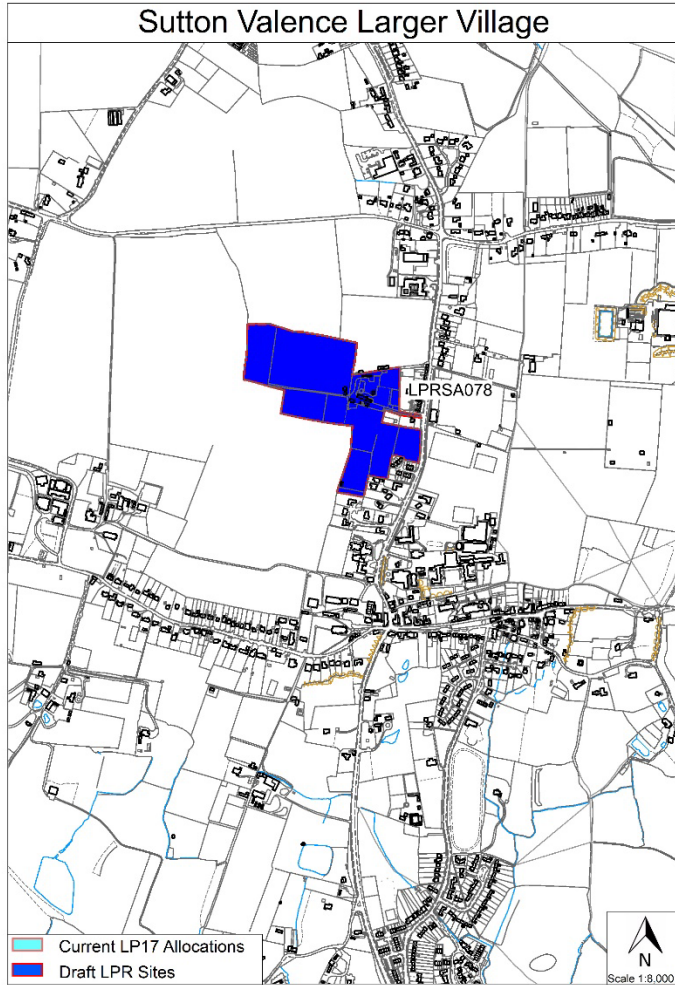
		<p style="text-align: center;">Marden Rural Service Centre</p> <p>EMP1 (2)</p> <p>LPRSA295</p> <p>Current LP17 Allocations Current LP17 Employment Allocations Draft LPR Sites</p> <p>N Scale 1:10,000</p>	
MM30	LPRSP6(F)	<p>Amend Policy LPRSP6(F) as follows:</p> <p>At the rural service centre of Staplehurst, as shown on the policies map, key services will be retained and supported.</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP56, approximately 740 new dwellings will be delivered on the remainder of</p>	For plan effectiveness and to ensure the plan is positively prepared.

		<p><u>allocated</u> sites H1(48) <u>and H1(49), plus to approximately 60 on</u> H1(50), and 127 on LPRSA066 and LPRSA114.</p> <p>2) Four pitches are allocated...</p> <p>3) One existing site is designated...</p> <p>4) Key infrastructure requirements for Staplehurst...</p> <p>5) <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u></p> <p>Replace figure at page 86 (Staplehurst Rural Service Centre) with new figure as follows:</p>	
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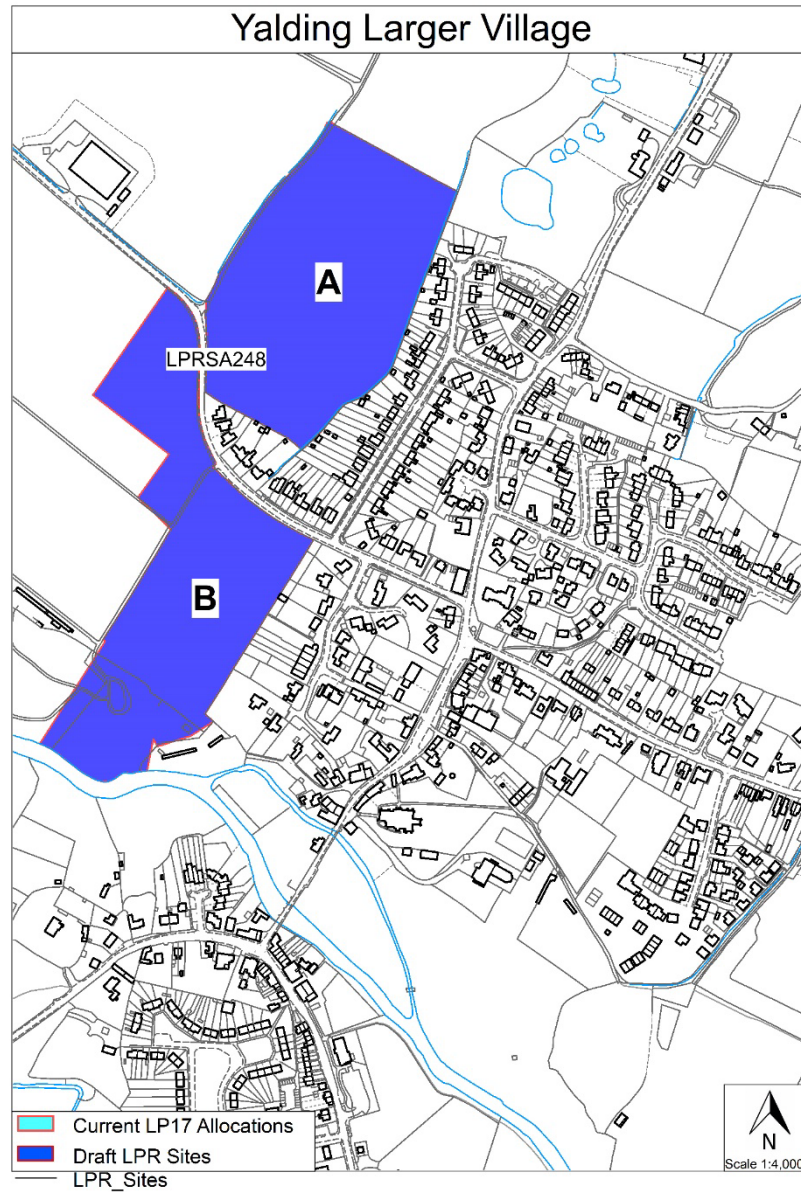
		<p>Staplehurst Rural Service Centre</p>  <p>The map shows the Staplehurst Rural Service Centre area. It includes several land parcels highlighted in cyan, representing 'Current LP17 Allocations', and purple areas representing 'Draft LPR Sites'. Specific labels on the map include 'LPRSA066', 'H1 (49)', 'LPRSA114', and 'H1 (50)'. A legend at the bottom left identifies the cyan areas as 'Current LP17 Allocations' and the purple areas as 'Draft LPR Sites'. A north arrow and a scale of 1:10,000 are located at the bottom right of the map area.</p>	
MM31	Page 87	<p>Replace Figure 6.1 (Larger Villages in Maidstone Borough) with a new Figure 6.1 as follows:</p>	<p>For plan effectiveness.</p>

			
MM32	LPRSP7(A)	<p>Amend Policy LPRSP7(A) as follows:</p> <p>At the larger village of East Farleigh, key services will be retained and supported.</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 50 new dwellings will be delivered. <u>This is anticipated to come forward through the production of a Neighbourhood Plan, in the last 10 years of the plan period. Where it is apparent that the larger village is not set to meet the specific allocation of residential units, the borough council, through a future review of the Local Plan, will allocate sites to make up the shortfall.</u></p> <p>2) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11a.</p>	For plan effectiveness and to ensure the plan is positively prepared.

MM33	LPRSP7(A)	<p>After Policy LPRSP7(A) insert the following diagram:</p> <p>Diagram illustrating the defined settlement boundary for East Farleigh.</p> 	For plan effectiveness.
MM34	LPRSP7(C)	<p>Amend map on page 93 (Sutton Valence Larger Village) as follows:</p>	For plan effectiveness and

	Page 93	<p>The site area amended to reflect the policy and ensure provision of the health facility.</p> 	to ensure the plan is positively prepared.
MM35	<p>LPRSP7(D)</p> <p>Page 95</p>	<p>Amend Policy LPRSP7(D) as follows:</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 65-100 new dwellings will be delivered on site H1(65), and</p>	For plan effectiveness and to ensure the plan

		<p>400 on LPRSA248. <u>Housing development will be located to the north (Site A) and supporting infrastructure such as open space, drainage (SUDS) to the south (Site B) only.</u></p> <p>2) Key infrastructure requirements for Yalding include...</p> <p>3) The loss of local shops...</p> <p>4) <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u></p> <p>Amend map on page 95 (Yalding Larger Village) as follows:</p>	is positively prepared.
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MM36	LPRSP8	<p>Amend Policy LPRSP8 as follows:</p> <p>Within smaller settlements:</p> <ol style="list-style-type: none"> 1. Within <u>the Smaller Villages of Boughton Monchelsea, Boxley, Chart Sutton, Detling, Grafty Green, Hunton, Kingswood, Laddingford, Platt's Heath, Stockbury, Teston, and Ulcombe</u>, the Council will resist the loss of local shops, community facilities and green spaces, whilst supporting new retail development, community services and green spaces to meet local need. 2. Smaller villages offer a limited opportunity for new <u>plan-led</u> development which can support the continued sustainability of the settlement. This is estimated <u>expected to come forwards through site allocation LPRSA360 (approximately 30 dwellings) and</u> as a broad location development, in the last 10 years of the Plan period. The quantities envisaged are: <ul style="list-style-type: none"> • 35 new units each at <u>Chart Sutton, Ulcombe, Laddingford, Kingswood, and Teston</u> • 25 new units each at Boxley, Chart Sutton, Detling, Grafty Green, Hunton, Platt's Heath, and Stockbury <u>and Ulcombe</u> 3. Within the Smaller Villages, small scale housing development <u>in addition to the quantities set out under criterion (2)</u> will be acceptable where all of the following apply: <ol style="list-style-type: none"> a) The scale of the development is proportionate to the size of the settlement and the type and level of local services available; b) The development design takes account of landscape impact having regard to the setting of the settlement within the countryside; c) It can be linked to the retention or expansion of specific infrastructure or service assets within the settlement; d) It has community support, either through a Neighbourhood Plan, or other Parish endorsement, for example as a Rural Exception Site; <u>and</u> <u>e) Where suitable access can be provided.</u> 	For plan effectiveness and to ensure the plan is positively prepared.
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		<p>4. e) Where it is apparent that smaller villages are not set to meet the specific allocation of residential units, the borough council, through a future review of the Local Plan, will allocate sites to make up the shortfall.</p>	
MM37	Para 6.137	<p>Amend paragraph 6.137 as follows:</p> <p>The High Weald AONB lies beyond the southern boundary of the borough adjacent to the parishes of Marden and Staplehurst, within the administrative area of Tunbridge Wells Borough council. Its closest point to the borough is at Winchet Hill in the southern part of Marden parish. The council has exactly the same statutory duty to conserve and enhance the setting of this AONB as it does with the Kent Downs AONB and will apply the same policy considerations for any proposals that may affect its setting. <u>In assessing the impact of proposals on the High Weald AONB regard will be had to the High Weald AONB Management Plan and its supporting evidence and guidance.</u></p>	For plan effectiveness.
MM38	LPRSP9	<p>Amend Policy LPRSP9 as follows:</p> <ol style="list-style-type: none"> 1) Development proposals in the countryside will not be permitted unless they accord with other policies in this plan and they will not result in <u>significant</u> harm to the rural character and appearance of the area. 2) Agricultural proposals will be supported which facilitate the efficient use of the borough's significant agricultural land and soil resource provided any adverse impacts on the appearance and rural character of the landscape can be appropriately mitigated. 3) Great weight should be given to the conservation and enhancement of the Kent Downs Area of Outstanding Natural Beauty. 4) Proposals should not have a significant adverse impact on the settings of the Kent Downs Area of Outstanding Natural Beauty or the High Weald Area of Outstanding Natural Beauty. 5) The Metropolitan Green Belt is shown on the policies map and development there will be managed in accordance with national policy for the Green Belt. 6) The distinctive landscape character of the Greens and Ridge, the Medway Valley, the Len Valley, the Loose Valley, and the Low Weald, as defined on the policies map, will be conserved and enhanced as landscapes of local value. 7) Development in the countryside will retain the separation of individual settlements. <u>8) Opportunities to improve walking and cycling connections will be supported.</u> <p>Account should be taken of the Kent Downs Area of Outstanding Natural Beauty Management Plan, <u>the High Weald Area of Outstanding Natural Beauty Management Plan</u>, and the</p>	For plan effectiveness.

		Maidstone Borough Landscape Character Guidelines Supplementary Planning Document <u>(or any successors to these documents)</u> .	
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MM39	LPRSP10	<p>After paragraph 7.2, insert a new policy SP10 titled ‘Housing delivery’ as follows:</p> <p><u>1. Over the plan period 2021 to 2038, provision will be made for the development of a minimum of 19,669 new homes in the borough.</u></p> <p><u>Stepped trajectory</u></p> <p><u>2. To ensure a plan-led approach to development, the annual level of growth is to occur over a series of steps, aligned to the expected timing of delivery of new homes. This stepped trajectory is as follows:</u></p> <table><tr><th><u>Years</u></th><th><u>Annualised growth (new homes)</u></th><th><u>Total cumulative growth (new homes)</u></th></tr><tr><td><u>2021/22</u></td><td><u>1,157</u></td><td><u>1,157</u></td></tr><tr><td><u>2022/23-2027/28</u></td><td><u>1,000</u></td><td><u>7,157</u></td></tr><tr><td><u>2028/29–2032/33</u></td><td><u>1,150</u></td><td><u>12,907</u></td></tr><tr><td><u>2033/34–2037/38</u></td><td><u>1,352 x 3 years</u></td><td><u>19,669</u></td></tr><tr><td></td><td><u>1,353 x 2 years</u></td><td></td></tr><tr><td colspan="2"><u>Total</u></td><td><u>19,669</u></td></tr></table> <p><u>3. Appendix 1 of this Plan shows the trajectory for delivering new homes over the plan period, including the breakdown of supply by aggregated source. This is a snapshot in time and delivery progress will be monitored annually through the Authority’s Monitoring Report.</u></p> <p><u>Deliverable supply</u></p> <p><u>4. To help ensure the continued delivery of new homes, a rolling supply of deliverable sites is to be maintained in order to meet the total housing requirement (plus appropriate buffer moved forward from later in the plan period) over a five-year time frame (usually 1st April to 31st March the following year). This supply position is to be updated and</u></p>	<u>Years</u>	<u>Annualised growth (new homes)</u>	<u>Total cumulative growth (new homes)</u>	<u>2021/22</u>	<u>1,157</u>	<u>1,157</u>	<u>2022/23-2027/28</u>	<u>1,000</u>	<u>7,157</u>	<u>2028/29–2032/33</u>	<u>1,150</u>	<u>12,907</u>	<u>2033/34–2037/38</u>	<u>1,352 x 3 years</u>	<u>19,669</u>		<u>1,353 x 2 years</u>		<u>Total</u>		<u>19,669</u>	For plan effectiveness and consistency with the NPPF.
<u>Years</u>	<u>Annualised growth (new homes)</u>	<u>Total cumulative growth (new homes)</u>																						
<u>2021/22</u>	<u>1,157</u>	<u>1,157</u>																						
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<u>2028/29–2032/33</u>	<u>1,150</u>	<u>12,907</u>																						
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	<u>1,353 x 2 years</u>																							
<u>Total</u>		<u>19,669</u>																						

		<p><u>published at least once per year, in accordance with the requirements of the NPPF and any associated guidance.</u></p> <p><u>Maintaining delivery</u></p> <p><u>5. Should the Council determine, through the annual monitoring process, that the housing delivery position has altered such that the NPPF ‘tilted balance’ is engaged (paragraph 11d, footnote 8), then proposals for additional residential development in the borough will be supported on sites where they are:</u></p> <ul style="list-style-type: none"> <u>a. Broadly consistent with, not prejudicial to and contributing towards the positive achievement of the plan's overall spatial vision and spatial strategy; and</u> <u>b. In a sustainable location and of a scale and nature commensurate to the deficit in required housing and the Plan’s spatial strategy; and</u> <u>c. Able to demonstrate the ability to contribute in a timely and proportionate manner to addressing the deficit in housing supply; and</u> <u>d. In all other respects in accordance with other Local Plan policies, in so far as they apply.</u> <p><u>6. If monitoring identifies that it is not possible to demonstrate a five-year supply of deliverable land for the Borough, and there is no recovery of identified supply indicated for the two subsequent monitoring years, then a full or partial review of the Local Plan will be implemented.</u></p> <p><u>Designated Neighbourhood Areas</u></p> <p><u>7. As a minimum, and as set out in the table below in the supporting text, Designated Neighbourhood Areas are required to accommodate housing from any site allocations within their designated neighbourhood area boundary (or part thereof), as contained in Section 8 and Appendix 1 of this LPR; plus, any additional homes assigned to them through policy LPRSP8 – Smaller Villages where relevant. Additional to this are windfall sites (including first homes, affordable housing exception, and older peoples housing sites) and any part of the Garden Settlements or Strategic Development Locations that fall within the designated neighbourhood area.</u></p> <p><u>8. Any future Designated Neighbourhood Areas will be expected to accommodate, as a minimum, relevant housing requirements from:</u></p>	
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- a. Site allocations within this LPR (apportioned where sites are partially within the designated area);
- b. Policy LPRSP8; and
- c. Garden Settlements or Strategic Development Locations (apportioned where sites are partially within the designated area).

After new policy SP10 'Housing delivery' insert new supporting text as follows:

Designated Neighbourhood Areas

There are currently 16 Designated Neighbourhood Areas within the borough. In line with paragraph 66 of the NPPF, the housing requirement for designated neighbourhood areas has been considered within the plan. In considering this requirement, regard has been had to the Sustainability Appraisal, transport and infrastructure capacity, the size and functionality of settlements within the areas and the overall spatial strategy of the plan. The plan includes a number of allocations within designated areas, along with further allocations in non-designated parishes. Additionally, the broad location for smaller villages at Policy LPRSP8 sets a requirement for a limited amount of additional new homes to come forward through the making of neighbourhood plans in those areas.

The number allocated through plan policies is not a maximum requirement, nor is it finite. It should be considered as additional to any windfall sites that come forward (including first homes, affordable housing exception, and older peoples housing sites), and any part of the Garden Settlements or Strategic Development Locations that may fall within the designated neighbourhood area. The table below, sets out the indicative minimum housing requirements for each of the 16 Designated Neighbourhood Areas, exclusive of Garden Settlements, Strategic Development Locations and any potential future windfall, affordable housing and older peoples housing exception sites:

<u>Designated Neighbourhood Area</u>	<u>Site allocation</u>	<u>Broad Location - Villages figure</u>	<u>Total minimum housing requirement figure</u>
<u>Bearsted</u>	<u>H1(31) [50 units]</u>	<u>=</u>	<u>50</u>
<u>Boughton Monchelsea</u>	<u>LPRSA360 [15 units]*</u> <u>LPRSA270 (part) [108 units]*</u> <u>H1(52) [25 units]</u>	<u>=</u>	<u>213</u>

	H1(53) [40 units]** H1(54) [25 units]**		
<u>Boxley</u>	=	<u>25</u>	<u>25</u>
<u>Broomfield & Kingswood</u>	=	<u>35</u>	<u>35</u>
<u>Coxheath</u>	LPRSA364 [10 units] LPRSA251 [5 units] LPRSA312 [85 units]	=	<u>100</u>
<u>Harrietsham</u>	LPRSA101 [53 units] LPRSA071 [47 units]	=	<u>100</u>
<u>Headcorn</u>	LPRSA310 [110 units] H1(36) [220 units]**	=	<u>330</u>
<u>Lenham</u>	Lenham Neighbourhood Plan [1,047 units]	=	<u>1,047</u>
<u>Loose</u>	LPRSA360 [15 units]*	=	<u>15</u>
<u>Marden</u>	LPRSA295 [113 units] H1(46) [124 units]**	=	<u>237</u>
<u>North Loose</u>	=	=	<u>0</u>
<u>Otham</u>	LPRSA172 (part) [38 units]* H1(8) [440 units]** H1(9) [335 units]**	=	<u>813</u>
<u>Staplehurst</u>	LPRSA114 [49 units] LPRSA066 [78 units] H1(48) [250 units]** H1(49) [400 units]**	=	<u>777</u>
<u>Sutton Valence</u>	LPRSA078 [100 units]	=	<u>100</u>
<u>Tovil</u>	LPRSA265 [250 units]	=	<u>250</u>
<u>Yalding</u>	LPRSA248 [100 units]	=	<u>100</u>
<u>TOTAL</u>	<u>4,132</u>	<u>60</u>	<u>4,192</u>

*Only part of the site allocation is within the Designated Neighbourhood Area boundary. The number of units has therefore been apportioned and is indicative only.

**These site allocations are 'saved' from the 2017 Local Plan and show the total number of homes included in the allocation; however, the sites are under construction/are already delivering new homes.

MM40	LPRSP10(A)	<p>Amend Policy LPRSP10(A) criterion (4) as follows:</p> <p>Large development schemes Major developments will be expected to demonstrate that consideration has been given to serviced custom and self-build plots as part of housing mix in line with Policy HOU 9.</p>	For plan effectiveness, consistency with the NPPF, and the Town and Country Planning (Development Management Procedure) (England) Order 2015.
MM41	Para 7.17	<p>Amend paragraph 7.17 as follows:</p> <p>Viability testing has concluded that the identified a low value zone, which encompasses the town centre and some of the inner urban area, which is often unable to viably deliver affordable housing.</p> <p><u>Insert new paragraph after 7.18 as follows:</u></p> <p><u>A proportionate off-site contribution should involve considering the results of the open-book financial appraisal for the site and using this to determine whether a financial contribution is possible, and if so, its financial value.</u></p>	Clarification to accurately reflect the evidence base – to ensure a justified plan.
MM42	LPRSP10(B)	<p>Amend LPRSP10(B) as follows:</p> <p>On major housing development sites or mixed-use development sites where 10 or more dwellings will be provided, or the site has an area of 0.5 hectares or more, the Council will require the delivery of affordable housing.</p> <p>1) The target rates for affordable housing provision within the following geographical areas, as defined on the policies map, are:</p> <ul style="list-style-type: none"> a) Greenfield development in mid and high value zones at 40% b) Brownfield development in high value zone at 40%. c) Development in the low value zone and brownfield development in the mid value zone will not normally be expected to deliver affordable housing, however where opportunities exist to provide affordable housing the council will seek to secure this. be expected to 	For plan effectiveness and consistency with the NPPF. Flexibility to allow for a range of affordable home ownership options during the plan period. Amendments to ensure policy aligns with other Main

		<p><u>deliver an element of on-site affordable housing. If it can be demonstrated through an open book financial appraisal this is not viable, based on the construction costs based on delivering high quality design and public realm, then the developer shall make a proportionate off-site contribution to the delivery of affordable housing. Evidence of engagement with affordable housing funders and providers, including the council and Homes England as appropriate, should be submitted with the financial appraisal.</u></p> <p>2) Affordable housing provision should be appropriately integrated within the site. In exceptional circumstances, and where proven to be necessary, off-site provision will be sought in the following order of preference:</p> <ul style="list-style-type: none"> a) An identified off-site scheme; b) The purchase of dwellings off-site; or c) A financial contribution towards off-site affordable housing. <p>3) The indicative targets for tenure are:</p> <ul style="list-style-type: none"> a) 75% Social and affordable rented. b) A minimum 25% First Homes <u>intermediate or affordable home ownership</u>. <p>4) On new build housing developments, the affordable housing element will be expected to meet the optional technical standard M4(2). <u>Where 25% of First Homes will not be adequate to meet the minimum 10% Affordable Home Ownership target set by the NPPF then any shortfall can be met through the provision of First Homes or an alternative Affordable Home Ownership product.</u></p> <p>5) Developers are required to enter into negotiations with the council's Housing Department, in consultation with registered providers, at the earliest stage of the application process to determine an appropriate tenure split, taking account of the evidence available at that time.</p> <ul style="list-style-type: none"> a) The council will seek provision of 20% affordable housing for schemes that provide for C3 retirement housing on greenfield and brownfield sites in <u>greenfield sites in mid to high value zones and brownfield sites in high value zones.</u> the rural and outer urban areas. <u>C2 uses will not be expected to deliver affordable housing.</u> b) The council has set a zero affordable housing rate for fully serviced residential care homes and nursing homes. c) Where it can be demonstrated that the affordable housing targets cannot be achieved due to economic viability, the tenure and mix of affordable housing should be examined prior to any variation in the proportion of affordable housing. 	<p>Modifications on housing technical standards.</p>
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		6) The adopted Affordable and Local Needs Housing Supplementary Planning Document contains further detail on how the policy will be implemented.	
MM43	Para 7.37	<p>Amend paragraph 7.37 as follows:</p> <p>The former Syngenta Works site in Yalding is an allocation largely carried over from the Local Plan 2017, although it is now proposed for a mix of employment uses only.</p>	For plan effectiveness, and to appropriately reflect the relevant site allocation policy in the Local Plan Review.
MM44	LPRSP11(A)	<p>Amend Policy LPRSP11(A) criterion (3) as follows:</p> <p>Proposals for the redevelopment of premises and the infilling of vacant sites for business uses* will be permitted. Where such proposals are within countryside EDA locations, their design, scale and materials should be appropriate to the setting and should be accompanied by significant landscaping within, and at the edge of, the development.</p> <p><u>*For those EDAs listed under part 1 of Table 11.1, the term ‘business uses’ includes Use Classes E(g), B2 and B8. For those EDAs listed under part 2 of Table 11.1, the term ‘business uses’ includes Use Classes E(g). At Eclipse Park EDA only, this definition may also include other uses falling under E Use Class.</u></p>	For plan effectiveness and to ensure the plan is positively prepared.
MM45	Paras 7.61 to 7.69	<p>Amend paragraphs 7.61 to 7.69 as follows:</p> <p>Woodcut Farm LPREMP1(4)</p> <p>7.60 There is <u>The site at Woodcut Farm offers</u> a unique opportunity in the borough to provide a prestigious business park at Junction 8 of the M20 that is well connected to the motorway network and that can provide for a range of job needs up to 2037. The Woodcut Farm site will meet the ‘qualitative’ need for a new, well serviced and well connected mixed use business park in the borough which can meet the anticipated demand for new offices, small business orientated space, stand alone industrial and manufacturing space built for specific end users and smaller scale distribution businesses. This site will overcome this ‘qualitative’ gap in the borough’s existing portfolio of employment sites and will thereby help to diversify the range of sites available to new and expanding businesses. The key priority for the Woodcut Farm site is the delivery of new office/research & development and warehousing floorspace.</p>	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process.

		<p>7.61 Outline permission was granted in 2018 for a mixed-use commercial development comprising B1(a), B1(b), B1(c) and B8 units, with a maximum floorspace of 45,295m². The split is approximately 50/50 B1 and B8 uses and will contribute significantly towards the evidenced need for 74,330m² of this type of floorspace by the end of the plan period. Whilst the site is yet to deliver floorspace, works are occurring on site relating to pre-commencement conditions attached to the outline permission and should deliver over the next couple of years. As such, this site will be kept under review as the Local Plan Review progresses. At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site, should the current permission fail to deliver or a new application were to come in.</p> <p>7.62 The site will is expected to provide at least 10,000m² of office floorspace, thereby contributing significantly towards the evidenced need for 24,600m² of this type of floorspace by the end of the plan period. High quality office development is sought providing complementary provision to the town centre. As the viability of office development may be challenging in the shorter term, land will be safeguarded specifically for E(g) uses, and for no other purpose, pending the viability position improving in the later part of the plan period. This approach will help ensure that the site delivers a genuine mixed B class use business park, which is what is required, rather than a logistics park or conventional industrial estate. Industrial (B2) and distribution (B8) uses are nonetheless appropriate as part of the mix of uses on the site and, in addition to the office requirement, the allocation will help deliver the additional floorspace which is required in the borough by 2037<u>8</u>.</p> <p><u>7.63 At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site, should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy EMP1(4) is therefore rolled forwards into this Local Plan Review and should be referred to during the application process.</u></p> <p>7.64 The site, which is some 25.8ha in total, is situated to the west of the A20/M20 junction (junction 8). It comprises the wedge of land lying between the M20 to the north east and the A20 to the south west. The site is agricultural land, divided into fields by hedgerows which predominately run in a north-south direction. The site is also bisected north-south by a watercourse which eventually runs into the River LentothesouthoftheA20. The land is undulating, the ground rising up from either side of the watercourse. To the south the site borders a number of dispersed properties which front onto the A20 (Ashford Road). To the south-east the site is bounded by Musket Lane. To the north-west lies Crismill Lane and a substantial tree belt which fronts onto this lane. The site boundary then follows the hedge belt which adjoins Crismill Lane approximately halfway down its length and links to the complex of buildings at Woodcut Farm</p>	
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		<p>and turns south to the A20, running along the eastern boundary of the fields which front onto the Woodcut Farm access.</p> <p>7.62 The site is located in the countryside and lies within the setting of the nationally designated Kent Downs Area of Outstanding Natural Beauty (AONB). The site falls within the White Heath Farmlands landscape character sub-area where landscape condition is poor overall, partially because of the fragmentation caused by the existing highway infrastructure. Landscape sensitivity for the character sub-area is recorded as moderate, the landscape providing the setting of the Kent Downs (AONB).</p> <p>7.63 The site itself was specifically assessed in the Maidstone Landscape Capacity Study (2015). This found that the site has a high degree of sensitivity in landscape terms and an accordingly low capacity to accommodate new employment-related development. This being the case, any future development proposals must be planned with very careful attention to the site's visual and physical relationship with the AONB, responding to the site's topography and natural landscape features in terms of the scale, design, siting, use, orientation, levels and lighting of buildings and associated development, alongside infrastructure and landscaping requirements.</p> <p>7.64 To achieve a high-quality scheme in this prime location, a campus-style development will be delivered in a parkland setting. This will be created through the retention and enhancement of existing tree and hedge belts, including those subject to Tree Preservation Orders no. 19 of 2007 and no. 17 of 2007, and substantial additional structural landscaping within the site in the form of shaws and woodland blocks. This should include the retention and reinforcement of the streamside vegetation. Landscape buffers will also be established along the principal site boundaries, including to help provide a setting to the Grade II listed Woodcut Farmhouse and to help secure the residential amenity of nearby residential properties.</p> <p>7.65 Buildings will cover no more than 40% of the site. This figure excludes the westernmost field, of some 9ha in area, which is reserved as an undeveloped area to include an enhanced landscape buffer to establish a clear and strong boundary between the development and the wider countryside to the east of Bearsted. This area should be managed and structured as open woodland with associated biodiversity benefits and the potential to establish woodland pasture in the future.</p> <p>7.66 The flatter area of the site, to the east of the stream, is better able to accommodate larger footprint buildings up to 5,000m² with heights restricted to a maximum of 12m. To the west of the stream the land rises and is suited to smaller footprint buildings of up to 2,500m² and up to 8m in height. The siting, scale and detailed design of development within this area must</p>	
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		<p>also have particular regard to the setting of Woodcut Farmhouse (Grade II listed). On the highest part of the site, as shown on the policies map, building footprints will be limited to 500m².</p> <p>7.67 There are archaeological remains in the immediate vicinity of the site, including an Anglo-Saxon burial site. Measures appropriate to the actual archaeological value of the site, revealed by further survey as needed, will be addressed. There are no statutory or non-statutory sites of nature conservation importance within the site and the County Ecologist advises that the potential for impacts on designated sites is limited. As is normal practice for a proposal of this nature, an ecological scoping study will be required to establish the presence of, and potential for, any impacts on protected species</p> <p>7.68 Vehicular access to the site will be taken from the A20 Ashford Road and a Transport Assessment will identify the scope of improvements required to the junctions (and associated approaches) at:</p> <ul style="list-style-type: none"> • the M20 Junction 8 (including the west bound on slip and merge); the A20 Ashford Rd/M20 link road roundabout; • the A20 Ashford Rd/Penford Hill junction; • the A20 Ashford Rd/Eyehorne Street/Great Danes Hotel access; and the Willington Street/A20 • Ashford Rd junction. <p>7.69 The site is located on a bus route (A20) but without significant additional dedicated measures it is highly likely that workers and visitors travelling to and from the site will be highly reliant on their private cars. A Travel Plan will be required to demonstrate how development will deliver significantly improved access by sustainable modes, in particular by public transport but this could also include cycling, walking and car share initiatives.</p>	
MM46	Paras 7.70 to 7.73	<p>Amend paragraphs 7.70 to 7.73 as follows:</p> <p>Former Syngenta Works, Hampstead Lane, Yalding LPRSAEMP1 RMX1(4)</p> <p>7.70 The former Syngenta Works site near Yalding is a large, flat, previously developed or 'brownfield' site (19.5ha) about one kilometeres^{res} to the west of Yalding village and adjacent to Yalding Railway Station. Immediately to the east of the site is a canalised section of the River Medway. The site was previously used for agro-chemicals production and was decommissioned in 2002/2003. The site has been cleared of buildings, apart from an office building at the site entrance, and the land has been remediated to address the contamination resulting from its previous use. Permission was granted in March 2020 for external works to the office building in the northwest corner and a new car park.</p>	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process. For consistency with the NPPF on flood risk management.

		<p><u>7.71 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF's Sequential and Exception Tests. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. An Exception Test is not required for this site as employment floorspace is classified as a "less vulnerable" use. However, crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk.</u></p> <p>7.742 An outline planning application for the redevelopment of the site to provide a new business park of up to 46,447 sqm of B1(c), B2 and B8 accommodation with associated access, parking and infrastructure works, was submitted to approved by the Council in 2019 2021. This is broken down as: up to 21,655sqm light industrial uses (B1(c), now E(g)(iii) use class); and up to 24,792sqm of warehouse use (B8 use class). The proposal is for the site to be able to run 24 hours per day, 7 days per week. It includes an area outside of the allocation boundary, upon land designated as an 'ecological mitigation area'. However, through the application process, it is considered that development in this area would not result in any significant landscape or visual impacts above the allocated part of the site, and there would still be the amount of land required under the site policy (13ha) to the south that would be used for ecological mitigation and enhancement.</p> <p>7.72 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF's Sequential and Exception Tests. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. Crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk. Subject to such a scheme being achievable, the site is potentially suitable for employment uses.</p> <p>7.73 The outline development proposal, as submitted in 2019, is yet to be determined pending the outcome of the Sequential and Exception Tests. However, in March 2021 Members of the Planning Committee voted to grant outline consent for the proposal, subject to completion of the Sequential/Exception Tests and necessary legal agreements—concluding that the development is acceptable and overwhelmingly compliant with the policy requirements. This major employment site in the borough is therefore recognised as a significant contributor to meeting employment floorspace needs over the plan period and can be expected to deliver in the short to medium term, given the advanced stage of obtaining planning consent secured. At this stage,</p>	
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		<u>it remains important to continue to set out allocation specific detail regarding the development of the Former Syngenta Works site, should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy RMX1(4) is therefore rolled forwards into this Local Plan Review and should be referred to during the application process.</u>	
MM47	Para 7.75	<p>Amend paragraph 7.75 as follows:</p> <p>The King Street car park is currently a surface level car park, being used as such for the short term. Part of the original allocation from the 2017 Local Plan has been developed as the King's Lodge, apartments for retirement living. <u>As the detailed site allocation (policy RMX1(3)) from the 2017 Local Plan has only partially been implemented, it is to be retained as part of this Local Plan Review (see Table 8.1).</u> As such, the remaining car park continues to be allocated for a mix of ground floor retail and residential uses, however a more conservative retail capacity of 700sqm is now allocated to reflect the development that has already taken place. This area could be brought forwards in conjunction with the wider redevelopment of The Mall broad location proposed for the longer term. This would enable a comprehensive approach to development on both sides of King Street at this gateway location to the town centre.</p>	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process.
MM48	LPRSP11(B)	<p>Amend Policy LPRSP11(B) as follows:</p> <p>Allocated sites – employment</p> <p>1. The sites allocated under policies LPREMP1(1), LPREMP1(2), LPREMP1(4), LPRSAEmp1 <u>RMX1(4)</u>, and LPRSA260 will deliver approximately 105,000m² employment floorspace to help meet employment needs during the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.</p> <p>Allocated sites – mixed use</p> <p>2. The sites allocated under policies LPRRMX1(1), LPRRMX1(3), <u>LPRSA066</u>, LPRSA078, LPRSA144, LPRSA145, LPRSA146, LPRSA147, LPRSA148, LPRSA149, and LPRSA151, <u>and LPRSA362</u> will deliver a mix of approximately 27,439 <u>34,239</u>m² employment floorspace and 6,862 <u>7,562</u>m² net retail floorspace, along with new homes to help meet the borough's needs over the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.</p>	For plan effectiveness.

MM49	LPRSP11(B) Table page 128	Amend table on page 128 as follows:						For plan effectiveness.	
		Site Ref	Site Name	Growth Location	Indicative Capacity (sqm)				
					E(g) office m ²	B2 industrial m ²	B8 distribut ion m ²		Town centre uses m ²
		LPRRMX1 (3)	King Street Car Park	Maidstone Town Centre	-	-	-		700 1,400
		LPRSA145	Len House	Maidstone Town Centre	-	-	-		3,612
		LPRSA147	Gala Bingo & Granada House	Maidstone Town Centre	-	-	-		TBD
		LPRSA148	Maidstone Riverside	Maidstone Town Centre	-	-	-		TBD
		LPRSA149	Maidstone West	Maidstone Town Centre	-	-	-		TBD
		LPRSA151	Mote Road	Maidstone Town Centre	1,169	-	-		-
		LPRSA144	High St/ Medway St	Maidstone Town Centre		-	-		150
		LPRSA146	Maidstone East	Maidstone Town Centre	5,000	-	-		2,000
		LPRRMX1 (1)	Newnham Park (Kent Medical Campus)	Maidstone Urban Area	21,270				14,300
		LPREMP1 (4)	Woodcut Farm	Maidstone Urban Area	49,000				-
		LPRSA362	Police HQ, Sutton Road	Maidstone Urban Area	5,800	-	-		-

		<table><tr><td>EMP1(1)</td><td>West of Barradale Farm</td><td>Headcorn</td><td colspan="2">3,500</td><td>-</td></tr><tr><td>EMP1(2)</td><td>South of Claygate</td><td>Marden</td><td colspan="2">4,000</td><td>-</td></tr><tr><td><u>LPRSA066</u></td><td><u>Lodge Road</u></td><td><u>Staplehurst</u></td><td><u>1,000</u></td><td><u>-</u></td><td><u>-</u></td></tr><tr><td>LPRSA260</td><td>Ashford Road</td><td>Lenham</td><td colspan="2">2,500</td><td>-</td></tr><tr><td>LPRSA078</td><td>Haven Farm</td><td>Sutton Valence</td><td>-</td><td>-</td><td>788 <u>400</u></td></tr><tr><td>LPRSAEm p1 <u>RMX1(4)</u></td><td>Former Syngenta Works</td><td>Yalding</td><td colspan="2">46,000</td><td>-</td></tr></table>	EMP1(1)	West of Barradale Farm	Headcorn	3,500		-	EMP1(2)	South of Claygate	Marden	4,000		-	<u>LPRSA066</u>	<u>Lodge Road</u>	<u>Staplehurst</u>	<u>1,000</u>	<u>-</u>	<u>-</u>	LPRSA260	Ashford Road	Lenham	2,500		-	LPRSA078	Haven Farm	Sutton Valence	-	-	788 <u>400</u>	LPRSAEm p1 <u>RMX1(4)</u>	Former Syngenta Works	Yalding	46,000		-	
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LPRSAEm p1 <u>RMX1(4)</u>	Former Syngenta Works	Yalding	46,000		-																																		
MM50	Para 7.79	<p>Insert a new paragraph after paragraph 7.79 as follows:</p> <p><u>An update to the IDP setting out Maidstone Borough Council’s approach to DfT Circular 01/22 incorporating Vision and Validate and a scheme of Monitor and Manage in order that developments and their transport implications are appropriately managed as they come forward.</u></p>				For plan effectiveness and to ensure consistency with NPPF and the new Department for Transport Circular 01/22.																																	
MM51	Para 7.82	<p>Amend paragraph 7.82 as follows:</p> <p>The policies for individual site allocations set out the requirements for contributions towards strategic and local highway infrastructure at key locations and junctions, and key improvements include <u>but not limited to:</u></p> <ul style="list-style-type: none">• Capacity improvements and signalisation of Bearsted roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts.• Improvements to M20 J7 roundabout, including widening of the coast bound off-slip and creation of a new signal-controlled pedestrian route through the junction, <u>in accordance with the ‘Vision and Validate’ and ‘Monitor and Manage’ strategy set out in the IDP, or any such scheme to deliver the same outcome.</u>• Capacity improvements at M2 J5 (located in Swale Borough).				For plan effectiveness. To ensure consistency with NPPF and Department for Transport Circular 01/22.																																	

		<ul style="list-style-type: none"> • <u>Improvements to M20 Junction 6 comprising works to mitigate the impacts of Local Plan development, in accordance with the ‘Vision and Validate’ and ‘Monitor and Manage’ strategy set out in the IDP, or any such scheme to deliver the same outcome.</u> • Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout. • Interim improvement to M20 junction 5 roundabouts including a white lining scheme. • Traffic signalisation of M20 junction 5 roundabout and localised widening of slip roads and circulatory carriageway. • Capacity improvements at the junction of Fountain Lane and the A26 Tonbridge Road. • Bus prioritisation measures <u>including seeking to make use of smart technology</u> on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements. • Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road <u>including bus transponders, for example.</u> • Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road. • Linton Crossroads junction improvements. • Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road at Staplehurst. • Capacity improvements at Hampstead Lane/B2015 Maidstone Road junction at Yalding. • <u>A20 Coldharbour roundabout, A229/A274 Wheatsheaf junction and A20 Ashford Road/Willington Street junction improvements.</u> • <u>Capacity improvements at M2 Junction 3.</u> • <u>Capacity improvements at M20 Junction 8</u> 	
MM52	Para 7.83	<p>After paragraph 7.83 insert new paragraph as follows:</p> <p><u>Cumulative impacts – Vision and Validate / Monitor and Manage is similarly valid for sites that may result in cumulative impacts in combination with others. In this event, site promoters will be expected to assess their site-specific impacts with backstop mitigation measures (see point ii) defined, costed and trigger points assessed. If following monitoring, site-specific mitigation requirements are triggered, the contribution will be pooled by the Authorities to deliver holistic schemes assessed and included within the Local Plan Review IDP.</u></p>	For plan effectiveness and to ensure consistency with NPPF and Department for Transport Circular 01/22.
MM53	Para 7.87 to 7.89	<p>Delete paragraph 7.87, sub-heading ‘Park and ride’ and paragraphs 7.88 to 7.89, as follows:</p>	To align with other Main Modifications

		<p>7.87 The ITS will seek to address parking issues by producing a refreshed Town Centre Parking Strategy. A key aspect of this strategy will be the use of measures to provide disincentives to the use of long term car parking in the town centre whilst prioritising shoppers and visitors; by utilising long stay town centre parking tariffs to encourage a shift to sustainable modes of transport such as Park and Ride and reviewing the Residents' Parking Zones to ensure they are fair, simple and meet the needs of all road users.</p> <p>Park and ride</p> <p>7.88 The council has been operating Park and Ride services in Maidstone since the early 1980s and was one of the first local authorities in the UK to introduce the concept. The service aims to address the growing peak time congestion in the town centre and has met with varying levels of success to date. Two sites are currently in operation at London Road and Willington Street, following the closure of the Sittingbourne Road site in February 2016, which in total comprise some 918 parking spaces.</p> <p>7.89 The council will continue to review and improve the functionality and effectiveness of Park and Ride services in Maidstone, including through the investigation of whether additional sites may be available and deliverable to contribute towards wider objectives for sustainable transport and air quality.</p>	with respect to park and ride – see LPRTRA3.
MM54	LPRSP12	<p>Amend Policy LPRSP12 as follows:</p> <ol style="list-style-type: none"> 1. Working in partnership with Kent County Council (the local highway authority), Highways England, infrastructure providers and public transport operators, the Borough Council will manage any negotiations and agreements regarding schemes for mitigating the impact of development where appropriate on the local and strategic road networks and facilitate the delivery of transport improvements to support the growth proposed by the Local Plan. <u>Scheme promoters will be expected to adopt Vision and Validate principles, in accordance with Circular 01/22, within their planning applications and to set out a Monitor and Manage strategy for each site covering all modes of transport.</u> 2. The Integrated Transport Strategy (2017) will be refreshed in the context of the Local Plan Review with the aim of facilitating economic prosperity and improving accessibility across the borough and to Maidstone town centre, in order to promote the town as a 	For plan effectiveness. To ensure consistency with NPPF and the new Department for Transport Circular 01/22.

		<p>regionally important transport hub.</p> <p>3. In doing so, the council and its partners will:</p> <ul style="list-style-type: none"> a. Ensure the transport system supports the growth projected by Maidstone's Local Plan and facilitates economic prosperity; b. Deliver modal shift through managing demand on the transport network through enhanced public transport and the continued Park and Ride services and walking and cycling improvements; c. Improve highway network capacity and function at key locations and junctions across the borough; d. Manage parking provision in the town centre and the wider borough to ensure it is fair and proportionate and supports demand management; e. Improve transport choice across the borough and seek to influence travel behaviour; f. Protect and enhance public rights of way; g. Deliver strategic and public transport links to and from Maidstone, including increased bus service frequency along the radial routes into the town centre and its railway stations, particularly in the morning and evening peak travel times; h. Work with landowners and public transport operators to secure the provision of a new bus interchange facility that is more accessible, user-friendly and fit for purpose; i. Work with service providers to improve bus links to the rural service centres and larger villages, and other villages including route options and frequency; j. Improve strategic links to Maidstone across the county and to wider destinations such as London; k. Promote inclusive access for all users on the transport network provides; l. Address the air quality impact of transport; and m. Support the provision of and improvements to Electric Vehicle charging infrastructure <p>4. Within the bus and hackney carriage corridors, as defined on the policies map, the council and the highway authority will develop preference measures to improve journey times and reliability and make public transport more attractive, particularly on park and ride routes, the radial routes into the town centre and in connecting the Garden Settlements. Such measures will include:</p> <ul style="list-style-type: none"> a. Bus priority measures along radial routes including bus prioritisation at junctions; b. Prioritisation of sustainable transport modes along radial routes; and/or 	
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		<p>c. Enhanced waiting and access facilities and information systems for passengers, including people with disabilities.</p> <p>5. The Infrastructure Delivery Plan will support the implementation of the Local Plan Review and outlines how and when necessary infrastructure schemes will be delivered.</p> <p>6. <u>In determining planning applications, regard shall be had to the Kent Rights of Way Improvement Plan, and the need to protect and enhance existing public rights of way.</u></p>	
MM55	LPRSP13	<p>After 7.133 insert a new sub-heading and paragraph as follows:</p> <p><u>An underlying principle of the plan has been the delivery of infrastructure alongside development as per the Council's corporate strategy. One such project is the Leeds Langley Relief Road. The Council has investigated the business case for a relief road at Leeds Langley and it has concluded that such a road is possible with enabling development. The Local Highways Authority (Kent County Council) has confirmed that whilst it will not currently be seeking to promote a route in this corridor, it would assist Maidstone Borough Council in exploring it.</u></p>	For plan effectiveness
MM56	LPRSP13	<p>Amend Policy LPRSP13 as follows:</p> <p>1. Where development creates a requirement for new or improved infrastructure beyond existing provision, developers will be expected to provide or contribute towards the additional requirement being provided to an agreed delivery programme. In certain circumstances where proven necessary, the council may require that infrastructure is delivered ahead of the development being occupied.</p> <p>2. Detailed specifications of the site specific contributions required are included in the site allocation policies (these are not exhaustive lists). Development proposals should seek to make provision for all the land required to accommodate any additional infrastructure arising from that development. Dedicated Planning Agreements (S106 of the Town and Country Planning Act, 1990) will be used to provide a range of site specific mitigation, in accordance with the S106 tests, which will normally be provided on-site but may where appropriate be provided in an off-site location or via an in-lieu financial contribution. In some cases, separate agreements with utility providers may be required. <u>Where necessary S.278 agreements will be used to secure mitigation in connection with the Strategic Road Network and Local Road Network.</u></p>	For plan effectiveness.

		<p>3. Where developers consider that providing or contributing towards the infrastructure requirement would have serious implications for the viability of a development, the council will require an "open book" approach and, where necessary, will operate the policy flexibly.</p> <p>4. Where there are competing demands for contributions towards the delivery of infrastructure, secured through section 106 legal agreements, the council will prioritise these demands in the manner listed below:</p> <p>Infrastructure priorities for residential development:</p> <ul style="list-style-type: none"> i Affordable housing ii Transport iii Open space iv Education v Health vi Community facilities vii Public realm viii Waste Management ix Public services, &, <u>and</u> x Libraries <p>Infrastructure priorities for business and retail development:</p> <ul style="list-style-type: none"> i) Transport ii) Public realm iii) Open space, &, <u>and</u> iv) Education/skills <p>This list serves as a guide to the council's prioritisation process, although it is recognised that each site and development proposal will bring with it its own issues that could mean an alternate prioritisation is used <u>that includes priorities not listed above from other infrastructure providers.</u></p> <p>5. The Community Infrastructure Levy will continue to be used to secure contributions to help fund the strategic infrastructure needed to support the sustainable growth proposed in Maidstone Borough set out in the Infrastructure Delivery Plan <u>& Infrastructure Funding Statement.</u> The CIL rate will be reviewed to reflect latest changes in development costs and land/floorspace values across the borough in line with viability evidence and the proposals contained within this plan.</p>	
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		<p>6. Infrastructure schemes that are...</p> <p>7. Open space development will be...</p> <p>8. The Council will investigate the need...</p> <p><u>9. The Council will continue to explore the funding and delivery of a Leeds-Langley Relief Road and associated enabling development.</u></p>	
MM57	Para 7.153	<p>Amend paragraph 7.153 as follows:</p> <p>The Stodmarsh SAC/SPA/Ramsar site is sensitive to increases in nitrogen and phosphorous arising from the River Stour. Natural England has agreed a mitigation strategy that requires developments <u>that would result in a net increase in population served by a wastewater system</u> within the Stour catchment <u>area</u> to demonstrate that they will not result in a net increase in nitrogen and phosphorous at the Stodmarsh SAC/SPA/Ramsar site. Developments in and around Lenham, including Heathlands Garden Settlement and the Lenham Broad Location for growth, will be required to meet the requirements of the mitigation/offsetting strategy, as set out in Natural England's advice note on Nutrient Neutrality issued in November 2020, or any updates to that advice.</p>	For plan effectiveness and consistency with the NPPF, NPPG and Natural England guidance.
MM58	LPRSP14(A)	<p>After paragraph 7.149 insert a new paragraph as follows:</p> <p><u>The Local Plan Review makes provision for a new garden community at Lidsing, where the impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration. Provided that the air pollution mitigation specified by Policy LPRSP4(B) is delivered then adverse effects on the SAC due to air quality from the plan as a whole, alone or in-combination, can be ruled out. In the event that the Lidsing garden community is not delivered, the Council will agree a proposed approach with Natural England, and no further development contributing to an increase in traffic to roads within 200m of the SAC (A229, A249 or Boxley Road) will be permitted until mitigation has been agreed, unless applicants can demonstrate that they will not have an adverse effect on the integrity of the SAC, alone or in-combination.</u></p> <p>Amend Policy LPRSP14(A) as follows:</p> <p>1. To enable Maidstone Borough to retain a high quality of living, protect and enhance the</p>	For plan effectiveness and to ensure the plan is justified and consistent with national planning policy and guidance.

		<p>environment, and to be able to respond to the effects of climate change, developers will ensure that new development incorporates measures where appropriate to:</p> <ol style="list-style-type: none"> Deliver a minimum 20% on-site Biodiversity Net Gain on new residential development, having regard to Biodiversity Opportunity Areas and/or Nature Recovery Networks. Biodiversity Net Gain should be calculated in accordance with the latest Natural England/DEFRA biodiversity metric or equivalent. <u>Where 20% Biodiversity Net Gain is demonstrated not to be financially viable, together with other policy costs, then the statutory minimum net gain provision will be secured.</u> Protect positive landscape character <u>including Landscapes of Local Value</u>, areas of Ancient Woodland, veteran trees, trees with significant amenity value, important hedgerows, features of biological or geological interest, <u>ecosystem services</u> and the existing public rights of way network from inappropriate development, and avoid significant adverse impacts as a result of development <u>through the provision of adequate buffers and in accordance with national guidance.</u> Avoid damage to and inappropriate development considered likely to have significant direct or indirect adverse effects on: <ol style="list-style-type: none"> Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and Local Biodiversity Action Plan Priority habitats <u>and species</u> If significant harm to habitats and biodiversity cannot be avoided, then the mitigation hierarchy should be followed. <ol style="list-style-type: none"> Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and Local Biodiversity Action Plan Priority habitats <p><u>Regard shall be had to the forthcoming Design and Sustainability DPD which will provide further detail on the application of this policy.</u></p> <ol style="list-style-type: none"> Control pollution to protect ground and surface waters where necessary and mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones <u>and principal aquifers</u>, and incorporate measures to improve the ecological status of water bodies as appropriate; Major developments will not be permitted unless they can demonstrate that new or existing water supply, sewage and wastewater treatment facilities can accommodate the new development. Wastewater treatment and supply infrastructure must be fit for purpose and meet all requirements of both the permitting regulations and the Habitats Regulations (for example in relation to nutrient neutrality at the Stodmarsh SAC/SPA/Ramsar site). 	
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		<p>3. Enhance, extend and connect habitats to enhance the borough's network of sites that incorporates designated sites of importance for biodiversity, priority habitats, <u>Local Wildlife Sites</u> and fragmented Ancient Woodland; support opportunities for the creation of new Biodiversity Action Plan priority habitats; create, enhance, restore and connect other habitats, including links to habitats outside Maidstone Borough, where opportunities arise;</p> <p>a. Provide for the long term...</p> <p>b. Mitigate for and adapt to....</p> <p>c. Positively contribute...</p> <p>4. Where appropriate...</p> <p>5. Any required publicly accessible...</p> <p>6. Development proposals will give...</p> <p>7. The Council will work with Natural England to assess, monitor and if necessary mitigate any recreation pressure or air pollution effects at North Downs Woodland SAC. Any air pollution mitigation strategy will be developed and agreed with Natural England before the Local Plan is adopted and implemented prior to adverse effects on integrity occurring; developer contributions would be used to support this.</p> <p><u>7(A). Development proposals must support the Council's nature conservation objectives and in doing so must not result in adverse effects on the integrity of the North Downs Woodland SAC. Any air pollution mitigation strategy will be developed and agreed with Natural England before the development commences and implemented prior to adverse effects on integrity occurring; developer contributions will be used to support this where appropriate. The Council is committed to ensuring that development within the borough will not contribute to adverse effects on the SAC due to air quality and will take the lead on coordinating any strategic mitigation required to minimise air pollution at the SAC.</u></p> <p>8. Any development within...</p> <p>9. <u>The council will work in partnership with landowners, land managers and developers to encourage better soil handling practices to avoid the degradation of soil and ensure soil functions are maintained as appropriate.</u></p>	
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MM59	LPRSP14(B)	<p>Amend Policy LPRSP14(B) criterion (2) as follows:</p> <p>Through the development management process, securing the sensitive management and design of development which impacts on heritage assets and their settings and positively incorporates heritage assets into wider development proposals. <u>This includes the potential public benefits from development impacting a heritage asset.</u></p>	For plan effectiveness.
MM60	LPRSP14(C)	<p>Amend Policy LPRSP14(C) as follows:</p> <p>To ensure that development in the borough mitigates and adapts to climate change, the council will:</p> <ol style="list-style-type: none"> 1. Adopt a strategy for growth which delivers development in sustainable locations, well supported by or capable of delivering better services and public transport which will minimise the need to travel. 2. Encourage the delivery of sustainable buildings and a reduction of CO2 emissions in new development, having regard to the Kent and Medway Energy and Low Emissions Strategy. 3. Encourage and support the delivery of low carbon energy and low carbon heat networks in new developments. 4. Support the provision of renewable energy infrastructure within new development. 5. Require the integration of blue-green infrastructure into qualifying major new development in order to mitigate urban heat islands, enhance urban biodiversity, and to contribute to reduced surface water run off through the provision of SuDS. 6. Require development involving the creation of new dwellings, retail, and/or employment space to encourage a shift towards sustainable travel through: 	For plan effectiveness, justified by proportionate evidence.

		<ul style="list-style-type: none"> a. prioritising active travel by ensuring good provision and connectivity of walking and cycling routes; b. ensuring public transport accessibility and; c. through the provision of electric vehicle infrastructure. <p>7. Require high levels of water efficiency in new residential development to ensure that water consumption should not exceed 110l per person per day. <u>New dwellings should be built to ensure that wholesome water consumption is not greater than 110 litres/person/day.</u></p> <p>8. Require new development involving the creation of new dwellings, retail floorspace and/or employment floorspace to plan for and respond to the impacts of climate change.</p> <p>9. Require new development to include a Flood Risk Assessment where the site is located within Flood Zones 2 or 3, or is over 1 hectare in size.</p> <p>10. <u>Require development to have regard to surface water management plans.</u></p>	
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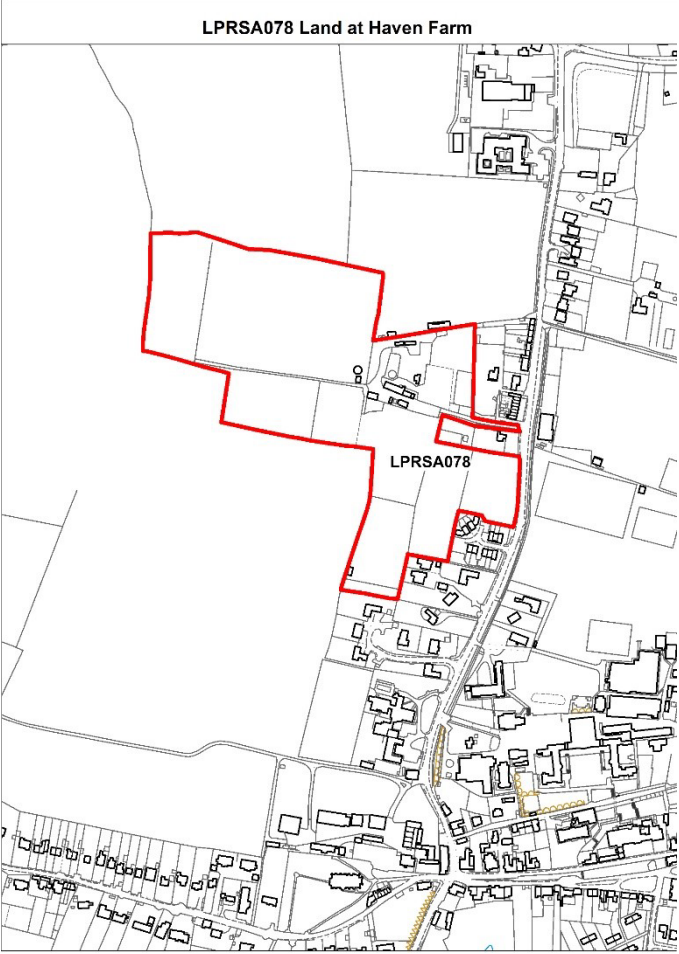
MM61	All site allocation policies	<p>Amend all site allocation policies as follows:</p> <p>In the policy introductory text, delete “is included as a draft allocation for...” and replace with “as identified on the policies map, is allocated for...”.</p>	For plan effectiveness and to ensure the plan is positively prepared.
MM62	Table 8.1	Amend Table 8.1 as follows:	For plan effectiveness to ensure the plan is positively prepared.

Allocations complete	Allocations expected to complete 2020-22	Allocations not complete			Allocations Superseded	
					Superseded Policy	Superseded By
H1 (1)	H1 (5)	H1 (2)	H1 (22)	H1 (54)	H1 (13)	LPRSA 144
H1 (6)	H1 (16)	H1 (3)	H1 (24)	H1 (59)	RMX1 (2)	LPRSA 146
H1 (20)	H1 (23)	H1 (4)	H1 (25)	H1 (65)	RMX1 (4)	LPRSA Emp1
H1 (32)	H1 (29)	H1 (7)	H1 (26)	EMP1 (1)	RMX1 (5)	LPRSA 148
H1 (34)	H1 (31)	H1 (8)	H1 (27)	EMP1 (2)	RMX1 (6)	LPRSA 151
H1 (35)	H1 (33)	H1 (9)	H1 (28)	EMP1 (4)		
H1 (37)	H1 (39)	H1 (10)	H1 (30)	RMX1 (1)		
H1 (40)	H1 (43)	H1 (11)	H1 (36)	RMX1 (3)		
H1 (42)	H1 (45)	H1 (12)	H1 (38)	RMX1 (4)		
H1 (44)	H1 (47)	H1 (14)	H1 (41)			
H1 (51)	H1 (53)	H1 (15)	H1 (46)			
H1 (55)	H1 (56)	H1 (17)	H1 (48)			
H1 (57)	H1 (58)	H1 (18)	H1 (49)			
H1 (61)	H1 (60)	H1 (19)	H1 (50)			
H1 (62)	H1 (63)	H1 (21)	H1 (52)			
H1 (64)	H1 (66)	These policies are not complete and are not anticipated to be completed before October 2022. They are expected to be retained in the Local Plan Review.			These policies are proposed to be superseded by new allocations. As such they are not expected to be retained in the Local Plan Review.	
EMP1(3)	These allocations are not complete but are anticipated to be completed before October 2022.					
These policies are complete and will not be retained when the Local Plan Review is Adopted.		They are not expected to be retained when the Local Plan Review is Adopted.				

MM63	Table 8.2	<p>Amend Table 8.2 as follows:</p> <p>LPRSA078 (Haven Farm): Swap the figures 400 and 1,500 over. 400sqm relates to 'village hub' shops, and 1,500 sqm relates to proposed GP surgery.</p> <p>LPRSA147 (Gala Bingo & Granada House): Remove reference to 500m² retail use. Replace with 'TBD'.</p> <p>LPRSA148 (Maidstone Riverside): Remove reference to 5,148m² of retail use and 2,574m² employment. Replace with 'TBD'.</p> <p>LPRSA149 (Maidstone West): Remove reference to 517m² of retail use and 1,034m² employment. Replace with 'TBD'.</p>	For plan effectiveness to ensure the plan is positively prepared.
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Site Ref	Site Name	Growth Location	Identified Capacity		
			Emp use m ²	Town centre use m ²	Resi units
LPRSA145	Len House	Maidstone Town Centre		3,600	159
LPRSA147	Gala Bingo & Granada House	Maidstone Town Centre		500	40
LPRSA148	Maidstone Riverside	Maidstone Town Centre	5,148	2,574	650
LPRSA149	Maidstone West	Maidstone Town Centre	1,034	517	130
LPRSA151	Mote Road	Maidstone Town Centre	1,250	0	172
LPRSA144	High St/ Medway St	Maidstone Town Centre		150	50
LPRSA146	Maidstone East	Maidstone Town Centre	5,000	2,000	500
LPRSA366	Springfield Tower	Maidstone Urban Area	-	-	150
LPRSA152	Former Royal British Legion Site	Maidstone Urban Area	-	-	8
LPRSA265	Land at Abbey Gate Farm	SW of Maidstone	-	-	250
LPRSA270	Land south of Police HQ	S of Maidstone	-	-	196
LPRSA172	Land at Sutton Road	SE of Maidstone	-	-	75
LPRSA362	Police HQ, Sutton Rd	SE of Maidstone	-	-	135
LPRSA266	North of Ware St	NE of Maidstone	-	-	67
LPRSA303	EIS Oxford Rd	E of Maidstone	-	-	20
LPRSA101	Land south of A20	Harrietsham	-	-	53
LPRSA071	Land at Keilen Manor	Harrietsham			47
LPRSA310	Land at Moat Rd	Headcorn	-	-	110
LPRSA260	Ashford Road	Lenham	2,500	-	-
LPRSA295	Land north of Copper Ln & Albion Rd	Marden	-	-	113
LPRSA066	Land east of Lodge Rd	Staplehurst	-	-	78
LPRSA114	Land at Home Farm	Staplehurst	-	-	49
LPRSA360	Campfield Farm	Boughton Monchelsea	-	-	30
LPRSA312	Land at Forstal Lane north of Heath Rd	Coxheath			85
LPRSA364	Kent Ambulance HQ	Coxheath			10
LPRSA251	Land at Former Orchard Centre Heath Rd	Coxheath			5
LPRSA204	Land south east of Eyhorne Street	Eyhorne St (H'bourne)	-	-	9
LPRSA078	Haven Farm & L/a 4 Southways	Sutton Valence	400	1,500	100
LPRSA248	North of Kenward Rd	Yalding	-	-	100

MM64	LPRSA078	<p>Amend Policy LPRSA078 under Principles subheading 4th bullet, 1st sub-bullet as follows:</p> <p>The approximate land use balance is:</p> <p>440 100 dwellings across the two sites (including 5 self/custom build plots and 40% affordable housing)</p> <p>After Policy LPRSA078 Insert Key Diagram illustrating net developable area, as follows:</p> <div data-bbox="499 611 1491 1324"> <p style="text-align: center;">Key Diagram LPRSA078</p> </div>	For plan effectiveness to ensure the plan is positively prepared.

MM65	LPRSA078 Page 93 Policies Map	<p>On page 93 figure (Sutton Valence Larger Village), amend boundary of site allocation LPRSA078 as follows:</p> 	For plan effectiveness.
MM66	LPRSA146	Amend Policy LPRSA146 1st paragraph as follows:	For plan effectiveness.

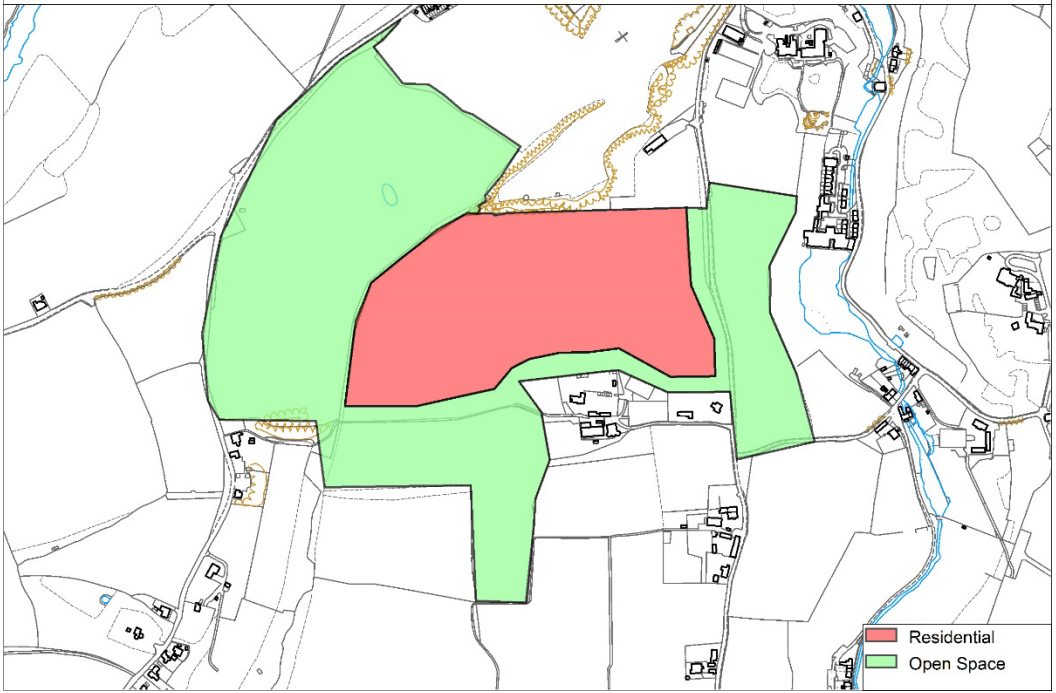
		Maidstone East is included as a draft allocation for the development of a minimum of approximately 500 dwellings, 2,000m ² new retail, 5,000 m ² business and other appropriate town centre uses such as a medical facility. The following conditions are considered appropriate to be met before development is permitted.	
MM67	LPRSA146	<p>Amend Policy LPRSA146 under Design, Layout & Heritage sub-heading as follows:</p> <p>The site shall be the subject of a comprehensive masterplan which has regard to its adjacency to the railway station and civic quarter, as well as the adjacent retail frontages. <u>Should the site be delivered in one or more phases, the Council will ensure that the overall capacity and requirements of the policy are met, and the planning and design principles set out in the policy remain able to be consistently applied across the site.</u></p> <p>The development shall incorporate commuter car parking to serve Maidstone East station...</p> <p>Amend Policy LPRSA146 under Access/Highways and transportation sub-heading as follows:</p> <p>... If a car free or reduced level of parking is proposed, proportionate <u>and directly related</u> contributions will be required...</p> <p><u>"It is envisaged that</u> highway access to the residential development shall be taken from Sandling Road. An additional, in-bound only access to the former Sorting Office part of the site could be taken from Fairmeadow, subject to any impact upon the wider public realm strategy."</p>	For plan effectiveness.
MM68	LPRSA148	<p>Amend Policy LPRSA148 1st paragraph as follows:</p> <p>Maidstone Riverside is included as a draft an allocation for the development of approximately 650 dwellings, 5,148m² of retail use and 2,574m² employment, <u>and a suitable mix of employment, retail and town centre uses. As the Town Centre Strategy progresses, the Council will liaise with landowners to prepare further detail on expectations. Should the site be delivered in one or more phases, the Council will ensure that the overall capacity and requirements of the policy are met, and the planning and design principles set out in the policy remain able to be consistently applied across the site.</u> The following conditions are considered appropriate to be met before development is permitted.</p>	For plan effectiveness and consistency with the NPPF.

MM69	LPRSA149	<p>Amend Policy LPRSA149 1st sentence as follows:</p> <p>Maidstone West is included as a draft allocation for the development of approximately 240 <u>130</u> dwellings, and no net loss of town centre uses.</p>	To ensure the plan is positively prepared and effective.
MM70	LPRSA151	<p>Amend Policy LPRSA151 under Access/Highways and Transportation sub-heading as follows:</p> <p>Access/Highways and transportation</p> <ul style="list-style-type: none"> Secure cycle parking for residents to be provided. <u>The development should provide improved pedestrian crossing facilities in the vicinity of the site to be agreed with the Council and the Highway Authority.</u> 	For plan effectiveness.
MM71	LPRSA295	<p>Amend Policy LPRSA295 under Landscape/Ecology sub-heading to include an additional criterion as follows:</p> <p><u>Provide an Ecological Impact Assessment of development sites and any additional land put forward for mitigation purposes to take full account of the biodiversity present.</u></p>	For plan effectiveness and consistency with national policy.
MM72	LPRSA204	<p>Amend Policy LPRSA204 under Design sub-heading to delete 2nd bullet as follows:</p> <p>Design of the site will need to ensure neighbouring resident's amenity is protected.</p>	For plan effectiveness.
MM73	LPRSA310	<p>Amend Policy LPRSA310 under Access, Highways and transportation sub-heading, 2nd bullet as follows:</p> <p>Development will be subject to provision of acceptable <u>and safe</u> off-site pedestrian and cycle connectivity <u>along Moat Road</u> to the A274...</p> <p>Amend Policy LPRSA310 under Access, Highways and transportation sub-heading, to include an additional 5th bullet as follows:</p> <p>Development must ensure appropriate access for emergency vehicles.</p>	For plan effectiveness.
MM74	LPRSA362	<p>Amend Policy LPRSA362 as follows:</p>	For plan effectiveness.

		<p>Maidstone Police HQ is included as a draft allocation for the development of approximately 247 dwellings and approximately 7,500sqm 5,800sqm of commercial and community uses. The following conditions are considered appropriate to be met before development is permitted</p> <p>Additional policy criteria under ‘principles’ to refer to:</p> <p><u>The development of this site, together with SA270 shall be guided by a series of overarching principles that ensure a coordinated approach with respect to, for example; vehicular access, open space, sports provision, pedestrian and cycle connectivity, biodiversity net gain and ecological mitigation</u></p>	
MM75	<p>LPRSA265</p> <p>Policies Map</p>	<p>Amend policy LPRSA265 as follows:</p> <p>Land at Abbey Gate Farm is included as a draft an allocation for the development of approximately 250 dwellings at an average density of 30 dwellings per hectare. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and layout</p> <ul style="list-style-type: none"> • Development of the site shall be informed by a landscape-led masterplan <u>that is informed by both an LVIA and historic landscape assessment.</u> • The layout of buildings and landscaping shall be designed to mitigate visual impacts upon the adjacent countryside areas, <u>with specific landscape buffers to mitigate impacts upon the wider area of Local Landscape Value.</u> • <u>With the exception of a possible site access road and associated infrastructure, there shall be no built development on that part of the site that comprises the Walnut Tree Meadows Nature Reserve.</u> • New development should not be located on the higher ground adjacent to Dean Street, unless appropriate visual mitigation is proposed. • <u>There will be no built development east of Straw Mill Hill or south of the public right of way.</u> • The layout of streets and landscaping shall have regard to the site topography. • <u>The layout and</u> design of the site will need to ensure <u>residential</u> neighbours’ amenity is protected. • Development should preserve and enhance the setting of adjacent built heritage assets <u>with specific regard to the setting of the Grade II* listed Abbey Gate Place</u> and the Loose Conservation Area. <u>In particular appropriate buffers (to be informed by heritage and historic landscape assessments) shall be provided on the site’s</u> 	<p>To ensure the plan is positively prepared, justified and effective.</p>

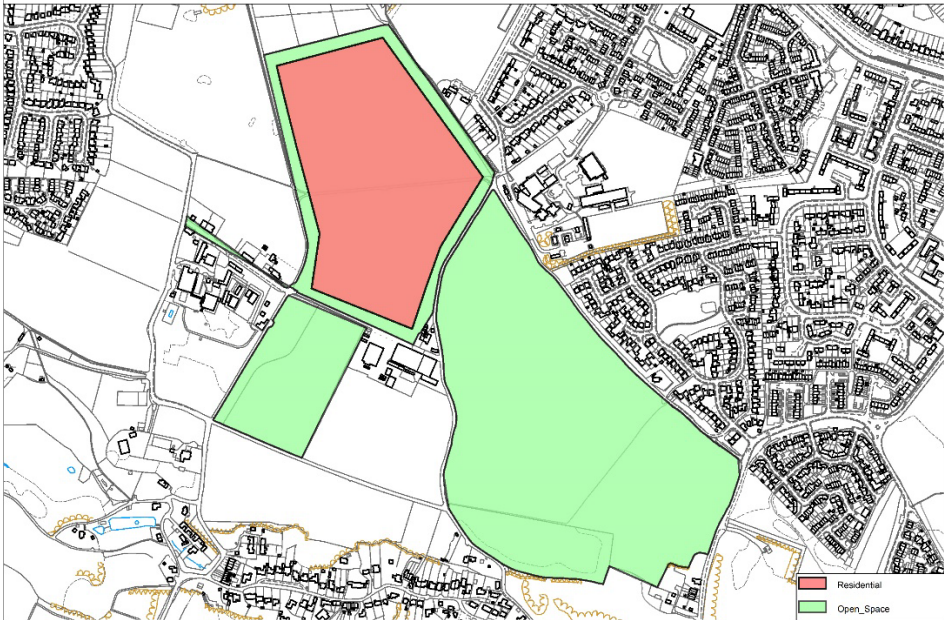
		<p><u>southern and eastern boundaries.</u></p> <ul style="list-style-type: none"> • <u>To respond positively to and minimise harm to heritage assets, development must be designed to include a landscaped buffer to maintain a degree of rural outlook and reduce intervisibility with new residential development.</u> • Development shall be informed by an assessment of the archaeological potential of the site and the measures needed to address the assessment's findings secured. • The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes. • Net densities within residential parcels may vary, but should average circa 30 dwellings per hectare. Higher density parcels will be subject to high quality design, residential amenity and open space. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. Development should be designed to preserve ancient woodland. • The Loose Valley LLV should be considered in setting out the layout of this site <u>and appropriate landscape buffers provided.</u> • <u>A suitably landscaped buffer is required to the north and west of Abbey Gate Place.</u> • A community woodland of no less than {5}-ha shall be provided. • <u>In addition to meeting the open space requirements of Policy LPRINF1, any further provision of open space, including areas for nature conservation shall be subject to a delivery and management plan, including ownership, maintenance and finance arrangements.</u> • A hedgerow enhancement plan <u>will be required</u> for all boundaries. <p>Access, Highways and Transportation</p> <ul style="list-style-type: none"> • Vehicular access shall be <u>direct</u> from Dean Street <u>and / or via adjacent residential development sites onto Dean Street. The precise route and construction method of the access route will minimise land-take within the Nature Reserve. Any route must avoid harmful division of the reserve that would undermine its function / coherence.</u> • The main vehicular access shall take the form of a tree-lined/landscaped <u>route that is designed to minimise its impact upon adjacent open landscape/ecology areas. boulevard. with appropriate.</u> 	
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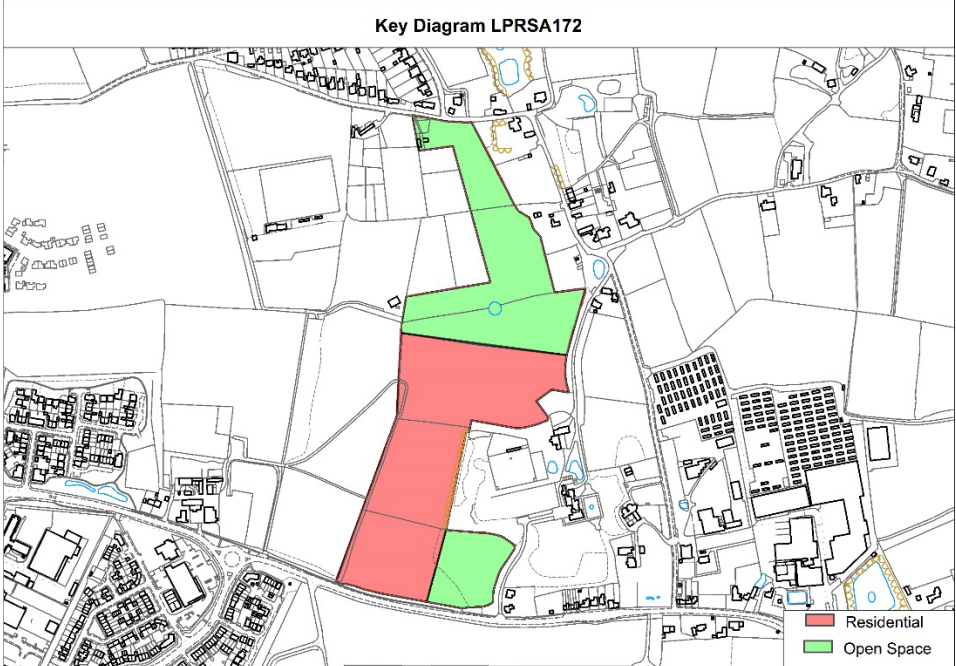
		<ul style="list-style-type: none"> No vehicular access, other than emergency access shall be proposed from Stockett Lane/Straw Mill Lane <u>Hill</u>. The alignment and setting of PROW should be retained and enhanced. Measures to enhance pedestrian and cycle connectivity to the wider network shall be brought forwards, including where appropriate, connections to adjacent development sites and other off-site enhancements. <u>The development shall be accompanied by an assessment of opportunities to deliver</u> enhancements to public transport services, <u>including the potential</u> to bring a bus service into the site and with increased regularity. Development will be subject to appropriate improvement works to Dean Street and or any other off-site improvements works necessary to make the development acceptable <p>Open Space</p> <ul style="list-style-type: none"> Open spaces shall incorporate no less than 2.0 ha of accessible green amenity space incorporating areas of children's play and community allotments. Semi/natural open space of no less than 3.0 ha shall be provided, the function of which will focus upon habitat creation and biodiversity net gain. Open spaces shall be subject to a landscape management strategy to be agreed with the Council, this shall set out measures for the long term management and maintenance of all public open spaces, semi/natural open space and ecology <p>Contaminated Land</p> <ul style="list-style-type: none"> The site is± adjacent to a former landfill site and the site should be made safe prior to any development commencing. The surface water drainage strategy shall demonstrate that regard has been had to potential contamination risks. Ground piling shall not take place unless agreed by the Environment Agency. <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. Where there may be limited capacity in the utility network, the occupation of the 	
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		<p>development will be phased to align with the delivery of infrastructure.</p> <p>Insert after Policy a Key Diagram to illustrate net developable area together with open space and buffer provision, as follows:</p> <div data-bbox="504 359 1556 1101"> <p style="text-align: center;">Key Diagram LPRSA265</p>  </div>	
MM76	LPRSA266	<p>Amend Policy LPRSA266 under Design and layout sub-heading, 4th bullet as follows:</p> <p>The northern, western, and eastern boundaries shall be landscaped in a manner that reduces the impact of development upon the wider setting of the open land to the north and incorporates biodiversity enhancement measures <u>including through a Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute's and Institute of Environmental Management & Assessment's 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.</u></p>	To ensure an effective, justified policy.

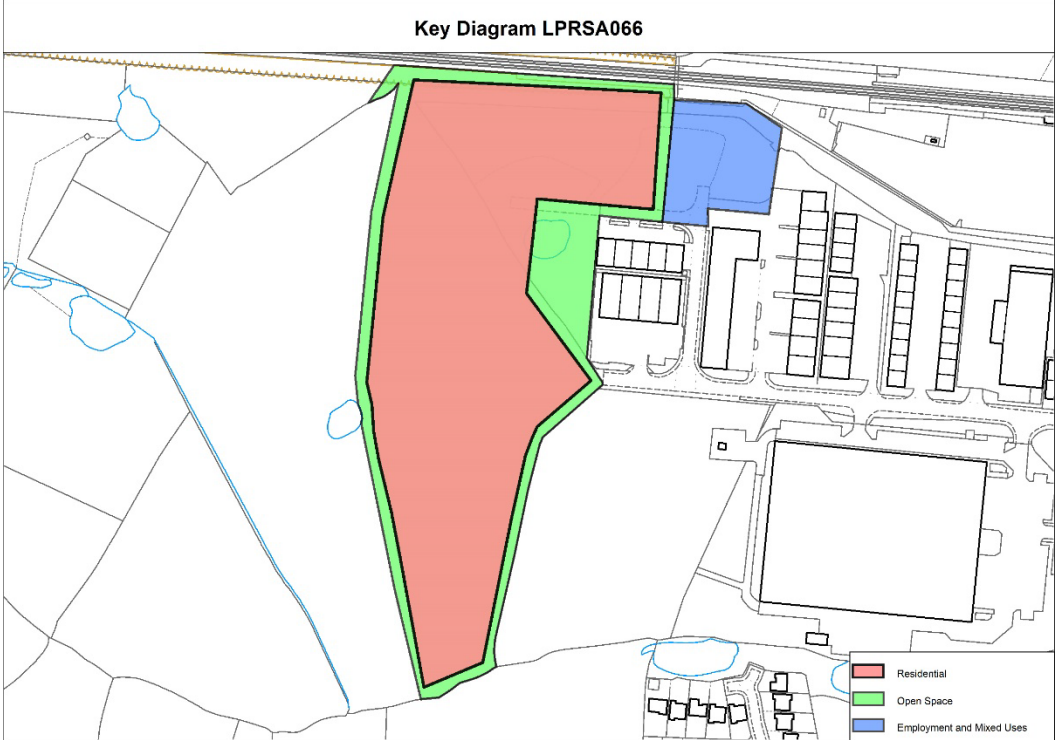
MM77	LPRSA270	<p>Amend Policy LPRSA270 1st sentence as follows:</p> <p>Land south west of Pested Bars Road is included as a draft allocation for the development of approximately 196 300 dwellings at an average density of 30 dwellings per hectare.</p>	To ensure a positively prepared, effective policy.
MM78	LPRSA270	<p>Amend Policy LPRSA270 as follows:</p> <p>Under the Heading ‘Principles’:</p> <ul style="list-style-type: none"> Development <u>of this site</u> will be subject to the prior agreement with the Council of a site-wide masterplan framework/phasing strategy <u>shall be guided by a series of overarching principles to be agreed with the Council that ensure a coordinated approach with respect to, for example; vehicular access, open space, sports provision, pedestrian and cycle connectivity, biodiversity net gain / ecological mitigation</u> Such a framework <u>The series of overarching principles</u> will demonstrate that the site is planned and brought forward in a coordinated manner having regard to adjacent site allocations at the former Police HQ <u>SA362</u>. Having regard to the scale of development, the masterplan framework <u>overarching principles</u> shall incorporate an infrastructure impact assessment. Unless agreed by the Council as part of the development of the masterplan framework <u>overarching principles</u>, the outline land budget shall be based upon: <ul style="list-style-type: none"> No more than 44 <u>12-14</u> ha of net developable residential land, <u>the extent to be informed through LVIA and other open space / sports requirements.</u> No less than 25 ha of open space, including accessible public open space, new biodiversity habitat <u>No less than 25ha of open space shall be provided, including proposals for a country park on land to the east of Cliff Hill.</u> A community hub incorporating both community uses and integrated open space Highway infrastructure that is designed to minimise land take and visual impacts <p>Under the Heading ‘Open Space’:</p> <ul style="list-style-type: none"> No less than 25ha of open space shall be provided, including proposals for a country park <u>on land to the east of Cliff Hill.</u> The site-wide open space strategy shall have regard to the requirements of Policy 	For clarity and to ensure an effective policy.

		<p>SP13(B) & LPRINF1.</p> <ul style="list-style-type: none"> • Open spaces shall incorporate no less than 2.0 ha of accessible green amenity space integrated in the residential development parcels incorporating areas of children's play. • The scheme shall provide for and community allotments <u>space/s to be made available for community growing areas.</u> • Subject to liaison with Sport England and the Parish Council, appropriate provision for outdoor sports may be required. • Semi/natural open space of no less than 5.0 ha shall be provided, the function of which will focus upon habitat creation and biodiversity net gain. • Open spaces shall be subject to a landscape management strategy to be agreed with the Council, this shall set out measures for the long term funding, management and maintenance of all public open spaces, semi/natural open space and areas of biodiversity habitat. <p>After Policy LPRSA270 insert Key Diagram as follows:</p>	
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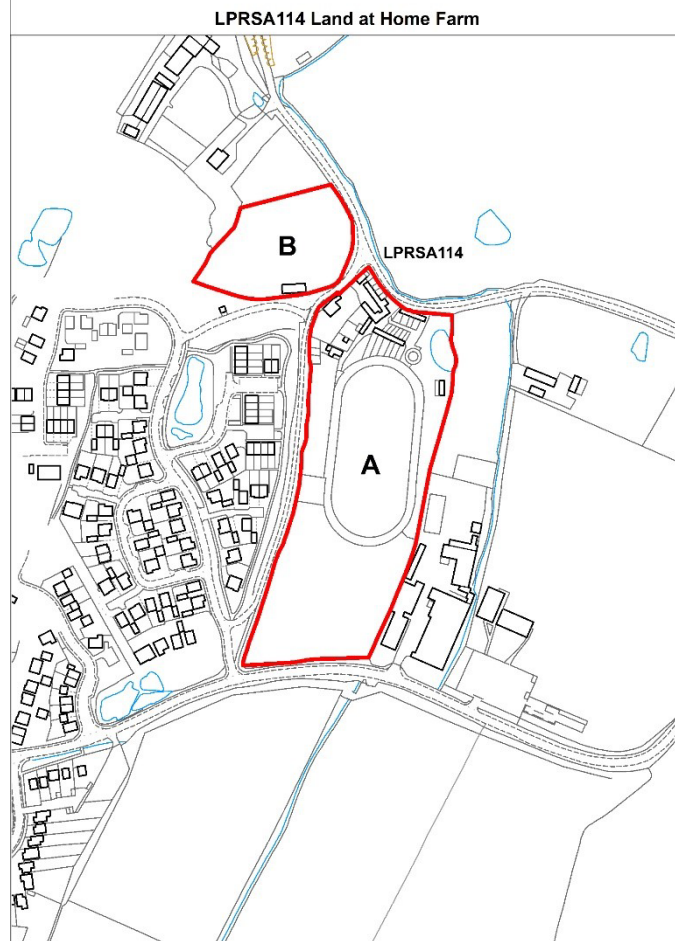
		<p>Key Diagram LPRSA270</p> 	
MM79	LPRSA362	<p>Amend Policy LPRSA362 1st sentence as follows:</p> <p>Maidstone Police HQ is included as a draft allocation for the development of approximately 247 dwellings and approximately 7,500sqm 5,800sqm of commercial and community uses.</p>	To ensure a positively prepared, justified and effective policy.
MM80	LPRSA362	<p>Amend Policy LPRSA362 under Access and Highways sub-heading to include a new criterion as follows:</p> <p><u>Prior to the first occupation, the private access at the junction of Cliff Hill and Pested Bars Road shall be closed to traffic, but for emergency / operational police vehicles.</u></p>	For policy clarity and plan effectiveness.
MM81	LPRSA366	<p>Amend Policy LPRSA366 under Access/Highways and transportation sub-heading to add criterion as follows:</p> <p><u>The site should be designed to complement and enable local improvements to the A229.</u></p>	For policy clarity and plan effectiveness.

MM82	LPRSA172	<p>Amend Policy LPRSA172 under Design and Layout sub-heading 6th bullet as follows:</p> <p>Development shall demonstrate that the layout, scale and form of development has regard to the need to preserve and enhance the setting of the grade II listed Rumwood Court, <u>including through a LVIA.</u></p> <p>Amend Policy LPRSA172 Under ‘Design and Layout’ sub-heading to include a new 7th bullet and diagram as follows:</p> <ul style="list-style-type: none"> • <u>To protect the open character of the adjacent countryside and to avoid coalescence, built development will be limited to the areas shown on the accompanying key diagram. Within this area, the additional policy requirements must still be met.</u> <p>After Policy LPRSA172 insert Key Diagram as follows:</p> 	To ensure an effective, justified policy.
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MM83	LPRSA260	<p>Amend Policy LPRSA260, under the Design and layout sub-heading, the 3rd bullet as follows:</p> <p>Development proposals shall incorporate substantial areas of internal landscaping within the site <u>– including landscaping on an east-west axis through the central part of the site –</u> to provide an appropriate landscape framework for the site to protect the setting of the Kent Downs AONB.</p> <p>Amend Policy LPRSA260, under the Design and layout sub-heading, to add a new 6th bullet as follows:</p> <p><u>The materials palette, including colour choice, should minimise impacts on views from the AONB.</u></p> <p>Amend Policy LPRSA260, Under Landscape/Ecology sub-heading, to delete the 3rd and 4th bullets as follows:</p> <p>Development proposals shall incorporate substantial areas of internal landscaping within the site to provide an appropriate landscape framework for the site to protect the setting of the Kent Downs AONB.</p> <p>An undeveloped section of land will be retained and landscaped to protect the amenity and privacy of existing neighbouring residents.</p>	For plan effectiveness and to avoid duplication of policy criteria.
MM84	LPRSA066	<p>Amend Policy LPRSA066 as follows:</p> <p>Land east of Lodge Rd is included as a draft allocation for the development of approximately 78 dwellings on <u>circa</u> 3.8ha and approximately 1,000 sq.m of employment on <u>circa</u> 0.3 ha <u>within the north-eastern part of the site.</u> The following conditions are considered appropriate to be met before development is permitted.</p> <p>Under Layout and Design, insert new bullet, as follows:</p> <p><u>Appropriate buffers shall be provided between the residential and commercial areas.</u></p> <p>Under Access, Highways and transportation sub-heading amend 1st bullet as follows:</p>	For policy clarity and to ensure plan effectiveness.

		<p>Vehicular access shall be provided to both from Lodge Road. and The site will facilitate future pedestrian and vehicle connections to the adjacent residential development to the west of the site if possible.</p>	
MM85	LPRSA066	<p>Amend Policy LPRSA066 under Access, Highways and transportation sub-heading 2nd bullet as follows:</p> <p>The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running, <u>including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this.</u></p> <p>In addition, provide a Key Diagram to identify the residential and commercial development areas, as follows:</p>  <p>Key Diagram LPRSA066</p> <p>Legend:</p> <ul style="list-style-type: none"> Residential Open Space Employment and Mixed Uses 	For plan effectiveness.

MM86	LPRSA114	<p>Amend Policy LPRSA114 to add bullet point 3 to Transport</p> <p><u>The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running, including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this.</u></p> <p>With regard to the wider criteria, clarify the expectations regarding parcels A and B as follows:</p> <p><u>Insert Key Diagram identifying parcels A and B, as follows:</u></p>	For plan effectiveness.

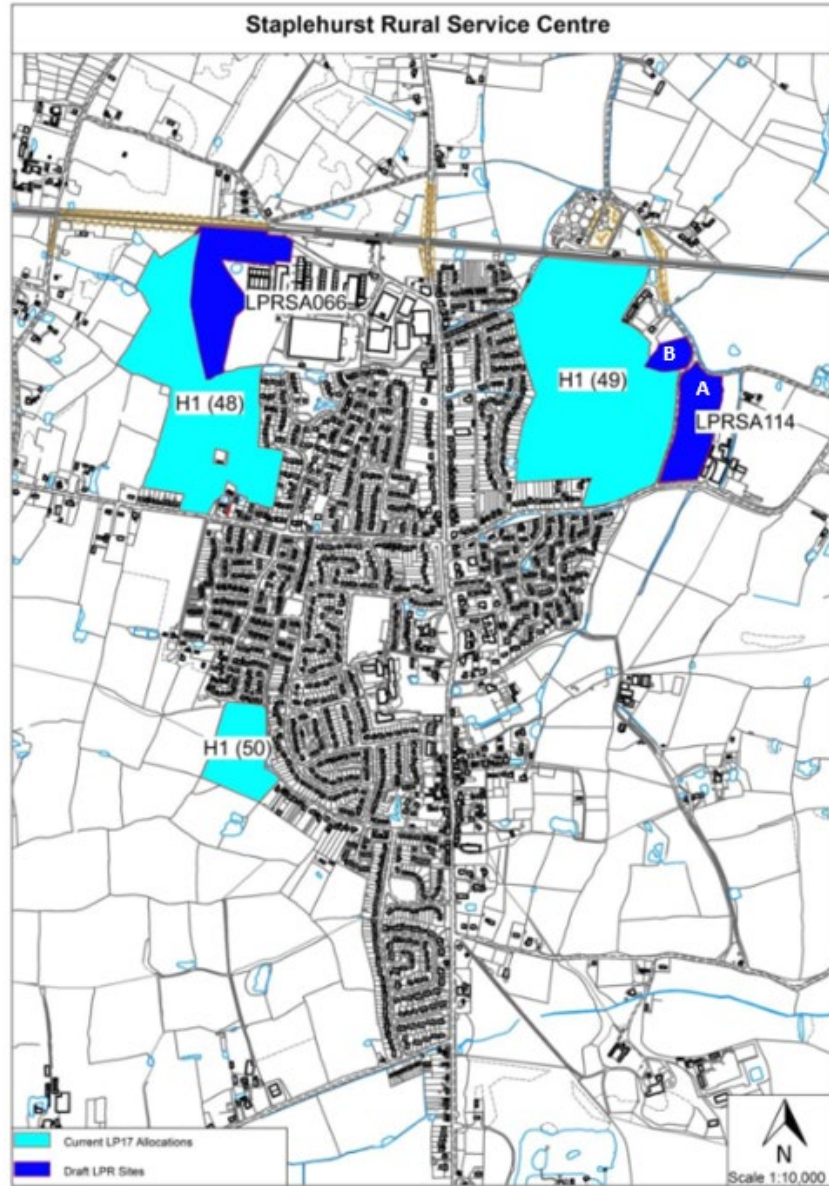


Land at Home Farm (Sites A and B) is included as a draft allocation for the development of approximately 49 dwellings **at an average density of 30 dph**. The following conditions are considered appropriate to be met before development is permitted.

Design and layout

		<ul style="list-style-type: none"> • <u>The site comprises two parcels of land, the main, Site A, to the north of Pile Lane and a smaller Site B to the north.</u> • The two parcels of land shall be the subject of a single masterplan that provides an appropriate distribution of built development and open space having regard to the following guidelines. • Development of Site A shall be set back from Headcorn Road <u>and be designed to respect its rural character.</u> • The north eastern section of s-Site A and the entirety of Site B will be built at a lower density and incorporate landscaping buffers in order to reflect the settlement edge location and to preserve the rural lane character of both Pile and Sweetlands Lanes. • Development along the eastern boundary <u>of Site A</u> should be sited and designed to ensure an appropriate relationship with neighbouring commercial uses, such that the amenity of future residents is acceptable and so that the ongoing commercial viability of the commercial unit <u>land to the east</u> is not prejudiced. • Site design and layout shall be informed by a local historic impact assessment. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. • The development proposals shall be designed to take into account the results of a LVIA undertaken in accordance with the principles of current guidance. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Public access to areas designated as habitat in any landscape masterplan would normally be limited to maintenance purposes. <p>Access, Highways and transportation</p> <ul style="list-style-type: none"> • Vehicular access to site A shall be via Headcorn Road, with the junction designed to minimize loss of existing hedgerow. There shall be no vehicular access from Site A to either Pile Lane or Sweetlands Lane. • Vehicular access from Site B shall be located so as to minimize hedgerow loss and preferably, for highway safety reasons, be via Little Threads H<u>L</u>ane. 	
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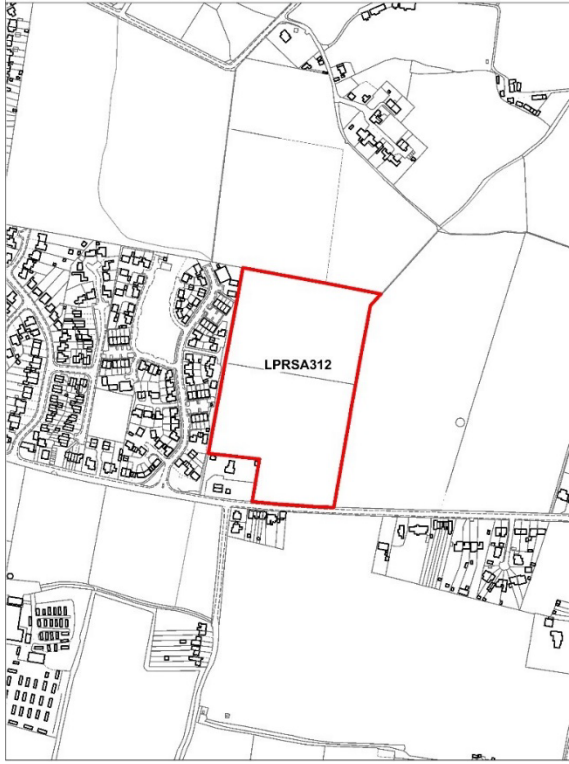
		<p>Flood Risk/Drainage</p> <ul style="list-style-type: none"> • The layout of residential accommodation should avoid the northern part of the site and the fringes of Flood Zone 2. • A Flood Risk Assessment and surface water drainage strategy will be required alongside any planning application. This should demonstrate that sufficient on-site mitigation is achievable in order to ensure that the risk of flooding in adjacent areas is not increased. <p>Open Space</p> <ul style="list-style-type: none"> • The developments shall provide accessible open amenity space in accordance with Policy SP13(B) & LPRINF1, to include a minimum of 0.18ha of useable amenity green space incorporating children's play, micro allotments/community growing areas and other functions that contribute positively to the health and wellbeing of the future community. • Site A shall also provide 0.85 ha of semi/natural open space. <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> • The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of necessary infrastructure. 	
MM87	Page 86	<p>Amend diagram on page 86 (Staplehurst Rural Service Centre) as follows:</p> <p>Diagram to clarify the two distinct land parcels (A and B) as referenced in the policy.</p>	For clarity and plan effectiveness.



MM88	LPRSA312	<p>Amend Policy LPRSA312 as follows:</p> <p>Land <u>amounting to no more than approximately 4.6ha</u> North of Heath Rd – Beacon Park is included as an an draft allocation for the development of approximately 85 dwellings <u>at an average density of circa 30 dph</u>. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and layout</p> <ul style="list-style-type: none"> • Development proposals will be of a high standard of design incorporating the use of contextually derived <u>design and</u> vernacular materials; <u>incorporating a variety of typologies, materials, landscaping and street scenes</u>. • Both the northern and eastern boundaries shall incorporate lower densities and integrated landscaping to reflect their edge of village setting. • A landscape/<u>coalescence</u> buffer including tree planting, of no less than <u>1.42 ha 15</u> <u>and at no part less than 20m in depth</u> shall be provided <u>to the site's eastern and northern boundaries</u> prior to development commencing on the site <u>and be designed to ensure separation prevent coalescence</u> between the eastern edge of Coxheath and the western edge of Loose. • <u>Within these landscaped and open space buffers, the net developable area should not materially exceed circa 2.83 ha.</u> • The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes. • The <u>development</u> layout of new dwellings and roads to shall respect the amenities and setting of adjacent residential properties. • Streets shall incorporate tree planting as part of an overall landscape management plan, with the visual impact of car parking mitigated. • Site design and layout shall be informed by a local historic impact assessment. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or off site mitigation for the existing habitat of local fauna/flora. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation enhancement. Public access to such areas would normally be limited. 	For plan effectiveness and to ensure plan is justified.
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	<ul style="list-style-type: none"> • The development proposals shall include provision for the protection and buffering as appropriate of the adjacent area of ancient woodland. • Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. • Provision shall include no less than 1.3 ha of semi/natural open space the principle principal focus of which shall be to contribute to site buffers and biodiversity net gain, but which may include access where conflict with habitat does not arise. The location and layout of such areas shall be designed to avoid conflict with more active accessible residential amenity spaces such as children's play. • The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application. <p>Access, Highways and transportation</p> <ul style="list-style-type: none"> • Vehicular access shall be via Heath Road, with no vehicular connections to Forstal Lane. • The new junction to Heath Road shall incorporate appropriate sight lines and be designed to appropriate capacity and safety standards. • The site shall enable connectivity to existing/planned PRow and cycle routes to the east and west of the site. • The site shall provide safe pedestrian and cycle routes through the site which are by design well supervised. • <u>Contributions to off-site highways mitigation, namely Linton Crossroads, or an alternative agreed by the LPA and Highway Authority.</u> <p>Open Space</p> <ul style="list-style-type: none"> • The development shall provide accessible open amenity space in accordance with Policy SP13(B) & INF1, with in addition to any semi/natural buffer, a minimum of 0.26 ha 0.55ha of additional of useable accessible amenity green space incorporating elements such children's play, micro allotments and other functions that contribute positively to the wellbeing of the future community. Such amenity spaces should form an integrated element of the overall masterplan. • <u>The quality and function of accessible open space shall not be prejudiced by the incorporation of any active SUDS elements, which if necessary should be independently provided.</u> • Where it is not feasible, due to site characteristics, to provide an appropriate open space 	
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		<p>typology in accordance with Policy SP13(B), the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the village.</p> <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> • The Applicant proposal to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure. <p>Amend site allocation boundary as follows (with revised boundary shown in schedule of changes to Policies Map).</p>	
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		<p>LPRSA312 Land North of Heath Road</p> 	
MM89	LPRSA248	<p>Amend Policy LPRSA248 as follows:</p> <p>Land to the north and south of <u>at</u> Kenward Road totalling 9.1 ha is included as a draft <u>an</u> allocation for the development of approximately 100 dwellings at an average density of <u>approximately</u> 30 dwellings per hectare, <u>together with associated open space and infrastructure on land south of Kenward Road.</u> The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and Layout</p> <ul style="list-style-type: none"> The development shall provide approximately 100 dwellings, <u>only to be provided on</u> 	For plan effectiveness and clarity to aid policy implementation.

		<p>land north and south of Kenward Road at an average density of not exceeding of approximately 30 dph, in a manner that enables the rounding off of the adjacent residential areas at a similar density.</p> <ul style="list-style-type: none"> • The remainder of the land south of Kenward Road shall be laid out as a new community open space, and BNG area, <u>together with SUDS measures to mitigate the residential element, plus pedestrian crossing / access measures.</u> • The development shall be subject to a single masterplan which demonstrates phasing <u>and delivery</u> of both built development and open spaces. • Both housing development areas will <u>The layout and form of the housing element shall</u> be informed by an LVIA and incorporate <u>both</u> boundary <u>and internal structural landscaping that responds to the site's topography.</u> • Design of the site will need to ensure neighbouring resident's amenity is protected. • <u>The layout and design of new dwellings shall incorporate measures necessary to mitigate the impacts of adjacent agricultural operations.</u> • Site design and layout shall be informed by a local historic impact assessment. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Public access to areas designated primarily as habitat in any landscape masterplan would normally be limited to maintenance purposes. • Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. • All landscaping to be principally native planting. • The proposed open spaces and new habitat shall be the subject of a delivery strategy and long-term management plan. • Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. • The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application. 	
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		<p>Access, Highways and Transportation</p> <ul style="list-style-type: none"> • Access points to both sites to the residential element (plus any maintenance or other access to the open space to the south) shall provide junction and sight lines designed to appropriate capacity and safety standards. • Both site access points shall incorporate The development shall provide appropriate pedestrian crossing points to Kenward Road to allow connectivity to existing footways. • The southern site shall enable appropriate access to the adjacent agricultural holding in a manner that does not adversely impact upon the amenity and safety of residents and users of the open space. • The southern site shall provide parking for users of the open space in a manner that does not adversely affect the amenity of the surrounding area. • Replacement provision shall also be provided for any loss of on-street residential parking. • The development shall deliver appropriate traffic speed management measures to the surrounding highway network. North Street. <p>Flood Risk/Drainage</p> <ul style="list-style-type: none"> • The site should be designed to ensure that it has a positive impact on the River Boulton catchment, and does not worsen local flood risks on Mote Road. • The only vehicular access to the site is through Flood Zone 3. Any development will be dependent upon acceptable flood safety measures being agreed with the EA. <p>Open Space</p> <ul style="list-style-type: none"> • The provision of open space shall have regard to Policy SP13(B) & LPRINF1 • The proposed open spaces across both sites and new biodiversity areas shall be the subject of a delivery strategy and long-term management plan. • The residential parcel north of Kenward Road shall incorporate both green amenity and play space in a location that is safe for children and well supervised, plus elements of semi natural informal open space. • The land south of Kenward Road shall provide, in addition to any supporting infrastructure associated with the delivery of the proposed homes north of 	
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		<p><u>Kenward Road, approximately 4.9 ha of public open space/habitat in the form of approximately (to be determined through the submission of an Open Space Strategy in collaboration with the council and the Parish council):</u></p> <ul style="list-style-type: none"> ○ 0.4ha of community allotments/growing areas ○ ha of new Riverside landscape/habitat <u>creation</u> ○ ha of informal open space ○ 0.5ha of recreational open space ○ <u>Sustainable Urban Drainage</u> ○ <u>Ancillary parking to support the open space</u> <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> • The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure. 	
MM90	LPRSA071	<p>Amend Policy LPRSA071 1st sentence as follows:</p> <p>Land adjacent to Kellen Manor, Harrietsham is included as a draft allocation for the development of approximately 4737 dwellings.</p> <p>Amend Policy LPRSA071 6th bullet under Landscape/Ecology as follows:</p> <ul style="list-style-type: none"> • The development proposals shall be designed to take into account the results of a detailed aboricultural survey, tree constraints plan and tree retention/protection plans, <u>including to inform the site development capacity.</u> 	For plan effectiveness and to ensure policy is justified.
MM91	LPRHOU1	<p>Amend Policy LPRHOU1 as follows:</p> <ol style="list-style-type: none"> 1. Proposals for development on previously developed land (brownfield land) on land outside of smaller villages and the countryside that make effective and efficient use of land and which meet the following criteria will be permitted... 	For plan effectiveness.

		2. In exceptional circumstances, the residential redevelopment of previously developed land in the countryside and smaller villages which meet the above criteria will be permitted provided the redevelopment will also result in...													
MM92	LPRHOU2	<p>Amend Policy LPRHOU2 as follows:</p> <ol style="list-style-type: none"> 1. On land outside of the countryside and undefined settlements proposals for the extension, conversion or redevelopment of a residential property which meet the following criteria will be permitted if... 2. On land outside the countryside and undefined settlements proposals for the conversion or redevelopment of a dwelling to self-contained flats or the use of a building as a house in multiple occupation which also meet the following criterion will be permitted... 	For plan effectiveness.												
MM93	Para 9.31 to 9.32	<p>Amend paragraphs 9.31 to 9.32 as follows:</p> <p>9.31 The SHMA identifies three sub-categories of specialist residential accommodation for older people:</p> <ul style="list-style-type: none"> • Retirement living or sheltered housing which comprises self-contained units with some shared facilities and on-site supportive management. • Enhanced sheltered housing which typically has 24/7 staffing cover and some shared meals. • Extra care which provides personal or nursing care. These facilities may include dementia care. These are counted as bedspaces. <p><u>9.31(a) The SHMA defines these as Housing with Support and Housing with Care. It identifies a total need of 2,142 speciality housing units as follows:</u></p> <table border="1"> <thead> <tr> <th></th><th><u>Rented</u></th><th><u>Leasehold</u></th><th><u>Total</u></th></tr> </thead> <tbody> <tr> <td><u>Housing with Support</u></td><td><u>105</u></td><td><u>1,234</u></td><td><u>1,339</u></td></tr> <tr> <td><u>Housing with Care</u></td><td><u>371</u></td><td><u>432</u></td><td><u>803</u></td></tr> </tbody> </table> <p>9.32 The SHMA identifies a total need of 2,142 retirement living and enhanced sheltered housing units over the plan period comprising a mix of rented and leasehold tenures, and an additional 1,228 extra <u>care or nursing</u> home bedspaces.</p>		<u>Rented</u>	<u>Leasehold</u>	<u>Total</u>	<u>Housing with Support</u>	<u>105</u>	<u>1,234</u>	<u>1,339</u>	<u>Housing with Care</u>	<u>371</u>	<u>432</u>	<u>803</u>	To ensure the plan is positively prepared and justified. To appropriately reflect the evidence base.
	<u>Rented</u>	<u>Leasehold</u>	<u>Total</u>												
<u>Housing with Support</u>	<u>105</u>	<u>1,234</u>	<u>1,339</u>												
<u>Housing with Care</u>	<u>371</u>	<u>432</u>	<u>803</u>												

MM94	LPRHOU7	<p>Amend Policy LPRHOU7 as follows:</p> <p>1. On land within or adjacent to the boundaries of Maidstone urban area, Rural Service Centres, and larger villages settlement boundaries, proposals for new retirement living, sheltered housing, enhanced sheltered housing and extra care facilities, through new build, conversion or redevelopment and for extensions to existing nursing and residential care homes which meet the following criteria will be permitted:</p> <ol style="list-style-type: none"> The site is located adjacent to the settlement boundary; The proposal is sustainably located with accessibility by public transport; The proposal will not adversely affect the character of the locality or the amenity of neighbouring properties including by means of noise disturbance or intensity of use; or by way of size, bulk or overlooking; and Sufficient visitor and staff vehicle parking is provided in a manner which does not diminish the character of the street scene. <p>2. Proposals for specialist residential accommodation in unsustainable locations, and not within or adjacent to the defined boundaries of the Maidstone urban area, rural service centres and larger villages will not be permitted.</p> <p>3. Existing specialist residential accommodation will be protected from loss through either redevelopment or conversion where there is an identified need. Any change outside that permitted will need to demonstrate the lack of need for, <u>or financial viability of</u>, the facility within the borough.</p>	For plan effectiveness and ensure the plan is positively prepared.
MM95	Para 9.40	<p>Amend paragraph 9.40 as follows:</p> <p>As set out in Policy LPRSP10(b) the council supports the principle of self and custom build housing and aims to meet the needs of those identified on the registers that it keeps. However, it also needs to manage the development of this type of housing to make sure it is appropriate. It is important to ensure that larger schemes deliver design coherence and are carefully planned and managed to ensure clarity for individual plot holders. <u>As with other windfall housing development, custom and self-build housing should primarily be located as per the settlement hierarchy, and therefore outside of the countryside unless site specific circumstances indicate otherwise.</u></p>	For plan effectiveness.

MM96	LPRHOU8	<p>Amend Policy LPRHOU8 to delete criterion (1)(II) and footnote (13) as follows:</p> <p>II. The planning definition of a Gypsy, Traveller or Travelling Showpeople, as set out in Planning Policy for Traveller Sites (2015)¹³ is met;</p> <p>¹³Planning Policy for Traveller Sites (2015): https://www.gov.uk/government/publications/planning-policy-for-traveller-sites</p>	For consistency with national planning policy.
MM97	LPRHOU9	<p>Amend Policy LPRHOU9 criterion (2) as follows:</p> <p>2. The revision of self-build or custom build housing to open market housing will be permitted in the following circumstance:</p> <p>a. Evidence is provided to the council that plots have been prominently marketed for sale to self or custom builders through the Council's Self-Build and Custom Housebuilding Register and through any relevant organisations, and a buyer has not <u>been</u> found within a 2412-month period.</p>	For plan effectiveness and to ensure the plan is justified.
MM98	<p>Para 9.71</p> <p>LPRTL2</p>	<p>Amend paragraph 9.71 as follows:</p> <p>With such a diverse rural tourism offer, it is important to provide alternative, diverse forms of accommodation to encourage visitors to stay for extended periods of time in the borough. However, the provision of tourist facilities must be balanced against the need to recognise the quality of the countryside for the sake of its intrinsic character and beauty. Proposals must also accord with the criteria set out under LPRSP14 in relation to Areas of Outstanding Natural Beauty and Green Belt. <u>For the purposes of policy LPRTL2, the term 'holiday lets' does not include the construction of new permanent dwellings in the countryside.</u></p> <p>Amend Policy LPRTL2 as follows:</p> <p>1. Proposals for sites for the stationing of holiday lets, <u>holiday</u> caravans and/or holiday tents outside of the settlement boundaries as defined on the policies map will be permitted where...</p>	For plan effectiveness. To make clear the distinction between visitor accommodation and permanent dwellings for policy implementation.

MM99	LPRQ&D3	<p>Amend Policy LPRQ&D3 to delete last sentence as follows:</p> <p>In town, district and local centres as set out in policy LPRSP11(c), signage should be at ground floor level unless there is sufficient justification for them above this level.</p>	For plan effectiveness.
MM100	LPRQ&D5	<p>Amend Policy LPRQ&D5 to include policy numbering and a new criterion (1)(vi) as follows:</p> <p><u>1. The conversion of rural buildings will be permitted where the following criteria are met:</u></p> <p><u>vi. In addition and where relevant, account should be taken of the Kent Farmsteads Guidance and the Kent Downs AONB Farmstead Guidance.</u></p> <p>Conversion for non-residential purposes <u>2. In addition to criteria 1(i – vi) above...</u></p> <p>Conversion for residential purposes <u>3. In addition to criteria 1(i – vi) above...</u></p>	For plan effectiveness and to ensure the plan is justified.
MM101	LPRQ&D6	<p>Amend Policy LPRQ&D6 as follows:</p> <p>All new development will be expected where possible to meet the new technical standards as follows:</p> <p>1) internal space standards as set out...</p> <p>4) <u>2) Accessibility and adaptable dwellings standard M4 (2) or any superseding standards in line with evidence of the SHMA, national planning policy and guidance. Development proposals will be considered having regard to site specific factors (such as vulnerability to flooding, site topography, and other circumstances) which may make a specific site less suitable for M4(2) compliant dwellings, particularly where step free access cannot be achieved or is not viable.</u></p> <p><u>3) Where the Council has identified evidence of a specific need for a wheelchair accessible standard M4(3) property (for which the council is responsible for allocating or nominating a person to live in that dwelling) that is relevant to a site, this will be negotiated with the developer and secured by planning obligation, subject to consideration of viability and suitability.</u></p>	For consistency with the NPPF and NPPG.

		3) 4) New dwellings shall be built...	
MM102	Paras 9.87 to 9.90 LPRTRA3	<p>Delete paragraphs 9.87 to 9.90 and Policy LPRTRA3 as follows:</p> <p>POLICY LPRTRA3: PARK AND RIDE</p> <p>The role of park and ride is to provide an alternative to the private car from the outer parts of an urban area to the centre. It is to help combat congestion, air quality issues and bring about environmental benefits</p> <p>Maidstone has supported the principle of Park and Ride for a long time. The first site serving the town opened in 1989. At present there are two park and ride sites within Maidstone Borough serving the urban area. These include:</p> <ul style="list-style-type: none"> • Willington Street Park and Ride • London Road Park and Ride <p>Combined these sites provided a capacity of approximately 918 parking spaces, and a regular service from them to the town centre.</p> <p>The Council will keep under regular review future need for park and ride provision, and will consider alternative sites, if required.</p> <p>Policy LPRTRA3: Park & Ride</p> <p>The following sites, as defined on the policies map, are designated bus Park and Ride sites:</p> <ul style="list-style-type: none"> i. London Road (to serve the A20 west corridor); and ii. Willington Street (to serve the A20 east corridor). <p>The council will seek to protect these sites to be maintained as Park and Ride sites and will seek opportunities for new Park and Ride sites in the borough, especially in and around the Maidstone Urban Area.</p>	For plan effectiveness and to ensure the plan is justified.
MM103	LPRTRA4	<p>Amend Policy LPRTRA4 as follows:</p> <p>1. Car parking standards for new residential developments will be assessed against the</p>	For policy clarity, plan effectiveness

		<p>requirements set out in KCC's Interim Guidance Note 3 (IGN3) to the Kent Design Guide or any subsequent revisions or superseding documents produced by the Highways Authority.</p> <p>2. For all new non-residential developments, and for cycle and motorcycle parking in residential developments, provision for all types of vehicle parking should be made in accordance with advice by Kent County Council as Local Highway Authority. As a starting point of reference, consideration should be given to the standards set out in the former Supplementary Planning Guidance 4 (SPG4) to the Kent and Medway Structure Plan.</p> <p>3. The council may depart from established maximum or minimum standards to take account of:</p> <ul style="list-style-type: none"> a) Specific local circumstances that may require a higher or lower level of parking provision for reasons including as a result of the development site's accessibility to public transport, shops and services, highway safety concerns and local on-street parking problems; b) the successful restoration, refurbishment and re-use of listed buildings or buildings affecting the character of a conservation area; c) allow the appropriate re-use of the upper floors of buildings in town centres or above shop units; d) innovative design that can sufficiently justify a reduced provision of vehicle parking <p>Any departure from the adopted standards will be informed by consultation with the Local Highways Authority.</p> <p>New developments should ensure that proposals incorporate electric vehicle charging infrastructure as follows:</p> <p>a) New residential dwellings with private on-curtilage parking provision shall provide active Electric Vehicle charging points at a minimum of 1 per dwelling of sufficient capacity to enable as a minimum Mode 3 at 7kW with Type 2 connector — 230v AC 32 Amp single phase charging.</p> <p>b) New residential dwellings with private allocated off-curtilage parking provision shall provide cabling to all spaces where practical to allow for future installation of charging points. Cabling shall be of sufficient capacity to enable as a minimum Mode 3 at 7kW with Type 2 connector — 230v AC 32 Amp single phase charging.</p> <p>c) Proposals for residential development which includes the provision of communal parking shall provide electric vehicle infrastructure at a rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points.</p>	<p>and consistency with Building Regulations.</p> <p>Deleted text necessary to avoid duplication and/or conflict with Part S of the Building Regulations.</p>
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		4. Proposals for non-residential development which includes the provision of parking shall provide electric vehicle charging points at a minimum rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points.	
MM104	LPRINF2	<p>Amend Policy LPRINF2 as follows:</p> <p>Adequate accessibility to community facilities, including social, education and other facilities, is an essential component of new residential development.</p> <p>1. Residential development which would generate a need for new community facilities or for which spare capacity in such facilities does not exist, will not be permitted unless the provision of new, extended or improved facilities (or a contribution towards such provision) is secured as appropriate by planning conditions, through legal agreements, or through the Community Infrastructure Levy.</p> <p>2. Proposals requiring planning permission which would lead to a loss of community facilities will not be permitted unless:</p> <ul style="list-style-type: none"> • It is evidenced that a need within the locality no longer exists, and it is not commercially viable (supported by audited financial reports and a reasonable level of proper marketing evidence); • or a replacement facility acceptable to the council is provided or secured. <p><u>3. Specific proposals affecting existing open space, sports and recreation assets requiring permission will not be permitted unless they accord with the relevant sections of the NPPF and Sport England's Playing Field Policy where relevant.</u></p> <p>3. 4. The council will seek to ensure, where appropriate, that providers of education facilities make provision for dual use of facilities in the design of new schools and will encourage the dual use of education facilities (new and existing) for recreation and other purposes.</p>	For consistency with national policy and an effective plan.
MM105	LPRENV1	<p>Amend Policy LPRENV1 as follows:</p> <p>1. Applicants will be expected to ensure that new development affecting a heritage asset incorporates measures to conserve, and where possible enhance, the significance of the heritage asset and its setting. This includes responding positively to views of and from that asset. <u>This also includes the potential public benefits from development impacting a heritage asset.</u></p>	<p>For consistency with national policy/guidance and plan effectiveness.</p> <p>Note: Modification to criterion (3) is a minor modification but shown with other</p>

		<p>2. Where appropriate, development proposals will be expected to respond to the value of the historic environment by the means of a proportionate Heritage Assessment which assesses and takes full account of:</p> <ul style="list-style-type: none"> i. Any heritage assets, and their settings, which could be impacted by the proposals; ii. The significance of the assets; and iii. The scale of the impact of development on the identified significance. <p>3. Where development is proposed for a site which includes or has the potential to include heritage assets with archaeological interest, applicants must submit a proportionate landscape assessment by way of an appropriate desk-based assessment and, where necessary, a field evaluation. This will be used to inform development and identify opportunities to enhance awareness, understanding and enjoyment of the historic environment to the benefit of community.</p> <p>4. The council will apply the relevant tests and assessment factors specified in the National Planning Policy Framework when determining applications for development which would result in the loss of, or harm to, the significance of a heritage asset and/or its setting. <u>This includes applying this policy to non-designated heritage assets where a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.</u></p>	changes for completeness. Also shown in Minor Mods schedule.
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MM106	Appendix 1 Page 286	<p>Amend Appendix 1 ‘Housing Trajectory’ to provide an updated housing trajectory, including a stepped trajectory.</p> <p><i>As set out in the Appendix to this schedule of main modifications.</i></p>	For plan effectiveness.
MM107	Appendix 2 Page 287	<p>Amend selected terms in the Appendix 2 ‘Glossary’.</p> <p><i>As set out in the Appendix to this schedule of main modifications.</i></p>	For plan effectiveness and consistency with the NPPF.
MM108	Appendices	<p><u>Insert a new Appendix 3 titled ‘Saved 2017 Local Plan-Policies Not Superseded on adoption of the Local Plan Review’ as follows:</u></p> <p><i>As set out in the Appendix to this schedule of main modifications.</i></p> <p><u>Also add Site H1(24) Postley Road, Tovil.</u></p>	For plan effectiveness and consistency with the NPPF.

MM109	Appendices	<p>Insert a new Appendix 4 titled ‘Strategic Policies’ as follows:</p> <p><u>Appendix 4 – Strategic Policies</u></p> <table><tr><th colspan="2"><u>Maidstone Local Plan Review</u></th></tr><tr><th><u>Policy reference</u></th><th><u>Policy Name</u></th></tr><tr><td><u>LPRSS1</u></td><td><u>Maidstone borough spatial strategy</u></td></tr><tr><td><u>LPRSP1</u></td><td><u>Maidstone town centre</u></td></tr><tr><td><u>LPRSP2</u></td><td><u>Maidstone urban area</u></td></tr><tr><td><u>LPRSP3</u></td><td><u>Edge of the Maidstone urban area</u></td></tr><tr><td><u>LPRSP4(A)</u></td><td><u>Heathlands garden settlement</u></td></tr><tr><td><u>LPRSP4(B)</u></td><td><u>Lidsing garden community</u></td></tr><tr><td><u>LPRSP5</u></td><td><u>Strategic development locations</u></td></tr><tr><td><u>LPRSP5(B)</u></td><td><u>Invicta Barracks strategic development location</u></td></tr><tr><td><u>LPRSP5(C)</u></td><td><u>Lenham broad location for housing growth</u></td></tr><tr><td><u>LPRSP6</u></td><td><u>Rural service centres</u></td></tr><tr><td><u>LPRSP6(A)</u></td><td><u>Coxheath</u></td></tr><tr><td><u>LPRSP6(B)</u></td><td><u>Harrietsham</u></td></tr><tr><td><u>LPRSP6(C)</u></td><td><u>Headcorn</u></td></tr><tr><td><u>LPRSP6(D)</u></td><td><u>Lenham</u></td></tr><tr><td><u>LPRSP6(E)</u></td><td><u>Marden</u></td></tr><tr><td><u>LPRSP6(F)</u></td><td><u>Staplehurst</u></td></tr><tr><td><u>LPRSP7</u></td><td><u>Larger villages</u></td></tr><tr><td><u>LPRSP7(A)</u></td><td><u>East Farleigh</u></td></tr><tr><td><u>LPRSP7(B)</u></td><td><u>Eyhorne Street (Hollingbourne)</u></td></tr><tr><td><u>LPRSP7(C)</u></td><td><u>Sutton Valence</u></td></tr><tr><td><u>LPRSP7(D)</u></td><td><u>Yalding</u></td></tr><tr><td><u>LPRSP8</u></td><td><u>Smaller villages</u></td></tr><tr><td><u>LPRSP9</u></td><td><u>Development in the countryside</u></td></tr><tr><td><u>LPRSP10</u></td><td><u>Housing delivery</u></td></tr><tr><td><u>LPRSP10(A)</u></td><td><u>Housing mix</u></td></tr><tr><td><u>LPRSP10(B)</u></td><td><u>Affordable housing</u></td></tr><tr><td><u>LPRSP11</u></td><td><u>Economic development</u></td></tr><tr><td><u>LPRSP11(A)</u></td><td><u>Safeguarding existing employment sites and premises</u></td></tr><tr><td><u>LPRSP11(B)</u></td><td><u>Creating new employment opportunities</u></td></tr></table>	<u>Maidstone Local Plan Review</u>		<u>Policy reference</u>	<u>Policy Name</u>	<u>LPRSS1</u>	<u>Maidstone borough spatial strategy</u>	<u>LPRSP1</u>	<u>Maidstone town centre</u>	<u>LPRSP2</u>	<u>Maidstone urban area</u>	<u>LPRSP3</u>	<u>Edge of the Maidstone urban area</u>	<u>LPRSP4(A)</u>	<u>Heathlands garden settlement</u>	<u>LPRSP4(B)</u>	<u>Lidsing garden community</u>	<u>LPRSP5</u>	<u>Strategic development locations</u>	<u>LPRSP5(B)</u>	<u>Invicta Barracks strategic development location</u>	<u>LPRSP5(C)</u>	<u>Lenham broad location for housing growth</u>	<u>LPRSP6</u>	<u>Rural service centres</u>	<u>LPRSP6(A)</u>	<u>Coxheath</u>	<u>LPRSP6(B)</u>	<u>Harrietsham</u>	<u>LPRSP6(C)</u>	<u>Headcorn</u>	<u>LPRSP6(D)</u>	<u>Lenham</u>	<u>LPRSP6(E)</u>	<u>Marden</u>	<u>LPRSP6(F)</u>	<u>Staplehurst</u>	<u>LPRSP7</u>	<u>Larger villages</u>	<u>LPRSP7(A)</u>	<u>East Farleigh</u>	<u>LPRSP7(B)</u>	<u>Eyhorne Street (Hollingbourne)</u>	<u>LPRSP7(C)</u>	<u>Sutton Valence</u>	<u>LPRSP7(D)</u>	<u>Yalding</u>	<u>LPRSP8</u>	<u>Smaller villages</u>	<u>LPRSP9</u>	<u>Development in the countryside</u>	<u>LPRSP10</u>	<u>Housing delivery</u>	<u>LPRSP10(A)</u>	<u>Housing mix</u>	<u>LPRSP10(B)</u>	<u>Affordable housing</u>	<u>LPRSP11</u>	<u>Economic development</u>	<u>LPRSP11(A)</u>	<u>Safeguarding existing employment sites and premises</u>	<u>LPRSP11(B)</u>	<u>Creating new employment opportunities</u>	For consistency with the NPPF.
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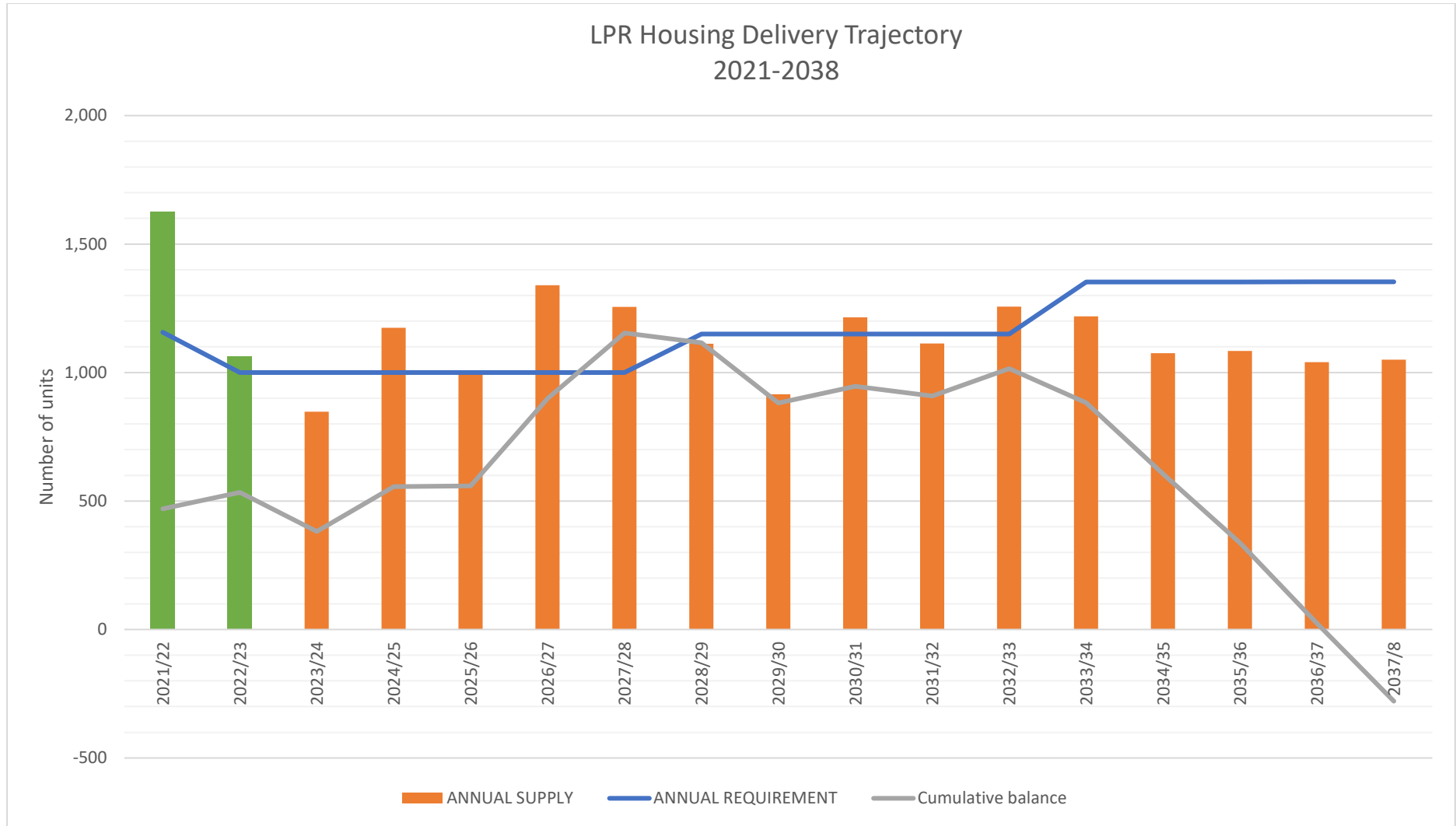
		<u>LPRSP11(C)</u>	<u>Town, District and Local centres</u>	
		<u>LPRSP12</u>	<u>Sustainable transport</u>	
		<u>LPRSP13</u>	<u>Infrastructure delivery</u>	
		<u>LPRSP14(A)</u>	<u>Natural environment</u>	
		<u>LPRSP14(B)</u>	<u>The historic environment</u>	
		<u>LPRSP14(C)</u>	<u>Climate change</u>	
		<u>LPRSP15</u>	<u>Principles of good design</u>	
		<u>Site Allocations</u>	<u>All site allocation policies are strategic policies</u>	
		<u>Maidstone Local Plan 2011-2031</u>		
		<u>GT1</u>	<u>Gypsy and traveller site allocations</u>	
		<u>OS1</u>	<u>Open space allocations</u>	
		<u>Site Allocations</u>	<u>All site allocation policies are strategic policies</u>	

Appendix to the Main Modifications

Appendix 1: Housing Trajectory

Past years (completions)		Future trajectory (from expected plan adoption in 2023)														
2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/8
1,157	1,000	1,000	1,000	1,000	1,000	1,000	1,150	1,150	1,150	1,150	1,150	1,352	1,352	1,352	1,353	1,353
1,157	1,000	5,000					5,750					6,762				

Supply component	Supply balance	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/8	Total 2021/22-2037/38
ANNUAL REQUIREMENT		1,157	1,000	1,000	1,000	1,000	1,000	1,000	1,150	1,150	1,150	1,150	1,150	1,352	1,352	1,352	1,353	1,353	19,669
Completions	2,691	1,627	1,064																2,691
Extant permission 10+ Total	3,700	-	-	662	972	712	561	325	177	118	72	40	40	21	-	-	-	-	3,606
Extant permission <10 Total	518	-	-	186	191	132	9	-	-	-	-	-	-	-	-	-	-	-	518
LP17 Allocation Total	230	-	-	-	-	-	-	-	-	-	-	-	154	76	-	-	-	-	230
Lenham NP Total	895	-	-	-	-	40	40	40	16	-	240	190	115	80	80	54	-	-	895
Broad Location Total	567	-	-	-	-	-	34	34	33	33	33	-	-	60	60	90	90	100	567
TC 700 Total	215	-	-	-	-	-	-	-	-	-	-	-	-	43	43	43	43	43	215
Garden Settlement Total	2,890	-	-	-	-	-	-	-	60	100	180	300	355	360	375	380	390	390	2,890
Invicta Barracks Total	1,300	-	-	-	-	-	-	50	75	75	100	100	150	150	150	150	150	150	1,300
Broad Location - villages Total	365	-	-	-	-	-	-	-	-	-	-	-	-	73	73	73	73	73	365
Windfall large Total	1,355	-	-	-	-	-	-	-	90	90	90	90	90	181	181	181	181	181	1,355
Windfall small Total	1,356	-	-	-	-	-	113	113	113	113	113	113	113	113	113	113	113	113	1,356
LPR Allocation Total	3,308	-	-	-	11	119	583	693	548	386	387	280	239	62	-	-	-	-	3,308
ANNUAL SUPPLY	19,390	1,627	1,064	848	1,174	1,003	1,340	1,255	1,112	915	1,215	1,113	1,256	1,219	1,075	1,084	1,040	1,050	19,296
		470	64	-152	174	3	340	255	-38	-235	65	-37	106	-133	-277	-268	-313	-303	
Cumulative balance		470	534	382	556	559	899	1,154	1,116	881	946	909	1,015	882	605	337	24	-279	



Appendix 2: Glossary

Definition	Modifications to Regulation 19 LPR Appendix 2: Glossary	Reason
Article 4 Direction	Restricts permitted development rights in relation to a particular area or site such as in a conservation area, or a particular type of development. <u>A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which withdraws permitted development rights granted by that Order.</u>	To bring in line with NPPF (2021).
Garden settlements	A holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy, and sociable communities. The main characteristics are: <ul style="list-style-type: none"> • A purpose-built new settlement, or large extension to an existing town • A community with a clear identity and attractive environment • It provides a mix <u>of</u> homes, including affordable and self-build • Planned by local authorities or private sector in consultation with the local community. 	To rectify a typographical error.
Green and blue infrastructure	The term is used in Maidstone borough to refer collectively to the active planning, creation, management and protection of multifunctional green spaces and water bodies (the blue element) in built and urban environments. The term includes but is not limited to parks and gardens, natural and semi natural open spaces, green corridors, outdoor sports facilities, allotments, and river corridors. The primary functions of GBI are to conserve and enhance biodiversity, create a sense of space and place, and support healthy living by increasing outdoor recreational opportunities for people.	To bring in line with NPPF (2021), this definition is deleted and captured in a new definition of 'Green and blue infrastructure' below.
Green and blue infrastructure	A network of multi-functional green <u>and blue</u> spaces <u>and other natural features</u> , urban and rural, which is capable of delivering a wide range of environmental, <u>economic, health and wellbeing</u> benefits and quality of life benefits for <u>nature, climate,</u> local <u>and wider</u> communities and prosperity.	To bring in line with NPPF (2021) definition of 'Green infrastructure'.
Housing Delivery Test	Measure's net additional dwellings provided <u>homes delivered</u> in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.	To bring in line with NPPF (2021) and to rectify a typographical error.
Kent Medical Campus	Permission granted for 98,000m² A1, B1, C2 and D1 flexible accommodation for health, education, and life science companies.	Clarification. The policy supporting text indicates that various permissions

	<u>Refer to Policy LPRMX1(1) – Newnham Park (Kent Medical Campus)</u>	have been granted at the site.
Larger Villages	Most sustainable <u>established</u> settlements in Maidstone's settlement hierarchy after the town centre, urban area and rural service centres: Coxheath <u>East Farleigh</u> , Eythorne Street (Hollingbourne), Sutton Valence and Yalding	To accurately reflect the settlement hierarchy in the Local Plan Review.
<u>Major Development</u>	<u>For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.</u>	To bring in line with NPPF (2021) and relevant legislation.
National Planning Policy Framework	The NPPF was published in February 2019 <u>July 2021</u> and it sets out the government's planning policies for England and how these must be applied. Local plan policies must be in conformity with the NPPF.	Factual correction.
Primary Shopping Area	<u>Defined Area</u> where retail development is concentrated.	To bring in line with NPPF (2021).
Rural Service Centres	Most sustainable <u>established</u> settlements in Maidstone's settlement hierarchy after the town centre and urban area: <u>Coxheath</u> , Harrietsham, Headcorn, Lenham, Marden and Staplehurst.	To accurately reflect the settlement hierarchy in the Local Plan Review.
Schools Capacity Survey	The school capacity survey is a statutory data collection that all local authorities must complete every year. Local authorities must submit data about: school capacity (the number of <u>of</u> places and pupils in a school year), pupil forecasts (an estimation of how many pupils there will be in future), capital spend (the money schools and local authorities spend on their buildings and facilities).	To rectify a typographical error.
Self-build and custom-build housing	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. <u>A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.</u>	To bring in line with NPPF (2021).
Sustainable Transport Modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low <u>and zero</u> emission vehicles, car sharing and public transport.	To bring in line with NPPF (2021).
<u>Windfall</u>	<u>A site which has not been specifically allocated in a development plan.</u>	To address an omission.

Appendix 3: Saved Policies

Appendix 3 is attached separately (owing to file size).

Maidstone Borough Council
Local Plan Review
Appendix 3

Policies from the
Maidstone Borough Local Plan 2017 that
are not superseded on adoption of the
Local Plan Review

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User guide

The Maidstone Borough Local Plan 2017 'LP17' contained six main policy categories:

- 1) Strategic overarching policies
- 2) Development management policies
- 3) Residential site allocations
- 4) Broad locations for housing growth policies
- 5) Retail and mixed-use site allocations
- 6) Employment site allocations

Section A of this document contains index tables for each of the six policy categories, setting out the action taken with each of the LP17 policies through the Local Plan Review 'LPR' process. Upon adoption of the LPR, LP17 policies will be one of the following:

- **Deleted** – no longer form part of the Development Plan;
- **Updated** – either minor or major updates. Form part of the Development Plan, will have the prefix 'LPR', and are included within the main body of the LPR; or
- **Retained** – no changes to the LP17 wording. Form part of the Development Plan and are included within this appendix document (Section B).

Section B sets out the retained LP17 site allocation policies, grouped by policy type.

SECTION A

Policy index tables

Strategic overarching policies

2017 LP17 policy:	What happened?	LPR policy:
SS1 – Maidstone Borough Spatial Strategy	Updated – major	LPRSS1 – Maidstone Borough Spatial Strategy
SP1 – Maidstone Urban Area	Updated – major	LPRSP2 – Maidstone Urban Area
SP2 – Maidstone Urban Area: North West Strategic Development location	Updated – major	LPRSP3 – Edge of the Maidstone Urban Area
SP3 – Maidstone Urban Area: South East Strategic Development Location	Updated – major	LPRSP3 – Edge of the Maidstone Urban Area
SP4 – Maidstone Town Centre	Updated – major	LPRSP1 – Maidstone Town Centre
SP5 – Rural Service Centres	Updated – major	LPRSP6 – Rural Service Centres
SP6 – Harriestsham Rural Service Centre	Updated – minor	LPRSP6(B) – Harriestsham
SP7 – Headcorn Rural Service Centre	Updated – minor	LPRSP6(C) – Headcorn
SP8 – Lenham Rural Service Centre	Updated – minor	LPRSP6(D) – Lenham
SP9 – Marden Rural Service Centre	Updated – minor	LPRSP6(E) – Marden
SP10 – Staplehurst Rural Service Centre	Updated – minor	LPRSP6(F) – Staplehurst
SP11 – Larger Villages	Updated – major	LPRSP7 – Larger Villages
SP12 – Boughton Monchelsea Larger Village	Deleted	LPRSP8 – Smaller Villages
SP13 – Coxheath Larger Village	Updated – major	LPRSP6(A) – Coxheath
SP14 – Eyhorne Street (Hollingbourne) Larger Village	Updated – minor	LPRSP7(B) – Eyhorne Street (Hollingbourne)
SP15 – Sutton Valence Larger Village	Updated – minor	LPRSP7(C) – Sutton Valence
SP16 – Yalding Larger Village	Updated – minor	LPRSP7(D) – Yalding
SP17 - Countryside	Updated – minor	LPRSP9 – Development in the Countryside
SP18 – Historic Environment	Updated – major	LPRSP14(B) – Historic Environment
SP19 – Housing Mix	Updated – minor	LPRSP10(A) – Housing Mix
SP20 – Affordable Housing	Updated – major	LPRSP10(B) – Affordable Housing
SP21 – Economic development	Updated – minor	LPRSP11 – Economic Development
SP22 – Retention of employment sites	Updated – major	LPRSP11(A) – Safeguarding existing employment sites and premises
SP23 – Sustainable transport	Updated – minor	LPRSP12 – Sustainable Transport
H1 – Housing site allocations	Deleted	N/A
H2 – Broad locations for housing growth	Deleted	N/A
OS1 – Open space allocations	Retain- unchanged*	N/A
GT1 – Gypsy and Traveller site allocations	Updated – major	LPRSP10(C) – Gypsy and Traveller site allocations
RMX1 – Retail and mixed use allocations	Updated – major	LPRSP11(B) – Creating new employment opportunities
EMP1 – Employment Allocations	Updated – major	LPRSP11(B) – Creating new employment opportunities
ID1 – Infrastructure Delivery	Updated – major	LPRSP13 – Infrastructure Delivery

* Unlike other site allocations, all OS1 open space allocations are listed under the single policy. Whilst the policy is to be retained in full, the completed OS1 allocations are

struck through as a factual update/minor modification.

Development Management policies

2017 LP17 'DM' policy:	What happened?	LPR policy:
DM1 – Principles of good design	Updated – minor (moved to strategic policies)	LPRSP15 – Principles of good design
DM2 – Sustainable design	Updated – minor	LPRQ&D1 – Sustainable design
DM3 – Natural environment	Updated – minor (moved to strategic policies)	LPRSP14(A) – Natural environment
DM4 – Development affecting designated and non-designated heritage assets	Updated – minor	LPRENV1 – Historic environment
DM5 – Development on brownfield land	Updated – minor	LPRHOU1 – Development on brownfield land
DM6 – Air Quality	Updated – minor	LPRTRA1 – Air quality
DM7 – Non-conforming uses	Updated – minor (moved to strategic policies)	LPRSP15 – Principles of good design
DM8 – External Lighting	Updated – minor	LPRQ&D2 – External lighting
DM9 – Residential extensions, conversions, and redevelopment within the built-up area	Updated – minor	LPRHOU2 – Residential extensions, conversions, annexes and redevelopment in the built-up area
DM10 – Residential premises above shops and businesses	Updated – minor	LPRHOU3 – Residential premises above shops and businesses
DM11 – Residential garden land	Updated – minor	LPRHOU4 – Residential garden land
DM12 – Density of housing development	Updated – minor	LPRHOU5 – Density of residential development
DM13 – Affordable local needs housing on rural exception sites	Updated – minor	LPRHOU6 – Affordable local housing need on rural exception sites including first homes
DM14 – Nursing and care homes	Updated – minor	LPRHOU7 – Specialist residential accommodation
DM15 – Gypsy, Traveller and Travelling Showpeople accommodation	Updated – minor	LPRHOU8 – Gypsy, Traveller and Travelling Showpeople accommodation
DM16 – Town Centre uses	Updated – minor	LPRCD1 – Shops, facilities and services
DM17 – District centres, local centres and local shops and facilities	Updated – minor	LPRCD1 – Shops, facilities and services
DM18 – Signage and shop fronts	Updated – minor	LPRQ&D3 – Signage and building frontages
DM19 – Open space and recreation	Updated – minor	LPRINF1 – Publicly accessible open space and recreation
DM20 – Community facilities	Updated – minor	LPRINF2 – Community facilities
DM21 – Assessing the transport impacts of development	Updated – minor	LPRTRA2 – Assessing the transport impacts of development
DM22 – Park and ride sites	Deleted	N/A
DM23 – Parking standards	Updated – minor	LPRTRA4 – Parking
DM24 – Renewable and low carbon energy schemes	Updated – minor	LPRINF3 – Renewable and low carbon energy schemes
DM25 – Electronic communications	Updated – minor	LPRINF4 – Digital communications and connectivity
DM26 – Mooring facilities and boat yards	Updated – minor	LPRTL1 – Mooring facilities and boat yards
DM27 – Primary shopping frontages	Deleted	N/A
DM28 – Secondary shopping	Deleted	N/A

2017 LP17 'DM' policy:	What happened?	LPR policy:
frontages		
DM29 – Leisure and community uses in the town centre	Updated – minor	LPRCD1 – Shops, facilities and services
DM30 – Design principles in the countryside	Updated – minor	LPRQ&D4 – Design principles in the countryside
DM31 – Conversion of rural buildings	Updated – minor	LPRQ&D5 – Conversion of rural buildings
DM32 – Rebuilding and extending dwellings in the countryside	Updated – minor	LPRHOU11 – Rebuilding, extending and subdivision of dwellings in the countryside
DM33 – Change of use of agricultural land to domestic garden land	Updated – minor	LPRENV2 – Change of use of agricultural land to domestic garden land
DM34 – Accommodation for agricultural and forestry workers	Updated – minor	LPRCD3 – Accommodation for rural workers
DM35 – Live-work units	Updated – minor	LPRCD4 – Live-work units
DM36 – New agricultural buildings and structures	Updated – minor	LPRCD5 – New agricultural buildings and structures
DM37 – Expansion of existing businesses in rural areas	Updated – minor	LPRCD6 – Expansion of existing businesses in rural areas
DM38 – Holiday caravan and camp sites	Updated – minor	LPRTL2 – Holiday lets, caravan and camp sites
DM39 – Caravan storage in the countryside	Retain unchanged*	LPRENV3 – Caravan storage
DM40 – Retail units in the countryside	Updated – minor	LPRCD1 – Shops, facilities and services
DM41 – Equestrian development	Retain unchanged*	LPRCD7 – Equestrian development

* These policies, although 'retained unchanged', are published within the main body of the LPR under new headings, ensuring a consistent labelling approach for all LPR development management policies.

Housing site allocation policies

2017 LP17 'H1' policy:	What happened?	LPR policy:
H1(1) Bridge Nursery London Rd Maidstone	Complete – deleted	N/A
H1(2) East of Hermitage Lane	Retain unchanged	N/A
H1(3) West of Hermitage Lane	Complete - deleted	N/A
H1(4) Oakapple Lane Barming	Retain unchanged	N/A
H1(5) Langley Park Sutton Road B. Monchelsea	Complete – deleted	N/A
H1(6) North of Sutton Road Otham	Complete – deleted	N/A
H1(7) North of Bicknor Wood Gore Court Road Otham	Complete - deleted	N/A
H1(8) West of Church Road Otham	Retain unchanged	N/A
H1(9) Bicknor Farm Sutton Road Otham	Retain unchanged	N/A
H1(10) South of Sutton Road, Langley	Retain unchanged	N/A
H1(11) Springfield, Royal Engineers Road and Mill Lane Maidstone	Retain unchanged	N/A
H1(12) 180-188 Union Street Maidstone	Complete - deleted	N/A
H1(13) Medway Street Maidstone	Updated – major	LPRSA144 – Medway Street/High Street, Maidstone
H1(14) American Golf, Tonbridge Rd	Retain unchanged	N/A

2017 LP17 'H1' policy:	What happened?	LPR policy:
Maidstone		
H1(15) 6 Tonbridge Road, Maidstone	Retain unchanged	N/A
H1(16) Slencrest House 3 Tonbridge Road Maidstone	Retain - unchanged	N/A
H1(17) Laguna Hart Street Maidstone	Retain unchanged	N/A
H1(18) Dunning Hall (Fremlin Walk) Week Street Maidstone	Retain unchanged	N/A
H1(19) 18-21 Foster Street Maidstone	Retain unchanged	N/A
H1(20) Wren's Cross Upper Stone Street Maidstone	Complete – deleted	N/A
H1(21) Barty Farm, Roundwell, Thurnham	Complete - deleted	N/A
H1(22) Whitmore Street, Maidstone	Retain unchanged	N/A
H1(23) Bell Farm, North Street, Barming	Complete – deleted	N/A
H1(24) Postley Road, Tovil	Retain unchanged	N/A
H1(25) Bridge Industrial Centre Wharf Road Tovil	Retain unchanged	N/A
H1(26) Tovil Working Men's Club Tovil Hill	Complete – deleted	N/A
H1(27) Kent Police HQ, Sutton Road, Maidstone	Updated - major	LPRSA362 – Maidstone Police HQ
H1(28) Kent Police training school, Sutton Road, Maidstone	Retain unchanged	N/A
H1(29) West of Eclipse, Sittingbourne Road	Complete – deleted	N/A
H1(30) Bearsted Station, Goods Yard, Bearsted	Retain unchanged	N/A
H1(31) Cross Keys Bearsted	Retain unchanged	N/A
H1(32) South of Ashford Road Harrietsham	Complete – deleted	N/A
H1(33) Mayfield Nursery Ashford Road Harrietsham	Complete – deleted	N/A
H1(34) Church Road Harrietsham	Complete – deleted	N/A
H1(35) Old School Nursery Station Rd Headcorn	Complete – deleted	N/A
H1(36) Ulcombe Road and Mill Bank Headcorn	Retain unchanged	N/A
H1(37) Grigg Lane and Lenham Rd Headcorn	Complete – deleted	N/A
H1(38) (Gibbs Hill Farm) South of Grigg Lane Headcorn	Complete - deleted	N/A
H1(39) Knaves Acre Headcorn	Complete – deleted	N/A
H1(40) Land at Lenham Road Headcorn	Complete – deleted	N/A
H1(41) Tanyard Farm, Old Ashford Rd Lenham	Retain unchanged	N/A
H1(42) Glebe Gardens Lenham	Complete – deleted	N/A
H1(43) Howland Road Marden	Complete – deleted	N/A
H1(44) Stanley Farm Plain Road Marden	Complete – deleted	N/A
H1(45) The Parsonage Goudhurst Rd Marden	Complete – deleted	N/A
H1(46) Marden Cricket & Hockey Club Marden	Complete - deleted	N/A
H1(47) Land South of The Parsonage Goudhurst Road Marden	Complete – deleted	N/A

2017 LP17 'H1' policy:	What happened?	LPR policy:
H1(48) Hen & Duckhurst Farm Marden Road Staplehurst	Complete - deleted	N/A
H1(49) Fishers Farm Fishers Road Staplehurst	Retain unchanged	N/A
H1(50) Land to the North of Henhurst Farm, Pinnock Lane, Staplehurst	Retain unchanged	N/A
H1(51) Hubbards Lane and Haste Hill Rd B. Monchelsea	Complete – deleted	N/A
H1(52) Land at Boughton Mount Boughton Lane	Retain unchanged	N/A
H1(53) Land at Church St./Heath Rd B. Monchelsea	Complete – deleted	N/A
H1(54) Lyewood Farm, Green Lane. B. Monchelsea	Complete - deleted	N/A
H1(55) Hubbards Lane Loose	Complete – deleted	N/A
H1(56) Linden Farm Stockett Lane Coxheath	Complete – deleted	N/A
H1(57) Heathfield Heath Rd Coxheath	Complete – deleted	N/A
H1(58) Forstal Lane Coxheath	Complete – deleted	N/A
H1(59) Land North Of, Heath Road (Older's Field), Coxheath, Maidstone, Kent, ME17 4TB	Complete - deleted	N/A
H1(60) Clockhouse Farm Heath Road Coxheath	Complete – deleted	N/A
H1(61) East of Eyhorne Street Hollingbourne	Complete – deleted	N/A
H1(62) W of Eyhorne Street Hollingbourne	Complete – deleted	N/A
H1(63) Land adj The Windmill Eyhorne Street Hollingbourne	Retain - unchanged	N/A
H1(64) Brandy's Bay South Lane Sutton Valence	Complete – deleted	N/A
H1(65) Vicarage Road Yalding	Complete - deleted	N/A
H1(66) Bentletts Yard Claygate Road Laddingford	Complete – deleted	N/A

Broad locations for housing growth policies

2017 'H2' LP17 policy:	What happened?	LPR policy:
H2(1) Maidstone Town Centre broad location for housing growth	Updated – major	LPRSP1 – Maidstone Town Centre
H2(2) Invicta Park Barracks, Maidstone broad location for housing growth	Updated – major	LPRSP5(B) – Invicta Park Barracks strategic development location
H2(3) Lenham	Updated – major	LPRSP5(C) – Lenham broad location for housing growth

Employment and Mixed-use site allocation policies

2017 LP17 'EMP1' or 'RMX1' policy:	What happened?	LPR policy:
EMP1(1) West of Barradale Farm, Maidstone Road,	Retain unchanged	N/A

2017 LP17 'EMP1' or 'RMX1' policy:	What happened?	LPR policy:
Headcorn		
EMP1(2) South of Claygate, Pattenden Lane, Marden	Retain unchanged	N/A
EMP1(3) West of Wheelbarrow Industrial Estate, Pattenden Lane, Marden	Complete – deleted	N/A
EMP1(4) Woodcut Farm, Ashford Road, Bearsted	Retain unchanged	N/A
RMX1(1) Newnham Park, Bearsted Road, Maidstone	Retain unchanged	N/A
RMX1(2) Maidstone East and former Royal Mail sorting office, Sandling Road, Maidstone	Updated – major	LPRSA146 – Maidstone East, Maidstone Town Centre
RMX1(3) King Street car park and former AMF Bowling Site, Maidstone	Retain unchanged	N/A
RMX1(4) Former Syngenta Works, Hampstead Lane, Yalding	Retain unchanged	N/A
RMX1 (5) Powerhub building and Baltic Wharf, St Peter's Street Maidstone	Updated – major	LPRSA148 – Maidstone Riverside, Maidstone Town Centre
RMX1(6) Mote Road, Maidstone	Updated – major	LPRSA151 Mote Road, Maidstone

Section B note:

Where there is a conflict between the supporting text (reasoned justification) to the below policies and the new policies contained within the Local Plan Review (LPR), the new LPR policies should take precedence. In addition, where reference is made in the below policies and supporting text to Local Plan 2017 (LP17) policies that are not saved, reference should instead be to any relevant new policies within the LPR.

For example: LP17 strategic policy H1, as referenced in all H1(x) detailed site allocation policies that follow is now deleted. All references to LP17 strategic policy H1 are superseded by relevant new policies contained in the LPR.

The Development Plan should be read as a whole.

SECTION B

Detailed site allocation policies for residential use

Policy H1(2) East of Hermitage Lane, Maidstone

Policy H1 (2)

East of Hermitage Lane, Maidstone

East of Hermitage Lane, as shown on the policies map, is allocated for development of approximately 500 dwellings at an average density of 40 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A 15 metres wide landscape buffer will be implemented between the identified area of ancient woodland and the proposed housing development, to be planted as per recommendations detailed in a landscape survey. Development will not be permitted within this area.
2. The root protection area of trees identified as in and adjacent to the area of ancient woodland will be maintained and kept free from development.
3. A buffer will be provided along the north eastern boundary of the site (rear of Howard Drive dwellings), incorporating existing protected trees, the details of which will be agreed with the council.
4. The wooded character of the footpath (KB19) running along the south eastern boundary of the site will be maintained.
5. Development will be subject to the results and recommendations of an archaeological survey.

Access

6. Access to the site will be taken from B2246 Hermitage Lane. Subject to the agreement of junction details, this access will be made in the vicinity of the land opposite the entrance to Hermitage Quarry.
7. An automated bus gate will be provided that allows buses and emergency vehicles to access the site from Howard Drive. Pedestrian and cycle access from Howard Drive will enable permeability to the site.
8. Where ownership of component land parcels differs, access for development purposes will not be impeded to or from these component parcels.

Air quality

9. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Open space

10. The ancient woodland on the south western boundary of the housing development will be retained as public open space.

11. The linear woodland, extending south and south east from the ancient woodland to the site boundary, will be retained as public open space.
12. The land currently used as a commercial orchard, north west of the restricted byway and extending as far as the borough boundary, will be retained for a combination of community infrastructure and public open space uses.
13. Provision of 12.95 ha of open space within the site comprising 6.62ha woodland/landscape buffers, 5.41ha amenity green space, 0.77ha of allotments (community orchard), 0.15ha of provision for children and young people and contributions towards outdoor sports facilities at Giddyhorn Lane. Development should maximise the use of the southern part of the site including Bluebell Wood and the "hospital field" for the provision of open space, making best use of existing features within the site.

Community infrastructure

14. Land will be transferred for primary education use, the details of which will be agreed with the local education authority.
15. A multi-functional community centre will be provided. The use of the north western part of the site (land to the north of the restricted byway and south of the borough boundary) for the siting of community infrastructure is strongly encouraged.

Highways and transportation

16. A direct pedestrian/cycle path, complementary to the current character of the orchard and open fields, will be provided alongside the western access to site.
17. Contributions will be made towards pedestrian and cycle links to existing residential areas, shops, schools and health facilities, including links through to Howard Drive and Queen's Road via Freshland Road.
18. Provision of pedestrian crossing facilities on Hermitage Lane to the north of the site.

Strategic highways and transportation

19. Interim improvement to M20 J5 roundabout including white lining scheme.
20. Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway.
21. Provision of an additional lane at the Coldharbour roundabout.
22. Capacity improvements at the junction of Fountain Lane and A26.
23. Provision of a circular bus route to serve the north west Maidstone strategic development area.
24. Provision of a new cycle lane along B2246 Hermitage Lane.

Utility infrastructure

25. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Minerals safeguarding

26. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1(4) Oakapple Lane, Barming

Policy H1 (4)

Oakapple Lane, Barming

Oakapple Lane, as shown on the policies map, is allocated for development of approximately 187 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The hedgerow on the eastern boundary of the site will be retained to form a natural break between housing allocations.
2. The hedgerow along the southern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and existing housing on Rede Wood Road and Broomshaw Road.

3. A 15 metre landscape buffer will be implemented adjacent to the ancient woodland at Fullingpits Wood in the north east of the site.

Access

4. Primary access will be taken from site H1(3) West of Hermitage Lane.
5. Secondary access will be taken from Rede Wood Road/Broomshaw Road.

Noise

6. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the operations at Hermitage Quarry.

Air quality

7. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development

Open space

8. Provision of 1.5ha of natural/semi-natural open space in accordance with policy OS1(1) together with any additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Strategic highways and transportation

9. Interim improvement to M20 J5 roundabout including white lining scheme.
10. Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway.
11. Provision of an additional lane at the Coldharbour roundabout.
12. Capacity improvements at the junction of Fountain Lane and A26.
13. Capacity improvements at A20 London Road junction with St, Laurence Avenue (20/20 roundabout)
14. Proportional contributions towards a circular bus route that benefits public transport users in and around the north west strategic location; this route will run via the town centre, B2246 Hermitage Lane, Maidstone Hospital, Howard Drive and the A20 London Road.

Utility infrastructure

15. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(8) West of Church Road, Otham

Policy H1 (8)

West of Church Road, Otham

West of Church Road, as shown on the policies map, is allocated for development of approximately 440 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The tree line along the western boundary of the site will be enhanced, to protect the amenity and privacy of residents living in Chapman Avenue.
2. An undeveloped section of land will be retained along the western boundary of the site, to protect the amenity and privacy of residents living in Chapman Avenue.
3. An undeveloped section of land will be retained along the eastern edge of the site in order to protect the setting of St Nicholas Church and maintain clear views of the Church from Church Road.
4. The Church Road frontage will be built at a lower density from the remainder of the site, to maintain and reflect the existing open character of the arable fields on the eastern side of Church Road and to provide an open setting to St Nicholas Church.
5. The hedge line along the eastern boundary of the site with Church Road shall be retained and strengthened where not required for access to the site.

6. Retain non-arable land to the north and east of St Nicholas Church, to protect its setting.
7. Retain discrete section of land at the south east corner of the site to provide a 15 metres wide landscape buffer to ancient woodland (bordering site at this location), to be planted as per the recommendations of a landscape survey.

Access

8. Access will be taken from Church Road only.

Air quality

9. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Open space

10. Provision of approximately 2.88ha of natural/semi-natural open space consisting of 1.4ha in accordance with policy OS1(16), and 1.48ha within the site, together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Community infrastructure

11. Contributions will be provided towards the expansion of an existing primary school within south east Maidstone to mitigate the impact of the development on primary school infrastructure.

Highways and transportation

12. Widening of Gore Court Road between the new road required under policy H1(6) and White Horse Lane.

Strategic highways and transportation

13. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
14. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.
15. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
16. Improvements to capacity at the A229/A274 Wheatsheaf junction.
17. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

Utility infrastructure

18. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(9) Bicknor Farm, Sutton Road, Otham

Policy H1 (9)

Bicknor Farm, Sutton Road, Otham

Bicknor Farm, as shown on the policies map, is allocated for development of approximately 335 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. An undeveloped section of land will be retained on the eastern part of the site to protect the parkland setting of Rumwood Court.
2. The provision of a 15 metre landscape buffer along the site's western boundary adjacent to the ancient woodland at Bicknor Wood.
3. Development should be sited in order to preserve the setting of the listed buildings, Bicknor Farmhouse, in the south west corner of the site, and Rumwood Court to the east.
4. Public footpath KM94 will be retained and improved, continuing the link between Sutton Road and White Horse Lane.

Access

5. Access will be taken from the A274 Sutton Road.
6. Pedestrian and cycle access will be taken through site H1(6) North of Sutton Road, and to site H1(7) North of Bicknor Wood.

Noise

7. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A274 Sutton Road.

Air quality

8. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Open space

9. Provision of a minimum of 1.23ha of open space within the site together with contributions towards off-site provision/improvements as required in accordance with policy DM19. Open space should be sited to maximise accessibility to new and existing residents.

Strategic highways and transportation

10. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
11. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.
12. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
13. Improvements to capacity at the A229/A274 Wheatsheaf junction.
14. Connections to the existing cycle network from Park Wood to the town centre, and by upgrading the PROW network to accommodate cycles.
15. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

Utility infrastructure

16. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(10) South of Sutton Road, Langley

Policy H1 (10)

South of Sutton Road, Langley

South of Sutton Road, as shown on the policies map, is allocated for development of approximately 800 dwellings at an average density of 24 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The majority of the natural/semi-natural open space required by criterion 14 below shall be provided on that part of the site lying to the east of PROW KH364. This area shall also incorporate SuDS surface water drainage mitigation.
2. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance, with particular emphasis on the Loose Stream/Langley Loch and Langley Church and other heritage assets adjacent to the site.
3. The proposals will be designed and laid-out to provide an appropriate and strong visual relationship between the new development and the hamlet of Langley Park, whilst preserving the setting of the existing listed buildings and protecting the amenity and privacy of existing residential properties.
4. Development should be sited in order to preserve or enhance the setting of the listed buildings surrounding the site.
5. A new pedestrian and cycle route will be provided running east-west from Sutton Road to Brishing Road connecting with the planned route through the adjacent site at Langley Park.

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

Access

7. Primary access will be taken from the A274 Sutton Road.
8. Secondary access will be taken through site H1(5) Langley Park subject to agreement with the Highways Authority and Borough Council.
9. A separate cycle and pedestrian access will be provided to site H1(5) Langley Park subject to agreement with the Highways Authority and Borough Council.

Noise

10. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A274 Sutton Road.

Air quality

11. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Drainage

12. Development proposals will demonstrate that any necessary new or improved foul and surface water including SuDS drainage infrastructure required to serve the development to ensure no increased risk of flooding off-site, will be delivered in parallel with the development, in consultation with Southern Water and the Environment Agency.
13. The provision of appropriate contributions as proven necessary will be sought for the improvement of flood mitigation impacting this site.

Open space

14. Provision of 14ha of natural/semi-natural open space in accordance with policy OS1(3) together with any additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Community infrastructure

15. The development will provide for a primary school within the developable area of the site, the details of which shall be agreed with the local education authority.

Highways and transportation

16. Provision of a new footway on the northern side of Sutton Road.
17. The provision of additional pedestrian and cycle crossings across the A274 in the vicinity of Langley Church/Horseshoes Lane and in the vicinity of Rumwood Court.

Strategic highways and transportation

18. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
19. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
20. Improvements to capacity at the A229/A274 Wheatsheaf junction.
21. Connections to the existing cycle network from Park Wood to the town centre, and by upgrading the PROW network to accommodate cycles.
22. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

Utility infrastructure

23. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(11) Springfield, Royal Engineers Road and Mill Lane, Maidstone

Policy H1 (11)

Springfield, Royal Engineers Road and Mill Lane, Maidstone

Springfield, as shown on the policies map, is allocated for development of approximately 692 dwellings at an average density of approximately 180 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A high density scheme will be developed reflecting that the site is in an edge of town centre location. The highest density development should be situated on the north eastern and south eastern parts of the site.
2. The landscaping scheme for the development will reflect the parkland character of the locality.
3. The historic nature of the site should be respected and listed buildings retained dependant on advice given by the Borough Council.

Access

4. Access will be taken from the A229 Springfield and A229 Royal Engineers roundabouts only.

Ecology

5. Subject to further evaluation of their value, retain trees subject to a (woodland) tree preservation order as per advice from the Borough Council.

Air quality

6. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

7. Development will be subject to the results and recommendations of a land contamination survey.

Open space

8. Provision of approximately 4.8ha of open space within the site, together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.
9. Provision of publicly accessible open space to include the provision of a pocket park to the rear (west) of the existing Springfield Mansion on the former tennis court/car park area in addition to the existing area of public open space shown on the policies map which shall be retained as part of the development and/or contributions.

Highways and transportation

10. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.
11. Complementary improvements to the eastern bank of the river towpath for pedestrian and cycle use.

Utility infrastructure

12. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Flood risk

13. Residential development should only occur outside flood zone 3 unless appropriate mitigation can be provided

Minerals safeguarding

14. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1 (14)

American Golf, Tonbridge Road, Maidstone

American Golf, as shown on the policies map, is allocated for development of approximately 60 dwellings at an average density of 75 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A high density scheme will be developed reflecting that the site is in a town centre location.

Access

2. Access will be taken from the A26 Tonbridge Road only.

Noise

3. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location.

Air quality

4. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

5. Development will be subject to the results and recommendations of a land contamination survey.

Highways and transportation

6. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.

Note: The council will encourage a joint development with the immediately adjacent Slencrest House site allocated under policy H1(16) to ensure a comprehensive and inclusive design approach.

Policy H1(15) 6 Tonbridge Road, Maidstone

Policy H1 (15)

6 Tonbridge Road, Maidstone

6 Tonbridge Road, as shown on the policies map, is allocated for development of approximately 15 dwellings at an average density of 150 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A high density scheme will be developed reflecting that the site is in a town centre location.

Access

2. Access will be taken from the A26 Tonbridge Road only.

Noise

3. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location.

Air quality

4. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

5. Development will be subject to the results and recommendations of a land contamination survey.

Highways and transportation

6. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.

Policy H1(16) Slencrest House, 3 Tonbridge Road, Maidstone

Policy H1 (16)

Slencrest House, 3 Tonbridge Road, Maidstone

Slencrest House, as shown on the policies map, is allocated for development of approximately 10 dwellings at an average density of 67 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The brick Victorian building 3 Tonbridge Road will be retained to maintain its relationship with no1 Tonbridge Road and to preserve the street scene.
2. The design of any development will reflect the exposed location of the site on the slopes of the Medway Valley in a prominent position overlooking the town centre and will be subject to the results and recommendations of a visual impact assessment that addresses the potential impact of any development from College Road and the All Saints area including the Lockmeadow footbridge.
3. The eastern/south eastern elevation shall be well articulated given the exposed location of the site.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.
5. A high density scheme will be developed reflecting that the site is in a town centre location.

Heritage

6. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the archaeological implications arising from the development and in particular the adjacent Roman cemetery site.

Landscape

7. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.

Contamination

8. Development will be subject to the results and recommendations of a land contamination survey.

Noise

9. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location and the adjacent railway.

Air Quality

10. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Note: The council will encourage a joint development with the immediately adjacent American Golf site allocated under policy H1(14) to ensure a comprehensive and inclusive design approach.

Policy H1(17) Laguna, Hart Street, Maidstone

Policy H1 (17)

Laguna, Hart Street Maidstone

Laguna, as shown on the policies map, is allocated for development of approximately 76 dwellings at an average density of 253 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A high density scheme will be developed reflecting that the site is in an edge of town centre location.

Access

2. Access will be taken from Hart Street only.

Air quality

3. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

4. Development will be subject to the results and recommendations of a land contamination survey.

Highways and transportation

5. Complementary improvements to the eastern bank of the river towpath for pedestrian and cycle use.

Utility infrastructure

6. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Minerals safeguarding

7. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1(18) Dunning Hall (off Fremlin Walk), Week Street, Maidstone

Policy H1 (18)

Dunning Hall (off Fremlin Walk), Week Street, Maidstone

Dunning Hall, as shown on the policies map, is allocated for development of approximately 14 dwellings at an average density of 467 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The development proposals shall show a building of a maximum of three to four storeys in height.
2. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.
3. The development shall provide for a replacement church hall for the United Reformed Church.
4. The development proposals include a construction management plan given the site's location.

Heritage

5. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the impact on adjacent designated and non-designated heritage assets and the archaeological implications of any development.

Contamination

6. Development will be subject to the results and recommendations of a land contamination survey.

Air Quality

7. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Policy H1(19) 18-21 Foster Street, Maidstone

Policy H1 (19)

18-21 Foster Street, Maidstone

18-21 Foster Street, as shown on the policies map, is allocated for development of approximately 5 dwellings at an average density of 125 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The development will respect the established 'building line' along Foster Street.
2. Should the development comprise houses these should be no more than two-storeys in height plus basements. Their design shall reflect the strong and unifying detailing of the existing dwellings on Foster Street with projecting bays at ground and basement level, centrally located entrances and the use of contrasting brick banding and quoins. The front gardens shall be bounded by a low brick wall surmounted by railings.
3. Should the development comprise apartments any block should be no higher than two to three storeys. Its design should also seek to incorporate elements of the unifying detailing currently found in Foster Street as indicated above.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Contamination

5. Development will be subject to the results and recommendations of a land contamination survey.

Air Quality

6. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Policy H1(22) Whitmore Street, Maidstone

Policy H1 (22)

Whitmore Street, Maidstone

Whitmore Street, as shown on the policies map, is allocated for development of approximately 5 dwellings at an average density of 50 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A medium density scheme will be developed reflecting the urban context of this allocation.

Access

2. Access will be taken from Whitmore Street only.

Air quality

3. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

4. Development will be subject to the results and recommendations of a land contamination survey.

Highways and transportation

5. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.

Policy H1 (24)

Postley Road, Tovil

Postley Road, as shown on the Policies Map, is allocated for development of approximately 62 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The western boundary of the site will be landscaped in order to screen the development from views from the west, and to protect the setting of the listed building, Bockingford House, and Loose Valley conservation area.
2. The western section of the site will be built at a lower density to reflect the existing open character of the countryside beyond.
3. The hedgerow along the eastern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and existing housing on Richmond Way to protect the amenity and privacy of residents.
4. The function of public footpath KB33A is to be retained, and consideration given to the safety of future users and occupiers of the development.

Access

5. Access will be taken from Postley Road only.

Air quality

6. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Open space

7. Provision of a play/amenity area within the site, together with contributions towards improvements at the publicly accessible areas of the Loose Valley Local Wildlife Sites and additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM19.

Highways and transportation

8. Complementary improvements to public footpath KB33A, connecting Postley Road to Teasaucer Hill and Cripple Street.

Policy H1 (25)

Bridge Industrial Centre, Wharf Road, Tovil

Bridge Industrial Centre, as shown on the policies map, is allocated for development of approximately 15 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. A medium-high density scheme reflecting the surrounding area's densities will be developed whilst acknowledging the site's location close to the River Medway and potential flood risk.
2. Development shall provide for a strong visual and functional relationship with the River Medway.
3. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Development proposals will address through appropriate design the issue of privacy for the occupiers of existing properties in Wharf Road and The Tail Race.

Access

4. Vehicular access will be taken from Wharf Road only. A secondary pedestrian and cycle access capable of being used as an emergency access will be provided from Lower Tovil.

Flooding

5. Development will be designed to take into account the recommendations of a comprehensive flood risk assessment which has been undertaken to a methodology agreed with the Environment Agency. The flood risk assessment must demonstrate measures to address egress and access and measures to reduce local flood risk.
6. Measures are secured to ensure adequate site drainage including through the implementation of sustainable drainage measures.

Contamination

7. Development will be subject to the results and recommendations of a land contamination survey.

Air Quality

8. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Community infrastructure

9. Appropriate contributions towards community infrastructure including improvement to medical facilities in Tovil Parish will be provided where proven necessary.

Policy H1(28) Kent Police training school, Sutton Road, Maidstone

Policy H1 (28)

Kent Police training school, Sutton Road, Maidstone

Kent Police training school, as shown on the policies map, is allocated for development of approximately 90 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A medium density scheme will be developed reflecting the urban context of this allocation.

Access

2. Access will be taken from Queen Elizabeth Square only.

Air quality

3. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Open space

4. Contributions towards improvements to Mangravet Recreation Ground, Queen Elizabeth Square play area, sports facilities at Parkwood Recreation ground or Mote Park Adventure Zone and additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Strategic highways and transportation

5. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
6. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.
Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
8. Improvements to capacity at the A229/A274 Wheatsheaf junction.
9. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

Policy H1(30) Bearsted Station goods yard, Bearsted

Policy H1 (30)

Bearsted Station Goods Yard, Bearsted

Bearsted Station Goods Yard, as shown on the policies map, is allocated for development of approximately 20 dwellings at an average density of 40 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The former Goods Shed and Weighbridge House which are Grade II designated heritage assets shall be restored and retained and as appropriate converted/re-used as part of the development. The development shall provide for an appropriate setting for these buildings.
2. The development shall provide for an increased provision of station parking spaces by a minimum of 10 spaces within the site as part of the proposals.
3. The proposals shall demonstrate that development would not have an adverse impact on the stability of the adjacent development fronting Ware Street on the higher ground to the south and west of the site, in particular the Methodist Church if changes to the existing banking and topography are proposed.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Landscape/Ecology

5. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
6. The development proposals are designed to take into account the result of a phase 1 habitat survey and any species specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.

Heritage

7. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the impact of the development on the character and setting of the designated heritage assets within the site and Bearsted conservation area.

Noise

8. The development will be subject to the results and recommendations of a noise survey to determine any necessary attenuation measures in relation to the adjacent railway line.

Contamination

9. The development will be subject to the results and recommendations of a land contamination survey.

Drainage and Flood risk

10. The development will be subject to the results of a detailed flood risk assessment and a surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding off-site.

Minerals safeguarding

11. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1(31) Cross Keys, Bearsted

Policy H1 (31)

Cross Keys Bearsted

Cross Keys, as shown on the policies map, is allocated for development of approximately 50 dwellings at an average density of 17 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The western part of the site other than the two existing lock-up garage sites and the proposed site access road from Cross Keys serving the development shall be maintained free of development as open land as shown on the policies map, to preserve existing heritage assets, in the interests of ecology and biodiversity and to ensure development does not take place in areas subject to flood risk.

2. The development proposals must be accompanied by a detailed long-term management plan for this undeveloped land to be prepared in the interests of preserving the biodiversity and ecology as well as the archaeology within the area, which shall include details of public access, if any, to the land.
3. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Landscape and ecology

4. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance. The assessment will specifically address the impact of the development on views to and from the North Downs escarpment and from the public access area on the higher land to the south of the site including from PROW KM75 and KM328.
5. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
6. The development proposals are designed to take into account the result of a phase 1 habitat survey and any species specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.

Heritage

7. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the impact on adjacent designated and non-designated heritage assets and the archaeological implications of any development.

Flooding and water quality

8. The submission of a comprehensive flood risk assessment which has been undertaken to a methodology agreed with the Environment Agency. The FRA must demonstrate measures to address egress and access and measures to reduce local flood risk.
9. Measures are secured to ensure adequate site drainage including through the implementation of sustainable drainage measures.

Air quality

10. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Access

11. The principal vehicular access to the development shall be taken from Cross Keys.

Open space

12. Provision of 2.4ha of natural/semi-natural open space in accordance with policy OS1(5).

Highways and transportation

13. Improvements to and provision of pedestrian and cycle links to the village centre.

Utility infrastructure

14. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Minerals safeguarding

15. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1 (36)

Ulcombe Road and Mill Bank, Headcorn

Ulcombe Road and Mill Bank, as shown on the policies map, is allocated for development of approximately 220 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. An undeveloped section of land will be retained along the southern part of the site, in order to restrict development to an area outside of any identified flood zones.
2. Retain and enhance hedges and trees along the northern boundary of the site in order to screen new housing from the adjacent open countryside.

Access

3. Primary access will be taken from Ulcombe Road.
4. Secondary access will be taken from Ulcombe Road.
5. Emergency/pedestrian and cycle access will be taken from Kings Road.

Open space

6. Provision of a minimum of 1.5ha of natural/semi-natural open space within the site together with contributions towards Hoggs Bridge Green play area. Open space should be sited to maximise accessibility to new and existing residents.

Highways and transportation

7. Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn.

Strategic highways and transportation

8. Signalisation of the Kings Road / Mill Bank junction, Headcorn.

Community infrastructure

9. Sufficient land shall be provided to allow expansion of Headcorn Primary School and transferred to the Local Education Authority (Kent County Council) for primary education use, the details of which will be agreed with the local education authority

Utility infrastructure

10. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

11. Emergency/pedestrian and cycle access will be taken from Kings Road.

Open space

12. Provision of a minimum of 1.5ha of natural/semi-natural open space within the site together with contributions towards Hoggs Bridge Green play area. Open space should be sited to maximise accessibility to new and existing residents.

Highways and transportation

13. Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn.

Strategic highways and transportation

14. Signalisation of the Kings Road / Mill Bank junction, Headcorn.

Community infrastructure

15. Sufficient land shall be provided to allow expansion of Headcorn Primary School and transferred to the Local Education Authority (Kent County Council) for primary education use, the details of which will be agreed with the local education authority

Utility infrastructure

16. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(41) Tanyard Farm, Old Ashford Road, Lenham

Policy H1 (41)

Tanyard Farm, Old Ashford Road, Lenham

Tanyard Farm, as shown on the policies map, is allocated for development of approximately 145 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The hedgerow and line of trees along the northern and southern boundaries of the site will be retained and substantially enhanced by new planting in order to protect the setting of the Kent Downs AONB, and to provide a suitable buffer between new housing and the A20 Ashford Road and Old Ashford Road.
2. The function of restricted byway KH433 is to be retained, and consideration given to the safety of future users and occupiers of the development.
3. The development proposals shall be designed so as to create a pronounced vista which would afford a clear view of the Lenham Cross from Old Ashford Rd. The axis of this vista shall be PROW KH433 and shall incorporate substantial public open space including an open drainage channel / swale.
4. Development proposals shall incorporate substantial areas of internal landscaping within the site to provide an appropriate landscape

framework for the site to protect the setting of the Kent Downs AONB. Development proposals will be of a high standard of design and sustainability reflecting the location of the site as part of the setting the Kent Downs AONB incorporating the use of vernacular materials.

5. The development proposals shall be designed to take into account the results of a landscape and visual impact assessment which should be undertaken in accordance with the principles of current guidance that particularly addresses the impact of development on the character and setting of the Kent Downs AONB.

Access

6. Access will be taken from Old Ashford Road only.

Noise

7. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A20 Ashford Road.

Highways and transportation

8. Extension of the 30 mph limit on the Old Ashford Road to the site and extension of the footway on the northern side of the road.

Flood risk and drainage

9. Development will be subject to the results of a detailed flood risk assessment and a sustainable surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding off-site.

Open space

10. Provision of 0.34 hectare of natural/semi-natural open space, otherwise known as the landscape vista, either side of PROW KH433, in accordance with Policy OS1(17) together with additional on-site and/or off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Utility infrastructure

11. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1 (49)

Fishers Farm, Fishers Road, Staplehurst

Fishers Farm, as shown on the policies map, is allocated for development of approximately 400 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. Retain and enhance hedges and trees along the northern and eastern boundaries of the site in order to screen new housing from the railway line and adjacent open countryside.
2. The eastern section of the site will be built at a lower density to reflect the existing open character of the countryside beyond.
3. The proposals will be designed to include areas of open space that retain the integrity and connectivity of the existing framework of ponds, hedgerows and trees within the site.

Access

4. Primary access will be taken from Headcorn Road subject to agreement with the Highways Authority.
5. Secondary and/or emergency access will be taken from Fishers Road subject to agreement with the Highways Authority.
6. Pedestrian and cycle access will be taken from Fishers Road and Hurst Close.
7. Pedestrian and cycle linkages will be provided, to ensure good linksto

existing residential areas and the village centre.

Noise

8. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the railway line.

Open space

9. Provision of a minimum of 4.47ha of natural/semi-natural open space within the site together with contributions towards off-site provision/improvements required in accordance with policy DM19. Should the site be sub-divided through the development management process proportionate provision/contributions will be required. Open space should be sited to maximise accessibility to new and existing residents.

Community infrastructure

10. Appropriate contributions towards community strategic infrastructure in particular foul water drainage will be provided where proven necessary so that there is nil detriment to existing infrastructure capacity.

Highways and transportation

11. Package of measures in north eastern Staplehurst including the provision of a pedestrian and cycle crossing on Headcorn Road, bus infrastructure improvements, extension of the 30 mph speed limit on Headcorn Road.

Strategic highways and transportation

12. Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road, Staplehurst.
13. Improvements to public and passenger facilities at Staplehurst Rail Station.

Utility infrastructure

14. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(50) North of Henhurst Farm, Staplehurst

Policy H1 (50)

North of Henhurst Farm, Staplehurst

North of Henhurst Farm, as shown on the policies map, is allocated for development of approximately 60 dwellings at an average density of 24 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The northern section of the site only as defined on the policies map, approximately 2.5ha, will be developed for residential purposes, to ensure the impact on the surrounding landscape is minimised.
2. The southern area as shown on the policies map will be retained undeveloped to provide open space and ecological mitigation areas and where proven necessary allotments and shall link with the ecological/open space area provided for the Oliver Road development.
3. The development will provide pedestrian/cycle path links to PROW KM312 and KM302A to provide enhanced connections to the village centre and facilities.
4. The woodland belt on the site's eastern boundary will be retained and an appropriate buffer to the woodland provided within the development.
5. A buffer of at least 15m with no development within it shall be provided to the western site boundary with the ecological area secured as part of the development at Oliver Road to the north of the site.
6. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Landscape/Ecology

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

Access

10. Vehicular access to the site will be from Oliver Road.
11. Emergency access will be via Bell Lane (PROW KM302A), which will require some upgrading.

Flood risk and drainage

12. Development will be subject to the results of a detailed flood risk assessment and a sustainable surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding off-site.

Open space

13. Provision of 1.22ha of natural/semi-natural open space in accordance with policy OS1(9) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19. Open space should be sited to maximise accessibility to new and existing residents.

Strategic highways and transportation

14. Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road, Staplehurst.
15. Improvements to public and passenger facilities at Staplehurst Rail Station.

Utility infrastructure

16. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(52) Boughton Mount, Boughton Lane, Boughton Monchelsea

Policy H1 (52)

Boughton Mount, Boughton Lane, Boughton Monchelsea

Boughton Mount, as shown on the policies map, is allocated for development of approximately 25 dwellings at an average density of 14 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. Built development will be restricted to the currently developed area (approx 1.8ha) north of the Ha-Ha and Folly and will exclude the area of the existing pond.
2. The layout shall show the retention and restoration of the Ha-Ha, The Folly, the water tower and barn, the walls surrounding the former walled garden and other ragstone walls within the site.
3. The layout shall show the restoration of the parkland/garden associated with the former house containing The Folly and Ha-Ha as publicly accessible open space.
4. Any application should be accompanied by a detailed viability assessment and appraisal showing that the development proposed is the minimum necessary to secure criteria 2 and 3 above.
5. An appropriate legal mechanism is entered into to secure the completion of the restoration/renovation works comprised in criteria 2 and 3 at an agreed point in the delivery of the development together with payment of a bond that will be repaid in stages once scheduled works are completed.

6. The proposed layout will retain and reinforce the existing woodland and planting along the site's northern boundary.
7. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Access

8. Vehicular access to the development shall only be from Boughton Lane.

Heritage Impact

9. Any application is accompanied by a detailed Heritage and Archaeological Impact Assessment that addresses the elements included in criteria 2 and 3 above and also addresses the archaeological impact/implications of the retained former cellars of the previous house.

Landscape/Ecology

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

Contamination

13. The development will be subject to the results and recommendations of a land contamination survey.

Drainage and Flood risk

14. The development will be subject to the results of a detailed flood risk assessment and a surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding along the River Loose at The Quarries and downstream from The Quarries.

Open space

15. Provision of 0.15ha of natural/semi-natural open space in accordance with policy OS1(14) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19. Open space should be sited to maximise accessibility to new and existing residents.

Strategic highways and transportation

16. Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road, as proven necessary.

Utility infrastructure

17. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Detailed site allocation policies for Open Space

Policy OS1 Open space allocations

Policy OS1

Open space allocations

The following sites, as shown on the policies map, are identified for the provision of publicly accessible open space to complement the growth identified in the local plan.

Policy reference	Site name, address	Approx. ha	Open space typology
(1)	Oakapple Lane, Barming	1.50	Natural/semi-natural open space
(2)	Langley Park, Sutton Road, Boughton Monchelsea	7.65	Informal open space (nature conservation area)
(3)	South of Sutton Road, Langley	14.00	Natural/semi-natural open space
(4)	Kent Police HQ, Sutton Road, Maidstone	1.60	Outdoor sports provision (3-5 sports pitches)
(5)	Cross Keys, Bearsted	2.40	Natural/semi-natural open space
(6)	South of Ashford Road, Harrietsham	1.37	Natural/semi-natural open space
		0.50	Allotments
(7)	Church Road, Harrietsham	0.91	Natural/semi-natural open space
(8)	The Parsonage, Goudhurst Road, Marden	2.16	Natural/semi-natural open space
(9)	North of Henhurst Farm, Staplehurst	1.22	Natural/semi-natural open space
(10)	North of Lenham Road, Headcorn	0.10	Amenity green space
(11)	South of Grigg Lane, Headcorn	1.18	Natural/semi-natural open space
(12)	North of Heath Road (Older's Field), Coxheath	1.12	Natural/semi-natural open space
(13)	Heathfield, Heath Road, Coxheath	0.50	Amenity green space
(14)	Boughton Mount, Boughton Monchelsea	0.15	Natural/semi-natural open space
(15)	Lyewood Farm, Boughton	0.15	Natural/semi-natural

Detailed site allocation policies for retail and mixed use

Policy RMX1(1) Newnham Park, Bearsted Road, Maidstone

Policy RMX1 (1)

Newnham Park, Bearsted Road, Maidstone

Newnham Park, as shown on the policies map, is allocated for a medical campus of up to 100,000m², a replacement retail centre of up to 14,300m² and a nature reserve. A development brief, to be approved by the council, will detail the way in which medical facilities, retail redevelopment and the nature reserve, together with integral landscaping and supporting infrastructure, are delivered in an integrated and coordinated manner. Planning permission will be granted if the following criteria are met.

Design and layout

1. Phased provision of a maximum of 100,000m² of specialist medical facilities set within an enhanced landscape structure of which 25,000m² will provide for associated offices and research and development.
2. Provision of a replacement garden centre and replacement retail premises of up to 14,300m² gross retail floorspace. The retail floorspace shall be confined to the vicinity of the existing footprint of the current retail area as shown on the policies map. New additional non-A1 floorspace will not be appropriate. The retail development should include the provision of a bus interchange and a car park management plan.
3. Creation of a woodland nature reserve of approximately 3 hectares on land to the south east of the site, as shown on the policies map, secured through a legal agreement.
4. Construction of buildings of high quality design in a sustainable form that reflect the site's prime location as a gateway to Maidstone.
5. Mitigation of the impact of development on the Kent Downs Area of Outstanding Natural Beauty and its setting through:
 - i. The provision of new structural and internal landscaping to be phased in advance of development to accord with an approved Landscape and Ecological management plan for the site;
 - ii. The retention and enhancement of existing planting. Where the loss of selected existing planting is unavoidable, appropriate compensatory planting must be provided;
 - iii. The absence of built development within the area shown on the policies map;
 - iv. The restriction of building heights across the whole site to a maximum of two storeys. Exceptionally a building of up to 4 storeys could be accommodated on the land adjacent to the existing KIMS (phase 1) development to the immediate west of the stream and buildings of up to 3 storeys could be accommodated at the New Cut roundabout entrance to the site;
 - v. The use of low level lighting; and
 - vi. The use of green roofs where practical and avoidance of the use

of light coloured or reflective materials.

6. For proposals which include retail floorspace additional to the existing 14,300m², submission of a sequential sites assessment and a retail impact assessment which demonstrate that the National Planning Policy Framework's sequential and impact tests are met. The retail impact assessment will clearly demonstrate no significant adverse impact on town, district and local centres including those in adjoining boroughs. Large scale retail warehousing style buildings will not be acceptable in this sensitive landscape location.
7. Provision of a landscape buffer of between 15m and 30m in width along the northern and eastern boundaries of the site in order to protect Ancient Woodland, with tracts of planting extending into the body of the development.
8. Provision of a landscaped buffer of a minimum 15m in width on both sides of the existing stream running north-south through the site (minimum 30m width in total), in order to enhance the amenity and biodiversity of this water body.
9. Submission of a Landscape and Visual Impact Assessment to be approved by the council which includes assessment of the impact of the development on views to and from the Kent Downs AONB.

Access

10. Vehicular access to the site from the New Cut roundabout, with bus and emergency access from the A249 Sittingbourne Road if required.
11. Enhanced pedestrian and cycle links to the residential areas of Grove Green, Vinters Park and Penenden Heath, and to Eclipse Business Park.
12. Submission of a Travel Plan, to include a car park travel plan, to be approved by the Borough Council.

Archaeology

13. Provision of a watching archaeological brief in order to protect any heritage assets found on-site.

Ecology

14. Submission of an ecology survey and detailed mitigation measures.

Highways and transportation

15. Submission of a full Transport Assessment to identify those off-site highway improvements and sustainable transport measures necessary to serve the development, to be secured in a phased manner by the provision of infrastructure or through contributions by means of a signed legal agreement which is to be completed prior to the commencement of development. Development will contribute, as proven necessary through the Transport Assessment, to the following improvements:

- i. Capacity improvements and signalisation of Bearsted

- roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts;
- ii. Traffic signalisation of the M20 J7 roundabout, widening of the coast bound off-slip and creation of a new signal controlled pedestrian route through the junction;
- iii. Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout;
- iv. Increased frequency of 333/334 route to provide a bus service with 15 minute intervals between the site and the town centre, potentially to include the provision of bus priority measures on New Cut Road to include traffic signals at the junction with the A20 Ashford Road; and
- v. Improved buss links to the site from the residential areas of Grove Green and Penenden Heath.

Minerals Safeguarding

16. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy RMX1(3) King Street car park and former AMF Bowling Site, Maidstone

Policy RMX1 (3)

King Street car park and former AMF Bowling site, King Street, Maidstone

King Street car park and former AMF Bowling site, as shown on the policies map, is allocated for up to 1,400m² comparison and/or convenience retail floorspace and approximately 53 dwellings. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The provision of up to 1,400m² of comparison and/or convenience shopping floorspace at ground floor level and up to 53 dwellings. The submission of a retail impact assessment is required which demonstrates that the National Planning Policy Framework's impact test is met.
2. Development is designed to respond to the character and qualities of the conservation area to the north.

Noise

3. The submission of a noise assessment and the delivery of resultant noise attenuation measures.

Air quality

4. The submission of an air quality assessment and emissions reduction plan to be agreed with the council.

Land contamination

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

Public Realm

6. Footpath and public realm improvements on King Street between the junction of Wyke Manor Road and the site.

Policy RMX1(4) Former Syngenta Works, Hampstead Lane, Yalding

Policy RMX1 (4)

Former Syngenta Works, Hampstead Lane, Yalding

The council will support the redevelopment of the brownfield Former Syngenta Works Site, as shown on the policies map, provided that a comprehensive scheme of flood mitigation which addresses the identified flood risk will be delivered in association with the development. A comprehensive Flood Risk Assessment which has been undertaken to a methodology agreed by the Environment Agency will be required. The FRA must identify measures to address safe site egress and access and measures to address the flood risk. Contributions may be required for measures to reduce flood risk to dwellings in Yalding.

Subject to the findings of the FRA, potential suitable uses for the site could include employment (B classes), leisure, commuter car parking and open space. Planning permission will be granted if the following criteria are met:

Design and layout

1. Within the site boundary, an area of land to the south (13ha) is to be retained as a nature conservation area.
2. The significant landscape belt which lies to the south of the development area is retained and enhanced to provide a clear boundary to the developed parts of the site, to act as a buffer to the Local Wildlife Site and to screen views of development from the attractive countryside to the south and from the properties in Parsonage Farm Road.
3. The retention and enhancement of the landscape belts along the western boundary of the site, on both sides of the railway line, and along the eastern boundary adjacent to the canalised section of the river, to screen and soften the appearance of the development.

Access

4. Development should secure public rights of way improvements, including providing an alternative to the 'at grade' pedestrian footpath

crossing the railway.

Ecology

5. The site lies adjacent to the Hale Ponds and Pastures Local Wildlife Site. A survey which assesses the site's ecological potential must be submitted. Development proposals must provide for the delivery of appropriate habitat creation and enhancement measures in response to the survey findings including the creation and enhancement of wildlife corridors, and, if required, mitigation measures.

Site drainage

6. Measures are secured to ensure adequate site drainage, including through the implementation of sustainable drainage measures.

Land contamination

7. Demonstration that contamination of the site resulting from its previous use has been remediated to the satisfaction of the local authority and the Environment Agency.

Highways and transportation

8. Development will contribute, as proven necessary through a Transport Assessment, to requisite improvements to the highway network.

Utility infrastructure

9. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Minerals safeguarding

10. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Detailed site allocation policies for employment

Policy EMP1(1) West of Barradale Farm, Maidstone Road, Headcorn

Policy EMP1 (1)

West of Barradale Farm, Maidstone Road, Headcorn

West of Barradale Farm, as shown on the policies map, is allocated for development of 5,500m² employment floorspace (B1, B2, B8 use classes). Planning permission will be granted if the following criteria are met.

Design and layout

1. The proposals incorporate structural landscaping along the north-western boundary of the existing industrial complex to help screen both the existing and proposed development in views from the north.
2. The proposals incorporate substantial, enhanced landscape buffers along the western and south western boundaries of the site to reinforce the separation of the site from development to the south.

Access

3. Access will be taken from the A274.

Ecology

4. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures.
5. Landscaping belts should link to one another and to water bodies within the site to provide habitat connectivity.

Flooding and water quality

6. Surface water run off is managed using sustainable drainage techniques.

Highways and transportation

7. Provision of a footway along the A274 from the access to the site to connect with the existing footway to the south, and provide pedestrian access to the existing bus stops.

Minerals safeguarding

8. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy EMP1(2) South of Claygate, Pattenden Lane, Marden

Policy EMP1 (2)

South of Claygate, Pattenden Lane, Marden

South of Claygate, as shown on the policies map, is allocated for development 6,800m² employment floorspace (B1, B2, B8 use classes). Planning permission will be granted if the following criteria are met.

Design and layout

1. The proposals incorporate a landscaping scheme which enhances the planting along the eastern and southern boundaries to soften the appearance of the development in views from the east and to provide a landscape buffer to the railway line to the south.

Access

2. Access will be taken from Pattenden Lane only.

Ecology

3. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures.

Flooding and water quality

4. Surface water run off is managed using sustainable drainage techniques.

Policy EMP1(4) Woodcut Farm, Ashford Road, Bearsted

Policy EMP1(4)

Woodcut Farm, Ashford Road, Bearsted

Woodcut Farm, as shown on the policies map, is allocated for development for up to 49,000m² mixed employment floorspace (B1a; B1b; B1c; B2; B8). The site will deliver a genuine mix of B class uses in terms of type and range. Office type uses (B1a & b) will be a vital component of this mix and the site will provide at least 10,000m² of B1a/B1b floorspace as an absolute minimum. The mixed use employment, landscaping and infrastructure elements will be delivered in an integrated and co-ordinated manner that respect the site's visual and physical relationship with the Kent Downs AONB. Planning permission will be granted if the following criteria are met.

Design & layout

1. The proposals create a spacious parkland setting for development through the addition of substantial internal landscaping which will be sympathetic to the site's countryside context and which will help to break up the

visual appearance of the development, in particular in views from the AONB including through the use of substantial tracts of planting extending into the body of the development to achieve clear visual separation between individual buildings and between parking areas. Buildings will cover not more than 40% of the developed site area.

2. The development proposals will respect the topography of the site by minimising the need for site excavation.
3. Landscape buffers of at least 35m in depth are established along the site's boundary to the M20 including a new native woodland shaw at least 15m to Musket Lane, at least 25m to the A20 including a planted bund, and at least 30m along the western boundary, which will also to help secure the setting to Woodcut Farmhouse (Grade II listed) and the amenity of residential properties at Chestnuts and White Heath. Tracts of structural landscaping will extend into development areas of at least 15m in width.
4. An area of 9ha to the north and north west of Woodcut Farm is secured as an undeveloped landscape area in the form of open woodland including the addition of a landscape buffer of at least 30m along the eastern boundary. Future management of this area will be secured by means of legal agreement and maintained in perpetuity.
5. Larger footprint buildings will be accommodated in the field to the east of the stream up to a maximum unit size of 5,000m² with building ridge heights not to exceed 12m. Units should be orientated end-on to predominant views to and from the AONB.
6. Development on the field to the west of the stream comprises smaller units of up to 2,500m² footprint. Graded building heights will take account of the site's topography with building ridge heights not to exceed 8m. On the highest part of the site at and above the 55m contour line as shown on the policies map, building footprints will be limited to 500m². The siting, scale and detailed design of development must have regard to the preservation of Woodcut Farmhouse (Grade II) and its setting.
7. The development proposals are designed to limit their visual impact including through the use of curved roofs on buildings, non-reflective materials, sensitive colouring, green roofs and walls on smaller footprint buildings (500m² and below), and sensitive lighting proposals. Buildings should include active frontage elements incorporating glazing, and address both the A20 and M20.
8. To the east of the stream, land to accommodate a minimum of 7,500m² of floorspace within Use Classes B1a and B1b will be provided. Land sufficient for at least 5,000m² of this floorspace will be provided with vehicular access and all necessary services including drainage and electrical power supply to the boundary of the plot/s prior to the first occupation of any units falling within Use Classes B1c, B2 or B8. The land which is provided for the minimum of 7,500m² of B1a and B1b will be safeguarded from any other uses until April 2026 or until otherwise allocated through a local plan review.
9. To the west of the stream, land to accommodate a minimum of 2,500m² of floorspace within Use Classes B1a and B1b will be provided. This land

will be safeguarded from any other uses until April 2026 or until otherwise allocated through a local plan review.

Landscape and ecology

10. The development proposals are designed to take into account the results of a landscape and visual impact assessment (LVIA) undertaken in accordance with the principles of current guidance. The assessment will specifically address the impact of development on views to and from the Kent Downs AONB escarpment. This will include environmental enhancements of the wider landscape beyond the allocation boundaries through financial contributions using the mechanism of a S106 agreement.
11. The development proposals are designed to take account of the results of a phase 1 habitat survey and any species specific surveys that may as a result be necessary, together with any necessary mitigation and significant enhancement measures.

Archaeology

12. The proposals are designed to take account of the archaeological interest on the site as revealed through appropriate survey.

Access

13. Vehicular access to the site will be from A20 Ashford Road.

Highways and transportation

14. Improvements to capacity at the A20/Willington Street junction.
15. Package of measures to provide bus stops, pedestrian refuges and improvements to the footway on the northern side of the A20 Ashford Road.
16. Development will contribute, as proven necessary through a Transport Assessment, to improvements at the following junctions:
 - i. The M20 Junction 8 (including the west-bound on-slip and merge);
 - ii. The A20 Ashford Rd/M20 link road roundabout;
 - iii. The A20 Ashford Rd/Penford Hill junction;
 - iv. The A20 Ashford Rd/Eyehorne Street/Great Danes Hotel access; and
 - v. The Willington Street/A20 Ashford Rd junction.
17. Development will deliver a significant package of sustainable transport measures to secure access to the site by a range of sustainable modes, including the provision of a subsidised bus route, and must be supported by the implementation of a Travel Plan.

Minerals safeguarding

18. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability

of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

NOTICE OF ADOPTION

Planning and Compulsory Purchase Act 2004 (as amended) The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)

Maidstone Borough Local Plan Adoption Statement Adoption Date: XXX

Notice is hereby given in accordance with Regulations 26 and 35 of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and pursuant to Section 23(3) of the Planning and Compulsory Purchase Act 2004 that the Maidstone Borough Local Plan Review was formally adopted by Maidstone Borough Council on xxx.

The Maidstone Borough Local Plan Review replaces the policies of the Maidstone Local Plan (2017), however some of the adopted Local Plan 2017 policies are still relevant and have been retained.

The Local Plan Review was the subject of an independent examination carried out by Mr David Spencer BA(Hons) DipTP MRTPI, an Inspector appointed by the Secretary of State for Levelling up, Housing and Communities. The examination included two stages of public hearing sessions. Stage 1 hearing sessions took began on 6th September 2022 and concluded on 25th November 2022. Stage 2 hearing sessions began on 16th May 2023 and concluded on 9th June 2023.

In the Inspector's report issued to the Council on 8 March 2024 the Inspector confirmed that subject to the Main Modifications recommended, the Maidstone Borough Local Plan Review is considered to be sound, legally compliant and provides an appropriate basis for the planning of the Borough.

Pursuant to Section 23 (3) of the Planning and Compulsory Purchase Act (2004), the adopted Local Plan Review incorporates the Inspector's Main Modifications. It also incorporates necessary additional Minor Modifications made by the Council that do not materially affect the policies of the Local Plan Review.

In accordance with Regulations 26 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004, the following documents have been made available on the Council's website.

- The Maidstone Borough Local Plan Review and Policies Map
- The Maidstone Borough Local Plan Review Adoption Statement
- The Maidstone Borough Local Plan Review Sustainability Appraisal Report

Appendix B

- The Maidstone Borough Local Plan Review Sustainability Appraisal Adoption Statement

The documents are also available to view at libraries across the borough as well as the Council's principal office (by appointment), Maidstone House, King Street, Maidstone, Kent, ME15 6JQ.

If you wish to view the documents but are unable to visit the inspection points, or view the documents on-line, you may request from the local planning authority a copy of any of the documents in accordance with Regulation 36 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). If you are in this position, please contact the Strategic Planning team to make alternative arrangements. Please note that a charge will be payable for paper copies of requested documents, and you will be advised of the cost as part of your request.

Any person aggrieved by the adoption of the Local Plan may make an application to the High Court under Section 113 of the Planning and Compulsory Purchase Act 2004 on the grounds that:

- a) The Plan is not within the appropriate power conferred by the Planning and Compulsory Purchase Act 2004;
- b) A procedural requirement of the Planning and Compulsory Purchase Act 2004, or its associated Regulations has not been complied with.

Any such Application must be made to the High Court before the end of the period of six weeks beginning with the day after the date on which the Maidstone Local Plan Review was adopted (i.e. six weeks beginning on xxx).

Enquiries should be addressed to Strategic Planning, Maidstone Borough Council, King Street, Maidstone ME15 6JQ, or by email to LDF@Maidstone.gov.uk

Karen Britton
Head of Spatial Planning & Economic Development
XXX

Maidstone Borough Council

**Maidstone Local Plan
Review Sustainability
Appraisal
SA Report Addendum:
Amended Main
Modifications**

Final Report

Prepared by LUC

March 2024

Maidstone Borough Council

**Maidstone Local Plan Review Sustainability
Appraisal
SA Report Addendum: Further Main Modifications**

Version	Status	Prepared	Checked	Approved	Date
1.	Draft report	K. Williamson	J. Pearson	J. Pearson	08.03.2024
2.	Final report	K Williamson	K Williamson	J Pearson	08.03.2024

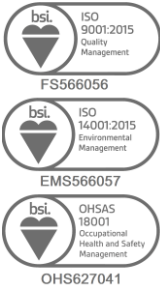
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Landscape Management
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GIS & Visualisation



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Schedule of amended Main Modifications with SA implications A-1

Chapter 1

SA of Amended Main Modifications

Introduction

1.1 This SA Addendum report sets out the implications of amendments to the Maidstone's Local Plan Review on the Sustainability Appraisal. This report should be read in conjunction with the September 2023 report which provided an assessment of the implications of Maidstone Local Plan Review's proposed Main Modifications for the findings of the September 2021 Sustainability Appraisal (SA) that accompanied Regulation 19 Pre-submission consultation on the plan and that was subsequently submitted as an Examination document.¹

1.2 This document is prepared in support of the adoption of the Maidstone Local Plan.

Modifications to the Local Plan Review

1.3 The Inspector recommended inclusion of all of these Main Modifications in the Plan after considering the SA and HRA and all the representations made in response to consultation on them. In some cases, the Inspector amended the detailed wording of the Council's proposed Main Modifications and/or added consequential modifications where necessary. The amendments to the Main Modifications that are the subject of this SA addendum are those appended to the final Inspector's 'Report on the Examination of the Maidstone Local Plan Review' that was provided to the Council on 8 March 2024.

1.4 This report presents an assessment of the implications of the Inspector's amendments to the Main Modifications to Maidstone's Local Plan Review on the previously reported findings of the SA. It therefore be read alongside the September 2023 SA Addendum of the originally proposed Main Modifications for a full understanding of the SA implications of all Main Modifications to the Local Plan review.

Background

1.5 Maidstone Borough Council (the Council) commissioned LUC in November 2018 to carry out a Sustainability Appraisal (SA), incorporating Strategic Environmental Assessment (SEA), of the Local Plan Review.

¹ Published by the Council as Regulation 19 document LPR 1.4 and as submission document LPRSUB 002

1.6 There have been seven key stages in the SA of the Maidstone Local Plan Review to date:

- An SA Scoping Report was published for consultation in 2019.
- An SA Report that accompanied the Topic Paper Options was published for consultation in August 2020.
- An SA Report that accompanied the Spatial Strategy, Site Allocations and Garden Settlements Options document was published for consultation in November 2020.
- An SA Report that accompanied the Interim Local Plan Review was published for Regulation 18b consultation in November 2020.
- An SA Report that accompanied the Proposed Submission Local Plan Review was published for Regulation 19 consultation in September 2021.
- The SA Addendum prepared in September 2023 in relation to the modifications of the Maidstone Local Plan.
- This additional SA Addendum prepared in March 2024 in response to amendments to the Main Modifications.

Maidstone Local Plan Review

1.7 The Maidstone Borough Local Plan (MBLP) was adopted in October 2017 and covers the period to 2031, anticipating and planning for the new homes, business premises, shops and infrastructure needed over the plan period.

1.8 The Local Plan Review document updates and supersedes the 2017 Local Plan, whilst 'saving' relevant policies contained within it, and ensuring that it is in line with the latest national planning requirements, including extending the plan period to 2037/38. The Local Plan Review is a key document that sets the framework to guide the future development of the borough. It plans for homes, jobs, shopping, leisure and the environment, including biodiversity and climate change, as well as the associated infrastructure to support new development. It explains the 'why, what, where, when and how' development will be delivered through the strategy that plans for growth and renewal whilst at the same time protects and enhances the borough's natural and built assets.

1.9 The Local Plan Review comprises:

- Spatial vision and objectives
- The Borough spatial strategy
- Spatial strategic policies
- Thematic strategic policies

- Detailed site allocation policies
- Development management policies

Methodology

1.10 The approach to assessing the SA implications of the amendments to the Main Modifications firstly involved considering each proposed modification as set out in the Schedule of Main Modifications. A column was added to the Schedule of Main Modifications to consider and record whether the proposed modification would be likely to change the SA findings presented in the Regulation 19 SA Report. Many of the proposed modifications relate to the supporting text to the policies. To ensure consistency with previous iterations of the SA, the implications of the proposed amendments to the modifications in relation to the supporting text were considered together with the amendments to any modifications to the policy wording. The Schedule of Amendments to the Main Modifications with the additional SA implications column is presented in **Appendix A** of this SA Addendum. The SA findings are also summarised in the main body of this report.

SA framework

1.11 The proposed amendments to the Main Modifications were appraised in relation to their likely effect on achievement of the sustainability objectives set out in the SA framework.

1.12 The assessments reported in this document used the same sustainability objectives that provided the framework for the SA work at earlier stages of plan preparation, as reproduced in **Table 1.2**. The SA objectives are set out in the first column of the table, with sub questions set out in the second column. The sub questions are not intended to be exhaustive but helped to guide identification of the likely sustainability effects of the Local Plan Review. The final column of the table identifies which of the topics specified in the SEA Regulations are addressed by each SA objective.

Form of assessment and use of SA matrices

1.13 The SA uses colour-coded symbols to indicate the likely sustainability effects of a policy or site allocation in relation to each SA objective. **Table 1.1** shows how these symbols were applied during the appraisals.

Table 1.1: Key to symbol and colour coding used in the SA

Symbol	Description
++	Significant positive effect likely

Symbol	Description
+	Minor positive effect likely
0	No or negligible effect likely
N/A	Assessment criterion not applicable
-	Minor negative effect likely
--	Significant negative effect likely
+/-	Mixed effect likely
?	Likely effect uncertain

Table 1.2: SA objectives and assessment criteria

SA objective	Appraisal questions: Dows/Will the Local Plan Review...	Relevant SEA topics
SA 1: To ensure that everyone has the opportunity to live in a decent, well-designed, sustainably constructed and affordable home.	Provide for local housing need? Deliver the range of types, tenures and affordable homes the borough needs over the Plan Period? Provide for the housing needs of an ageing population? Provide attractive places to live via multifunctional green infrastructure?	Population, Human Health and Material Assets
SA 2: To ensure ready access to essential services and facilities for all residents.	Provide for sufficient local services and facilities to support new and growing communities (e.g. schools, employment training and lifetime learning facilities, health facilities, sport and recreation, accessible green space / multifunctional green infrastructure, services in local centres)? Provide housing within proximity to existing services and facilities that are accessible for all, if not to be provided on site?	Population, Human Health and Material Assets
SA 3: To strengthen community cohesion.	Facilitate the integration of new neighbourhoods with existing neighbourhoods? Promote developments that benefit and are used by existing and new residents in the borough, particularly for the borough's most deprived areas? Help to support high levels of pedestrian activity/ outdoor interaction, where people mix? Help to reduce levels of crime, anti-social behaviour and the fear of crime? Increase the number of community facilities that can be used for community gatherings e.g. cultural activities, trainings etc.?	Population and Human Health
SA 4: To improve the population's health and wellbeing and reduce health inequalities.	Promote health and wellbeing by maintaining, connecting, enhancing and creating multifunctional open spaces, green infrastructure, and recreation and sports facilities and improving people's access to nature? Protect health and wellbeing by preventing, avoiding and mitigating adverse health effects associated with air and noise pollution, vibration and odour? Promote healthy lifestyles by encouraging and facilitating walking and cycling? Safeguard human health and well-being by promoting climate change resilience through sustainable siting, design, landscaping and infrastructure? Allocate additional sites for open space in relation to population growth?	Population, Human Health and Climatic Factors

SA objective	Appraisal questions: Dows/Will the Local Plan Review...	Relevant SEA topics
	Create vibrant, multifunctional countryside in and around towns?	
SA 5: To facilitate a sustainable and growing economy.	Provide an adequate supply of land and infrastructure to meet the borough's forecast employment needs? Allow for sufficient flexibility to respond to uncertainties and changing economic circumstances? Support opportunities for the expansion and diversification of business and inward investment? Provide for new and improved education and training facilities leading to a work ready population of school and college leavers?	Population, Human Health and Material Assets
SA 6: To support vibrant and viable Maidstone town centre.	Maintain and enhance the economic vitality and vibrancy of Maidstone town centre? Facilitate diverse and flexible town centre uses? Ensure high quality design and pedestrian and cyclist friendly public realm? Encourage a mixture of residential, commercial, retail, leisure and community uses? Encourage safe and attractive evening activities? Provide green infrastructure to provide multiple benefits for health and wellbeing, climate change adaptation, recreation and public amenity (e.g. shade and air quality)?	Population, Human Health and Material Assets
SA 7: To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce road traffic congestion.	Promote the delivery of integrated, compact communities made-up of a complementary mix of land uses? Support the maintenance and expansion of public transport networks including areas with sufficient demand for the introduction of new public transport? Help to address road congestion in and around Maidstone town centre and its causes? Enhance connectivity of the sustainable transport network and provide new cycling and walking infrastructure to enable modal choice?	Air, Climatic Factors, Population and Human Health
SA 8: To conserve the borough's mineral resources.	Avoid the unnecessary or unjustified sterilisation of mineral resources?	Material Assets
SA 9: To conserve the borough's soils and make efficient and effective use of land.	Promote and support the development of previously developed land, and under-utilised land and buildings? Take an appropriate approach to remediating contaminated land? Minimise development on the borough's best and most versatile agricultural land?	Soil and Human Health

SA objective	Appraisal questions: Dows/Will the Local Plan Review...	Relevant SEA topics
	Encourage integrated, compact communities?	
SA 10: To maintain and improve the quality of the borough's waters and achieve sustainable water resources management.	<p>Minimise inappropriate development in Source Protection Zones?</p> <p>Ensure there is sufficient waste water treatment capacity to accommodate the new development?</p> <p>Avoid water pollution due to contaminated runoff from development?</p> <p>Support efficient use of water in new development?</p>	Water
SA 11: To reduce air pollution ensuring lasting improvements in air quality.	<p>Minimise increases in traffic in Air Quality Management Areas?</p> <p>Contain measures which will help to reduce congestion?</p> <p>Facilitate the take up of low / zero emission vehicles?</p> <p>Enable a choice of more sustainable modes?</p>	Air and Human Health
SA 12: To avoid and mitigate flood risk.	<p>Minimise inappropriate development in areas prone to flood risk and areas prone to increasing flood risk elsewhere, taking into account the impacts of climate change?</p> <p>Minimise flood risk and promote the use of SuDS, flood resilient design and natural flood management measures?</p>	Water, Material Assets, Climatic Factors and Human Health
SA 13: To minimise the borough's contribution to climate change.	<p>Promote energy efficient design?</p> <p>Encourage the provision of renewable energy infrastructure where possible?</p> <p>Minimise greenhouse gas emissions from transport?</p>	Climatic Factors
SA 14: To conserve, connect and enhance the borough's wildlife, habitats and species.	<p>Help to deliver biodiversity net gain?</p> <p>Conserve and enhance designated and undesignated ecological assets, taking into account the impacts of climate change?</p> <p>Ensure current ecological networks are not compromised, and future improvements in habitat connectivity are not prejudiced?"</p> <p>Help to conserve, connect and enhance ecological networks, taking into account the impacts of climate change?</p>	Biodiversity, Flora and Fauna and Human Health

SA objective	Appraisal questions: Dows/Will the Local Plan Review...	Relevant SEA topics
	<p>Provide and manage opportunities for people to come into contact with resilient wildlife places whilst encouraging respect for and raising awareness of the sensitivity of such locations?</p> <p>Ensure that the biodiversity value of brownfield sites is identified, protected and enhanced?</p>	
SA 15: To conserve and/or enhance the borough's historic environment.	<p>Conserve and enhance the borough's designated and non-designated heritage assets, including their setting and the wider historic environment?</p> <p>Outline opportunities for improvements to the conservation, management and enhancement of the borough's heritage assets, particularly heritage at risk?</p> <p>Promote access to, as well as enjoyment and understanding of, the local historic environment for the borough's residents and visitors?</p>	Cultural Heritage, Architectural and Archaeological Heritage and Human Health
SA 16: To conserve and enhance the character and distinctiveness of the borough's settlements and landscape.	<p>Protect the borough's sensitive and special landscapes, including the Kent Downs AONB?</p> <p>Safeguard the character and distinctiveness of the borough's settlements?</p>	Landscape and Cultural Heritage

Chapter 2

Summary of amendments to Main Modifications and SA findings

2.1 This chapter summarises the amendments to the Main Modifications and the SA findings in respect of those amendments. It first deals with amendments to site allocations and then amendments to other policies. The detailed amendments and the reasoning for the findings in relation to each amendment are set out in **Appendix A**.

SA of amendments to the Main Modifications of non-strategic site allocations

2.2 This section outlines the implications of the amendments to the Main Modifications for the previously reported SA findings for the Main Modifications.

Modifications to site allocations boundaries

2.3 There are no further proposed modifications to site boundaries.

Modifications to site allocations policies

2.4 Amendments to the Main Modifications are proposed for the following site allocation policies:

- LPRSA270 Land south west of Pested Bars Road
- LPRSA248 Land at Kenward Road

2.5 In addition the amendments include the retention of Site H1(24) from the 2017 Local Plan. None of the proposed amendments affect the findings of the SA in relation to the Main Modifications. The reasoning for this assessment is set out in **Appendix A**.

SA of Main Modifications to other policies

Introductory text, Spatial Portrait and Key issues, Vision and Objectives

The proposed modifications do not affect the SA findings, as they primarily relate to factual and contextual updates.

Spatial Strategic policies, Strategic Thematic policies and Development Management policies

2.6 Amendments to the Main Modifications are proposed for the following spatial strategic policies:

- LPRSP4(A)
- LPRSP4(B)
- LPRSP5(B)
- LPRSP6(C)
- LPRSP6(F)
- LPRSP10(A)
- RMX1(14) Former Syngenta Works, Yalding
- LPRSP14(A) Lidsing

2.7 None of the proposed amendments affect the findings of the sustainability appraisal in relation to the Main Modifications. The reasoning for this assessment is set out in **Appendix A**.

Reasonable alternatives

2.8 The Inspector's proposed amendments to the Main Modifications of the Local Plan Review policies are to the detailed wording of those Main Modifications, with added consequential modifications where these were necessary for consistency or clarity. None of the amendments significantly alters the content of the Main Modifications as published for consultation. As such, the amendments do not introduce any major new provisions and there was no need for the Council to consider reasonable alternatives to these amendments or for an appraisal of further reasonable alternatives.

Summary of SA findings

2.9 This SA Addendum has considered the implications of the amendments to the Main Modifications in relation to the SA findings reported within the Regulation 19 SA of the Proposed Submission Plan, and the SA of the previously consulted upon Main Modifications. It was found that the amendments will not significantly affect the previously reported findings of the SA. The full assessment of the amendments to the Main Modifications is set out **Appendix A**.

Summary of Habitats Regulations Assessment

2.10 LUC was commissioned by MBC to carry out an HRA of its Local Plan Review. The HRA of the Local Plan Review

(Regulation 19) was completed in September 2021 and published for consultation alongside the Local Plan Review. The Regulation 19 HRA identified the need for further work in relation to a decrease in water quality from nutrient enrichment at Stodmarsh SAC, SPA and Ramsar site, and air pollution from road traffic at North Downs Woodlands SAC before adverse effects on the integrity of European sites from the Local Plan Review could be ruled out.

2.11 Additional technical work was undertaken in relation to these two issues in preparation for and during the Local Plan Examination and the implications of this for the HRA set out in an HRA addendum produced in March 2022 and updated in July 2022. Since the Examination hearings, further technical work has been carried out in relation to air pollution at North Downs Woodlands SAC.

2.12 Two further HRA Addendums have been produced to accompany consultation on the Main Modifications and further Main Modifications, that considers the implications of the new technical work outlined above as well as the implications of the Main Modifications for the HRA findings. The report on the Further Main Modifications concludes that the proposed further Main Modifications to the Maidstone Local Plan Review, as set out in the February 2024 schedule are minor and do not alter the previous conclusions of the HRA (i.e. the September 2021 Reg. 19 HRA as supplemented by the September 2023 addendum).

2.13 The Local Plan Review will not have any adverse effects on the integrity of any European sites.

Monitoring indicators

2.14 No amendments are required to the framework for monitoring the significant sustainable effects of the plan that was previously recommended by the SA.

Appendix A

Schedule of amended Main Modifications with SA implications

Appendix 1 – Schedule of Amended Main Modifications

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM1	Para 2.5	Amend paragraph 2.5 as follows: This Local Plan Review document updates and supersedes the 2017 Local Plan, whilst ‘saving’ relevant policies contained within it, and ensuring that it is in line with the latest national planning requirements, including extending the plan period to 2037/38 2038 . <u>A schedule of the ‘saved’ policies that would not be superseded is included in Appendix 3.</u> The Local Plan Review is a key document that sets the framework to guide the future development of the Borough. It plans for homes, jobs, shopping, leisure and the environment, including biodiversity and climate change, as well as the associated infrastructure to support new development. It explains the ‘why, what, where, when and how’ development will be delivered through the strategy that plans for growth and renewal whilst at the same time protects and enhances the borough’s natural and built assets.	For plan effectiveness, consistency with the NPPF, and to align with Main Modifications with respect to the plan period.	No change to SA findings from main modification or the amendments: this modification provides clarification and does not affect the SA.
MM2	Para 2.11	Amend paragraph 2.11 as follows: <u>The Marine Management Organisation has produced a South East Marine Plan. Under the Marine and Coastal Access Act, any relevant authorisation or enforcement decisions must be made in accordance with the marine plan. Any other decisions which may impact the marine area must also have regard to the marine plan.</u> The <u>Kent</u> Minerals and Waste Local Plan identifies Mineral Safeguarding Areas whose purpose is to avoid the unnecessary sterilization of any mineral resources through incompatible development.	For plan effectiveness.	No change to SA findings and no further amendments: the South East Marine Plan forms part of the policy context for the assessments within the SA.
MM3	Para 2.12	Amend paragraph 2.12 as follows: Neighbourhood Development Plans, which are also called Neighbourhood Plans are prepared by Parish Councils and Neighbourhood Forums. A Neighbourhood Plan attains the same legal status as	For consistency with the NPPF.	No change to SA findings and no further amendments: this modification

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
		other documents within the Development Plan once it has been agreed at referendum and is made (brought into legal force) by the Borough Council. Government advises that a Neighbourhood Plan should support the strategic development needs set out in an adopted Local Plan and plan positively to support local development <u>meet certain basic conditions as set out in legislation</u> . One of the conditions is that Neighbourhood Plans must be prepared in accordance with the NPPF and be in general conformity with the strategic policies of the adopted Maidstone Borough Local Plan Review. <u>A schedule of the policies that are 'strategic policies' for the purpose of neighbourhood planning are included in Appendix 4.</u>		provides additional detail and does not affect the SA.
MM4 41	Para 4.2	<p>Amend paragraph 4.2 as follows:</p> <p>Having regard to the Borough's Strategic Plan, as well as the other matters and strategic issues that the LPR will need to address, <u>looking to the end of the plan period and beyond¹</u>, the proposed spatial vision for the LPR is as follows:</p> <p><i>[Text box] By 2037 Maidstone: A borough open to and embracing growth which provides improved infrastructure, economic opportunity and prosperity, along with services, spaces, and homes for our communities, while addressing biodiversity and climate change challenges and protecting our heritage, natural and cultural assets. This will be achieved through the implementation of the Spatial Strategy as set out in Chapter 5 of this Local Plan Review.</i></p> <p><i>[Footnote] <u>¹NPPF paragraph 22 requirement to include a vision that looks further ahead (at least 30 years) to take into account the likely timescale for delivery of the new garden settlements.</u></i></p>	For consistency with the NPPF.	No change to SA findings and no further amendments: this modification provides additional detail and does not affect the SA.
MM5	Para 4.6	<p>Amend paragraph 4.6 as follows:</p> <p>Development will have regard to safeguarding and maintaining the character of the borough's landscapes including the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings. Great weight will be given to conserving and enhancing the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings. Development will conserve and</p>	For consistency with the NPPF.	No change to SA findings: the new wording within the supporting text reflects the high level of protection for

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM6 42	Para 4.7	<p><u>enhance the landscape and scenic beauty of the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings.</u> Development <u>within the setting</u> will <u>also</u> conserve and enhance <u>the landscape and scenic beauty of the Kent Downs and High Weald National Landscapes and should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.</u> Development <u>will also conserve and enhance</u> other distinctive landscapes of local value and heritage designations whilst facilitating the economic and social well-being of these areas, including the diversification of the rural economy.</p> <p>Amend paragraph 4.7 as follows:</p> <p>To recognise the climate change emergency by ensuring that development supports the Council's ambition of becoming a carbon neutral borough by 2030 by delivering sustainable and, where possible, low carbon growth which protects <u>and enhances</u> the boroughs natural environment. The Council will, through local plan policy, seek to facilitate the necessary infrastructure to enable residents and businesses to minimise their impact on and respond to climate change. Developments will have considered the potential for the site to be delivered in a low carbon way, the incorporation of zero or low carbon technologies, and will include provision to enable future technologies and climate change adaptation. Additionally, development will give high regard to protection and enhancement of biodiversity. <u>Developers and the Council will work proactively with the sewerage service provider to ensure that any necessary upgrades to wastewater treatment works and/or the sewer network resulting from new development are identified early to ensure that performance of wastewater infrastructure is not diminished by the connection of new development.</u></p>	For plan effectiveness.	<p>designated landscapes provided by the NPPF. Does not affect the SA score, as the effects of the NPPF formed part of the baseline against which the plan was assessed.</p> <p>No change to SA findings and no further amendments: this modification provides additional detail and does not affect the SA.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM7	LPRSS1	<p>Amend Policy LPRSS1 as follows:</p> <p>Maidstone Borough spatial strategy 2022-20372021-2038</p> <ul style="list-style-type: none"> Between 20222021 and 20372038 provision is made through the granting of planning permissions and the allocation of sites for <u>a minimum of 47,746</u>19,669 new dwellings. Between 20222021 and 20372038 provision is made through the granting of planning permissions and the allocation of sites for a minimum of 119,250m² employment floorspace as follows: <ul style="list-style-type: none"> 33,43036,650m² floorspace for office use; 27,13533,660m² floorspace for industrial use; 40,99048,940m² floorspace for warehousing use. Between 20222021 and 20372038 provision is made through the granting of planning permissions and the allocation of sites for a minimum of 14,360m² retail, food and beverage floorspace as follows: <ul style="list-style-type: none"> 5,7265,990m² floorspace for retail (convenience) use; 4,1161,220m² floorspace for retail (comparison) use; and 6,9277,150m² floorspace for food and beverage use. New land allocations that contribute towards meeting the above provisions are identified on the policies map. <p>Maidstone Urban Area</p> <ul style="list-style-type: none"> Maidstone urban area will continue to be a focus for development in the borough. Best use will be made of available sites within the urban area. Renewal is prioritised within the town centre, which 	<p>For consistency with the NPPF.</p> <p>To ensure the plan is justified and for plan effectiveness.</p>	<p>No change to SA findings and no further amendments: the changes to the plan period and overall quantum of development do not change the appraisal outcomes as the appraisal already assumed that development needs will be met in full through the LPR and this has not changed. Changes to policy LPRSS1 reflect updates to the plan period, maintain the local housing need figure of 1,157dpa over the extended plan period, and extend the 'labour demand scenario' from the Economic Development Needs Study across the same extended time period. No new sites have been proposed.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
44		<p>will continue to be the primary retail and office location in the borough, and for which further detailed masterplanning is proposed to ensure that the maximum benefit is realised from development in the town centre.</p> <p>Garden Settlement & Strategic Development Locations</p> <ul style="list-style-type: none"> New, sustainable Garden Settlements are identified at Lenham Heath and Lidsing which will provide new homes, jobs and services, all delivered to garden community principles. A Strategic Development Location is identified at Invicta Barracks, with potential for development in the Leeds-Langley corridor to support and enable a possible addition to the highway network linking the A274 with M20 J8. <p>Employment Sites</p> <ul style="list-style-type: none"> <u>Delivery of Woodcut Farm</u>, A prestigious business park at Junction 8 of the M20 that is well connected to the motorway network, will provide for a range of job needs up to 20372038. The site will make a substantial contribution to the need for new office space in the borough as well as meeting the 'qualitative' need for aproviding a new, well serviced and well-connected mixed-use employment site suitable for offices, industry and warehousing; and will thereby helping to diversify the range of sites available to new and expanding businesses in the borough. Redevelopment of the former Syngenta Works site near Yalding will make a significant contribution to the provision of employment uses, <u>as will the continued build out of the Kent Medical Campus/ Newnham Park site</u>. A number of smaller sites for employment use are allocated around the borough to accommodate a diverse range of employment types. <p><u>Gypsies, travellers and travelling showpeople</u></p> <ul style="list-style-type: none"> <u>The Council will seek to ensure that the accommodation needs of the gypsy, traveller and travelling showpeople community over the plan period will be met in full. Further details will be set out in a Gypsy, Traveller and Travelling Showpeople DPD.</u> 		<p>Sites that were rolled forward from the previous plan have been considered as part of the SA baseline. The effect of new allocations was considered within previous iterations of the SA. There are no new effects identified. The removal of the Leeds Langley corridor reflects the changes proposed to LRPSP5(a) and are considered there.</p> <p>Additional wording in relation to the Employment Sites is minimal and does not affect the SA findings. Additional wording in relation to Gypsies, travellers and travelling showpeople clarifies the position of the Local Plan in relation to the DPD, which is considered elsewhere</p>

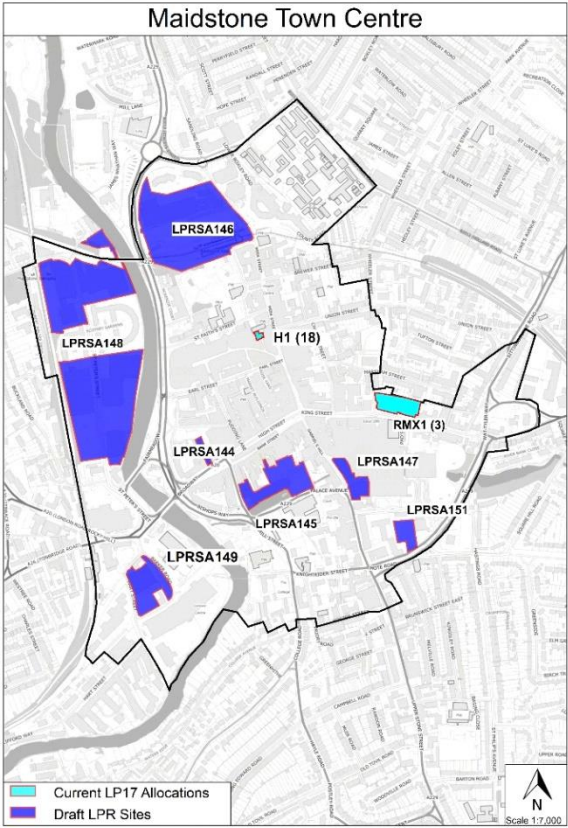
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? in the SA, and does not affect the SA findings.
MM8 45	Para 5.19	<p>Amend paragraph 5.19 as follows:</p> <p>There is a potentially significant emerging need for Gypsy & Traveller accommodation. As noted elsewhere in this document, work on a dedicated Development Plan Document (DPD) will be undertaken at the earliest opportunity is underway, in accordance with the Local development Scheme (LDS) timetables.</p> <p><u>There is a potentially significant need for gypsy and traveller accommodation. The latest evidence, in the form of a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA), indicates an indicative total need for 543 pitches and 7 plots over the period 2023 to 2040. These figures include both those who meet the previous planning definition (as set out in the 2015 Planning Policy for Traveller Sites) and those households of gypsy and traveller ethnicity who do not travel but seek culturally appropriate accommodation.</u></p> <p><u>Importantly it is recognised that these figures are subject to review and do not represent the final number of pitches that must be allocated through the DPD. Further work is required to understand the short term need for pitches for those meeting the planning definition, as this will indicate the requirement specifically for site allocations and the number will need to be adjusted accordingly at that time. Additionally, assessment of existing sites is required to ascertain how much of the identified need can be sustainably and suitably accommodated through existing site reorganisation, intensification and/or expansion, without the need to find additional land for entirely new sites.</u></p>	To ensure the plan is justified and for consistency with the NPPF.	No change to SA findings from main modification or the amendments: this modification provides additional detail and clarification and does not affect the SA.

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?															
		<u>Ultimately, the need figures contained in the emerging DPD will supersede the indicative figures provided in this Local Plan Review.</u>																	
MM9	Figure 5.3 (Key Diagram) Page 32	Amend Figure 5.3 (Key Diagram) as follows: <ul style="list-style-type: none"> Delete the Leeds-Langley Corridor Update the Strategic Locations for housing (i.e., delineated by a Star 'H' icon) 	<p>To ensure the plan is justified and for plan effectiveness.</p> <p>To rectify editorial errors and ensure the Key Diagram is consistent with the Spatial Strategy, as per LPRSS1.</p>	<p>No change to SA findings and no further amendments: this modification reflects modifications within the text of the Local Plan Review which are considered elsewhere in the SA.</p>															
MM10	LPRSP1	Amend Policy LPRSP1 criterion (3) as follows: <p>Through a combination of site allocations, identified broad locations and the granting of planning permissions, development in the town centre will deliver in the region of 3,059 <u>2,500</u> new homes, 6,169 sqm of commercial floorspace, and 6,462 <u>7,162</u> sqm of retail/food and drink floorspace to 2037 <u>2038</u>. This includes the following:</p> <table border="1"> <thead> <tr> <th colspan="5">Town Centre allocations</th></tr> <tr> <th>Reference</th><th>Site address</th><th>New homes</th><th>Commercial floorspace (sqm)</th><th>Retail floorspace (sqm)</th></tr> </thead> <tbody> <tr> <td>H1(18)</td><td>Dunning Hall (off Fremlin Walk), Week Street</td><td>14</td><td>0</td><td>0</td></tr> </tbody> </table>	Town Centre allocations					Reference	Site address	New homes	Commercial floorspace (sqm)	Retail floorspace (sqm)	H1(18)	Dunning Hall (off Fremlin Walk), Week Street	14	0	0	<p>For plan effectiveness and factual updates.</p>	<p>No change to SA findings from main modification or the amendments: the changes provide greater certainty in relation to required infrastructure and phasing of development across the plan period. Changes to individual sites are picked up within the relevant site policies.</p>
Town Centre allocations																			
Reference	Site address	New homes	Commercial floorspace (sqm)	Retail floorspace (sqm)															
H1(18)	Dunning Hall (off Fremlin Walk), Week Street	14	0	0															

47

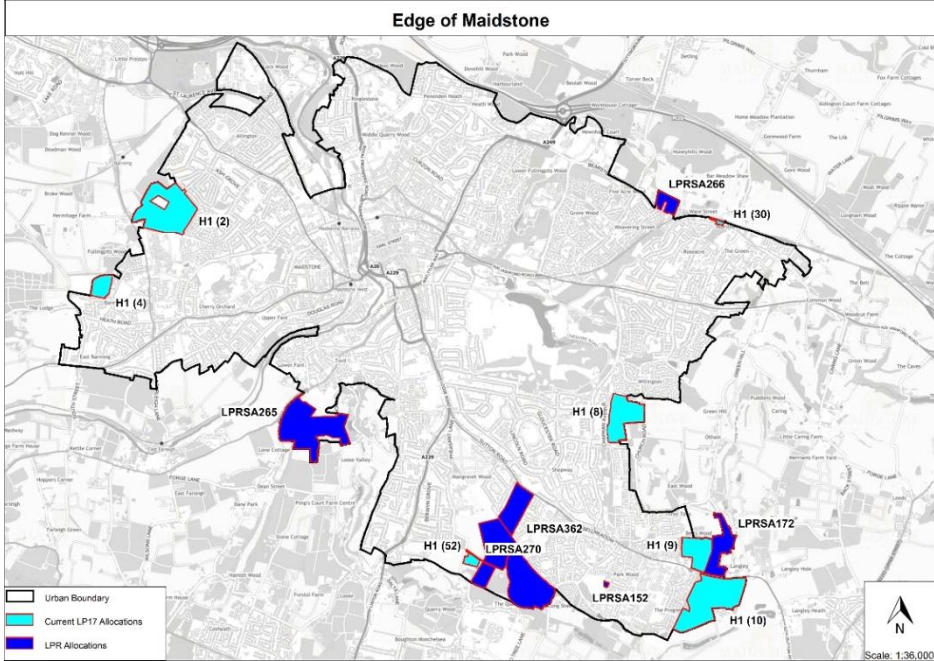
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;				Reason	Does the modification (including any amendment) affect the SA findings?
		RMX1(3)	King Street car park	0	0	700 ¹ 1,400	The amendments to the Main Modifications are for accuracy in relation to the footnotes. There are no implications for the SA. The modifications to the figure on page 45 serve to further illustrate Policy LPRSP1, and thus do not affect the SA.
		LPRSA144	High Street/Medway Street ⁴³	50	0	150	
		LPRSA145	Len House ²¹	159	0	3,612	
		LPRSA146	Maidstone East/ Royal Mail sorting office ³²	500	5,000	2,000	
		LPRSA147	Gala Bingo & Granada House	40	TBD	TBD	
		LPRSA148	Maidstone Riverside	650	TBD	TBD	
		LPRSA149	Maidstone West	204 130	0	TBD	
		LPRSA151	Mote Road ²	172	1,169	0	
		Sub-total:		604 1,715	5,000 6,169	2,150 7,162	
		Town Centre Broad Location					
		H2 (1) The Mall		400	0	0	
		H2 (1) Office conversion		419 ⁵ 174 ³	0	0	
		Sites TBC reflecting Town Centre Strategy, but could include components of Sessions House; Broadway; <u>Lockmeadow</u> ; sites on Week Street; Mill Street Car Park and others		700 215	TBD	TBD	
		Sub-total:		1,219 789	0	0	
		TOTAL:		3,059 2,504	6,169	6,462 7,162	

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
48		<p>1 Revised floorspace amount and boundary to account for delivery of homes on part of the original site</p> <p>21 Permission (20/501029/FULL) for flexible commercial floorspace including retail, financial and professional, café or restaurant, drinking establishment, offices, clinic or health centre, crèche or day nursery, gymnasium or indoor recreational purposes uses</p> <p>32 Supersedes LP17 allocation RMX1(2) Maidstone East/Royal Mail Sorting Office</p> <p>43 Supersedes LP17 allocation H1(13) Medway Street</p> <p>52 Permission (20/505707/FULL)</p> <p>3 Remaining balance of the LP17 broad location figure of 350 new homes from conversion of poor-quality office stock. Figure from AMR 2019/20-2021/22.</p> <p>This policy will be revisited and updated to reflect the forthcoming Town Centre Strategy.</p> <p>Replace figure on page 45 (Maidstone Town Centre) with new figure as follows:</p>		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
49				
MM11	LPRSP2	Amend Policy LPRSP2 as follows:	For plan effectiveness.	<u>Main Modification</u> - Less sustainable but no change to SA

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? effects scores: the changes provide greater certainty in relation to required infrastructure and phasing of development across the plan period. The provision of additional capacity improvements to road infrastructure reinforces the previously assessed uncertainty in relation to the achievement of SA objective 7 Sustainable Travel, as road improvements risk hampering efforts to achieve modal shift. <u>Amendment to Main Modification:</u> Additional clarity provided in relation to infrastructure. No implications for the SA.
50		<ul style="list-style-type: none"> As a sustainable location, Maidstone urban area, as defined on the policies map, will be a key focus for new development. Within the urban area and outside of the town centre boundary identified in policy SP4 SP1, Maidstone will continue to be a good place to live and work. This will be achieved by: <ul style="list-style-type: none"> Allocating sites at the edge of the town for housing and business development; The development and redevelopment or infilling of appropriate urban sites in a way that contributes positively to the locality's distinctive character; Retaining well located business areas; Maintaining the network of district and local centres, supporting enhancements to these centres in accordance with the overall hierarchy of centres; Retaining the town's greenspaces and ensuring that development positively contributes to the setting, accessibility, biodiversity and amenity value of these areas as well as the River Medway and the River Len; and Supporting development that improves the health, social, environmental and employment well-being of those living in identified areas of deprivation. <u>The planned redevelopment of the Invicta Barracks as a strategic development location to the north of the town centre as identified in Policy LPRSP5(b) for approximately 1,300 new homes, community infrastructure and publicly accessible open space.</u> <p>(4)(3) Strategic policy LPRSP3 sets out the requirements for development around the edge of the urban area. Elsewhere in the urban area land is allocated for housing, retail and employment development together with supporting infrastructure.</p> <ul style="list-style-type: none"> Approximately 1,846 new dwellings will be delivered on 23 existing Local Plan sites in accordance with policies H1(11) to H1(30). Approximately 178 additional units will be delivered in the urban area on sites LPRSA 366, 152 and 303. 		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
51		<ul style="list-style-type: none"> Fourteen existing sites at Aylesford Industrial Estate, Tovil Green Business Park, Viewpoint (Boxley), Hart Street Commercial Centre, The Old Forge, The Old Brewery, South Park Business Village, Turkey Mill Court, Eclipse Park, County Gate, Medway Bridge House, Albion Place, Victoria Court and Lower Stone Street (Gail House, Link House, Kestrel House and Chaucer House) are designated Economic Development Areas in order to maintain employment opportunities in the urban area (policy SP11(a)). Key infrastructure requirements to be delivered either through Section 106 obligations or via CIL include: <ul style="list-style-type: none"> i. Improvements to highway and transport infrastructure, including junction ii. improvements, capacity improvements to part of Bearsted Road, <u>A274 Sutton Road, A229 (Royal Engineers Way), and Hermitage Lane</u>, improved pedestrian/cycle access and bus prioritisation measures, in accordance with individual site criteria set out in policies H1(11) to H1(30); iii. Provision of new publicly accessible open space; and iv. Improvements to health infrastructure including extensions and/or improvements at Brewer Street Surgery, Bower Mount Medical Centre, The Vine Medical Centre, New Grove Green Medical Centre, Bearsted Medical Practice and Boughton Lane Surgery. 		
MM12	Page 52	Replace Figure 3.1 with a new Figure 3.1 as follows:	For plan effectiveness.	No change to SA findings and no further amendments: the modifications to Figure 3.1 serve to further illustrate Policy

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? LPRSP3, and thus does not affect the SA.
52				
MM13	Para 6.71	<p>Amend paragraph 6.71 as follows:</p> <p>A new garden community rooted in garden village design principles, Heathlands Garden Settlement will become a new sustainably planned place with connected, walkable, vibrant, sociable neighbourhoods for the residents of Heathlands, Lenham, Lenham Heath and Charing in which to live and work. There will be new local jobs, community facilities, schools, cafes shops, and leisure facilities set in high quality public spaces creating an active and animated environment with enhanced biodiversity. To facilitate healthy lifestyles, high quality connected landscapes and green infrastructure</p>	For consistency with the NPPF.	No change to SA findings and no further amendments: the modification reflects the requirements of the NPPF. Does not affect the SA score, as the effects of the NPPF

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
53		will be <u>provided</u> for exercise, sport, play, walking, cycling, and leisure, sitting alongside facilities for growing food. Pedestrians, cyclists, and public transport will be priorities helping sustainable travel opportunities with convenient and safe linkages within Heathlands, to surrounding communities and to new community facilities. There will be a sensitive transition between the AONB and Heathlands, with a heathland landscape and strong planting in the northern parcels, and landscaped spaces for village greens, parks, commons and naturalistic green spaces throughout. A new Heathlands Rail Station along the Ashford-Maidstone line will be explored <u>provided</u> to achieve a wider sustainable connected network, providing opportunities for residents and businesses along the A20 corridor. Homes will be for all stages of life with affordable provision and will be of a high-quality innovative design reflecting the local vernacular, incorporating its heritage and landscape character. Flexible business space and communal workspace facilities will be provided for new and established local companies and for those that reside locally. <u>Implementing a proposal of this scale will extend appreciably beyond the plan period. The assessment of impacts and infrastructure requirements has been undertaken on that basis and will be updated as part of subsequent plan review, based upon a detailed Supplementary Planning Document and master planning work.</u>		formed part of the baseline against which the plan was assessed.
MM14	Para 6.71	After paragraph 6.71 insert new paragraph 6.71(a) as follows: <u>Proposals must be accompanied by a comprehensive Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute's and Institute of Environmental Management & Assessment's 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.</u>	For plan effectiveness.	No change to SA findings and no further amendments: changes to evidence requirements in relation to landscape effects of the Heathlands allocation are considered under policy LPRSP4(A) below.
MM15	LPRSP4(A)	Amend Policy LPRSP4(A) as follows: The Council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan:	For plan effectiveness, and to ensure the plan is positively	<u>Main Modifications</u> More sustainable (change to SA effects scores) <u>1) Phasing and delivery</u>

Mod ref	Policy, paragraph, page ref	Modification proposed New text is underlined in bold; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?			
54		<p>1) Phasing and delivery</p> <ul style="list-style-type: none">Housing completions are anticipated to commence 20292031, <u>with infrastructure being delivered in accordance with the table below;</u>	prepared and justified. To align with other Main Modifications with respect to plan period and development phasing. To ensure consistency with NPPF and Department for Transport Circular 01/22.	The changes provide greater certainty in relation to required infrastructure and phasing of development across the plan period but no changes to SA effects scores. <u>3) Landscape & design</u> The significantly more detailed landscape and design requirements within the policy text will provide more certainty that mitigation of potential negative effects on the Kent Downs AONB will be effective. However, as mitigation was already recognised by the SA in concluding a minor rather than significant negative effect in relation SA objective 16: Landscape , the previous SA score remains unchanged. <u>5) Infrastructure</u> Provisions for education provision are now more			
		<table><tr><th><u>Dates</u></th><th><u>Development</u></th><th><u>Indicative Complementary Infrastructure</u></th></tr><tr><td><u>Preliminaries</u></td><td><ul style="list-style-type: none"><u>N/A</u></td><td><ul style="list-style-type: none"><u>North East access into development site from A20</u><u>Cycling and footpath connections between Charing and Lenham along the A20</u><u>Utilities trunking</u><u>Necessary relocations agreed</u><u>Community engagement established and ongoing strategy in place</u><u>Railway Station business case complete and Strategic Outline Business Case approval and Approval in Principle for new rail station</u><u>Structural planting across the development site, implemented as early as reasonable and practicable, in accordance with a scheme developed through the SPD - see LPRSP4(A)(3)(a)</u></td></tr></table>			<u>Dates</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>
<u>Dates</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>					
<u>Preliminaries</u>	<ul style="list-style-type: none"><u>N/A</u>	<ul style="list-style-type: none"><u>North East access into development site from A20</u><u>Cycling and footpath connections between Charing and Lenham along the A20</u><u>Utilities trunking</u><u>Necessary relocations agreed</u><u>Community engagement established and ongoing strategy in place</u><u>Railway Station business case complete and Strategic Outline Business Case approval and Approval in Principle for new rail station</u><u>Structural planting across the development site, implemented as early as reasonable and practicable, in accordance with a scheme developed through the SPD - see LPRSP4(A)(3)(a)</u>					

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;			Reason	Does the modification (including any amendment) affect the SA findings?
55		<u>(Phase 1) 2031-2037</u>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 1,310 homes</u> • <u>New Local Centre including employment offer appropriate to the early phase and location</u> 	<ul style="list-style-type: none"> • <u>Necessary off-site highway mitigation to align with Monitor and Manage Strategy</u> • <u>Circa 35 ha open space</u> • <u>New/improved wastewater treatment mechanisms delivered and cordon sanitaire</u> • <u>Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality Strategy</u> • <u>Bus diversions from A20 into the site and connecting to Lenham and Charing to be delivered as early as possible in liaison with the operator and in line with the IDP and Monitor and Manage Strategy</u> • <u>Rail Station delivered</u> • <u>Necessary off-site highway mitigation to align with Monitor and Manage Strategy</u> • <u>North West access into development site from A20, enabling vehicular access including bus services</u> 		<p>specific, including a requirement for on-site secondary school provision rather than on- or off-site. This will help to reinforce the previously assessed significant positive/ significant positive with uncertainty effects in relation SA objectives 2: Services & Facilities and 7: Sustainable Travel. New policy requirements to avoid the potential effects of odour from the wastewater treatment works help to mitigate the previously identified minor negative effects in relation to SA objective 4: Health. This together with the new requirement for on-site provision of a medical facility improves the effects score from “++/-“ to “++”.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;			Reason	Does the modification (including any amendment) affect the SA findings?
56		(Phase 2) To 2045	<ul style="list-style-type: none"> • <u>Cumulative total: circa 3,101 homes</u> • <u>District Centre</u> 	<ul style="list-style-type: none"> • <u>Providing connectivity to A20 footway/cycleway</u> • <u>Structural planting in accordance with the Landscape Strategy defined through the SPD</u> • <u>Phase 1 employment land delivered</u> • <u>Local Centre complete, including linked employment and primary school provision</u> • <u>New District Centre complete including principal local service offer, medical facility, public transport hub and other employment generating uses</u> • North West access into development site from A20, enabling vehicular access including bus services • <u>Necessary off-site highway mitigation to align with Monitor and Manage Strategy.</u> • <u>Ancient woodland enhancement secured</u> • <u>Secondary school provision delivered as necessary</u> • <u>Public Open Space within residential parcels delivered</u> 		<p>The new policy requirements for provision of on-site secondary school and medical facilities also improve the previously effects score in relation to SA objective 3: Community from “--?/+?” to “-?/+?” due to the reduced potential for pressure on existing facilities in neighbouring settlements</p> <p>6) <u>Transport connections</u></p> <p>Wording changes that signal a move from a “predict and provide” to a “vision and validate” approach to mobility and the requirement for a detailed transport assessment as part of the SPD as well as provision of transport strategy based on this before first occupation should help to reduce the potential for traffic growth associated with</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;				Reason	Does the modification (including any amendment) affect the SA findings?
57		<u>(Phase 3) To 2048</u>	<ul style="list-style-type: none"> <u>Cumulative total: circa 3,758 homes</u> 	<ul style="list-style-type: none"> <u>Structural planting in accordance with the Landscape Strategy defined through the SPD</u> <u>Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality Strategy</u> <u>A town park</u> <u>Appropriate bus links to District Centre and neighbouring villages</u> <u>Necessary off-site mitigation to align with Monitor and Manage strategy</u> <u>Country Park delivered</u> <u>Delivery of Public Open Space</u> <u>Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality strategy</u> <u>Structural planting in accordance with the Landscape Strategy defined through the SPD</u> 			<p>the Heathlands allocation. The strengthened requirement for provision of a new railway station on-site was already assumed by the Regulation 19 SA. Overall, no changes to previously identified SA effects relating to travel and transport.</p> <p><u>7) Environmental</u> The policy changes strengthen environmental conservation and enhancement, particularly in relation to the historic environment, although no changes are predicted to previously identified SA scores.</p> <p><u>8) Governance and stewardship</u> Minor wording changes that do not affect the SA</p>
		<u>(Phase 4) To 2054</u>	<ul style="list-style-type: none"> <u>Cumulative total: circa 5,000 homes</u> <u>New Local Centre</u> 	<ul style="list-style-type: none"> <u>Local Centre including local employment offer and Primary education provision</u> 			

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;			Reason	Does the modification (including any amendment) affect the SA findings? Amendments to Main Modifications: The amendments strengthen some of the transport interventions by earlier phasing and are therefore more sustainable but do not affect the significance of effects previously identified by the SA.
58				<ul style="list-style-type: none"> <u>Necessary off-site highway mitigation to align with Monitor and Manage strategy</u> <u>Structural planting in accordance with the Landscape Strategy defined through the SPD</u> <u>Public Open Space within residential parcels delivered</u> <u>Phased nutrient neutrality mitigations delivered in accordance with a Nutrient Neutrality Strategy</u> <u>Open space</u> 		
		<p><u>(Phase 5)</u> <u>To 2054</u></p>	<ul style="list-style-type: none"> <u>Cumulative total: circa 5,000 homes</u> 	<ul style="list-style-type: none"> Phased release of land parcels of varying size and density to enable a range of developers to bring the site forward for development. Infrastructure will be delivered on a phased basis, when it is needed and as early as possible in the development process where key infrastructure is concerned, in accordance with an agreed phasing strategy. <u>Phasing shall ensure full extraction of minerals sites allocations identified in the Kent Minerals Sites and Waste Plan 2020.</u> <p>2) Housing:</p> <ul style="list-style-type: none"> Approximately 5,000 new homes, including 1,400 homes within the period 2029-37; A target amount of 40% affordable housing; Range of house types including across tenures, mix, including for inter-generational living. 		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
59		<p>3) Landscape & Design</p> <p>a) Development of the site will adopt measures to minimize the potential for harm and maximise the potential for beneficial changes to the setting of the Kent Downs AONB;</p> <p>b) All built development will be broadly contained within the 110-115m contours to the north of the railway line, with the exception of new road, pedestrian and cycle accesses from the A20;</p> <p>c) How the development will present an appropriate edge to respond to views from the Pilgrims Way within the Kent Downs AONB.</p> <p>d) A landscape scheme will be prepared to inform design parameters including for views into and from the AONB;</p> <p><u>a) The design and layout of the development shall be landscape-led and designed to avoid or minimise adverse impacts on the Kent Downs AONB. Where required to mitigate any such impacts arising from the development, structural planting shall be carried out as early as possible in relation to each phase to optimise its effectiveness.</u></p> <p><u>The development shall include structural planting, including planting belts on an east-west axis provided on parts of the site where appropriate to avoid or minimise adverse impacts on the AONB and views in and out of the AONB. The location and design of the structural planting shall be informed by an LVIA or similar assessment to identify where it is best located. This shall include an appropriate landscaped edge to respond to views from the Kent Downs AONB.</u></p>		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
60		<p><u>Structural planting shall maximise opportunities for early mitigation and biodiversity enhancements. The planting regime should seek to implement the structural planting in all phases of the development at the earliest opportunity, notwithstanding, the anticipated commencement of development in each of the various phases as identified above (LPRSP4(A)(1)(a)).</u></p> <p><u>b) The development will be sensitively located and designed taking into account: the orientation of buildings, building heights, site layout, design, materials, colour and lighting to avoid or minimise adverse impacts on the AONB. This will be developed and secured via the Landscape Strategy and SPD;</u></p> <p><u>c) No built development will be located within 350m of the AONB boundary, with the exception of the new road, pedestrian and cycle accesses from the A20;</u></p> <p><u>d) The development will be carried out in accordance with a Landscape Strategy to be prepared as part of the SPD to inform design parameters including for views into and from the AONB. The Landscape Strategy will include:</u> <u>i. Identification of key views for LVIA purposes;</u> <u>ii. Location, form, and timing for advanced structural planting;</u> <u>iii. Maintenance and protection of long-term structural landscaping;</u> <u>iv. High level landscape codes for the most sensitive development interfaces;</u></p> <p>e) Provision of appropriate interfaces with existing buildings which will be retained on and around the site;</p> <p>f) How t<u>The</u> settlement will be designed to provide an appropriate relationship and connectivity to Lenham, Lenham Heath & Charing, whilst utilising and new linkages between the settlements;</p>		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
61		<p>g) Investigating how Optimise density will be optimised, particularly around the areas with the best access to the potential new railway station, district and local centres, and high-quality open spaces, <u>having regard to the setting of the AONB.</u></p> <p>4) Employment/ Commercial</p> <p>a) Development should aim to provide for as close to 5,000 new jobs as feasible and viable; b) A new District Centre adjacent to a potential new railway station, including a c) significant knowledge-based employment offer; c) Two new Local Centres, one as part of the early phases of development, and one as part of later phase, each including an element of employment space d) A minimum of 14 hectares of dedicated new employment land.</p> <p>5) Infrastructure</p> <p>a) Bespoke infrastructure funding agreement based on the value captured by the development, expected to be higher than that which would ordinarily be captured using a borough CIL approach, and should be spent on infrastructure locally, and in the surrounding areas, particularly Lenham and Charing, where suitable.</p> <p>b) Two new three form entry primary schools will be required, <u>New primary provision totalling 7 forms of entry will be required across the site;</u></p> <p>c) Secondary education provision through either contributions for off-site provision or on-site facilities, or a combination of the two. <u>A new 5 or 6 form entry Secondary School to be provided on site. The timing of delivery of the secondary school will be subject to need, to be agreed in conjunction with Kent County Council.</u></p> <p>d) The delivery of an improved or new waste water treatment facility <u>covering the Greater Lenham / Upper Stour catchment, including sufficient distance being provided between the new Wastewater Treatment Works and residential development, taking account of the potential need for future expansion, and allow for adequate odour dispersion, on the basis of an odour assessment to be conducted in consultation with Southern Water;</u></p>		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
62		<p>e) A comprehensive set of local community infrastructure commensurate with a new community of approximately 5,000 new homes, principally split between the three new centers centres;</p> <p>f) A full suite of open spaces will be delivered in accordance with Policies SP13 & INF1 including extensive green infrastructure necessary to meet the needs of the settlement, including amenity green space, play space, sports provision, allotments and natural and semi-natural open space.</p> <p>g) <u>Delivery of a new medical facility.</u></p> <p>6) Transport Connections</p> <p><u>Prior to the first occupation of any floorspace or units on the development a 'Vision and Validate' and 'Monitor and Manage Strategy' shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways.</u></p> <p>a) A business case for new rail station will continue to be explored <u>be provided</u> on the Maidstone-Ashford rail line, with suitable alternative connectivity to the existing station at Lenham if the case is not made;</p> <p>b) Two new access connections on to the A20 will be provided to the north of the development, on <u>forming</u> routes which cross the Maidstone-Ashford rail line to connect with the southern part of the site.</p> <p>c) A good <u>highly accessible</u> public transport facility through the site with new bus routes that provide linkages to the potential new station or existing Lenham Station and between the homes, district and local centres, Lenham secondary school, new schools and other local facilities and adjacent local areas;</p>		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
63		<p>d) A network of pedestrian and cycle paths throughout the site, linking the district centre and local centres to the housing and employment areas, and beyond the open countryside and to surrounding settlements, <u>including improved access to off-site PROWs</u>;</p> <p>e) Potential Adequate scope for connection to any new future M20 junction as a result of cumulative development between M20 Junctions 8 & 9</p> <p><u>e) Impacts to the M20 will be fully assessed and mitigated in accordance with the Monitor and Manage Strategy in co-operation with Kent County Council and National Highways with a particular focus on the development's potential impacts of Junctions 8 and 9, including a mitigation scheme at Junction 8. Mitigation solutions will be established and secured through the Supplementary Planning Document, and Transport Assessment and Monitor and Manage Strategy, as set out in the IDP;</u></p> <p><u>f) The Supplementary Planning Document will include a detailed Transport Assessment prepared as per an agreed scope with Kent County Council and National Highways, taking into account:</u></p> <p><u>i. The impact of the development on all surrounding road corridors and junctions as identified and agreed with Kent County Council, with a particular focus on the potential impacts on the A20 corridor east and west of the site;</u></p> <p><u>ii. Specific mitigation measures to improve junction performance and highway safety, and how such mitigation will be secured (either implemented directly through S278 or funding);</u></p> <p><u>iii. The timing and trigger points for mitigation measures to be determined in accordance with Monitor and Manage Strategy to avoid potentially severe impacts on the highway network;</u></p> <p><u>iv. Proportion of vehicle movements acknowledging the prospects for internal trips, sustainable transport measures, and the certainty of the new rail station.</u></p>		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
64		<p>7) Environmental</p> <p>a) A new country park around the Stour River <u>corridor in the</u> south of the site, including a The creation of a wetlands areas to assist with the filtration of nitrates & and phosphates arising within the upper Stour catchment, having regard to Natural England's latest advice in July 2020 regarding nutrients entering the River Stour and other relevant statutory biodiversity advice;</p> <p>b) Climate Change adaptations and mitigations aimed at ensuring the new settlement is operationally net zero in terms of carbon emissions;</p> <p>c) 20% biodiversity net gain will be expected to be achieved on-site;</p> <p>d) There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance and be informed by a heritage impact assessment, in particular the potential for multi-period archaeological remains associated with prehistoric and later activity around Chapel Farm, Mount Castle and Lenham Forstal.</p> <p><u>The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate preservation and, where possible, enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding and enjoyment of the special historic environment here.</u></p> <p>e) Site design and layout shall be informed by a sensitive response to local and historic assets and landscapes built heritage that development will need to have regard to includes:</p> <ul style="list-style-type: none"> • Royston Manor (grade II* listed) • Chilston Park Registered Park and Garden • A number of grade II listed buildings where their setting has the potential to be affected by the development • Listed buildings within the setting of the site including at Lenham and Chilston Park 		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
65		<p><u>There are several areas of potential archaeological sensitivity across the site, and these should be surveyed, and development should respond to their significance and be informed by a Heritage Impact Assessment.</u></p> <p>f) Use of sustainable drainage methods to manage surface water flooded issues and ensure flood risk is not exacerbated elsewhere including a site-wide Flood Risk Assessment will be required;</p> <p>g) Noise and drainage mitigation measures are identified where required integrated within the design and layout of the site;</p> <p>h) Development creates a number of <u>The enhancement of existing, and creation of new,</u> ecological corridors through the site, including along or parallel to the River Stour.</p> <p>8) Governance and stewardship: will be set out <u>the strategy will</u> identifying:</p> <ul style="list-style-type: none"> • How the 30-year vision will be fulfilled; • How the settlement will be community-managed; • Maintenance of infrastructure, urban <u>public</u> realm, and open spaces will be carried out; • Roles for utilities and infrastructure operators; • How revenues from development will be recycled within the site to meet the above requirements. • And ensuring that key infrastructure such as public transport can be delivered in a timely manner as the settlement grows, including consideration of risks and actions to maintain their viability and deliverability. 		
MM16	LPRSP4(B)	<p>After paragraph 6.77 insert new paragraph as follows:</p> <p><u>The impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration, with reference to Policy LPRSP14(A). Traffic modelling of the proposed development will be required to quantify the predicted nitrogen deposition on roads passing</u></p>	For plan effectiveness, and to ensure the plan is positively	<p><u>Main Modifications</u></p> <p>More sustainable but no change to SA effects scores:</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
66		<p><u>the SAC. If nitrogen deposition exceeds the screening criteria set out in IAQM guidance (1% of the SAC's critical load for nitrogen deposition), then mitigation will be required. Mitigation measures must be set out in a Mitigation Strategy, to be agreed by the Council and Natural England, in consultation with the highway authorities, where relevant. Applications must clearly demonstrate through project-level HRA that the Mitigation Strategy is appropriate, can be feasibly implemented and will be sufficient to fully mitigate any identified adverse effects on the SAC. Mitigation measures may be provided on and/or off-site as appropriate and necessary.</u></p> <p><u>In preparing the Mitigation Strategy, applicants should have regard to the following package of mitigation measures which may be deployed, either in isolation or in-combination, as and when necessary and appropriate for air quality. The mitigations, which are in no particular order and are not exclusive, are as follows:</u></p> <ul style="list-style-type: none"> <u>Green Travel Planning focussed on employment facilities, commercial facilities, schools and the use of transport connections within and adjacent to the development.</u> <u>Traffic calming to discourage access/egress via Boxley and Bredhurst.</u> <u>Provision of cycle and pedestrian facilities to encourage sustainable modes of transport via Boxley and Bredhurst.</u> <u>On-site measures to encourage/increase take up of low emission vehicles, such as EV charging points.</u> <u>HGV and other vehicle "site servicing" and "delivery route" management strategies.</u> <u>Strategic road signage strategy.</u> <u>Off-site planting at agreed locations and species.</u> <u>The design of residential layouts and configuration of estate roads in a manner which discourages access/egress via Boxley and Bredhurst.</u> <u>Typologies of development located at the southern sector of the site which generate lower car ownership levels of trip rates, i.e.: higher density apartment type accommodation, older persons accommodation.</u> <u>Home and flexible working supported by broadband infrastructure to encourage and enable people to drive less.</u> 	<p>prepared and justified. To ensure consistency with NPPF and Department for Transport Circular 01/22.</p> <p>To align with other Main Modifications with respect to plan period and development phasing. To reflect that requirements on provision of natural and semi-natural open space are addressed elsewhere in the plan.</p>	<p><u>1) Phasing and delivery</u></p> <p>The changes provide greater certainty in relation to required infrastructure and phasing of development across the plan period but no changes to SA effects scores.</p> <p><u>2) Housing</u></p> <p>A number of additional provisions have been made to the design principles of the allocation (e.g. siting and massing of development) in relation to both amenity and impact on the AONB. The significantly more detailed landscape and design requirements within the policy text will provide more certainty that mitigation of potential negative effects on the Kent Downs AONB will be effective. However, as mitigation was already</p>

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67		<ul style="list-style-type: none"><u>Low emission strategy at south of site and through Boxley/Bredhurst.</u> <p>Amend Policy LPRSP4(B) as follows:</p> <p>The Council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan:</p> <p>1) Phasing & delivery</p> <p>a) Starting in approximately 2027 <u>no later than 2028</u></p> <table><tr><th><u>Phase</u></th><th><u>Development</u></th><th><u>Indicative Complementary Infrastructure</u></th></tr><tr><td><u>Preliminary</u></td><td><ul style="list-style-type: none"><u>N/A</u></td><td><ul style="list-style-type: none"><u>Access routes into development site</u><u>Utility infrastructure capacity</u><u>Community engagement established and will be ongoing</u><u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations.</u></td></tr></table>	<u>Phase</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>	<u>Preliminary</u>	<ul style="list-style-type: none"><u>N/A</u>	<ul style="list-style-type: none"><u>Access routes into development site</u><u>Utility infrastructure capacity</u><u>Community engagement established and will be ongoing</u><u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations.</u>		recognised by the SA in concluding a minor rather than significant negative effect in relation SA objective 16: Landscape, the previous SA score remains unchanged. The further provisions in terms of light pollution and other amenity impacts do not affect the SA scoring in relation to SA Objective 4: To improve the population's health and wellbeing and reduce health inequalities as the SA of the Regulation 19 plan took account of the original criteria relating to the design of the settlement in relation to amenity. <u>3) Employment and Commercial</u> <u>No changes</u> <u>5) Infrastructure</u> Provisions for education provision are now less specific, including a
<u>Phase</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>								
<u>Preliminary</u>	<ul style="list-style-type: none"><u>N/A</u>	<ul style="list-style-type: none"><u>Access routes into development site</u><u>Utility infrastructure capacity</u><u>Community engagement established and will be ongoing</u><u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations.</u>								

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;				Reason	Does the modification (including any amendment) affect the SA findings?
68		<u>(Phase 1)</u> <u>From which start date will be no later than 2028</u>	<ul style="list-style-type: none"> <u>Cumulative total: circa 590 homes (in first 5 years after commencement)</u> 	<ul style="list-style-type: none"> <u>Primary connections into the site and corresponding initial bus diversions</u> <u>AONB - the structural planting to the south of the Lidsing development area (adjacent to the motorway) will be approved as part of the SPD and later outline/hybrid application and this strategic landscaping shall be planted within this period</u> <u>Detailed approval of the mix of employment uses, building height and design shall be in place in line with the SPD.</u> <u>Open Space complementary to the 590 completed units in this phase to be delivered</u> <u>Proportionate secondary school contributions received</u> <u>During this stage the West-East link road will be completed and will facilitate the full orbital bus route</u> <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage,</u> 			reference to secondary school 'capacity' provision. This ensures provision will take place, with greater flexibility for how and where the capacity will be provided. This will help to reinforce the previously assessed significant positive/ significant positive with uncertainty effects in relation SA objectives 2: Services & Facilities and 7: Sustainable Travel. The new policy requirements for provision of a medical facility reduces pressure on neighbouring communities, however this does not change the previous effects score in relation to SA objective 3: Community which already reflected the mixed minor uncertain effects.

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;				Reason	Does the modification (including any amendment) affect the SA findings?
69				<u>including off-site junction mitigations</u>			<u>6) Transport connections</u> Wording changes that signal a move from a “predict and provide” to a “vision and validate” approach to mobility and the requirement for a detailed transport assessment as part of the SPD as well as provision of transport strategy based on this before first occupation should help to reduce the potential for traffic growth associated with the Lidsing allocation. The requirement for bus services has been expanded, however there is no effect on the original assessment in relation to SA objective 7 Sustainable Transport. Overall, no changes to previously identified SA effects relating to travel and transport.
		<u>(Phase 2) From 2033 to 2038</u>	<ul style="list-style-type: none"> <u>Housing completions average 150 per annum</u> <u>New Local Centre</u> 	<ul style="list-style-type: none"> <u>Completion of the M2 J4 spur, with possible interim utilisation of existing Maidstone Road bridge crossing to allow the employment development to commence early in this stage</u> <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of off-site mitigations in Bredhurst and Boxley following consultation with local communities</u> <u>Towards the end of the stage and as necessitated by demand, opening of replacement bridge crossing</u> <u>Ancient woodland enhancement secured</u> <u>Proportionate Secondary school contribution received</u> <u>3FE Primary school land transferred and serviced for 3FE primary. Contributions to construct will be secured by S106 in each phase</u> 			<u>7) Environmental</u>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;				Reason	Does the modification (including any amendment) affect the SA findings?
70				<ul style="list-style-type: none">• <u>Capstone Valley North-South open space/ pedestrian enhancement completed</u>• <u>Open Space complementary to the completed residential units</u>• <u>Employment site commenced</u>• <u>Land transferred and serviced for new medical facility for GP surgery to be provided</u>• <u>Subject to Transport Assessment and Monitor & Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations</u>			The policy changes strengthen environmental conservation and enhancement, particularly in relation to potential air pollution effects on North Downs Woodlands SAC (in line with the findings of the HRA) and in relation to the historic environment. No changes are predicted to previously identified SA scores as these already recognised the benefits of mitigation provided by the policy. <u>8) Governance and stewardship</u> Minor wording changes that do not affect the SA Amendments to Main Modifications: The amendments provide greater clarity in relation to consultation with Kent Highways.
	<u>By 2038</u>	<ul style="list-style-type: none">• <u>Cumulative total: Minimum 1,340 homes</u>• <u>14 ha serviced employment site delivered</u>	<ul style="list-style-type: none">• <u>M2J4 AONB mitigation for the 19ha of land to the south of the M2 completed</u>• <u>Open Space complementary to completed residential units delivered and meeting wider SPD phasing</u>				
	<u>(Phase 3) By 2042</u>	<ul style="list-style-type: none">• <u>Cumulative total: circa 2,000 homes</u>	<ul style="list-style-type: none">• <u>Open space complementary to completed residential units delivered and meeting wider SPD phasing</u>• <u>All of proportionate secondary school contributions received</u>				

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
71		<p>b) A mix of sizes of land parcels should be provided to enable development by a range of types and sizes of developers;</p> <p>c) Ensure that environmental mitigations are delivered in advance of construction, and that requisite infrastructure is ready to operate upon occupation.</p> <p>2) Housing</p> <ul style="list-style-type: none"> • 2,000 new homes in total, including 1,300 1,340 units within the Plan period up to 2037 2038; • A target amount of 40% affordable housing • Range of housing typologies based on the Council's latest Strategic ic Housing Market Assessment, including across tenure, mix of sizes of units, including for generational living. <ul style="list-style-type: none"> • Masterplanning and design parameters <p><u>Development will be based on the Masterplan vision framework plan.</u></p> <p>a) Development will proceed in accordance with a detailed design code agreed between the Local Planning Authority and promoter;</p> <p>b) Development of the site will be landscape-led to ensure that there are positive enhancements to the Capstone Valley and Kent Downs AONB setting;</p> <p>c) The overall utility of the Capstone Valley will be significantly enhanced including for recreation;</p> <p>d) The development will create a positive out-facing edge when viewed from <u>the Medway urban area including</u> Lordswood and Hempstead and the AONB to the south;</p> <p>e) Floorplates may need to be restricted where they impact upon the setting of the AONB;</p>		<p>and additional detail on infrastructure requirements. The additional reference to veteran trees and open space are in line with the previous SA and there is no change to the SA score.</p>


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72		<p>f) e) Appropriate interfaces will be created with existing buildings which will be retained on and around the site to protect their significance;</p> <p>g) f) Design will reflect how the settlement's shape is configured with regards its relationship to the Medway urban area, as well as the AONB and Bredhurst;</p> <p>h) Investigating how density can be optimised, particularly around the areas with the best access to services and high quality open spaces</p> <p><u>g) The balance of land south of the M2 that is not used for highway infrastructure will be utilised for green infrastructure, including areas for public access, the details of which will be developed through the SPD and masterplanning processes.</u></p> <p><u>Planning permission will be granted if the following criteria are met, and the submission is in accordance with the approved SPD:</u></p> <p><u>h) The development proposals for employment uses will not exceed a total floorspace of 42,000 sqm and will respect the topography of the site by minimising the need for site excavation;</u></p> <p><u>i) Landscape buffers of at least 15 metres will be established along the site's boundary to the M2 motorway and the future management of landscaped areas will be secured by S106 Agreement;</u></p> <p><u>j) A landscaped setting for the development and roads will be created alongside a strong internal landscaping framework within the employment development zones adjacent to the M2. These landscaped corridors will be multifunctional to create drainage and ecological corridors and recreational connections which will be developed through the Supplementary Planning Document. This will include a green bridge connection across the motorway;</u></p>		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
73		<p><u>k) The maximum footprint of commercial buildings within the identified employment area shall not individually exceed 6000 m². The commercial building ridge heights shall not exceed 9 metres within the employment development zone (LCZ4);</u></p> <p><u>l) The employment buildings adjoining the M2 motorway shall stagger their siting with the majority of buildings sited “gable end on” to the motorway to increase the sense of separation between buildings and reduce the massing of the built form when viewed from the south;</u></p> <p><u>m) The development proposals for employment buildings will through matters of detailing including lighting, materiality, siting of buildings and positioning of parking areas, alongside strategic and internal landscaping will ensure the development respects the sites visual and physical relationship with the Kent Downs AONB to the south of the M2 motorway and this will be developed through the Supplementary Planning Document;</u></p> <p><u>n) Residential properties located nearest to the AONB boundary shall be appropriate in height so as not to detrimentally impact the setting on the Kent Downs AONB. In the areas closest to the M2 within the zones referenced LCZ3&4 the building height would not exceed two storeys unless following a full LVIA assessment and taking into account the character area assessment and testing as part of the progression of the SPD it was considered appropriate to increase the height of selective buildings within this zone where agreed with the LPA and Kent Downs AONB Unit;</u></p> <p><u>o) Residential densities will generally reduce toward the M2 motorway as informed by a master planning character area assessment and LVIA findings.</u></p> <ul style="list-style-type: none"> • Employment/ Commercial • Development should exceed 2,000 new jobs as feasible and viable due to the area’s excellent connectivity to the Strategic Road Network; • 14 Ha of new employment space will be created, focused on the improved motorway access; 		

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74		<ul style="list-style-type: none"> A new Local centre of not less than 1,500m2 of retail, leisure and services will be created, strategically located on a new orbital bus route with good access to employment, Hempstead, and Lordswood; Infrastructure A bespoke infrastructure funding agreement based on the value captured from the development, expected to be higher than that which would ordinarily be captured using a borough CIL approach, and should be spent on infrastructure locally, and in the surrounding areas where suitable. A new 3FE primary school within or adjacent to the local centre, and a contribution towards the creation of a new secondary school capacity in the Capstone Valley area; A comprehensive set of local infrastructure commensurate with a new community of 2,000 new homes, principally focused on the new local centre including a new medical facility; A full suite of open space will be delivered in accordance with Policy INF1: <u>This would indicatively comprise the provision of the open space typologies below, with further detail to be progressed through the SPD.</u> <ul style="list-style-type: none"> 3.33 Ha Amenity green space, 1.19 Ha Play space 7.6 Ha sports provision 0.95 Ha of allotments <u>31 Ha natural/semi natural open space</u> <p>6) Transport Connections</p> <p><u>Prior to the first occupation of any floorspace or units on the development of a 'Vision and Validate' and 'Monitor and Manage Strategy' shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways.</u></p>		

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75		<ul style="list-style-type: none"> A new connection to the M2 at Junction 4 will be created, enabling improved connections across the Capstone Valley and into Medway; A new orbital bus service; linking Lordswood & Hempstead, and linking to the Medway town centres will be created; <p><u>i. Linking Lordswood & Hempstead, and linking to the Medway town centres;</u> <u>ii. Serving Boxley and Bredhurst, including exploring the potential for diversion through the site;</u></p> <ul style="list-style-type: none"> New half-hourly bus services to be provided between the site and Chatham via North Dane Way. Cycling & Walking links throughout the site, and strategically north-south along the Capstone Valley and into the wider Medway area will be created; Priority, through design, throughout the site for vulnerable road users and active travel modes. Measures to prevent rat-running in local roads, including through Bredhurst and Boxley. (Placeholder for any required offsite capacity improvements, as necessary) <u>Routes identified as sites for potential mitigations will be subject to further assessment, and this will be undertaken via the Supplementary Planning Document and prior to any initial planning application. This e Assessment may will include consideration of mitigations in Boxley, Bredhurst and on the A229 and A249 corridors as well as at M2 Junction 3 in accordance with the Monitor and Manage process set out in the IDP. Off-site highway improvements, some of which may be necessary in the Medway area, will be subject to further assessment and delivered in accordance with the development phasing provisions set out in (1)(a) above.</u> <p>7) Environmental</p> <ul style="list-style-type: none"> A Climate Change adaptations and mitigation strategy based on national and local guidelines; A minimum of 20% biodiversity net gain will be expected to be delivered on-site; 		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
76		<ul style="list-style-type: none"> There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance <u>and be informed by a heritage Impact Assessment</u> Sustainable drainage methods are implemented to manage surface water flooding issues and ensure that flood risk is not exacerbated elsewhere including a site-wide Flood Risk Assessment will be required; Noise and drainage and light pollution mitigation measures are integrated within the design; <u>The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate conservation and enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding and enjoyment of the special historic environment here.</u> Heritage <u>assets</u> to be responded to within the site include site of a 20th century military balloon installation A financial contribution shall be made to mitigate recreational impact on the Medway Estuary and Marshes SPA and Ramsar. Site design and layout shall be informed by a sensitive response to local historic assets and landscapes <u>and appropriate buffering to ancient woodland and/or veteran trees.</u> <u>Development proposals must demonstrate that the Lidsing garden community, either alone or in combination with other relevant plans and projects, will avoid adverse effects on the integrity of the North Downs Woodlands SAC, due to air quality, with reference to Policy LPRSP14(A). Mitigation measures will be required where necessary and appropriate.</u> <p>8) Governance Arrangements – no changes</p> <p>After Policy LPRSP4(B) insert new Key Diagram as follows:</p>		

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77				
MM17	LPRSP5	<p>Amend Policy LPRSP5 as follows:</p> <p>1) Strategic Development Locations will be delivered across the Plan Period for:</p> <ul style="list-style-type: none"> • <u>A target of</u> 1,300 units at Invicta Barracks • 1,000 units within the Lenham broad location for housing growth. 	To ensure the plan is justified and to align with other Main Modifications with respect to	No change to SA findings and no further amendments: Policy LPRSP5 is an overarching policy which sets out the

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
78		2) A potential strategic development location will be safeguarded for delivering a new Leeds-Langley Relief Road.	Invicta Barracks and Leeds Langley Corridor.	principle for the development of three 'broad locations' for growth. The Regulation 19 SA assessed the effects of provision of these three broad locations under the corresponding, more detailed policies LPRSP5a, b, and c. Similarly, the effects of Main Modifications to the broad locations are assessed below, under the subsidiary policies.
MM18	Paras 6.82 to 6.92	<p>Amend paragraphs 6.82 to 6.92 as follows:</p> <p>6.82 There is potential for strategic development to assist in the delivery of a new road linking the M20J8 with the A274 around Langley. The consideration of how this new highway could be delivered is a requirement of Local Plan 2017 LPR1.</p> <p>LPRSP5(A): Potential Development in the Leeds-Langley Corridor</p> <p>Introduction</p> <p>6.83 The reconsideration of the business case for the delivery of a Leeds-Langley relief road is a requirement of the Local Plan 2017 set out in Policy LPR1. Since the adoption of that plan various things have happened.</p>	For plan effectiveness. To align with other Main Modifications with respect to Leeds-Langley Corridor – see LPRSP5 and LPRSP5(A).	<p>No change to SA findings and no further amendments:</p> <p>The effects of the removal of Leeds-Langley Relief Corridor as a broad location are assessed under policy LPRSP5(a) below.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
69		<p>6.84 The <u>local</u> Highways Authority (Kent County Council) has confirmed that whilst it will not currently be seeking to promote a route in this corridor, should Maidstone Borough Council require such a route to support future development the Local Highway Authority will work to assist this.</p> <p>6.85 The council has undertaken a study to meet the criteria laid out in the Local Plan 2017 Policy LPR1 as part of the Local Plan Review. The results of the study concluded that whilst previous route alignments considered were feasible in principle as transport projects, they would be unlikely, in spatial planning terms, to support significant development. Therefore, as standalone projects the route alignments considered had limitations in regard to being able to make a strong enough business case for funding.</p> <p>6.86 To overcome these issues the council commissioned further work from independent consultants. This work was to identify variations to the previously considered alignments and would release sufficient enabling development to support the delivery of the road. The Study concluded that an approximate quantum of growth in the region of 3,995 residential units would be capable of funding a scheme without third party funding, should this be unavailable.</p> <p>6.87 The council has supported this work by testing the transport implications of such a highway connection on the local and strategic network through transport modelling. The scheme tested was a highway only scheme.</p> <p>6.88 Alongside the testing of a highway scheme, to fulfil the requirements of Local Plan 2017 Policy LPR1, the council also tested alternatives to a Leeds Langley Highway Scheme. This included a do-nothing scenario and a public transport led solutions along the A274.</p> <p>6.89 In advance of the above work as part of the call for sites exercise, which formed part of the Local Plan Review, local landowners have identified a significant amount of land within the vicinity of the potential highway intervention for mixed use development.</p> <p>6.90 At the current time, the delivery of a new road is not confirmed by the local Highways Authority. Discussions are ongoing however regarding how a scheme may be designed.</p>		

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08		<p>6.91 With this in mind, a safeguarded area is proposed which requires prospective developments in this area to demonstrate that they do not prejudice the future creation of a new route. This covers the minimum area considered necessary to protect both the alignment of the road and the area necessary for enabling development identified as needed to make the scheme feasible. The safeguarding direction does not preclude development in this area. Existing permissions and allocations remain extant, but upon renewal or variation of consents, Policy SP5(A) will apply.</p> <p>6.9285 Discussions between KCC, MBC, local landowners and other stakeholders will continue, with the potential for a future Development Plan Document to be produced to guide development of the route in partnership with landowners & KCC. It will also be expected that development at the scale anticipated to fund and deliver a scheme will bring forward the normal range of other associated infrastructure. However, there is no new development proposed by this plan within the safeguarded area at the current time.</p>		
MM19	LPRSP5(A)	<p>Delete Policy LPRSP5(A) as follows:</p> <p>LPRSP5(A) — DEVELOPMENT IN THE LEEDS-LANGLEY CORRIDOR</p> <p>1. Land within the corridor defined on the policies map, will be safeguarded for potential future development, which will be required to provide a quantum of enabling development which will meet its own and future highway needs and to provide connectivity between M20 junction 8 and the A274.</p> <p>2. Development proposals which come forward in the defined corridor will be assessed for their potential to prejudice the delivery of a new highway. Proposals for new residential and commercial development coming forward in the defined corridor will need to be accompanied by a masterplan demonstrating how the development of the site potentially contributes to or does not inhibit the delivery of a Leeds-Langley relief road.</p>	To ensure the plan is justified.	No change to SA findings and no further amendments - Policy removed: This proposed Main Modification will alter the findings of the SA because the removal of the heading, supporting text and policy will result in the effects recorded for that policy no longer occurring. The identification of the Leeds-Langley Relief Corridor was previously

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
				appraised as having unknown potential effects.
MM20	LPRSP5(A) Policies Map Page 67	Amend Policies Map as follows: Delete Leeds Langley Relief Road (LLRR) Safeguarding Area.	To ensure the plan is justified	No change to SA findings and no further amendments: the policies map amendment reflects the changes made to the plan text.
MM 21	Para 6.94	Amend paragraph 6.94 as follows: The MoD keeps its property portfolio under regular review. As part of the MoD review (November 2016) Invicta Park Barracks will be released by 2027. The Local Plan Review identifies Invicta Park Barracks as a broad Strategic Development Location which is unlikely to come forward for housing growth until the end of the Local Plan period. The site has the potential to deliver in the order of 1,300 new homes. Over the plan period the council is working with the MoD to encourage an earlier delivery of the site.	For plan effectiveness.	No change to SA findings and no further amendments: the proposed changes to the text have no bearing on the SA objectives.
MM22	LPRSP5(B)	Amend Policy LPRSP5(B) as follows: Invicta Park Barracks is identified as an allocation for <u>a target up to of 1,300 dwellings</u> from the middle of the Local Plan period. The Council will work with the promoter MoD and Annington to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan: <u>Prior to the first occupation of any floorspace or units on the development of a 'Vision and Validate' and 'Monitor and Manage' strategy shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless</u>	For plan effectiveness, and to ensure the plan is positively prepared and justified. To align with other Main Modifications with respect to plan period and	Main Modifications No change to SA findings: as noted in the Reg 19. SA, this policy retains an existing policy in an extant local plan with the majority of policy requirements remaining unchanged. Since this site allocation has

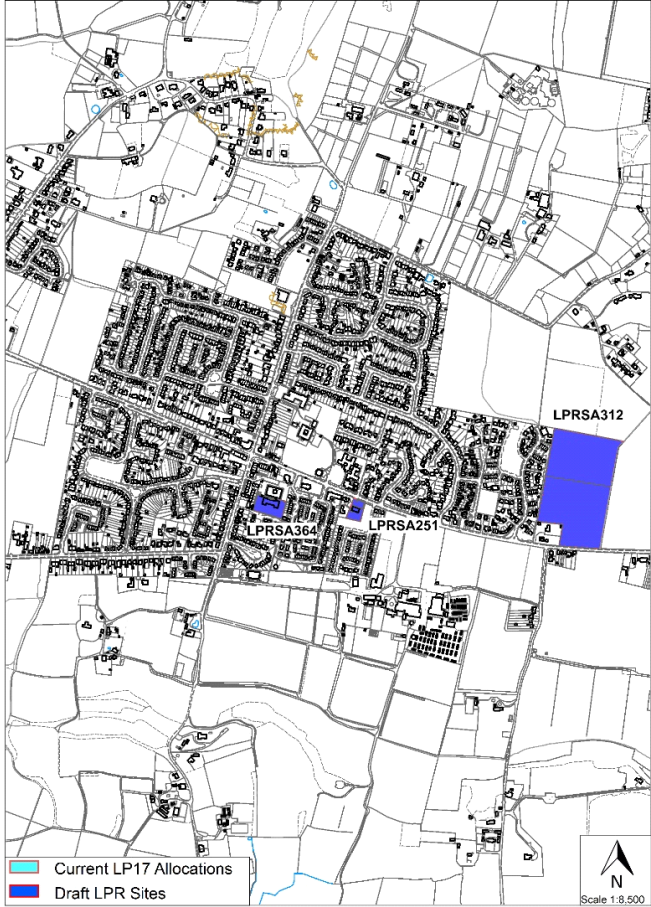
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;			Reason	Does the modification (including any amendment) affect the SA findings?
82		<p><u>otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways.</u></p> <ul style="list-style-type: none"> Preparation and submission of a development brief and a master plan prepared in conjunction with and for approval by the council to guide development; <u>Housing completions are anticipated to commence 2027/28, with infrastructure being delivered in accordance with the table below:</u> 			development phasing. To ensure consistency with NPPF and Department for Transport Circular 01/22.	<p>already been subject to SA and has been adopted as part of the current Maidstone Borough Local Plan, it is not considered necessary to reappraise this policy.</p> <p>Amendments to Main Modifications: As an existing site, there are no implications for the SA, as set out previously.</p>
		<p><u>Phase</u></p> <p><u>(Phase 1)</u> <u>From 2027</u></p>	<p><u>Development</u></p> <ul style="list-style-type: none"> <u>Cumulative total: circa 500 homes</u> 	<p><u>Indicative Complementary Infrastructure</u></p> <ul style="list-style-type: none"> <u>Mechanism agreed for comprehensive redevelopment of the wider Invicta Barracks to deliver 1,300 new homes</u> <u>Identification of land for future educational needs and mechanisms for provision to KCC subject to need being established</u> <u>Timescales and phasing for withdrawal confirmed with MoD</u> <u>Pedestrian/cycle connections to Town Centre</u> <u>Bus diversion into the site</u> <u>Open Space complementary to new homes;</u> <u>Confirmation on reprovision of Hindu Temple;</u> 		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;				Reason	Does the modification (including any amendment) affect the SA findings?
83		<p><u>(Phase 2)</u> <u>From 2032</u></p>	<ul style="list-style-type: none"><u>Cumulative total: circa 1,000 homes</u>	<ul style="list-style-type: none"><u>Strategy for re-use of Park House and surrounding parkland/woodland agreed;</u><u>Biodiversity Plan agreed</u><u>Central parkland enhancement completed</u><u>Subject to Transport Assessment and Monitor and Manage Strategy A229 junction and Sandling Lane improvements completed (to facilitate access arrangements)</u><u>Subject to Transport Assessment and Monitor & Manage Strategy, off-site highway mitigations in the vicinity of the site are completed</u><u>New local/neighbourhood centre established</u><u>Open Space complementary to new residential units</u>			
		<p><u>(Phase 3)</u> <u>By 2037</u></p>	<ul style="list-style-type: none"><u>Cumulative total: minimum 1,300 homes</u><u>New Local / Neighbourhood Centre completed</u>	<ul style="list-style-type: none"><u>Open Space complementary to new residential units</u><u>North-South Bus route operational.</u>			

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?			
84		<table><tr><td></td><td><ul style="list-style-type: none"><u>New through school subject to future need being established</u></td><td></td></tr></table> <ul style="list-style-type: none">Integration of new development within the existing landscape structure of the site (supported by ecological, arboricultural, and landscape and visual impact assessments together with the identification of detailed mitigation measures where appropriate);Ensuring requisite community facilities, which may include neighbourhood shopping and health facilities in addition to a new through school, are delivered where proven necessary and in conjunction with housing;Provision of publicly accessible open space, including natural and semi-natural open space, as proven necessary, and/or contributions;Off-site highway improvements as necessary to mitigate the impact of development;Securing a network of public footpath and cycling routes through the site;Preservation of features of ecological importance, including the retention and enhancement of wildlife corridors, and ensuring that connection with ecological features and corridors outside the site is maintained/enhanced, <u>and securing biodiversity net gain, in accordance with Policy LPRSP14(A).</u>Enhanced walking, cycling and public transport connections to the town centre and local area;Preservation of Park House (Grade II*) and its setting, in particular the parkland to the north and east of Park House to include removal of existing built development at 1-8 (consecutive) The Crescent to enhance/restore the parkland setting; andDevelopment proposals must demonstrate that the necessary sewerage infrastructure is either available or can be delivered in parallel with the development.<u>The SPD should have a focus on celebrating the military heritage and broader history of the site.</u><u>Retention of a Hindu place of worship within the site will be required.</u>		<ul style="list-style-type: none"><u>New through school subject to future need being established</u>			
	<ul style="list-style-type: none"><u>New through school subject to future need being established</u>						

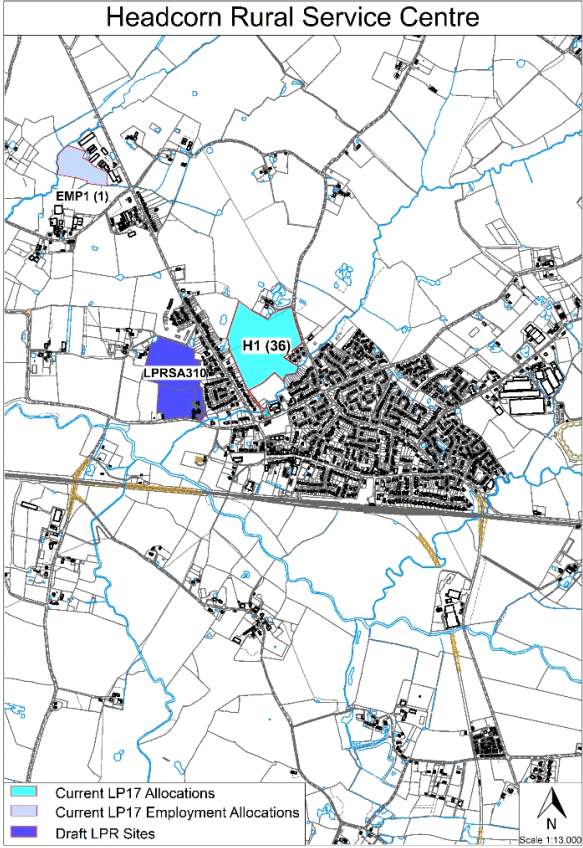
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
		<ul style="list-style-type: none"> <u>Provision of an 8 FE all through school (2FE primary and 6FE secondary) on the wider Invicta Barracks site, subject to continuing review of future educational need in Maidstone Borough and an ongoing assessment of other sites in and around the town centre with the scope to accommodate some or all of the educational need.</u> 		
MM23	LPRSP5(B)	<p>After Policy LPRSP5(B) insert new paragraph and Key Diagram as follows:</p> <p><u>The indicative framework diagram below will be used to inform the preparation of the SPD for Invicta Barracks and detailed site masterplanning.</u></p>	For plan effectiveness.	No change to SA findings and no further amendments: the diagram reflects the changes made to the text and considered above.

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM24	LPRSP5(C)	<p>Amend Policy LPRSP5(C) to insert new criteria (11), (12) and (13) as follows:</p> <p><u>11. Development in Lenham and Lenham Heath that would result in a net increase in population served by a wastewater system will need to ensure that it will not have an adverse effect on the integrity of Stodmarsh SAC/SPA/Ramsar site. Where a proposed development falls within the Stour Catchment (e.g. Lenham, east of Faversham Road), or where sewage from a development will be treated at a Waste Water Treatment Works that discharges into the river Stour or its tributaries, then applicants will be required to demonstrate that the requirements set out in the advice letter and accompanying methodology on Nutrient Neutrality issued by Natural England have been met. This will enable the Council to ensure that the requirements of the Habitats Regulations are being met.</u></p> <p><u>12. The Neighbourhood Plan will preserve and enhance the character and appearance of the conservation area and protect the significance of listed buildings including their setting.</u></p> <p><u>13. Proposals shall be designed to avoid or appropriately mitigate any impacts on the setting of the Kent Downs.</u></p>	For plan effectiveness.	<p>No change to SA findings and no further amendments: as noted in the Reg 19. SA, this policy retains an existing policy in an extant local plan with the majority of policy requirements remaining unchanged. Since this site allocation has already been subject to SA and has been adopted as part of the current Maidstone Borough Local Plan, it is not considered necessary to reappraise this policy.</p>
MM25	LPRSP6(A)	<p>Amend Policy LPRSP6(A) criterion (1) as follows:</p> <p>In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 55 new dwellings will be delivered on site H1(59), and 100 <u>new dwellings will be delivered</u> on LPRSA251, LPRSA312, and LPRSA364.</p> <p>Replace figure on page 75 (Coxheath Rural Service Centre) with new figure as follows:</p>	For plan effectiveness.	<p>No change to SA findings and no further amendments: The deleted site H1(59) was a carried forward allocation from the adopted Local Plan and not reassessed in the Regulation 19 SA. The effects of the total quantity of housing provided for by the</p>

MM26	LPRSP6(B)	<p>Coxheath Rural Service Centre</p>  <p>The map shows the Coxheath Rural Service Centre area. It includes a legend with 'Current LP17 Allocations' (orange) and 'Draft LPR Sites' (blue). Three specific sites are labeled: LPRSA364, LPRSA251, and LPRSA312. A north arrow and a scale of 1:8,500 are also present.</p>	For plan effectiveness.	<p>Local Plan Review are assessed under policies LPRSS1 and LPRSP1. The modifications to the figure serve to further illustrate Policy LPRSP6(A), and thus does not affect the SA.</p> <p>No change to SA findings and no</p>
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Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
88		<p>At the rural service centre of Harrietsham, as shown on the policies map, key services will be retained and supported.</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 49 new dwellings will be delivered on site H1(33), and 100 <u>new dwellings will be delivered on site</u> LPRSA071 and LPRSA101.</p> <p>2) Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a).</p> <p>3) Key infrastructure requirements for Harrietsham include:</p> <p>a) Improvements to highway and transport infrastructure including improvements to the A20 Ashford Road, improvements to Church Road and the provision of additional pedestrian crossing points in accordance with individual site criteria set out in policies H1(33), LPRSA071 and LPRSA101.</p> <p>b) Provision of a one form entry expansion at either Lenham or Harrietsham primary schools;</p> <p>c) Improvements to open space which improve overall quality, and address forecast deficits of in 0.4Ha play, 4Ha sports, 0.2Ha allotment, and 12.4Ha natural/semi-natural green space.</p> <p>d) Improvements to health infrastructure including extension and/or improvements at Glebe Medical Centre.</p> <p>4) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(c).</p>		<p>further amendments: The deleted site H1(33) was a carried forward allocation from the adopted Local Plan and not reassessed in the Regulation 19 SA. The effects of the total quantity of housing provided for by the Local Plan Review are assessed under policies LPRSS1 and LPRSP1.</p>
MM27	LPRSP6(C)	<p>Amend Policy LPRSP6(C) as follows:</p> <p>At the rural service centre of Headcorn, as shown on the policies map, key services will be retained and supported.</p> <ul style="list-style-type: none"> In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 275 new dwellings will be delivered on three <u>the remainder of</u> allocated site H1(36) and H1(38), <u>plus</u> approximately 100 <u>110</u> new dwellings on LPRSA310. 	For plan effectiveness.	<p>No further amendments.</p> <p><u>Main Modifications</u> <u>More sustainable</u> <u>(change to SA effects score)</u></p>

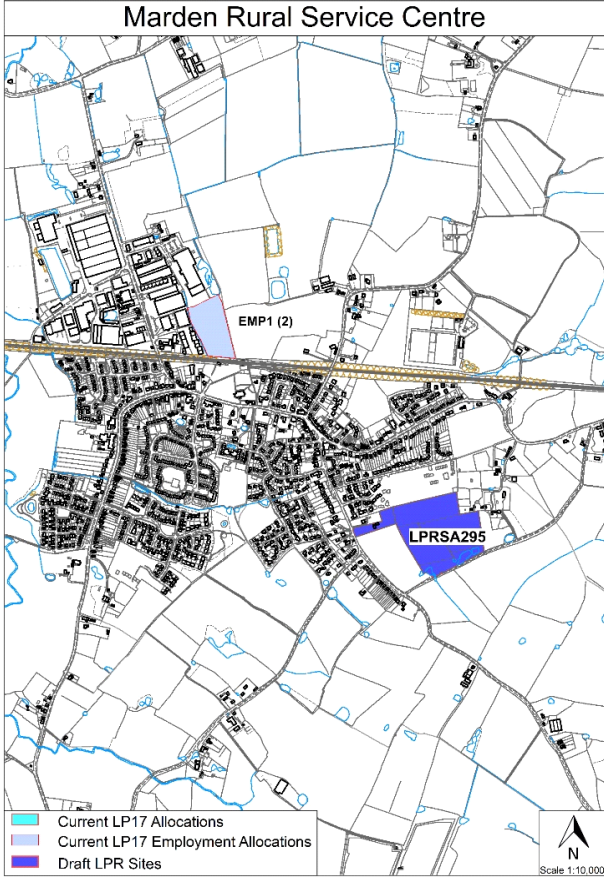
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
68		<ul style="list-style-type: none"> Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a), and a further 3,500m2 employment floorspace is allocated (policy EMP1(1)). Key infrastructure requirements for Headcorn include: <ul style="list-style-type: none"> Improvements to highway and transport infrastructure, including junction improvements, a variety of measures to improve sustainable transport infrastructure and improvements to pedestrian and cycle access, in accordance with individual site criteria set out in policies H1(36), H1(38) and LPRSA310 Provision of a one form entry extension to Headcorn Primary School; Improvements to open space which improve overall quality, and address forecast deficits of 1Ha amenity, 1.1Ha play, 7.7Ha sports, 0.2Ha allotment, and 30.2Ha natural/semi-natural green space. Additional capacity will be required in the sewer network and at the wastewater treatment works if required in the period to 2031; and Improvements to health infrastructure including extension and/or improvements at Headcorn Surgery. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c. <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u> <p>Replace figure on page 80 (Headcorn Rural Service Centre) with new figure as follows:</p>		<p>The deleted site H1(38) was a carried forward allocation from the adopted Local Plan and not reassessed in the Regulation 19 SA. The overall quantity of housing is assessed under policies LPRSS1 and LPRSP1. Additional protection for the SSSI does not impact the original SA score for the overarching Regulation 19 policy for Headcorn LPRSP6(C), which determined there would be a negligible effect for SA objective 14: Biodiversity. However, it provides mitigation for the potential minor negative effect on the River Beult SSSI identified for linked site allocation policy LPRSA310, improving the Regulation 19 SA score for SA objective</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? 14: Biodiversity of “+/-” to “+”.
06		<p>Headcorn Rural Service Centre</p> 		

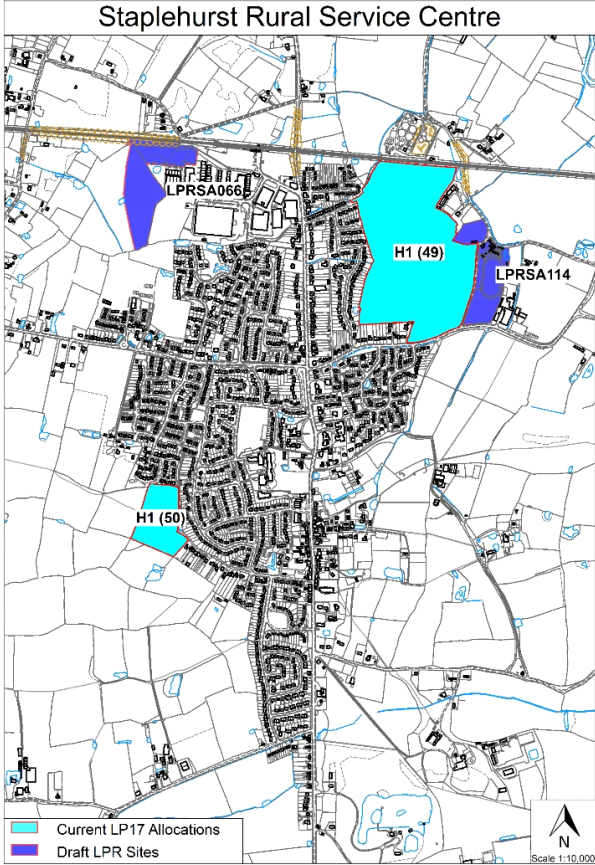
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? No further amendments
MM28	LPRSP6(D)	<p>Amend Policy LPRSP6(D) as follows:</p> <p>At the rural service centre of Lenham, as shown on the policies map, key services will be retained and supported.</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 145 new dwellings will be delivered on one allocated site (policy H1(41)), in addition to six allocations in the Lenham Neighbourhood Plan which will deliver around 1,000 new dwellings.</p> <p>2) Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy GT1(8).</p> <p>3) Three existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a).</p> <p>4) One new employment site allocation (LPRSA260) will deliver 2,500m2 employment space.</p> <p>5) Key infrastructure requirements for Lenham include:</p> <p>a) Improvements to highway and transport infrastructure including junction improvements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access in accordance with individual site criteria set out in policies H1(41);</p> <p>b) Provision of a one form entry expansion at either Lenham or Harrietsham primary schools;</p> <p>c) Provision of 0.34 hectares of natural/semi-natural open space through Policy H1(41) and additional open space as specified through the Neighbourhood Plan allocations.</p> <p>d) Improvements to health infrastructure including extension and/or improvements at The Len Valley Practice.</p>	For plan effectiveness and to ensure the plan is positively prepared.	<p>No further amendments</p> <p><u>Main Modifications</u> More sustainable (no change to SA effects score)</p> <p>The requirement to consider policies and allocations within Neighbourhood Development Plans formed part of the baseline for the SA. The required provision of wastewater treatment capacity provides greater certainty that any potential negative effects to water quality and biodiversity will be avoided but does not affect the previously identified negligible SA effects scores in relation to SA objectives 10: Water and 14: Biodiversity for this policy and the linked site allocation policy LPRSA260.</p>

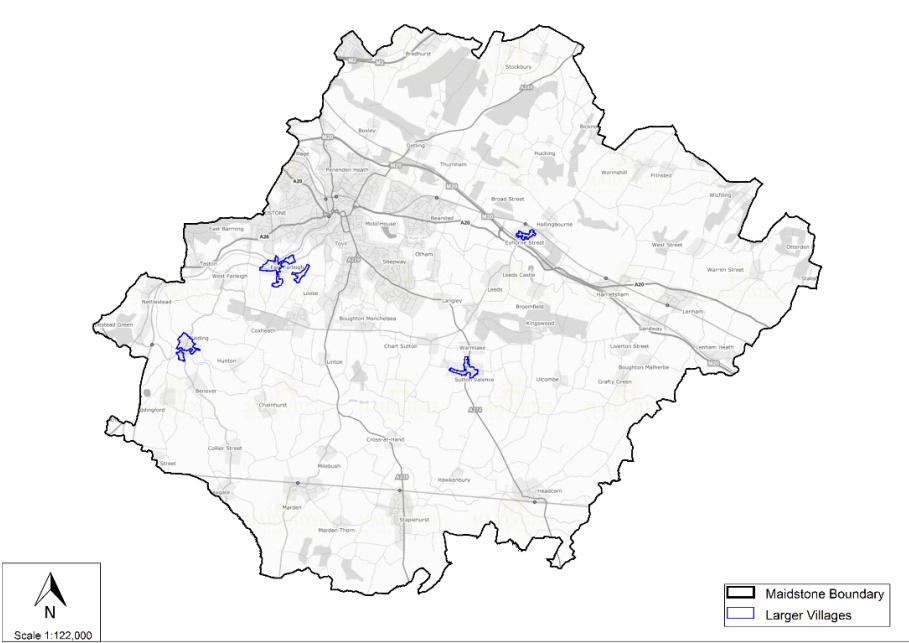
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM29 92	LPRSP6(E)	<p><u>e) Improvements to wastewater capacity to serve the Lenham broad location unless otherwise stated by the utility provider</u></p> <p>e)6) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c.</p> <p><u>7) Development shall conform with the Lenham Neighbourhood Plan 2017-2031 and any successor modification document that is made.</u></p> <p>Amend Policy LPRSP6(E) as follows:</p> <p>At the rural service centre of Marden, as shown on the policies map, key services will be retained and supported.</p> <ul style="list-style-type: none"> • In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 124 new dwellings will be delivered on site H1 (46), and 113 on LPRSA295. • Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy LPRGT1(9). • One existing site is designated as an Economic Development Area in order to maintain employment opportunities in the locality (policy LPRSP11a), and a further 4,084m² employment floorspace is allocated on one site (policy LPREMP1(2)). • Key infrastructure requirements for Marden include: <ul style="list-style-type: none"> • Improvements to highway and transport infrastructure including railway station enhancements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian and cycle access in accordance with individual site criteria set out in policies H1(46), LPRSA295 and LPRSA314; 	For plan effectiveness.	<p>No further amendments</p> <p><u>Main Modifications</u></p> <p>More sustainable (change to SA effects score) The modifications to the figure at page 84 serve to further illustrate Policy LPRSP6(E), and thus does not affect the SA. Identification of improvements to cycle access as a key infrastructure requirement to be supported by</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
93		<ul style="list-style-type: none"> Provision of 0.6 form entry expansion at Marden Primary School; Improvements to open space which improve overall quality, and address forecast deficits of in 0.9Ha play, 3.3Ha sports, 0.9Ha allotment, and 27.4Ha natural/semi-natural green space; and Improvements to health infrastructure including extension and/or improvements at Marden Medical Centre. The loss of local shops, community facilities and greenspaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c. <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u> <p>Replace figure at page 84 (Marden Rural Service Centre) with new figure as follows:</p>		<p>development at Marden will help to reinforce the previously identified minor positive effect for site allocation policy LPRSPA295 & 314 in respect of SA objective 7: Sustainable Travel but will not result in a change in the effects score.</p> <p>The addition of criteria relating to offsite impacts on the SSSI improve the appraisal scoring for site allocation policy LPRSPA295 & 314 in relation to SA objective 14: Biodiversity from minor negative to negligible.</p>

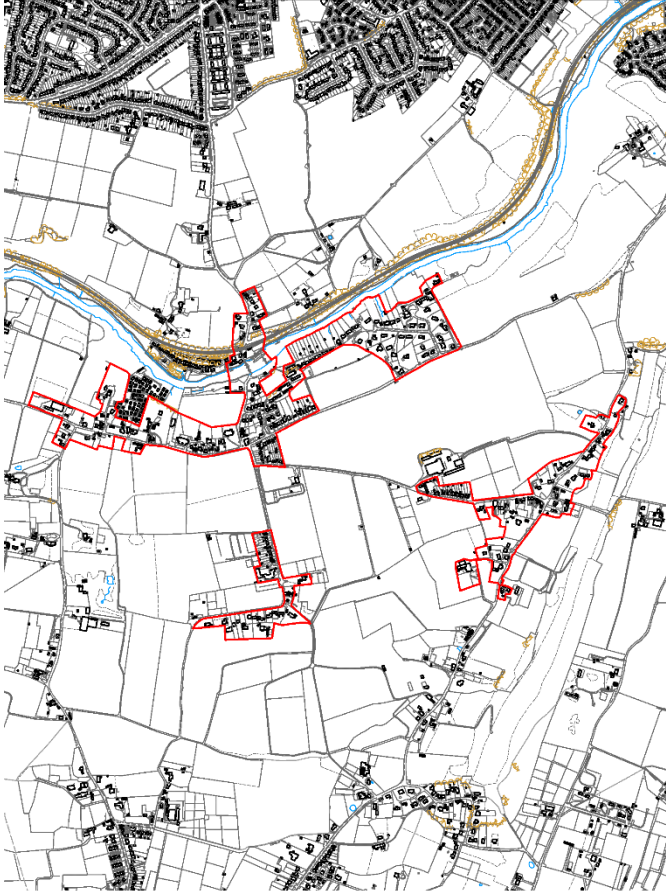
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
94		<p>Marden Rural Service Centre</p>  <p>EMP1 (2)</p> <p>LPRSA295</p> <p>Current LP17 Allocations Current LP17 Employment Allocations Draft LPR Sites</p> <p>Scale 1:10,000</p>		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM30	LPRSP6(F)	<p>Amend Policy LPRSP6(F) as follows:</p> <p>At the rural service centre of Staplehurst, as shown on the policies map, key services will be retained and supported.</p> <ul style="list-style-type: none"> In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP56, approximately 710 new dwellings will be delivered on <u>the remainder of allocated</u> sites H1(48) <u>and H1(49), plus to approximately 60 on</u> H1(50), and 127 on LPRSA066 and LPRSA114. Four pitches are allocated... One existing site is designated... Key infrastructure requirements for Staplehurst... <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u> <p>Replace figure at page 86 (Staplehurst Rural Service Centre) with new figure as follows:</p>	For plan effectiveness and to ensure the plan is positively prepared.	<p>Amendment requires no change to the SA findings.</p> <p>The addition of the word approximately does not change the SA findings.</p> <p>Main Modifications No change to the SA findings: The Main Modification requiring that development does not have an adverse effect on the River Beult SSSI and supports the conservation objectives of the River Beult action plan, will reinforce the negligible effect relating to SA objective 14: Biodiversity as the additional text relates to avoiding adverse effects rather than encouraging/requiring enhancements. The modifications to the figure at page 86 serve to further illustrate</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? Policy LPRSP6(F), and do not affect the SA.
96		<p>Staplehurst Rural Service Centre</p>  <p>Current LP17 Allocations Draft LPR Sites</p>		

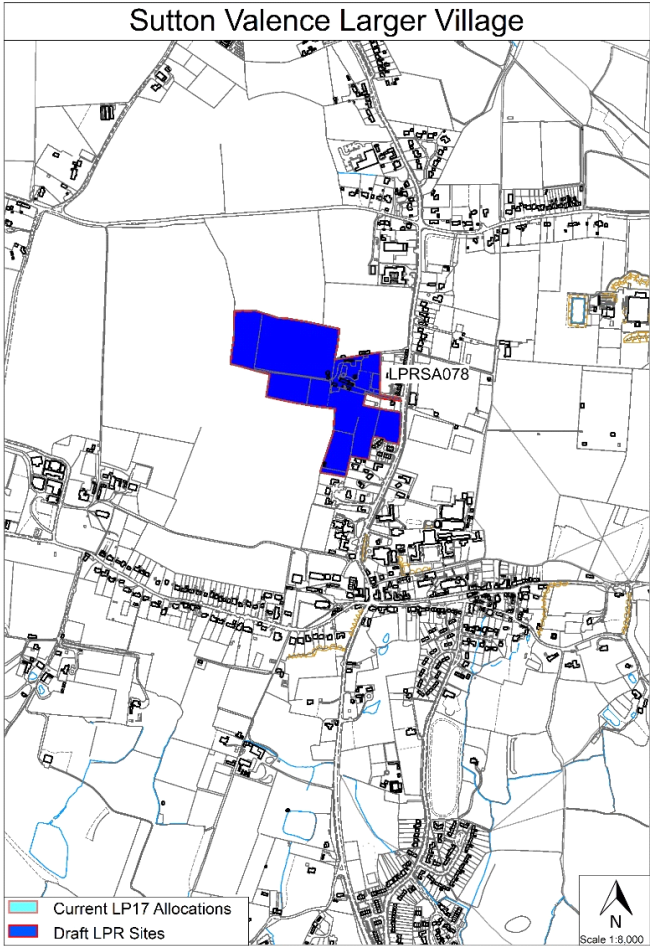
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? No further amendments
MM31	Page 87	<p>Replace Figure 6.1 (Larger Villages in Maidstone Borough) with a new Figure 6.1 as follows:</p> 	For plan effectiveness.	<p>No further amendments</p> <p><u>Main Modifications</u></p> <p>No change to SA findings: The modifications to the figure at page 87 are for clarity and do not affect the SA.</p>
MM32	LPRSP7(A)	<p>Amend Policy LPRSP7(A) as follows:</p> <p>At the larger village of East Farleigh, key services will be retained and supported.</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 50 new dwellings will be delivered. <u>This is anticipated to come forward through the production of a Neighbourhood Plan, in the last 10 years of the plan period. Where</u></p>	For plan effectiveness and to ensure the plan is positively prepared.	<p>No further amendments.</p> <p><u>Main Modifications</u></p> <p>No change to SA findings: the additional</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM33	LPRSP7(A)	<p><u>it is apparent that the larger village is not set to meet the specific allocation of residential units, the borough council, through a future review of the Local Plan, will allocate sites to make up the shortfall.</u></p> <p>2) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11a.</p> <p>After Policy LPRSP7(A) insert the following diagram:</p> <p>Diagram illustrating the defined settlement boundary for East Farleigh.</p>	For plan effectiveness.	<p>wording provides clarification on the potential timing of development coming forward. There is no impact on the SA findings.</p> <p>No further amendments.</p> <p><u>Main Modifications</u></p> <p>No change to SA findings: the defined boundary has no effect on the SA objectives.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
66		<p>East Farleigh Larger Village</p> 		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM34	LPRSP7(C) Page 93	Amend map on page 93 (Sutton Valence Larger Village) as follows: The site area amended to reflect the policy and ensure provision of the health facility.	For plan effectiveness and to ensure the plan is positively prepared.	No amendments and no change to SA findings: the modifications to the map on page 93 serve to further illustrate Policy LPRSP7(C), and do not affect the SA.

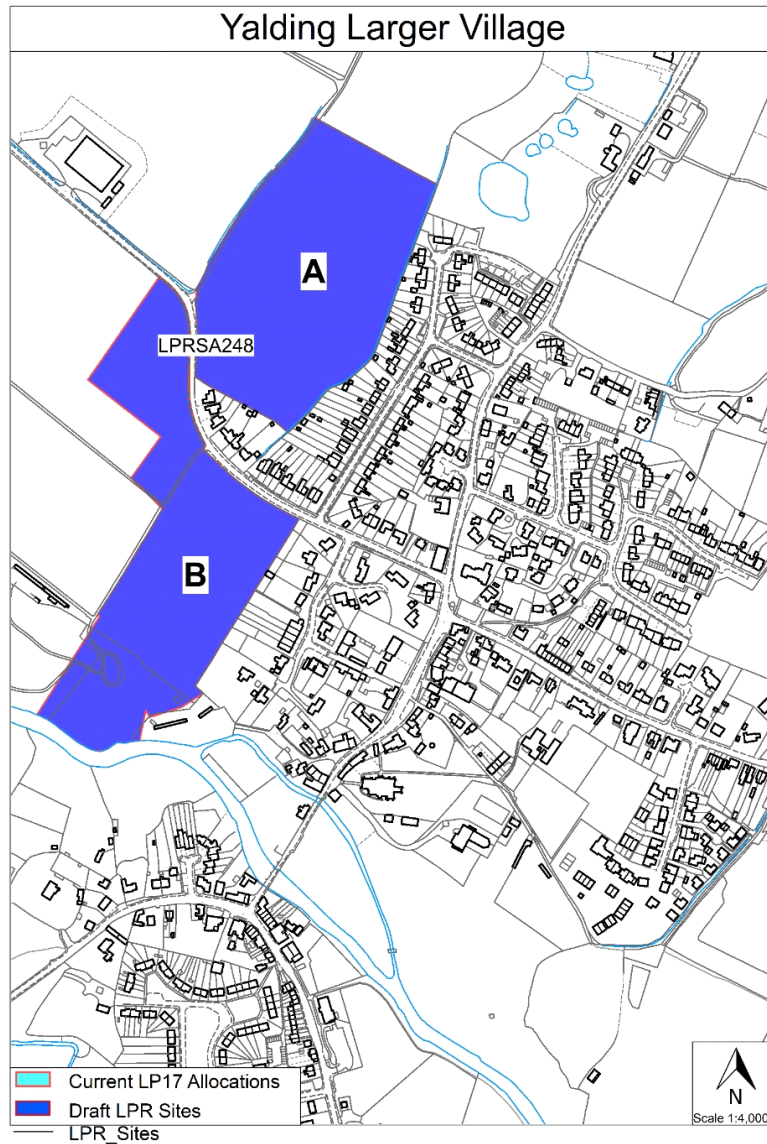
MM35 LPRSP7(D)
Page 95



Amend Policy LPRSP7(D) as follows:

For plan effectiveness and to ensure
No further amendments.

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? <u>Main Modifications</u>
102		<ul style="list-style-type: none"> In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 65-100 new dwellings will be delivered on site H1(65), and 100 on LPRSA248. <u>Housing development will be located to the north (Site A) and supporting infrastructure such as open space, drainage (SUDS) to the south (Site B) only.</u> Key infrastructure requirements for Yalding include... The loss of local shops... <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u> <p>Amend map on page 95 (Yalding Larger Village) as follows:</p>	the plan is positively prepared.	<p>More sustainable (change to SA effects score) The deleted site H1(65) was a carried forward allocation from the adopted Local Plan and not reassessed in the Regulation 19 SA. The effects of the total quantity of housing provided for by the Local Plan Review are assessed under policies LPRSS1 and LPRSP1. The modifications to the map on page 95 serve to further illustrate Policy LPRSP7(D), and thus does not affect the SA. The addition of criteria relating to offsite impacts on the SSSI improve the appraisal scoring for site allocation policy LPRSPA248 in relation to SA objective 14:</p>



Biodiversity from
minor negative with
uncertainty to
negligible.

104

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM37	Para 6.137	<p>d) It has community support, either through a Neighbourhood Plan, or other Parish endorsement, for example as a Rural Exception Site; and</p> <p><u>e) Where suitable access can be provided.</u></p> <p><u>4. e)</u> Where it is apparent that smaller villages are not set to meet the specific allocation of residential units, the <u>borough</u> council, through a future review of the Local Plan, will allocate sites to make up the shortfall.</p> <p>Amend paragraph 6.137 as follows:</p> <p>The High Weald AONB lies beyond the southern boundary of the borough adjacent to the parishes of Marden and Staplehurst, within the administrative area of Tunbridge Wells Borough council. Its closest point to the borough is at Winchet Hill in the southern part of Marden parish. The council has exactly the same statutory duty to conserve and enhance the setting of this AONB as it does with the Kent Downs AONB and will apply the same policy considerations for any proposals that may affect its setting. <u>In assessing the impact of proposals on the High Weald AONB regard will be had to the High Weald AONB Management Plan and its supporting evidence and guidance.</u></p>	For plan effectiveness.	<p>No further amendments.</p> <p><u>Main Modifications</u> No change to SA findings: the additional reference to the High Weald AONB Management Plan and any potential impact on the High Weald AONB provides additional clarity but does not affect the SA findings for policy LPRSP9 and its supporting text.</p>
MM38	LPRSP9	<p>Amend Policy LPRSP9 as follows:</p> <ul style="list-style-type: none"> Development proposals in the countryside will not be permitted unless they accord with other policies in this plan and they will not result in <u>significant</u> harm to the rural character and appearance of the area. 	For plan effectiveness.	<p>Amendment does not affect findings of the SA.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
106		<ul style="list-style-type: none"> Agricultural proposals will be supported which facilitate the efficient use of the borough's significant agricultural land and soil resource provided any adverse impacts on the appearance and rural character of the landscape can be appropriately mitigated. Great weight should be given to the conservation and enhancement of the Kent Downs Area of Outstanding Natural Beauty. Proposals should not have a significant adverse impact on the settings of the Kent Downs Area of Outstanding Natural Beauty or the High Weald Area of Outstanding Natural Beauty. The Metropolitan Green Belt is shown on the policies map and development there will be managed in accordance with national policy for the Green Belt. The distinctive landscape character of the Greens and Ridge, the Medway Valley, the Len Valley, the Loose Valley, and the Low Weald, as defined on the policies map, will be conserved and enhanced as landscapes of local value. Development in the countryside will retain the separation of individual settlements. <p><u>8) Opportunities to improve walking and cycling connections will be supported.</u></p> <p>Account should be taken of the Kent Downs Area of Outstanding Natural Beauty Management Plan, <u>the High Weald Area of Outstanding Natural Beauty Management Plan</u>, and the Maidstone Borough Landscape Character Guidelines Supplementary Planning Document <u>or any successors to these documents.</u></p>		<p>The policy wording already referred to the High Weald AONB. The additional reference to its Management Plan does not affect the findings of the SA.</p> <p><u>Main Modifications</u> <u>More sustainable (change to SA effects score):</u> <i>Amended criterion 1:</i> Development proposals in the countryside will not be permitted unless they accord with other policies in this plan, and they will not result in significant harm to the rural character and appearance of the area. <i>New Criterion 8:</i> Opportunities to improve walking and cycling connections will be supported Negligible effects were previously identified for strategic policy LPRSP9: Development</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
107				in the Countryside in relation to the majority of SA objectives, generally because the policy is silent on these issues, with other reasons noted below for SA objectives 1 and 6. The only exception is for SA objective 9: Soils because the policy supports the efficient use of the borough's agricultural land and soil resource. In relation to SA objective 1: Housing, although the inclusion of the word 'significant' in relation to harm is more supportive of sustainable development in the countryside, negligible effects are expected, noting that effects of the amount of housing provided by the Local Plan are appraised elsewhere in this report,

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
108				<p>at the scale of the plan area as a whole. Negligible effects were identified in relation to SA objective 6: Town Centre due to the distance of most countryside locations from Maidstone town centre.</p> <p>The proposed Main Modifications do not affect the scoring in relation to the named SA objectives above. The inclusion of wording in relation to ‘significant harm’ to the rural character or appearance of an areas would result in minor negative effects on SA objective 14 and SA objective 15, instead of the previous negligible effects.</p> <p>Supporting opportunities for walking and cycling would provide for minor</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? positive effects on SA objective 7 Sustainable Transport, from a previously negligible effect. No further amendments. <u>Main Modifications</u> Yes: this has been appraised as a new policy in Appendix B .																		
MM39 109	LPRSP10	<p>After paragraph 7.2, insert a new policy SP10 titled ‘Housing delivery’ as follows:</p> <p><u>1. Over the plan period 2021 to 2038, provision will be made for the development of a minimum of 19,669 new homes in the borough.</u></p> <p><u>Stepped trajectory</u></p> <p><u>2. To ensure a plan-led approach to development, the annual level of growth is to occur over a series of steps, aligned to the expected timing of delivery of new homes. This stepped trajectory is as follows:</u></p> <table><tr><th><u>Years</u></th><th><u>Annualised growth (new homes)</u></th><th><u>Total cumulative growth (new homes)</u></th></tr><tr><td><u>2021/22</u></td><td><u>1,157</u></td><td><u>1,157</u></td></tr><tr><td><u>2022/23-2027/28</u></td><td><u>1,000</u></td><td><u>7,157</u></td></tr><tr><td><u>2028/29–2032/33</u></td><td><u>1,150</u></td><td><u>12,907</u></td></tr><tr><td><u>2033/34–2037/38</u></td><td><u>1,352 x 3 years</u> <u>1,353 x 2 years</u></td><td><u>19,669</u></td></tr><tr><td colspan="2"><u>Total</u></td><td><u>19,669</u></td></tr></table> <p><u>3. Appendix 1 of this Plan shows the trajectory for delivering new homes over the plan period, including the breakdown of supply by aggregated source. This is a snapshot in time and delivery progress will be monitored annually through the Authority’s Monitoring Report.</u></p>	<u>Years</u>	<u>Annualised growth (new homes)</u>	<u>Total cumulative growth (new homes)</u>	<u>2021/22</u>	<u>1,157</u>	<u>1,157</u>	<u>2022/23-2027/28</u>	<u>1,000</u>	<u>7,157</u>	<u>2028/29–2032/33</u>	<u>1,150</u>	<u>12,907</u>	<u>2033/34–2037/38</u>	<u>1,352 x 3 years</u> <u>1,353 x 2 years</u>	<u>19,669</u>	<u>Total</u>		<u>19,669</u>	For plan effectiveness and consistency with the NPPF.	
<u>Years</u>	<u>Annualised growth (new homes)</u>	<u>Total cumulative growth (new homes)</u>																				
<u>2021/22</u>	<u>1,157</u>	<u>1,157</u>																				
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Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
110		<p><u>Deliverable supply</u></p> <p><u>4. To help ensure the continued delivery of new homes, a rolling supply of deliverable sites is to be maintained in order to meet the total housing requirement (plus appropriate buffer moved forward from later in the plan period) over a five-year time frame (usually 1st April to 31st March the following year). This supply position is to be updated and published at least once per year, in accordance with the requirements of the NPPF and any associated guidance.</u></p> <p><u>Maintaining delivery</u></p> <p><u>5. Should the Council determine, through the annual monitoring process, that the housing delivery position has altered such that the NPPF ‘tilted balance’ is engaged (paragraph 11d, footnote 8), then proposals for additional residential development in the borough will be supported on sites where they are:</u></p> <ul style="list-style-type: none"> <u>Broadly consistent with, not prejudicial to and contributing towards the positive achievement of the plan's overall spatial vision and spatial strategy; and</u> <u>In a sustainable location and of a scale and nature commensurate to the deficit in required housing and the Plan’s spatial strategy; and</u> <u>Able to demonstrate the ability to contribute in a timely and proportionate manner to addressing the deficit in housing supply; and</u> <u>In all other respects in accordance with other Local Plan policies, in so far as they apply.</u> <p><u>6. If monitoring identifies that it is not possible to demonstrate a five-year supply of deliverable land for the Borough, and there is no recovery of identified supply indicated for the two subsequent monitoring years, then a full or partial review of the Local Plan will be implemented.</u></p> <p><u>Designated Neighbourhood Areas</u></p>		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
111		<p><u>7. As a minimum, and as set out in the table below in the supporting text, Designated Neighbourhood Areas are required to accommodate housing from any site allocations within their designated neighbourhood area boundary (or part thereof), as contained in Section 8 and Appendix 1 of this LPR; plus, any additional homes assigned to them through policy LPRSP8 – Smaller Villages where relevant. Additional to this are windfall sites (including first homes, affordable housing exception, and older peoples housing sites) and any part of the Garden Settlements or Strategic Development Locations that fall within the designated neighbourhood area.</u></p> <p><u>8. Any future Designated Neighbourhood Areas will be expected to accommodate, as a minimum, relevant housing requirements from:</u></p> <ul style="list-style-type: none"> <u>Site allocations within this LPR (apportioned where sites are partially within the designated area);</u> <u>Policy LPRSP8; and</u> <u>Garden Settlements or Strategic Development Locations (apportioned where sites are partially within the designated area).</u> <p>After new policy SP10 ‘Housing delivery’ insert new supporting text as follows:</p> <p><u>Designated Neighbourhood Areas</u></p> <p><u>There are currently 16 Designated Neighbourhood Areas within the borough. In line with paragraph 66 of the NPPF, the housing requirement for designated neighbourhood areas has been considered within the plan. In considering this requirement, regard has been had to the Sustainability Appraisal, transport and infrastructure capacity, the size and functionality of settlements within the areas and the overall spatial strategy of the plan. The plan includes a number of allocations within designated areas, along with further allocations in non-designated parishes. Additionally, the broad location for smaller villages at Policy LPRSP8 sets a requirement for a limited amount of additional new homes to come forward through the making of neighbourhood plans in those areas.</u></p>		

Mod ref	Policy, paragraph, page ref	Modification proposed New text is underlined in bold; deleted text is struck through;	Reason	Does the modification (including any amendment) affect the SA findings?																																
112		<p>The number allocated through plan policies is not a maximum requirement, nor is it finite. It should be considered as additional to any windfall sites that come forward (including first homes, affordable housing exception, and older peoples housing sites), and any part of the Garden Settlements or Strategic Development Locations that may fall within the designated neighbourhood area. The table below, sets out the indicative minimum housing requirements for each of the 16 Designated Neighbourhood Areas, exclusive of Garden Settlements, Strategic Development Locations and any potential future windfall, affordable housing and older peoples housing exception sites:</p> <table><tr><th>Designated Neighbourhood Area</th><th>Site allocation</th><th>Broad Location - Villages figure</th><th>Total minimum housing requirement figure</th></tr><tr><td>Bearsted</td><td>H1(31) [50 units]</td><td>=</td><td>50</td></tr><tr><td>Boughton Monchelsea</td><td>LPRSA360 [15 units]* LPRSA270 (part) [108 units]* H1(52) [25 units] H1(53) [40 units]** H1(54) [25 units]**</td><td>=</td><td>213</td></tr><tr><td>Boxley</td><td>=</td><td>25</td><td>25</td></tr><tr><td>Broomfield & Kingswood</td><td>=</td><td>35</td><td>35</td></tr><tr><td>Coxheath</td><td>LPRSA364 [10 units] LPRSA251 [5 units] LPRSA312 [85 units]</td><td>=</td><td>100</td></tr><tr><td>Harrietsham</td><td>LPRSA101 [53 units] LPRSA071 [47 units]</td><td>=</td><td>100</td></tr><tr><td>Headcorn</td><td>LPRSA310 [110 units]</td><td>=</td><td>330</td></tr></table>	Designated Neighbourhood Area	Site allocation	Broad Location - Villages figure	Total minimum housing requirement figure	Bearsted	H1(31) [50 units]	=	50	Boughton Monchelsea	LPRSA360 [15 units]* LPRSA270 (part) [108 units]* H1(52) [25 units] H1(53) [40 units]** H1(54) [25 units]**	=	213	Boxley	=	25	25	Broomfield & Kingswood	=	35	35	Coxheath	LPRSA364 [10 units] LPRSA251 [5 units] LPRSA312 [85 units]	=	100	Harrietsham	LPRSA101 [53 units] LPRSA071 [47 units]	=	100	Headcorn	LPRSA310 [110 units]	=	330		
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Mod ref	Policy, paragraph, page ref	Modification proposed New text is underlined in bold; deleted text is struckthrough;	Reason	Does the modification (including any amendment) affect the SA findings?																																												
113		<table><tr><td></td><td><u>H1(36) [220 units]**</u></td><td></td><td></td></tr><tr><td><u>Lenham</u></td><td><u>Lenham Neighbourhood Plan [1,047 units]</u></td><td>=</td><td><u>1,047</u></td></tr><tr><td><u>Loose</u></td><td><u>LPRSA360 [15 units]*</u></td><td>=</td><td><u>15</u></td></tr><tr><td><u>Marden</u></td><td><u>LPRSA295 [113 units]</u> <u>H1(46) [124 units]**</u></td><td>=</td><td><u>237</u></td></tr><tr><td><u>North Loose</u></td><td>=</td><td>=</td><td><u>0</u></td></tr><tr><td><u>Otham</u></td><td><u>LPRSA172 (part) [38 units]*</u> <u>H1(8) [440 units]**</u> <u>H1(9) [335 units]**</u></td><td>=</td><td><u>813</u></td></tr><tr><td><u>Staplehurst</u></td><td><u>LPRSA114 [49 units]</u> <u>LPRSA066 [78 units]</u> <u>H1(48) [250 units]**</u> <u>H1(49) [400 units]**</u></td><td>=</td><td><u>777</u></td></tr><tr><td><u>Sutton Valence</u></td><td><u>LPRSA078 [100 units]</u></td><td>=</td><td><u>100</u></td></tr><tr><td><u>Tovil</u></td><td><u>LPRSA265 [250 units]</u></td><td>=</td><td><u>250</u></td></tr><tr><td><u>Yalding</u></td><td><u>LPRSA248 [100 units]</u></td><td>=</td><td><u>100</u></td></tr><tr><td><u>TOTAL</u></td><td><u>4,132</u></td><td><u>60</u></td><td><u>4,192</u></td></tr></table> <p><u>*Only part of the site allocation is within the Designated Neighbourhood Area boundary. The number of units has therefore been apportioned and is indicative only.</u> <u>**These site allocations are ‘saved’ from the 2017 Local Plan and show the total number of homes included in the allocation; however, the sites are under construction/are already delivering new homes.</u></p>		<u>H1(36) [220 units]**</u>			<u>Lenham</u>	<u>Lenham Neighbourhood Plan [1,047 units]</u>	=	<u>1,047</u>	<u>Loose</u>	<u>LPRSA360 [15 units]*</u>	=	<u>15</u>	<u>Marden</u>	<u>LPRSA295 [113 units]</u> <u>H1(46) [124 units]**</u>	=	<u>237</u>	<u>North Loose</u>	=	=	<u>0</u>	<u>Otham</u>	<u>LPRSA172 (part) [38 units]*</u> <u>H1(8) [440 units]**</u> <u>H1(9) [335 units]**</u>	=	<u>813</u>	<u>Staplehurst</u>	<u>LPRSA114 [49 units]</u> <u>LPRSA066 [78 units]</u> <u>H1(48) [250 units]**</u> <u>H1(49) [400 units]**</u>	=	<u>777</u>	<u>Sutton Valence</u>	<u>LPRSA078 [100 units]</u>	=	<u>100</u>	<u>Tovil</u>	<u>LPRSA265 [250 units]</u>	=	<u>250</u>	<u>Yalding</u>	<u>LPRSA248 [100 units]</u>	=	<u>100</u>	<u>TOTAL</u>	<u>4,132</u>	<u>60</u>	<u>4,192</u>		
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	MM40	LPRSP10(A)	Amend Policy LPRSP10(A) criterion (4) as follows:	For plan effectiveness.	No further amendments.																																											

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
		Large development schemes Major developments will be expected to demonstrate that consideration has been given to serviced custom and self-build plots as part of housing mix in line with Policy HOU 9.	consistency with the NPPF, and the Town and Country Planning (Development Management Procedure) (England) Order 2015.	<u>Main Modifications</u> No change to SA findings: this modification provides consistency with the terminology used in the NPPF but does not alter the effects of the policy or the related SA scores.
M M41 4	Para 7.17	Amend paragraph 7.17 as follows: Viability testing has concluded that the identified a low value zone, which encompasses the town centre and some of the inner urban area, which is often unable to viably deliver affordable housing. <u>Insert new paragraph after 7.18 as follows:</u> <u>A proportionate off-site contribution should involve considering the results of the open-book financial appraisal for the site and using this to determine whether a financial contribution is possible, and if so, its financial value.</u>	Clarification to accurately reflect the evidence base – to ensure a justified plan.	Amendments do not change SA findings The additional wording provides clarity relating to viability within the supporting text. There is no affect on the SA findings. <u>Main Modifications</u> No change to SA findings The changes to the text provide additional clarity and do not affect the SA findings.

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM42	LPRSP10(B)	<p>Amend LPRSP10(B) as follows:</p> <p>On major housing development sites or mixed-use development sites where 10 or more dwellings will be provided, or the site has an area of 0.5 hectares or more, the Council will require the delivery of affordable housing.</p> <p>1) The target rates for affordable housing provision within the following geographical areas, as defined on the policies map, are:</p> <ul style="list-style-type: none"> • Greenfield development in mid and high value zones at 40% • Brownfield development in high value zone at 40%. • Development in the low value zone and brownfield development in the mid value zone will not normally be expected to deliver affordable housing, however where opportunities exist to provide affordable housing the council will seek to secure this. <u>be expected to deliver an element of on-site affordable housing. If it can be demonstrated through an open book financial appraisal this is not viable, based on the construction costs based on delivering high quality design and public realm, then the developer shall make a proportionate off-site contribution to the delivery of affordable housing. Evidence of engagement with affordable housing funders and providers, including the council and Homes England as appropriate, should be submitted with the financial appraisal.</u> <p>2) Affordable housing provision should be appropriately integrated within the site. In exceptional circumstances, and where proven to be necessary, off-site provision will be sought in the following order of preference:</p> <ul style="list-style-type: none"> • An identified off-site scheme; • The purchase of dwellings off-site; or • c) A financial contribution towards off-site affordable housing. <p>3) The indicative targets for tenure are:</p>	For plan effectiveness and consistency with the NPPF. Flexibility to allow for a range of affordable home ownership options during the plan period. Amendments to ensure policy aligns with other Main Modifications on housing technical standards.	<p>No further amendments</p> <p><u>Main Modifications</u></p> <p>More sustainable (no change to SA score) The previous SA of policy 10(B) considered that there would be negligible effects on most of the SA objectives. The exceptions were SA 1 Housing, SA3 Community, SA 5 Economy and SA 8 Soils. The proposed modifications strengthen the provisions in relation to SA 1 Housing however there is no change to the significant positive score. There are no modifications that would affect the appraisals in</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
116		<ul style="list-style-type: none"> 75% Social and affordable rented. A minimum 25% First Homes <u>intermediate or affordable home ownership</u>. <p>4) On new build housing developments, the affordable housing element will be expected to meet the optional technical standard M4(2). <u>Where 25% of First Homes will not be adequate to meet the minimum 10% Affordable Home Ownership target set by the NPPF then any shortfall can be met through the provision of First Homes or an alternative Affordable Home Ownership product.</u></p> <p>5) Developers are required to enter into negotiations with the council's Housing Department, in consultation with registered providers, at the earliest stage of the application process to determine an appropriate tenure split, taking account of the evidence available at that time.</p> <ul style="list-style-type: none"> The council will seek provision of 20% affordable housing for schemes that provide for C3 retirement housing on greenfield and brownfield sites in <u>greenfield sites in mid to high value zones and brownfield sites in high value zones.</u> the rural and outer urban areas. <u>C2 uses will not be expected to deliver affordable housing.</u> The council has set a zero affordable housing rate for fully serviced residential care homes and nursing homes. Where it can be demonstrated that the affordable housing targets cannot be achieved due to economic viability, the tenure and mix of affordable housing should be examined prior to any variation in the proportion of affordable housing. <p>6) The <u>adopted</u> Affordable and Local Needs Housing Supplementary Planning Document contains further detail on how the policy will be implemented.</p>		relation to SA 5 Economy or SA 8 Soils..
MM43	Para 7.37	<p>Amend paragraph 7.37 as follows:</p> <p>The former Syngenta Works site in Yalding is an allocation largely carried over from the Local Plan 2017, although it is now proposed for a mix of employment uses only.</p>	For plan effectiveness, and to appropriately reflect the	<p>No further amendments</p> <p><u>Main Modifications</u></p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
			relevant site allocation policy in the Local Plan Review.	No change to SA findings: the new wording provides clarification of employment uses.
MM44	LPRSP11(A)	Amend Policy LPRSP11(A) criterion (3) as follows: Proposals for the redevelopment of premises and the infilling of vacant sites for business uses* will be permitted. Where such proposals are within countryside EDA locations, their design, scale and materials should be appropriate to the setting and should be accompanied by significant landscaping within, and at the edge of, the development. *For those EDAs listed under part 1 of Table 11.1, the term ‘business uses’ includes Use Classes E(g), B2 and B8. For those EDAs listed under part 2 of Table 11.1, the term ‘business uses’ includes Use Classes E(g). At Eclipse Park EDA only, this definition may also include other uses falling under E Use Class.	For plan effectiveness and to ensure the plan is positively prepared.	No further amendments Main Modifications No change to SA findings: the new wording provides clarification of employment uses.
MM45	Paras 7.61 to 7.69	Amend paragraphs 7.61 to 7.69 as follows: <u>Woodcut Farm LPREMP1(4)</u> 7.60 There is The site at Woodcut Farm offers a unique opportunity in the borough to provide a prestigious business park at Junction 8 of the M20 that is well connected to the motorway network and that can provide for a range of job needs up to 2037. The Woodcut Farm site will meet the ‘qualitative’ need for a new, well serviced and well-connected mixed-use business park in the borough which can meet the anticipated demand for new offices, small business-orientated space, stand-alone industrial and manufacturing space built for specific end users and smaller scale distribution businesses. This site will overcome this ‘qualitative’ gap in the borough’s existing portfolio of employment sites and will thereby help to diversify the range of sites available to new and expanding businesses. The key priority for the Woodcut Farm site is the delivery of new office/research & development and warehousing floorspace.	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process.	No further amendments Main Modifications No change to SA findings: EMP1(4) rolls forward an allocation from the adopted Local Plan and was considered as part of the baseline within the SA. The wording changes therefore do

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? not affect the assessment.
118		<p>7.61 Outline permission was granted in 2018 for a mixed-use commercial development comprising B1(a), B1(b), B1(c) and B8 units, with a maximum floorspace of 45,295m². The split is approximately 50/50 B1 and B8 uses and will contribute significantly towards the evidenced need for 74,330m² of this type of floorspace by the end of the plan period. Whilst the site is yet to deliver floorspace, works are occurring on site relating to pre-commencement conditions attached to the outline permission and should deliver over the next couple of years. As such, this site will be kept under review as the Local Plan Review progresses. At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site, should the current permission fail to deliver or a new application were to come in.</p> <p>7.62 The site will is expected to provide at least 10,000m² of office floorspace, thereby contributing significantly towards the evidenced need for 24,600m² of this type of floorspace by the end of the plan period. High quality office development is sought providing complementary provision to the town centre. As the viability of office development may be challenging in the shorter term, land will be safeguarded specifically for E(g) uses, and for no other purpose, pending the viability position improving in the later part of the plan period. This approach will help ensure that the site delivers a genuine mixed B class use business park, which is what is required, rather than a logistics park or conventional industrial estate. Industrial (B2) and distribution (B8) uses are nonetheless appropriate as part of the mix of uses on the site and, in addition to the office requirement, the allocation will help deliver the additional floorspace which is required in the borough by 20378.</p> <p>7.63 At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site, should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy EMP1(4) is therefore rolled forwards into this Local Plan Review and should be referred to during the application process.</p> <p>7.64 The site, which is some 25.8ha in total, is situated to the west of the A20/M20 junction (junction 8). It comprises the wedge of land lying between the M20 to the north east and the A20 to the south west. The site is agricultural land, divided into fields by hedgerows which predominately run in a</p>		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
119		<p>north-south direction. The site is also bisected north south by a watercourse which eventually runs into the River LentothesouthoftheA20. The land is undulating, the ground rising up from either side of the watercourse. To the south the site borders a number of dispersed properties which front onto the A20 (Ashford Road). To the south east the site is bounded by Musket Lane. To the north west lies Crismill Lane and a substantial tree belt which fronts onto this lane. The site boundary then follows the hedge belt which adjoins Crismill Lane approximately halfway down its length and links to the complex of buildings at Woodcut Farm and turns south to the A20, running along the eastern boundary of the fields which front onto the Woodcut Farm access.</p> <p>7.62 The site is located in the countryside and lies within the setting of the nationally designated Kent Downs Area of Outstanding Natural Beauty (AONB). The site falls within the White Heath Farmlands landscape character sub-area where landscape condition is poor overall, partially because of the fragmentation caused by the existing highway infrastructure. Landscape sensitivity for the character sub-area is recorded as moderate, the landscape providing the setting of the Kent Downs (AONB).</p> <p>7.63 The site itself was specifically assessed in the Maidstone Landscape Capacity Study (2015). This found that the site has a high degree of sensitivity in landscape terms and an accordingly low capacity to accommodate new employment-related development. This being the case, any future development proposals must be planned with very careful attention to the site's visual and physical relationship with the AONB, responding to the site's topography and natural landscape features in terms of the scale, design, siting, use, orientation, levels and lighting of buildings and associated development, alongside infrastructure and landscaping requirements.</p> <p>7.64 To achieve a high-quality scheme in this prime location, a campus style development will be delivered in a parkland setting. This will be created through the retention and enhancement of existing tree and hedge belts, including those subject to Tree Preservation Orders no. 19 of 2007 and no. 17 of 2007, and substantial additional structural landscaping within the site in the form of shaws and woodland blocks. This should include the retention and reinforcement of the streamside vegetation. Landscape buffers will also be established along the principal site boundaries, including to help</p>		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
120		<p>provide a setting to the Grade II listed Woodcut Farmhouse and to help secure the residential amenity of nearby residential properties.</p> <p>7.65 Buildings will cover no more than 40% of the site. This figure excludes the westernmost field, of some 9ha in area, which is reserved as an undeveloped area to include an enhanced landscape buffer to establish a clear and strong boundary between the development and the wider countryside to the east of Bearsted. This area should be managed and structured as open woodland with associated biodiversity benefits and the potential to establish woodland pasture in the future.</p> <p>7.66 The flatter area of the site, to the east of the stream, is better able to accommodate larger footprint buildings up to 5,000m² with heights restricted to a maximum of 12m. To the west of the stream the land rises and is suited to smaller footprint buildings of up to 2,500m² and up to 8m in height. The siting, scale and detailed design of development within this area must also have particular regard to the setting of Woodcut Farmhouse (Grade II listed). On the highest part of the site, as shown on the policies map, building footprints will be limited to 500m².</p> <p>7.67 There are archaeological remains in the immediate vicinity of the site, including an Anglo-Saxon burial site. Measures appropriate to the actual archaeological value of the site, revealed by further survey as needed, will be addressed. There are no statutory or non-statutory sites of nature conservation importance within the site and the County Ecologist advises that the potential for impacts on designated sites is limited. As is normal practice for a proposal of this nature, an ecological scoping study will be required to establish the presence of, and potential for, any impacts on protected species</p> <p>7.68 Vehicular access to the site will be taken from the A20 Ashford Road and a Transport Assessment will identify the scope of improvements required to the junctions (and associated approaches) at:</p> <ul style="list-style-type: none"> ▪ the M20 Junction 8 (including the west bound on-slip and merge); the A20 Ashford Rd/M20 link road roundabout; ▪ the A20 Ashford Rd/Penford Hill junction; ▪ the A20 Ashford Rd/Eyehorne Street/Great Danes Hotel access; and the Willington Street/A20 Ashford Rd junction. 		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM46 121	Paras 7.70 to 7.73	<p>7.69 The site is located on a bus route (A20) but without significant additional dedicated measures it is highly likely that workers and visitors travelling to and from the site will be highly reliant on their private cars. A Travel Plan will be required to demonstrate how development will deliver significantly improved access by sustainable modes, in particular by public transport but this could also include cycling, walking and car share initiatives.</p> <p>Amend paragraphs 7.70 to 7.73 as follows:</p> <p>Former Syngenta Works, Hampstead Lane, Yalding LPRSAEMP1 RMX1(4)</p> <p>7.70 The former Syngenta Works site near Yalding is a large, flat, previously developed or 'brownfield' site (19.5ha) about one kilometeres to the west of Yalding village and adjacent to Yalding Railway Station. Immediately to the east of the site is a canalised section of the River Medway. The site was previously used for agro-chemicals production and was decommissioned in 2002/2003. The site has been cleared of buildings, apart from an office building at the site entrance, and the land has been remediated to address the contamination resulting from its previous use. Permission was granted in March 2020 for external works to the office building in the northwest corner and a new car park.</p> <p><u>7.71 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF's Sequential and Exception Tests. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. An Exception Test is not required for this site as employment floorspace is classified as a "less vulnerable" use. However, crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk.</u></p> <p>7.742 An outline planning application for the redevelopment of the site to provide a new business park of up to 46,447 sqm of B1(c), B2 and B8 accommodation with associated access, parking and infrastructure works, was submitted to approved by the Council in 2019 2021. This is broken down</p>	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process. For consistency with the NPPF on flood risk management.	<p>Amendment does not affect SA findings.</p> <p>Additional wording relating to the Exception Test is in line with national policy.</p> <p><u>Main Modifications</u></p> <p>No change to SA findings: LPRSAEMP1 and RMX1(4) roll forward an allocation from the adopted Local Plan that was considered as part of the baseline within the SA. The wording changes therefore do not affect the assessment.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
122		<p>as: up to 21,655sqm light industrial uses (B1(c), now E(g)(iii) use class); and up to 24,792sqm of warehouse use (B8 use class). The proposal is for the site to be able to run 24 hours per day, 7 days per week. It includes an area outside of the allocation boundary, upon land designated as an 'ecological mitigation area'. However, through the application process, it is considered that development in this area would not result in any significant landscape or visual impacts above the allocated part of the site, and there would still be the amount of land required under the site policy (13ha) to the south that would be used for ecological mitigation and enhancement.</p> <p>7.72 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF's Sequential and Exception Tests. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. Crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk. Subject to such a scheme being achievable, the site is potentially suitable for employment uses.</p> <p>7.73 The outline development proposal, as submitted in 2019, is yet to be determined pending the outcome of the Sequential and Exception Tests. However, in March 2021 Members of the Planning Committee voted to grant outline consent for the proposal, subject to completion of the Sequential/Exception Tests and necessary legal agreements — concluding that the development is acceptable and overwhelmingly compliant with the policy requirements. This major employment site in the borough is therefore recognised as a significant contributor to meeting employment floorspace needs over the plan period and can be expected to deliver in the short to medium term, given the advanced stage of obtaining planning consent secured. <u>At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Former Syngenta Works site, should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy RMX1(4) is therefore rolled forwards into this Local Plan Review and should be referred to during the application process.</u></p>		
MM47	Para 7.75	Amend paragraph 7.75 as follows:	For plan effectiveness.	No further amendments

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
123 MM48	LPRSP11(B)	<p>The King Street car park is currently a surface level car park, being used as such for the short term. Part of the original allocation from the 2017 Local Plan has been developed as the King's Lodge, apartments for retirement living. <u>As the detailed site allocation (policy RMX1(3)) from the 2017 Local Plan has only partially been implemented, it is to be retained as part of this Local Plan Review (see Table 8.1).</u> As such, the remaining car park continues to be allocated for a mix of ground floor retail and residential uses, however a more conservative retail capacity of 700sqm is now allocated to reflect the development that has already taken place. This area could be brought forwards in conjunction with the wider redevelopment of The Mall broad location proposed for the longer term. This would enable a comprehensive approach to development on both sides of King Street at this gateway location to the town centre.</p> <p>Amend Policy LPRSP11(B) as follows:</p> <p>Allocated sites – employment</p> <p>1. The sites allocated under policies LPREMP1(1), LPREMP1(2), LPREMP1(4), LPRSAEmp1 <u>RMX1(4)</u>, and LPRSA260 will deliver approximately 105,000m2 employment floorspace to help meet employment needs during the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.</p> <p>Allocated sites – mixed use</p> <p>2. The sites allocated under policies LPRRMX1(1), LPRRMX1(3), <u>LPRSA066</u>, LPRSA078, LPRSA144, LPRSA145, LPRSA146, LPRSA147, LPRSA148, LPRSA149, and <u>LPRSA151, and LPRSA362</u> will deliver a mix of approximately 27,439 <u>34,239</u>m2 employment floorspace and 6,862 <u>7,562</u>m2 net retail floorspace, along with new homes to help meet the borough's needs over the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.</p>	<p>Factual updates with respect to the existing planning consent and plan process.</p> <p>For plan effectiveness.</p>	<p><u>Main Modifications</u> No change to SA findings: RMX1(3) rolls forward an allocation from the adopted Local Plan that was considered as part of the baseline within the SA. The wording changes therefore do not affect the assessment. No further amendments</p> <p><u>Main Modifications</u> No change to SA findings Change to the sites allocated for employment use are limited to clarification of site ID numbers and a 700 m2 increase in the indicative retail space provided by site RMX1(4) that has been rolled forwards from the adopted local plan.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;							Reason	Does the modification (including any amendment) affect the SA findings?	
124										There is no change to the original assessments as the updated quantity of employment land includes permitted sites or land allocated within the previous local plan. This has been considered as part of the baseline assessment in previous SA reports.	
	MM49	LPRSP11(B)	Amend table on page 128 as follows:							For plan effectiveness.	No further amendments <u>Main Modifications</u> No change to SA findings Table forms part of policy LPRSP11(B) and the implications for the SA of modifications to it are described above.
		Table page 128									

Appendix A
Schedule of amended Main Modifications with SA implications

Maidstone Local Plan Review SA of Amended Main Modifications
March 2024

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through							Reason	Does the modification (including any amendment) affect the SA findings?		
125		LPRSA148	Maidstone Riverside	Maidstone Town Centre	-	-	-	TBD				
		LPRSA149	Maidstone West	Maidstone Town Centre	-	-	-	TBD				
		LPRSA151	Mote Road	Maidstone Town Centre	1,169	-	-	-				
		LPRSA144	High St/ Medway St	Maidstone Town Centre		-	-	150				
		LPRSA146	Maidstone East	Maidstone Town Centre	5,000	-	-	2,000				
		LPRRMX1(1)	Newnham Park (Kent Medical Campus)	Maidstone Urban Area	21,270			14,300				
		LPREMP1(4)	Woodcut Farm	Maidstone Urban Area	49,000			-				
		<u>LPRSA362</u>	<u>Police HQ, Sutton Road</u>	<u>Maidstone Urban Area</u>	<u>5,800</u>	=	=	=				
		EMP1(1)	West of Barradale Farm	Headcorn	3,500			-				
		EMP1(2)	South of Claygate	Marden	4,000			-				
		<u>LPRSA066</u>	<u>Lodge Road</u>	<u>Staplehurst</u>	<u>1,000</u>	=	=					

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?																				
		<table> <tr> <td>LPRSA260</td><td>Ashford Road</td><td>Lenham</td><td>2,500</td><td>-</td></tr> <tr> <td>LPRSA078</td><td>Haven Farm</td><td>Sutton Valence</td><td>-</td><td>-</td></tr> <tr> <td>LPRSAEmp1</td><td>Former Syngenta Works</td><td>Yalding</td><td>46,000</td><td>-</td></tr> <tr> <td><u>RMX1(4)</u></td><td></td><td></td><td></td><td><u>400</u></td></tr> </table>	LPRSA260	Ashford Road	Lenham	2,500	-	LPRSA078	Haven Farm	Sutton Valence	-	-	LPRSAEmp1	Former Syngenta Works	Yalding	46,000	-	<u>RMX1(4)</u>				<u>400</u>		
LPRSA260	Ashford Road	Lenham	2,500	-																				
LPRSA078	Haven Farm	Sutton Valence	-	-																				
LPRSAEmp1	Former Syngenta Works	Yalding	46,000	-																				
<u>RMX1(4)</u>				<u>400</u>																				
MM50	Para 7.79	<p>Insert a new paragraph after paragraph 7.79 as follows:</p> <p><u>An update to the IDP setting out Maidstone Borough Council's approach to DfT Circular 01/22 incorporating Vision and Validate and a scheme of Monitor and Manage in order that developments and their transport implications are appropriately managed as they come forward.</u></p>	For plan effectiveness and to ensure consistency with NPPF and the new Department for Transport Circular 01/22.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: this modification provides additional information and does not affect the SA.</p>																				
MM51	Para 7.82	<p>Amend paragraph 7.82 as follows:</p> <p>The policies for individual site allocations set out the requirements for contributions towards strategic and local highway infrastructure at key locations and junctions, and key improvements include <u>but not limited to:</u></p> <ul style="list-style-type: none"> Capacity improvements and signalisation of Bearsted roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts. Improvements to M20 J7 roundabout, including widening of the coast bound off-slip and creation of a new signal-controlled pedestrian route through the junction, <u>in accordance with</u> 	For plan effectiveness. To ensure consistency with NPPF and Department for Transport Circular 01/22.	<p>Amendment does not affect findings of the SA.</p> <p>Wording provides additional clarity and detail of junction improvements, which are referenced elsewhere in the plan.</p>																				

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings? <u>Main Modifications</u>
127		<p><u>the ‘Vision and Validate’ and ‘Monitor and Manage’ strategy set out in the IDP, or any such scheme to deliver the same outcome.</u></p> <ul style="list-style-type: none"> Capacity improvements at M2 J5 (located in Swale Borough). <u>Improvements to M20 Junction 6 comprising works to mitigate the impacts of Local Plan development, in accordance with the ‘Vision and Validate’ and ‘Monitor and Manage’ strategy set out in the IDP, or any such scheme to deliver the same outcome.</u> Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout. Interim improvement to M20 junction 5 roundabouts including a white lining scheme. Traffic signalisation of M20 junction 5 roundabout and localised widening of slip roads and circulatory carriageway. Capacity improvements at the junction of Fountain Lane and the A26 Tonbridge Road. Bus prioritisation measures <u>including seeking to make use of smart technology</u> on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road <u>including bus transponders, for example.</u> Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road. Linton Crossroads junction improvements. Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road at Staplehurst. Capacity improvements at Hampstead Lane/B2015 Maidstone Road junction at Yalding. <u>A20 Coldharbour roundabout, A229/A274 Wheatsheaf junction and A20 Ashford Road/Willington Street junction improvements.</u> 		<p>No change to SA findings: This supporting text to policy LPRSP12 simply provides a summary of transport infrastructure improvements that are specified by other plan policies, each of which has been separately assessed by the SA.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
		<ul style="list-style-type: none"> • <u>Capacity improvements at M2 Junction 3.</u> • <u>Capacity improvements at M20 Junction 8</u> 		
MM52	Para 7.83	<p>After paragraph 7.83 insert new paragraph as follows:</p> <p><u>Cumulative impacts – Vision and Validate / Monitor and Manage is similarly valid for sites that may result in cumulative impacts in combination with others. In this event, site promoters will be expected to assess their site-specific impacts with backstop mitigation measures (see point ii) defined, costed and trigger points assessed. If following monitoring, site-specific mitigation requirements are triggered, the contribution will be pooled by the Authorities to deliver holistic schemes assessed and included within the Local Plan Review IDP.</u></p>	For plan effectiveness and to ensure consistency with NPPF and Department for Transport Circular 01/22.	<p>No further amendments</p> <p><u>Main Modifications</u> More sustainable (no change to SA effects scores) This provision for pooling of transport mitigation contributions should allow transport infrastructure improvements specified by the IDP to be more easily delivered, helping to reinforce the significant positive effects in relation to SA objective 7: Sustainable travel already identified for policy LPRSP12: Sustainable transport.</p>
MM53	Para 7.87 to 7.89	<p>Delete paragraph 7.87, sub-heading ‘Park and ride’ and paragraphs 7.88 to 7.89, as follows:</p> <p>7.87 The ITS will seek to address parking issues by producing a refreshed Town Centre Parking Strategy. A key aspect of this strategy will be the use of measures to provide disincentives to the use of long-term car parking in the town centre whilst prioritising shoppers and visitors; by utilising long-stay town centre parking tariffs to encourage a shift to sustainable modes of transport such as Park</p>	To align with other Main Modifications with respect to park and ride – see LPRTRA3.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings:</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
129		<p>and Ride and reviewing the Residents' Parking Zones to ensure they are fair, simple and meet the needs of all road users.</p> <p>Park and ride</p> <p>7.88 The council has been operating Park and Ride services in Maidstone since the early 1980s and was one of the first local authorities in the UK to introduce the concept. The service aims to address the growing peak time congestion in the town centre and has met with varying levels of success to date. Two sites are currently in operation at London Road and Willington Street, following the closure of the Sittingbourne Road site in February 2016, which in total comprise some 918 parking spaces.</p> <p>7.89 The council will continue to review and improve the functionality and effectiveness of Park and Ride services in Maidstone, including through the investigation of whether additional sites may be available and deliverable to contribute towards wider objectives for sustainable transport and air quality.</p>		<p>Change relates to deletion of policy LPRTRA3, the SA implications of which are set out below. The Park and Ride sites closed in 2022.</p>
MM54	LPRSP12	<p>Amend Policy LPRSP12 as follows:</p> <ul style="list-style-type: none"> Working in partnership with Kent County Council (the local highway authority), Highways England, infrastructure providers and public transport operators, the Borough Council will manage any negotiations and agreements regarding schemes for mitigating the impact of development where appropriate on the local and strategic road networks and facilitate the delivery of transport improvements to support the growth proposed by the Local Plan. <u>Scheme promoters will be expected to adopt Vision and Validate principles, in accordance with Circular 01/22, within their planning applications and to set out a Monitor and Manage strategy for each site covering all modes of transport.</u> The Integrated Transport Strategy (2017) will be refreshed in the context of the Local Plan Review with the aim of facilitating economic prosperity and improving accessibility across the borough and to Maidstone town centre, in order to promote the town as a regionally important transport hub. 	For plan effectiveness. To ensure consistency with NPPF and the new Department for Transport Circular 01/22.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the addition regarding the Kent Rights of Way Improvement Plan does not change the strength of the policy in relation to SA objectives 2:</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
130		<ul style="list-style-type: none"> In doing so, the council and its partners will: <ul style="list-style-type: none"> Ensure the transport system supports the growth projected by Maidstone's Local Plan and facilitates economic prosperity; Deliver modal shift through managing demand on the transport network through enhanced public transport and the continued Park and Ride services and walking and cycling improvements; Improve highway network capacity and function at key locations and junctions across the borough; Manage parking provision in the town centre and the wider borough to ensure it is fair and proportionate and supports demand management; Improve transport choice across the borough and seek to influence travel behaviour; Protect and enhance public rights of way; Deliver strategic and public transport links to and from Maidstone, including increased bus service frequency along the radial routes into the town centre and its railway stations, particularly in the morning and evening peak travel times; Work with landowners and public transport operators to secure the provision of a new bus interchange facility that is more accessible, user-friendly and fit for purpose; Work with service providers to improve bus links to the rural service centres and larger villages, and other villages including route options and frequency; Improve strategic links to Maidstone across the county and to wider destinations such as London; Promote inclusive access for all users on the transport network provides; Address the air quality impact of transport; and Support the provision of and improvements to Electric Vehicle charging infrastructure 		<p>Services and Facilities and 4: Health as the protection and enhancement of public rights of way and walking routes are already covered in policy LPRSP12. In addition, although additional reference to Circular 01/22 has been made, significant positive effects are already recorded in relation to SA objectives 2: Services & Facilities, 4: Health, 5: Economy and 7: Sustainable Travel. The SA findings are not changed as a result of deletion of reference to Park and Ride services as the meaning and purpose of policy LPRSP12 is retained. The Park and Ride sites closed in 2022.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
131		<ul style="list-style-type: none"> Within the bus and hackney carriage corridors, as defined on the policies map, the council and the highway authority will develop preference measures to improve journey times and reliability and make public transport more attractive, particularly on park and ride routes, the radial routes into the town centre and in connecting the Garden Settlements. Such measures will include: <ul style="list-style-type: none"> Bus priority measures along radial routes including bus prioritisation at junctions; Prioritisation of sustainable transport modes along radial routes; and/or Enhanced waiting and access facilities and information systems for passengers, including people with disabilities. The Infrastructure Delivery Plan will support the implementation of the Local Plan Review and outlines how and when necessary infrastructure schemes will be delivered. <u>In determining planning applications, regard shall be had to the Kent Rights of Way Improvement Plan, and the need to protect and enhance existing public rights of way.</u> 		
MM55	LPRSP13	<p>After 7.133 insert a new sub-heading and paragraph as follows:</p> <p><u>An underlying principle of the plan has been the delivery of infrastructure alongside development as per the Council's corporate strategy. One such project is the Leeds Langley Relief Road. The Council has investigated the business case for a relief road at Leeds Langley and it has concluded that such a road is possible with enabling development. The Local Highways Authority (Kent County Council) has confirmed that whilst it will not currently be seeking to promote a route in this corridor, it would assist Maidstone Borough Council in exploring it.</u></p>	For plan effectiveness	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: this modification provides additional detail and clarification and does not affect the SA.</p>
MM56	LPRSP13	<p>Amend Policy LPRSP13 as follows:</p> <p>1. Where development creates a requirement for new or improved infrastructure beyond existing provision, developers will be expected to provide or contribute towards the additional requirement</p>	For plan effectiveness.	No further amendments

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
132		<p>being provided to an agreed delivery programme. In certain circumstances where proven necessary, the council may require that infrastructure is delivered ahead of the development being occupied.</p> <p>2. Detailed specifications of the site specific contributions required are included in the site allocation policies (these are not exhaustive lists). Development proposals should seek to make provision for all the land required to accommodate any additional infrastructure arising from that development. Dedicated Planning Agreements (S106 of the Town and Country Planning Act,1990) will be used to provide a range of site specific mitigation, in accordance with the S106 tests, which will normally be provided on-site but may where appropriate be provided in an off-site location or via an in-lieu financial contribution. In some cases, separate agreements with utility providers may be required. <u>Where necessary S.278 agreements will be used to secure mitigation in connection with the Strategic Road Network and Local Road Network.</u></p> <p>3. Where developers consider that providing or contributing towards the infrastructure requirement would have serious implications for the viability of a development, the council will require an "open book" approach and, where necessary, will operate the policy flexibly.</p> <p>4. Where there are competing demands for contributions towards the delivery of infrastructure, secured through section 106 legal agreements, the council will prioritise these demands in the manner listed below:</p> <p>Infrastructure priorities for residential development:</p> <ul style="list-style-type: none"> • Affordable housing • Transport • Open space • Education • Health • Community facilities • Public realm • Waste Management 		<p><u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not alter the findings of the SA because whilst reference has been added to S.278 agreements providing mitigation, this is an addition to other forms of mitigation already outlined in Policy LPRSP13. The other Main Modifications to Policy LPRSP13 provide clarification and thus will not result in any changes to the effects previously recorded.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
133		<ul style="list-style-type: none"> Public services, &, <u>and</u> Libraries <p>Infrastructure priorities for business and retail development:</p> <ul style="list-style-type: none"> Transport Public realm Open space, &, <u>and</u> Education/skills <p>This list serves as a guide to the council's prioritisation process, although it is recognised that each site and development proposal will bring with it its own issues that could mean an alternate prioritisation is used <u>that includes priorities not listed above from other infrastructure providers</u>.</p> <p>5. The Community Infrastructure Levy will continue to be used to secure contributions to help fund the strategic infrastructure needed to support the sustainable growth proposed in Maidstone Borough set out in the Infrastructure Delivery Plan <u>& Infrastructure Funding Statement</u>. The CIL rate will be reviewed to reflect latest changes in development costs and land/floorspace values across the borough in line with viability evidence and the proposals contained within this plan.</p> <p>6. Infrastructure schemes that are...</p> <p>7. Open space development will be...</p> <p>8. The Council will investigate the need...</p> <p><u>9. The Council will continue to explore the funding and delivery of a Leeds-Langley Relief Road and associated enabling development.</u></p>		
MM57	Para 7.153	Amend paragraph 7.153 as follows:	For plan effectiveness and consistency	No further amendments

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
		The Stodmarsh SAC/SPA/Ramsar site is sensitive to increases in nitrogen and phosphorous arising from the River Stour. Natural England has agreed a mitigation strategy that requires developments <u>that would result in a net increase in population served by a wastewater system</u> within the Stour catchment <u>area</u> to demonstrate that they will not result in a net increase in nitrogen and phosphorous at the Stodmarsh SAC/SPA/Ramsar site. Developments in and around Lenham, including Heathlands Garden Settlement and the Lenham Broad Location for growth, will be required to meet the requirements of the mitigation/offsetting strategy, as set out in Natural England's advice note on Nutrient Neutrality issued in November 2020, or any updates to that advice.	with the NPPF, NPPG and Natural England guidance.	<u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not alter the findings of the SA because although additional information had been added to the sentence, its meaning remains the same.
MM58 134	LPRSP14(A)	<p>After paragraph 7.149 insert a new paragraph as follows:</p> <p><u>The Local Plan Review makes provision for a new garden community at Lidsing, where the impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration. Provided that the air pollution mitigation specified by Policy LPRSP4(B) is delivered then adverse effects on the SAC due to air quality from the plan as a whole, alone or in-combination, can be ruled out. In the event that the Lidsing garden community is not delivered, the Council will agree a proposed approach with Natural England, and no further development contributing to an increase in traffic to roads within 200m of the SAC (A229, A249 or Boxley Road) will be permitted until mitigation has been agreed, unless applicants can demonstrate that they will not have an adverse effect on the integrity of the SAC, alone or in-combination.</u></p> <p>Amend Policy LPRSP14(A) as follows:</p> <ul style="list-style-type: none"> To enable Maidstone Borough to retain a high quality of living, protect and enhance the environment, and to be able to respond to the effects of climate change, developers will ensure that new development incorporates measures where appropriate to: 	For plan effectiveness and to ensure the plan is justified and consistent with national planning policy and guidance.	<p>Amendment does not affect SA findings Although the new reference to viability of 20% Biodiversity Net Gain reflects national policy, it nevertheless represents a weakening of the Local Plan policy requirement and is therefore less sustainable. No change to SA significance scores.</p> <p><u>Main Modifications</u></p> <p>More sustainable (change to SA effects score):</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
135		<ul style="list-style-type: none"> Deliver a minimum 20% on-site Biodiversity Net Gain on new residential development, having regard to Biodiversity Opportunity Areas and/or Nature Recovery Networks. Biodiversity Net Gain should be calculated in accordance with the latest Natural England/DEFRA biodiversity metric or equivalent. <u>Where 20% Biodiversity Net Gain is demonstrated not to be financially viable, together with other policy costs, then the statutory minimum net gain provision will be secured.</u> Protect positive landscape character <u>including Landscapes of Local Value</u>, areas of Ancient Woodland, veteran trees, trees with significant amenity value, important hedgerows, features of biological or geological interest, <u>ecosystem services</u> and the existing public rights of way network from inappropriate development, and avoid significant adverse impacts as a result of development <u>through the provision of adequate buffers and in accordance with national guidance.</u> Avoid damage to and inappropriate development considered likely to have significant direct or indirect adverse effects on: <ul style="list-style-type: none"> Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and Local Biodiversity Action Plan Priority habitats <u>and species</u> If significant harm to habitats and biodiversity cannot be avoided, then the mitigation hierarchy should be followed. <ul style="list-style-type: none"> Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and Local Biodiversity Action Plan Priority habitats <p><u>Regard shall be had to the forthcoming Design and Sustainability DPD which will provide further detail on the application of this policy.</u></p> <ul style="list-style-type: none"> Control pollution to protect ground and surface waters where necessary and mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones <u>and principal aquifers</u>, and incorporate measures to improve the ecological status of water bodies as appropriate; Major developments will not be permitted unless they can demonstrate 		<p>The proposed Main Modification will alter the findings of the SA as follows.</p> <p>The effect for SA9: Soils has been strengthened from a negligible effect to a minor positive effect, because there is now a requirement for the encouragement of better soil handling practices.</p> <p>In addition, the effect for SA16: Landscape has been strengthened from a minor positive to a significant positive as the policy requires the protection of positive landscape character, with the Main Modification expanding this to include Landscapes of Local Value and including that mitigation should be provided through the provision of adequate buffers and in</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
136		<p>that new or existing water supply, sewage and wastewater treatment facilities can accommodate the new development. Wastewater treatment and supply infrastructure must be fit for purpose and meet all requirements of both the permitting regulations and the Habitats Regulations (for example in relation to nutrient neutrality at the Stodmarsh SAC/SPA/Ramsar site).</p> <ul style="list-style-type: none"> Enhance, extend and connect habitats to enhance the borough's network of sites that incorporates designated sites of importance for biodiversity, priority habitats, <u>Local Wildlife Sites</u> and fragmented Ancient Woodland; support opportunities for the creation of new Biodiversity Action Plan priority habitats; create, enhance, restore and connect other habitats, including links to habitats outside Maidstone Borough, where opportunities arise; <ul style="list-style-type: none"> Provide for the long term... Mitigate for and adapt to.... Positively contribute... Where appropriate... Any required publicly accessible... Development proposals will give... The Council will work with Natural England to assess, monitor and if necessary mitigate any recreation pressure or air pollution effects at North Downs Woodland SAC. Any air pollution mitigation strategy will be developed and agreed with Natural England before the Local Plan is adopted and implemented prior to adverse effects on integrity occurring; developer contributions would be used to support this. <p><u>7(A). Development proposals must support the Council's nature conservation objectives and in doing so must not result in adverse effects on the integrity of the North Downs Woodland SAC. Any air pollution mitigation strategy will be developed and agreed with Natural England before</u></p>		<p>accordance with national guidance. The Main Modifications for Policy LPRSP14(A) and its supporting text also include reference to the protection of ecosystem services, Local Wildlife Sites and much more detailed requirements designed to avoid adverse effects on the North Downs Woodland SAC in line with the findings of the HRA. This strengthens the positive effect for SA14: Biodiversity, however the effect is already recorded as significant positive, and so remains unchanged.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
137		<p><u>the development commences and implemented prior to adverse effects on integrity occurring; developer contributions will be used to support this where appropriate. The Council is committed to ensuring that development within the borough will not contribute to adverse effects on the SAC due to air quality and will take the lead on coordinating any strategic mitigation required to minimise air pollution at the SAC.</u></p> <ul style="list-style-type: none"> Any development within... <u>The council will work in partnership with landowners, land managers and developers to encourage better soil handling practices to avoid the degradation of soil and ensure soil functions are maintained as appropriate.</u> <u>New development involving the creation of surface water runoff will be required to provide SuDS. Where possible, such SuDS will need to integrate with on-site blue-green infrastructure in order to increase biodiversity.</u> 		
MM59	LPRSP14(B)	<p>Amend Policy LPRSP14(B) criterion (2) as follows:</p> <p>Through the development management process, securing the sensitive management and design of development which impacts on heritage assets and their settings and positively incorporates heritage assets into wider development proposals. <u>This includes the potential public benefits from development impacting a heritage asset.</u></p>	For plan effectiveness.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: Additional text repeats the requirement of para. 202 of the NPPF. These modifications therefore represent clarifications of existing requirements under the</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM60	LPRSP14(C)	<p>Amend Policy LPRSP14(C) as follows:</p> <p>To ensure that development in the borough mitigates and adapts to climate change, the council will:</p> <ul style="list-style-type: none"> • Adopt a strategy for growth which delivers development in sustainable locations, well supported by or capable of delivering better services and public transport which will minimise the need to travel. • Encourage the delivery of sustainable buildings and a reduction of CO2 emissions in new development, having regard to the Kent and Medway Energy and Low Emissions Strategy. • Encourage and support the delivery of low carbon energy and low carbon heat networks in new developments. • Support the provision of renewable energy infrastructure within new development. • Require the integration of blue-green infrastructure into qualifying major new development in order to mitigate urban heat islands, enhance urban biodiversity, and to contribute to reduced surface water run off through the provision of SuDS. • Require development involving the creation of new dwellings, retail, and/or employment space to encourage a shift towards sustainable travel through: <ul style="list-style-type: none"> • prioritising active travel by ensuring good provision and connectivity of walking and cycling routes; 	For plan effectiveness, justified by proportionate evidence.	<p>NPPF (assumed by the SA to form part of the baseline) rather than new requirements.</p> <p>No further amendments</p> <p>Main Modifications More sustainable (no change to SA effects scores) This proposed Main Modification will not alter the findings of the SA because the change of “qualifying” to “major”, as well as the rewording of the sentence making reference to wholesome water consumption, do not alter the overall meaning of the policy. The addition of the requirement that development must have regard to surface water management plans should increase plan effectiveness in helping to manage flood risk,</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
139		<ul style="list-style-type: none"> ensuring public transport accessibility and; through the provision of electric vehicle infrastructure. Require high levels of water efficiency in new residential development to ensure that water consumption should not exceed 110l per person per day. <u>New dwellings should be built to ensure that wholesome water consumption is not greater than 110 litres/person/day.</u> Require new development involving the creation of new dwellings, retail floorspace and/or employment floorspace to plan for and respond to the impacts of climate change. Require new development to include a Flood Risk Assessment where the site is located within Flood Zones 2 or 3, or is over 1 hectare in size. <u>Require development to have regard to surface water management plans.</u> 		<p>supporting the minor positive effect already recognised for this policy in relation to SA objective 12: Flooding.</p> <p>No further amendments</p> <p><u>Main Modifications</u> More sustainable (no change to SA effects scores) This proposed Main Modification will not alter the findings of the SA because the change of “qualifying” to “major”, as well as the rewording of the sentence making</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
140				reference to wholesome water consumption, do not alter the overall meaning of the policy. The addition of the requirement that development must have regard to surface water management plans should increase plan effectiveness in helping to manage flood risk, supporting the minor positive effect already recognised for this policy in relation to SA objective 12: Flooding.
MM61	All site allocation policies	<p>Amend all site allocation policies as follows:</p> <p>In the policy introductory text, delete “is included as a draft allocation for...” and replace with “as identified on the policies map, is allocated for...”.</p>	For plan effectiveness and to ensure the plan is positively prepared.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: Modifications amend the list of site allocations being rolled forward from the adopted local plan. As previously noted, these allocations have already been subject to SA in preparing the</p>

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Appendix A
Schedule of amended Main Modifications with SA implications

Maidstone Local Plan Review SA of Amended Main Modifications
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Allocations complete	Allocations expected to complete 2020-22	Allocations not complete			Allocations Superseded	
					Superseded Policy	Superseded By
H1 (1)	H1 (5)	H1 (2)	H1 (22)	H1 (54)	H1 (13)	LPRSA 144
H1 (6)	H1 (16)	H1 (3)	H1 (24)	H1 (59)	RMX1 (2)	LPRSA 146
H1 (20)	H1 (23)	H1 (4)	H1 (25)	H1 (65)	RMX1 (4)	LPRSA Emp1
H1 (32)	H1 (29)	H1 (7)	H1 (26)	EMP1 (1)	RMX1 (5)	LPRSA 148
H1 (34)	H1 (31)	H1 (8)	H1 (27)	EMP1 (2)	RMX1 (6)	LPRSA 151
H1 (35)	H1 (33)	H1 (9)	H1 (28)	EMP1 (4)		
H1 (37)	H1 (39)	H1 (10)	H1 (30)	RMX1 (1)		
H1 (40)	H1 (43)	H1 (11)	H1 (36)	RMX1 (3)		
H1 (42)	H1 (45)	H1 (12)	H1 (38)	RMX1 (4)		
H1 (44)	H1 (47)	H1 (14)	H1 (41)			
H1 (51)	H1 (53)	H1 (15)	H1 (46)			
H1 (55)	H1 (56)	H1 (17)	H1 (48)			
H1 (57)	H1 (58)	H1 (18)	H1 (49)			
H1 (61)	H1 (60)	H1 (19)	H1 (50)			
H1 (62)	H1 (63)	H1 (21)	H1 (52)			
H1 (64)	H1 (66)	These policies are not complete and are not anticipated to be completed before October 2022. They are expected to be retained in the Local Plan Review.			These policies are proposed to be superseded by new allocations. As such they are not expected to be retained in the Local Plan Review.	
EMP1(3)	These allocations are not complete but are anticipated to be completed before October 2022.					
These policies are complete and will not be retained when the Local Plan Review is Adopted.		They are not expected to be retained when the Local Plan Review is Adopted.				

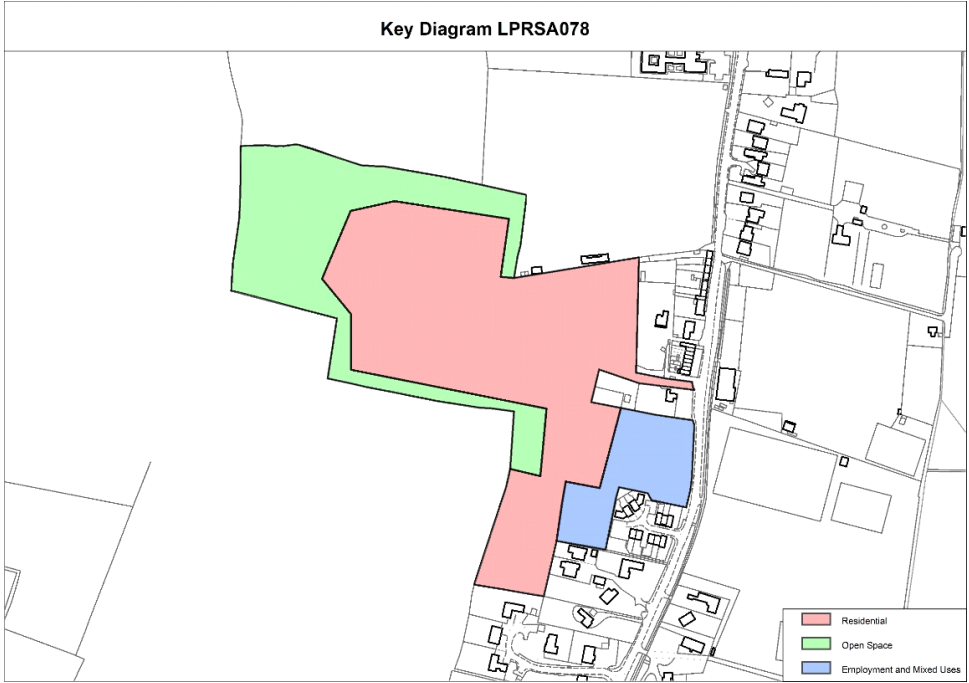
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM63	Table 8.2	<p>Amend Table 8.2 as follows:</p> <p>LPRSA078 (Haven Farm): Swap the figures 400 and 1,500 over. 400sqm relates to ‘village hub’ shops, and 1,500 sqm relates to proposed GP surgery.</p> <p>LPRSA147 (Gala Bingo & Granada House): Remove reference to 500m² retail use. Replace with ‘TBD’.</p> <p>LPRSA148 (Maidstone Riverside): Remove reference to 5,148m² of retail use and 2,574m² employment. Replace with ‘TBD’.</p> <p>LPRSA149 (Maidstone West): Remove reference to 517m² of retail use and 1,034m² employment. Replace with ‘TBD’.</p>	For plan effectiveness to ensure the plan is positively prepared.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the change from “110” to “100” dwellings is relatively minor. There is still potential for negative effects on SA 16 Landscape, however the policy wording within LPRSA078 provides mitigation through the requirements of an LVIA and other criteria relating to landscape impacts. The addition of the Key Diagram serves to further illustrate Policy LPRSA078, and thus does not affect the SA.</p>

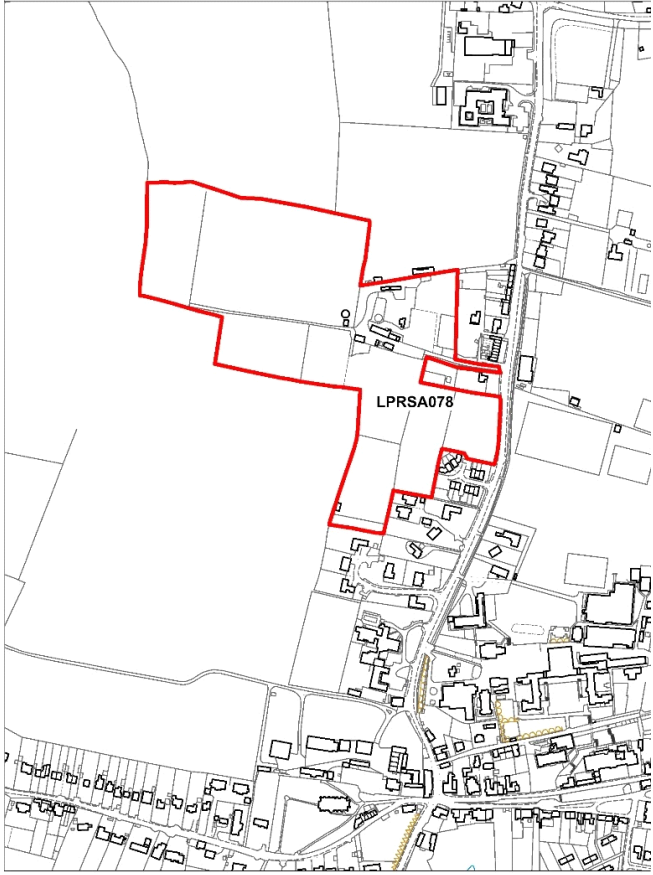
Maidstone Local Plan Review SA of Amended Main Modifications
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Site Ref	Site Name	Growth Location	Identified Capacity		
			Emp use m ²	Town centre use m ²	Resi units
LPRSA145	Len House	Maidstone Town Centre		3,600	159
LPRSA147	Gala Bingo & Granada House	Maidstone Town Centre		500	40
LPRSA148	Maidstone Riverside	Maidstone Town Centre	5,148	2,574	650
LPRSA149	Maidstone West	Maidstone Town Centre	1,034	517	130
LPRSA151	Mote Road	Maidstone Town Centre	1,250	0	172
LPRSA144	High St/ Medway St	Maidstone Town Centre		150	50
LPRSA146	Maidstone East	Maidstone Town Centre	5,000	2,000	500
LPRSA366	Springfield Tower	Maidstone Urban Area	-	-	150
LPRSA152	Former Royal British Legion Site	Maidstone Urban Area	-	-	8
LPRSA265	Land at Abbey Gate Farm	SW of Maidstone	-	-	250
LPRSA270	Land south of Police HQ	S of Maidstone	-	-	196
LPRSA172	Land at Sutton Road	SE of Maidstone	-	-	75
LPRSA362	Police HQ, Sutton Rd	SE of Maidstone	-	-	135
LPRSA266	North of Ware St	NE of Maidstone	-	-	67
LPRSA303	EIS Oxford Rd	E of Maidstone	-	-	20
LPRSA101	Land south of A20	Harrietsham	-	-	53
LPRSA071	Land at Keilen Manor	Harrietsham	-	-	47
LPRSA310	Land at Moat Rd	Headcorn	-	-	110
LPRSA260	Ashford Road	Lenham	2,500	-	-
LPRSA295	Land north of Copper Ln & Albion Rd	Marden	-	-	113
LPRSA066	Land east of Lodge Rd	Staplehurst	-	-	78
LPRSA114	Land at Home Farm	Staplehurst	-	-	49
LPRSA360	Campfield Farm	Boughton Monchelsea	-	-	30
LPRSA312	Land at Forstal Lane north of Heath Rd	Coxheath			85
LPRSA364	Kent Ambulance HQ	Coxheath			10
LPRSA251	Land at Former Orchard Centre Heath Rd	Coxheath			5
LPRSA204	Land south east of Eyhorne Street	Eyhorne St (H'bourne)	-	-	9
LPRSA078	Haven Farm & L/a 4 Southways	Sutton Valence	400	1,500	100
LPRSA248	North of Kenward Rd	Yalding	-	-	100

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM64 145	LPRSA078	<p>Amend Policy LPRSA078 under Principles subheading 4th bullet, 1st sub-bullet as follows:</p> <p>The approximate land use balance is:</p> <p>440 <u>100</u> dwellings across the two sites (including 5 self/custom build plots and 40% affordable housing)</p> <p>After Policy LPRSA078 Insert Key Diagram illustrating net developable area, as follows:</p>	For plan effectiveness to ensure the plan is positively prepared.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings:</p> <p>As set out above, there is still potential for negative effects on SA 16 Landscape, however the policy wording within LPRSA078 provides mitigation through the requirements of an LVIA and other criteria relating to landscape impacts</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
146		<p>Key Diagram LPRSA078</p> 		
MM65	LPRSA078 Page 93 Policies Map	On page 93 figure (Sutton Valence Larger Village), amend boundary of site allocation LPRSA078 as follows:	For plan effectiveness.	<p>No further amendments</p> <p>Main Modifications No change to SA findings:</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? As set out above, there is still potential for negative effects on SA 16 Landscape, however the policy wording within LPRSA078 provides mitigation through the requirements of an LVIA and other criteria relating to landscape impacts
147		 <p>LPRSA078 Land at Haven Farm</p> <p>LPRSA078</p>		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM66	LPRSA146	<p>Amend Policy LPRSA146 1st paragraph as follows:</p> <p>Maidstone East is included as a draft allocation for the development of a minimum of approximately 500 dwellings, 2,000m² new retail, 5,000 m² business and other appropriate town centre uses such as a medical facility. The following conditions are considered appropriate to be met before development is permitted.</p>	For plan effectiveness.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the change from “of a minimum” to “approximately” does not alter the overall meaning of the policy.</p>
MM67	LPRSA146	<p>Amend Policy LPRSA146 under Design, Layout & Heritage sub-heading as follows:</p> <p>The site shall be the subject of a comprehensive masterplan which has regard to its adjacency to the railway station and civic quarter, as well as the adjacent retail frontages. <u>Should the site be delivered in one or more phases, the Council will ensure that the overall capacity and requirements of the policy are met, and the planning and design principles set out in the policy remain able to be consistently applied across the site.</u></p> <p>The development shall incorporate commuter car parking to serve Maidstone East station...</p> <p>Amend Policy LPRSA146 under Access/Highways and transportation sub-heading as follows:</p> <p>... If a car free or reduced level of parking is proposed, proportionate <u>and directly related</u> contributions will be required...</p>	For plan effectiveness.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not alter the findings of the SA because it serves to provide explanatory information as well as edit the text in minor ways which do not alter the overall meaning of the policy.</p>

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Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM70 150	LPRSA151	<p>Amend Policy LPRSA151 under Access/Highways and Transportation sub-heading as follows:</p> <p>Access/Highways and transportation</p> <ul style="list-style-type: none"> Secure cycle parking for residents to be provided. <u>The development should provide improved pedestrian crossing facilities in the vicinity of the site to be agreed with the Council and the Highway Authority.</u> 	For plan effectiveness.	<p>allocation of 210 to 130 dwellings is relatively minor in the context of the SA and the effects of the overall amount of development provided by the plan are assessed under other policies.</p> <p>No further amendments</p> <p>Main Modifications More sustainable (no change to SA effects score)</p> <p>The Main Modification to LPRSA151 would result in improved safety for pedestrians and therefore help to make walking more attractive, however the relatively small change does not alter the overall conclusion for the site allocation policy of a minor positive effect in relation to SA</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? objective 7: Sustainable travel.
MM71	LPRSA295	<p>Amend Policy LPRSA295 under Landscape/Ecology sub-heading to include an additional criterion as follows:</p> <p><u>Provide an Ecological Impact Assessment of development sites and any additional land put forward for mitigation purposes to take full account of the biodiversity present.</u></p>	For plan effectiveness and consistency with national policy.	<p>No further amendments</p> <p>Main Modifications More sustainable (no change to SA effects scores) The Regulation 19 SA identified uncertain minor negative effects for this site allocation in relation to SA objective 14: Biodiversity. This was because the site lies within relevant impact risk zones (IRZs) for nearby Marden Meadows SSSI. Although the requirement for an Ecological Impact Assessment should help to avoid adverse effects, the lack of specific reference to potential off-site impacts or the SSSI means that the residual</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? SA score is judged to be unchanged.
152				
MM72	LPRSA204	Amend Policy LPRSA204 under Design sub-heading to delete 2nd bullet as follows: Design of the site will need to ensure neighbouring resident's amenity is protected.	For plan effectiveness.	No further amendments <u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the additions serve to clarify the sentence and do not change the meaning of the policy.
MM73	LPRSA310	Amend Policy LPRSA310 under Access, Highways and transportation sub-heading, 2nd bullet as follows: Development will be subject to provision of acceptable <u>and safe</u> off-site pedestrian and cycle connectivity <u>along Moat Road</u> to the A274... Amend Policy LPRSA310 under Access, Highways and transportation sub-heading, to include an additional 5th bullet as follows: Development must ensure appropriate access for emergency vehicles.	For plan effectiveness.	
MM74	LPRSA362	Amend Policy LPRSA362 as follows:	For plan effectiveness.	No further amendments <u>Main Modifications</u>

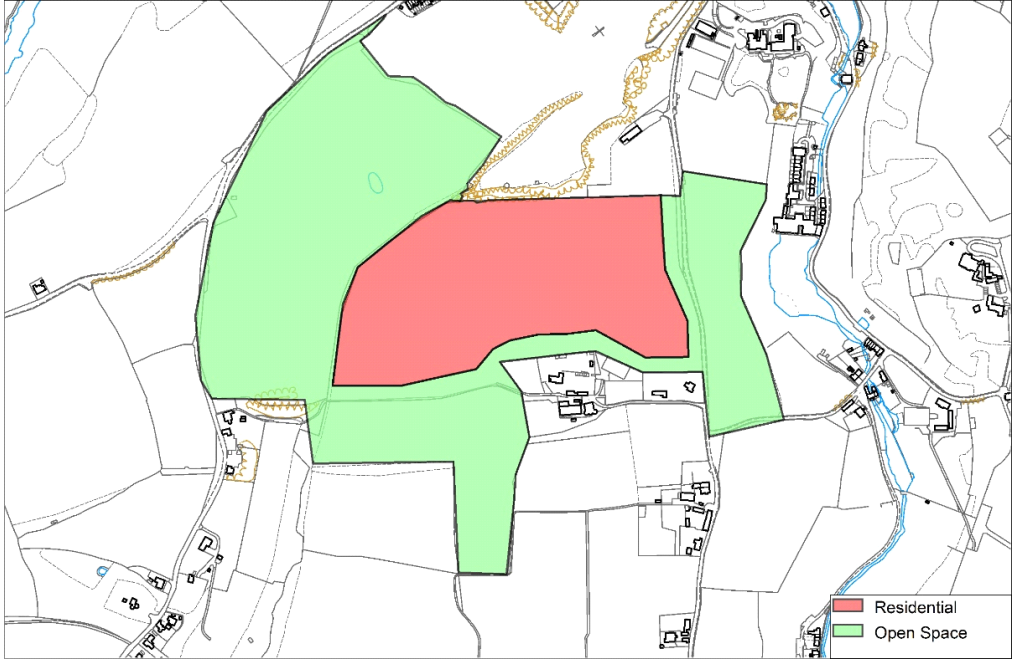
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
153		<p>Maidstone Police HQ is included as a draft allocation for the development of approximately 247 dwellings and approximately <u>5,800sqm</u> 7,500sqm of commercial and community uses. The following conditions are considered appropriate to be met before development is permitted</p> <p>Additional policy criteria under ‘principles’ to refer to:</p> <p><u>The development of this site, together with SA270 shall be guided by a series of overarching principles that ensure a coordinated approach with respect to, for example; vehicular access, open space, sports provision, pedestrian and cycle connectivity, biodiversity net gain and ecological mitigation</u></p>		<p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the change from “7,500sqm” to “5,800sqm” of commercial and community uses as well as the paragraph added do not alter the overall meaning of the policy. Overall need for employment and retail space has been assessed within the appraisals for LPRSS1 in the Regulation 19 Sustainability Appraisal.</p> <p>.</p>
MM75	LPRSA265 Policies Map	<p>Amend policy LPRSA265 as follows:</p> <p>Land at Abbey Gate Farm is included as a draft an allocation for the development of approximately 250 dwellings at an average density of 30 dwellings per hectare. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and layout</p>	To ensure the plan is positively prepared, justified and effective.	<p>No further amendments</p> <p><u>Main Modifications</u> More sustainable (no change to effects scores) The majority of the Main Modifications</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
154		<ul style="list-style-type: none"> Development of the site shall be informed by a landscape-led masterplan <u>that is informed by both an LVIA and historic landscape assessment</u>. The layout of buildings and landscaping shall be designed to mitigate visual impacts upon the adjacent countryside areas, <u>with specific landscape buffers to mitigate impacts upon the wider area of Local Landscape Value</u>. <u>With the exception of a possible site access road and associated infrastructure, there shall be no built development on that part of the site that comprises the Walnut Tree Meadows Nature Reserve.</u> New development should not be located on the higher ground adjacent to Dean Street, unless appropriate visual mitigation is proposed. <u>There will be no built development east of Straw Mill Hill or south of the public right of way.</u> The layout of streets and landscaping shall have regard to the site topography. <u>The layout and</u> design of the site will need to ensure <u>residential</u> neighbours' amenity is protected. Development should preserve and enhance the setting of adjacent built heritage assets <u>with specific regard to the setting of the Grade II* listed Abbey Gate Place</u> and the Loose Conservation Area. <u>In particular appropriate buffers (to be informed by heritage and historic landscape assessments) shall be provided on the site's southern and eastern boundaries.</u> <u>To respond positively to and minimise harm to heritage assets, development must be designed to include a landscaped buffer to maintain a degree of rural outlook and reduce intervisibility with new residential development.</u> Development shall be informed by an assessment of the archaeological potential of the site and the measures needed to address the assessment's findings secured. The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes. Net densities within residential parcels may vary, but should average circa 30 dwellings per hectare. Higher density parcels will be subject to high quality design, residential amenity and open space. 		<p>for Policy LPRSA265 serve to clarify and expand policy requirements, providing further information, and thus do not change the meaning of the policy. The Main Modifications requiring that no built development shall be built on the part of the site that comprises the Walnut Tree Meadows Nature Reserve, as well as that the main vehicular access shall take the form of a tree-lined/landscaped route, strengthen sustainability in relation to SA objective 14: Biodiversity and 16: Landscape. However, these requirements do not increase existing mitigation within the policy sufficiently to entirely avoid potential harm caused by development to physical assets such as</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
155		<p>Landscape/Ecology</p> <ul style="list-style-type: none"> A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. Development should be designed to preserve ancient woodland. The Loose Valley LLV should be considered in setting out the layout of this site <u>and appropriate landscape buffers provided.</u> <u>A suitably landscaped buffer is required to the north and west of Abbey Gate Place.</u> A community woodland of no less than {5}-ha shall be provided. <u>In addition to meeting the open space requirements of Policy LPRINF1, any further provision of open space, including areas for nature conservation shall be subject to a delivery and management plan, including ownership, maintenance and finance arrangements.</u> A hedgerow enhancement plan <u>will be required</u> for all boundaries. <p>Access, Highways and Transportation</p> <ul style="list-style-type: none"> Vehicular access shall be <u>direct</u> from Dean Street <u>and / or via adjacent residential development sites onto Dean Street. The precise route and construction method of the access route will minimise land-take within the Nature Reserve. Any route must avoid harmful division of the reserve that would undermine its function / coherence.</u> The main vehicular access shall take the form of a tree-lined/landscaped <u>route that is designed to minimise its impact upon adjacent open landscape/ecology areas.</u> boulevard, with appropriate. No vehicular access, other than emergency access shall be proposed from Stockett Lane/Straw Mill Lane <u>Hill.</u> The alignment and setting of PROW should be retained and enhanced. 		<p>on-site Priority Habitats or nearby Ancient Woodland or to the Landscape Character Areas, therefore the effects for these SA objectives remain a minor negative and uncertain minor negative respectively.</p> <p>In addition, the Main Modifications requiring that development must be designed to include a landscaped buffer to maintain a degree of rural outlook and reduce intervisibility with new residential development, strengthen sustainability in relation to SA objective 15: Historic Environment and 16: Landscape. However, these requirements do not increase existing mitigation within the policy sufficiently to</p>

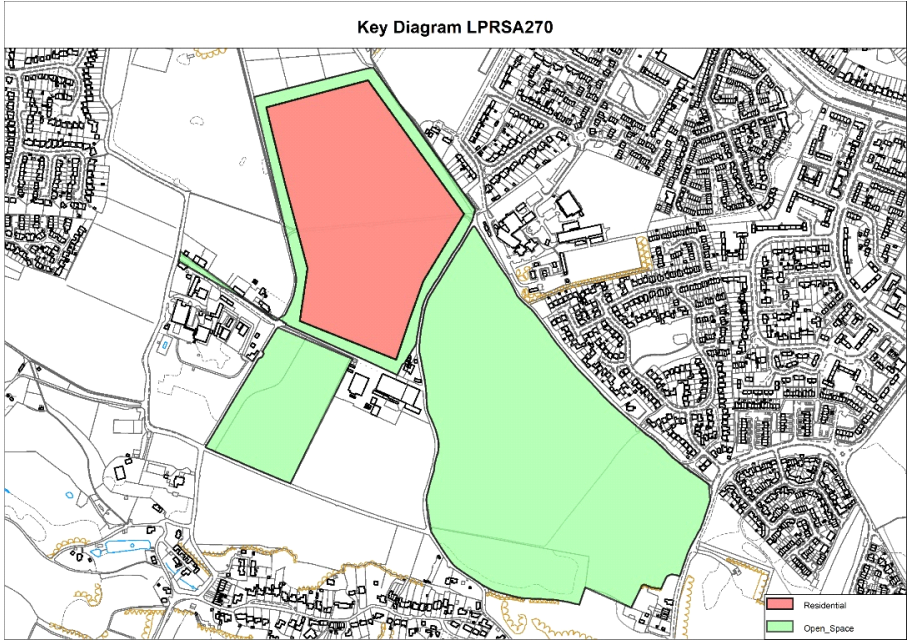
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
156		<ul style="list-style-type: none"> Measures to enhance pedestrian and cycle connectivity to the wider network shall be brought forwards, including where appropriate, connections to adjacent development sites and other off-site enhancements. <u>The development shall be accompanied by an assessment of opportunities to deliver</u> enhancements to public transport services, <u>including the potential</u> to bring a bus service into the site and with increased regularity. Development will be subject to appropriate improvement works to Dean Street and or any other off-site improvements works necessary to make the development acceptable <p>Open Space</p> <ul style="list-style-type: none"> Open spaces shall incorporate no less than 2.0 ha of accessible green amenity space incorporating areas of children's play and community allotments. Semi/natural open space of no less than 3.0 ha shall be provided, the function of which will focus upon habitat creation and biodiversity net gain. Open spaces shall be subject to a landscape management strategy to be agreed with the Council, this shall set out measures for the long term management and maintenance of all public open spaces, semi/natural open space and ecology <p>Contaminated Land</p> <ul style="list-style-type: none"> The site is is adjacent to a former landfill site and the site should be made safe prior to any development commencing. The surface water drainage strategy shall demonstrate that regard has been had to potential contamination risks. Ground piling shall not take place unless agreed by the Environment Agency. <p>Utilities Infrastructure</p>		entirely avoid potential harm caused by development to heritage assets such as listed farmsteads and archaeological assets, or landscape, therefore the effects for these SA objectives remain uncertain minor negative

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
		<ul style="list-style-type: none">The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities.Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure. <p>Insert after Policy a Key Diagram to illustrate net developable area together with open space and buffer provision, as follows:</p>		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
158		<p>Key Diagram LPRSA265</p> 		
MM76	LPRSA266	<p>Amend Policy LPRSA266 under Design and layout sub-heading, 4th bullet as follows:</p> <p>The northern, western, and eastern boundaries shall be landscaped in a manner that reduces the impact of development upon the wider setting of the open land to the north and incorporates biodiversity enhancement measures <u>including through a Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute's and Institute of</u></p>	To ensure an effective, justified policy.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: This proposed Main</p>

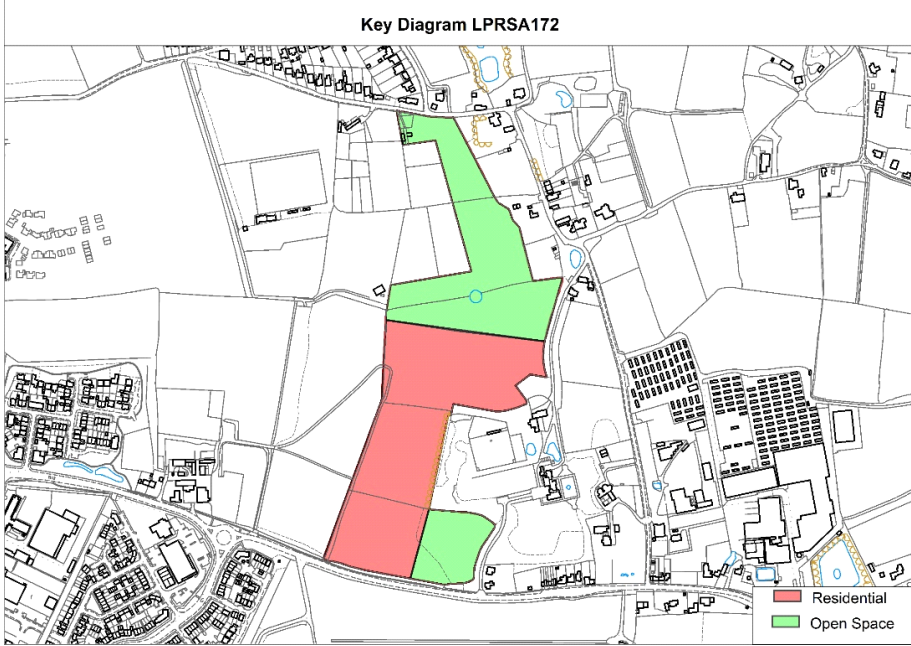
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
159	MM77 LPRSA270	<p><u>Environmental Management & Assessment's 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.</u></p> <p>Amend Policy LPRSA270 1st sentence as follows:</p> <p>Land south west of Pested Bars Road is included as a draft allocation for the development of approximately 496 <u>300</u> dwellings at an average density of 30 dwellings per hectare.</p>	To ensure a positively prepared, effective policy.	<p>Modification will not alter the findings of the SA because it serves to provide explanatory information which does not alter the overall meaning of the policy.</p> <p>No further amendments</p> <p><u>Main Modifications</u></p> <p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA . Overall need for employment and retail space has been assessed within the appraisals for LPRSS1 in the Regulation 19 Sustainability Appraisal.</p>
	MM78 LPRSA270	<p>Amend Policy LPRSA270 as follows:</p> <p>Under the Heading 'Principles':</p> <ul style="list-style-type: none"> Development <u>of this site</u> will be subject to the prior agreement with the Council of a site-wide masterplan framework/phasing strategy <u>shall be guided by a series of overarching principles to be agreed with the Council that ensure a coordinated approach with</u> 	For clarity and to ensure an effective policy.	<p>Amendment does not change SA findings.</p> <p>The substitution of 'overarching principles' instead of ' masterplan framework' does not affect the SA findings.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
160		<p><u>respect to, for example; vehicular access, open space, sports provision, pedestrian and cycle connectivity, biodiversity net gain / ecological mitigation</u></p> <ul style="list-style-type: none"> • Such a framework <u>The series of overarching principles</u> will demonstrate that the site is planned and brought forward in a coordinated manner having regard to adjacent site allocations at the former Police HQ SA362. • Having regard to the scale of development, the masterplan framework <u>overarching principles</u> shall incorporate an infrastructure impact assessment. • Unless agreed by the Council as part of the development of the masterplan framework <u>overarching principles</u>, the outline land budget shall be based upon: <ul style="list-style-type: none"> • No more than 44 12-14 ha of net developable residential land, <u>the extent to be informed through LVIA and other open space / sports requirements.</u> • No less than 25 ha of open space, including accessible public open space, new biodiversity habitat • <u>No less than 25ha of open space shall be provided, including proposals for a country park on land to the east of Cliff Hill.</u> • A community hub incorporating both community uses and integrated open space • Highway infrastructure that is designed to minimise land take and visual impacts <p>Under the Heading ‘Open Space’:</p> <ul style="list-style-type: none"> • No less than 25ha of open space shall be provided, including proposals for a country park <u>on land to the east of Cliff Hill.</u> • The site-wide open space strategy shall have regard to the requirements of Policy SP13(B) & LPRINF1. • Open spaces shall incorporate no less than 2.0 ha of accessible green amenity space integrated in the residential development parcels incorporating areas of children’s play. • The scheme shall provide for and community allotments <u>space/s to be made available for community growing areas.</u> • Subject to liaison with Sport England and the Parish Council, appropriate provision for outdoor sports may be required. 		<p>Main Modifications</p> <p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA because it serves to provide explanatory information which does not alter the overall meaning of the policy. The addition of the Key Diagram serves to further illustrate Policy LPRSA270, and thus does not affect the SA.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
161		<ul style="list-style-type: none">Semi/natural open space of no less than 5.0 ha shall be provided, the function of which will focus upon habitat creation and biodiversity net gain.Open spaces shall be subject to a landscape management strategy to be agreed with the Council, this shall set out measures for the long term funding, management and maintenance of all public open spaces, semi/natural open space and areas of biodiversity habitat. <p>After Policy LPRSA270 insert Key Diagram as follows:</p>  <p>The diagram is a map titled 'Key Diagram LPRSA270'. It shows a residential area with a large red polygon labeled 'Residential' and a large green polygon labeled 'Open_Space'. The map includes a legend with a red square for 'Residential' and a green square for 'Open_Space'. The red area is a large, irregular shape in the upper left, and the green area is a large, irregular shape in the lower right. The map also shows surrounding residential areas, roads, and some green spaces.</p>		

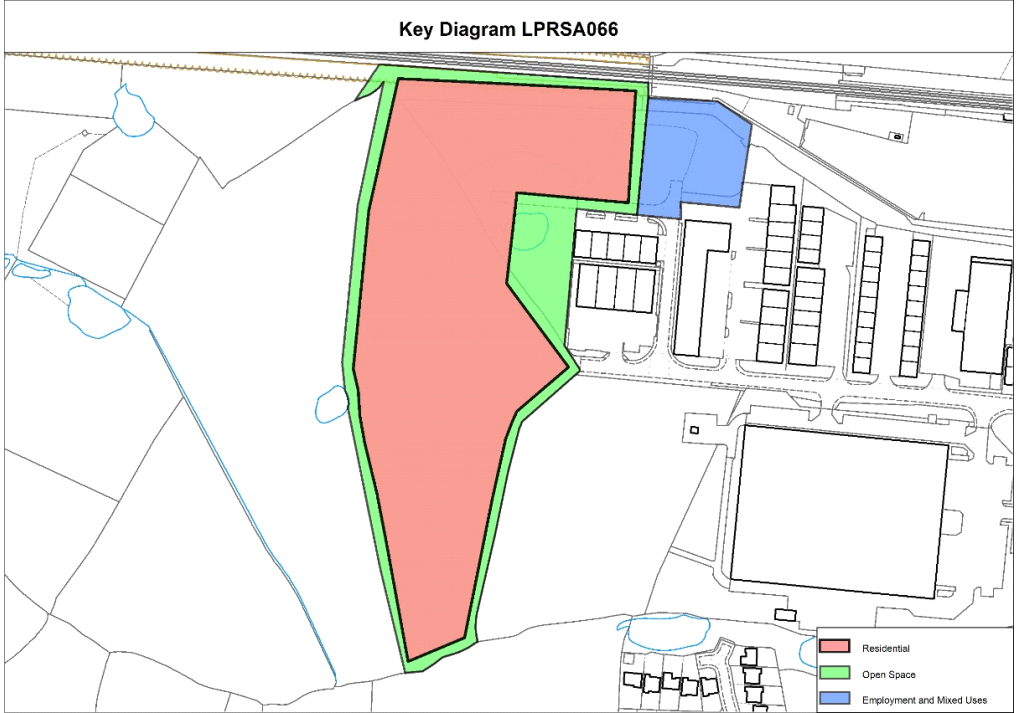
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM79	LPRSA362	<p>Amend Policy LPRSA362 1st sentence as follows:</p> <p>Maidstone Police HQ is included as a draft allocation for the development of approximately 247 dwellings and approximately 7,500sqm <u>5,800sqm</u> of commercial and community uses.</p>	To ensure a positively prepared, justified and effective policy.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the change from “7,500” to “5,800” dwellings does not change the meaning of the policy. Overall need for employment and retail space has been assessed within the appraisals for LPRSS1 in the Regulation 19 Sustainability Appraisal.</p>
MM80	LPRSA362	<p>Amend Policy LPRSA362 under Access and Highways sub-heading to include a new criterion as follows:</p> <p><u>Prior to the first occupation, the private access at the junction of Cliff Hill and Pested Bars Road shall be closed to traffic, but for emergency / operational police vehicles.</u></p>	For policy clarity and plan effectiveness.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not alter the findings of the</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM81 163	LPRSA366	<p>Amend Policy LPRSA366 under Access/Highways and transportation sub-heading to add criterion as follows:</p> <p><u>The site should be designed to complement and enable local improvements to the A229.</u></p>	For policy clarity and plan effectiveness.	<p>SA because it serves to expand and clarify the information relating to site access but does not change the meaning of the policy.</p> <p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not alter the findings of the SA because it serves to clarify the information relating to site access but does affect the criteria relating to SA objective 14 Sustainable Transport.</p>
	LPRSA172	<p>Amend Policy LPRSA172 under Design and Layout sub-heading 6th bullet as follows:</p> <p>Development shall demonstrate that the layout, scale and form of development has regard to the need to preserve and enhance the setting of the grade II listed Rumwood Court, <u>including through a LVIA.</u></p> <p>Amend Policy LPRSA172 Under ‘Design and Layout’ sub-heading to include a new 7th bullet and diagram as follows:</p>	To ensure an effective, justified policy.	<p>No further amendments</p> <p><u>Main Modifications</u> More sustainable (effects score changed): The proposed Main Modification will alter</p>

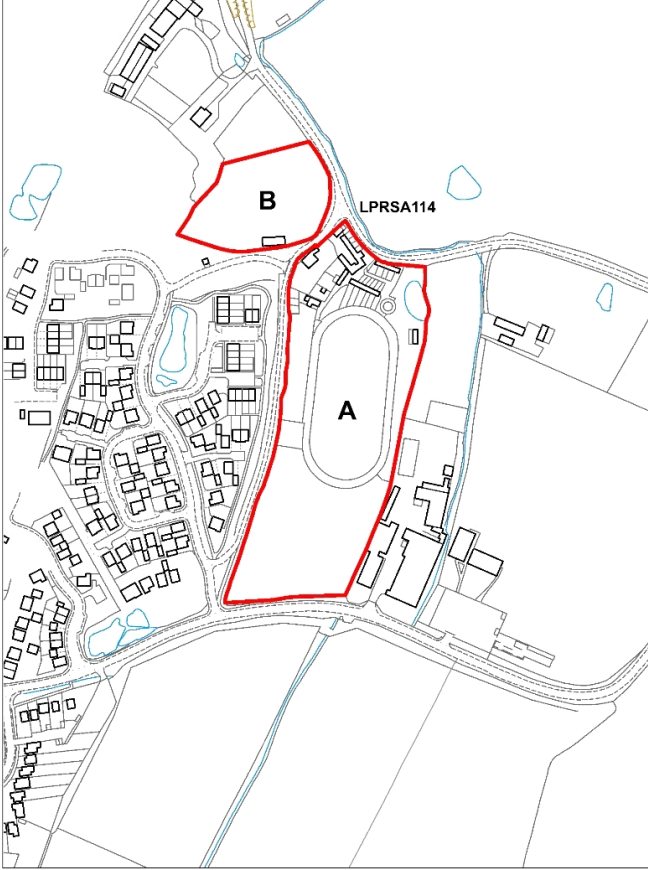
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
164		<ul style="list-style-type: none"> <u>To protect the open character of the adjacent countryside and to avoid coalescence, built development will be limited to the areas shown on the accompanying key diagram. Within this area, the additional policy requirements must still be met.</u> <p>After Policy LPRSA172 insert Key Diagram as follows:</p> 		<p>the findings of the SA because the added requirement to protect the open character of the adjacent countryside and to avoid coalescence helps to limit the effects on adjacent open countryside, or having regard to the presence of the AONB or local landscape value. Therefore, the significant negative effect for policy LPRSA172 in relation to SA objective 16: Landscape has been reduced to minor negative.</p>
MM83	LPRSA260	Amend Policy LPRSA260, under the Design and layout sub-heading, the 3 rd bullet as follows:	For plan effectiveness and to avoid	No further amendments

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
165		<p>Development proposals shall incorporate substantial areas of internal landscaping within the site = <u>including landscaping on an east-west axis through the central part of the site</u> – to provide an appropriate landscape framework for the site to protect the setting of the Kent Downs AONB.</p> <p>Amend Policy LPRSA260, under the Design and layout sub-heading, to add a new 6th bullet as follows:</p> <p><u>The materials palette, including colour choice, should minimise impacts on views from the AONB.</u></p> <p>Amend Policy LPRSA260, Under Landscape/Ecology sub-heading, to delete the 3rd and 4th bullets as follows:</p> <p>Development proposals shall incorporate substantial areas of internal landscaping within the site to provide an appropriate landscape framework for the site to protect the setting of the Kent Downs AONB.</p> <p>An undeveloped section of land will be retained and landscaped to protect the amenity and privacy of existing neighbouring residents.</p>	<p>duplication of policy criteria.</p>	<p><u>Main Modifications</u> No change to SA findings: The third bullet point of the policy, as modified with the new text, is judged to provide an equivalent level of mitigation of potential landscape impacts to the deleted bullet. The deleted bullet relating to neighbouring amenity is not judged to adversely affect sustainability as generic DM policies elsewhere in the plan provide sufficient mitigation.</p>
MM84	LPRSA066	<p>Amend Policy LPRSA066 as follows:</p> <p>Land east of Lodge Rd is included as a draft allocation for the development of approximately 78 dwellings on <u>circa</u> 3.8ha and approximately 1,000 sq.m of employment on <u>circa</u> 0.3 ha <u>within the north-eastern part of the site</u>. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Under Layout and Design, insert new bullet, as follows:</p> <p><u>Appropriate buffers shall be provided between the residential and commercial areas.</u></p>	<p>For policy clarity and to ensure plan effectiveness.</p>	<p>Amendments do not change SA findings</p> <p>The additional of the work 'circa' provides is for clarity and does not affect the SA findings.</p> <p><u>Main Modifications</u> No change to SA findings: the SA</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
166 MM85	LPRSA066	<p>Under Access, Highways and transportation sub-heading amend 1st bullet as follows:</p> <p>Vehicular access shall be provided to both <u>from</u> Lodge Road. and <u>The site will facilitate future pedestrian and vehicle connections to</u> the adjacent residential development <u>to the west of the</u> site if possible.</p> <p>Amend Policy LPRSA066 under Access, Highways and transportation sub-heading 2nd bullet as follows:</p> <p>The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running, <u>including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this.</u></p> <p>In addition, provide a Key Diagram to identify the residential and commercial development areas, as follows:</p>	For plan effectiveness.	<p>appraisal would not change in relation to SA 7 Sustainable Transport, and the updated text in relation to buffers between residential and commercial areas does not affect the minor positive score in relation to SA 3 Community.</p> <p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: the SA appraisal would not change in relation to SA 7 Sustainable Transport. The addition of the Key Diagram serves to further illustrate Policy LPRSA066, and thus does not affect the SA.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
167		<p>Key Diagram LPRSA066</p> 		
MM86	LPRSA114	<p>Amend Policy LPRSA114 to add bullet point 3 to Transport</p> <p><u>The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running, including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this.</u></p>	For plan effectiveness.	<p>No further amendments</p> <p><u>Main Modifications</u> Less sustainable (change to effects)</p>

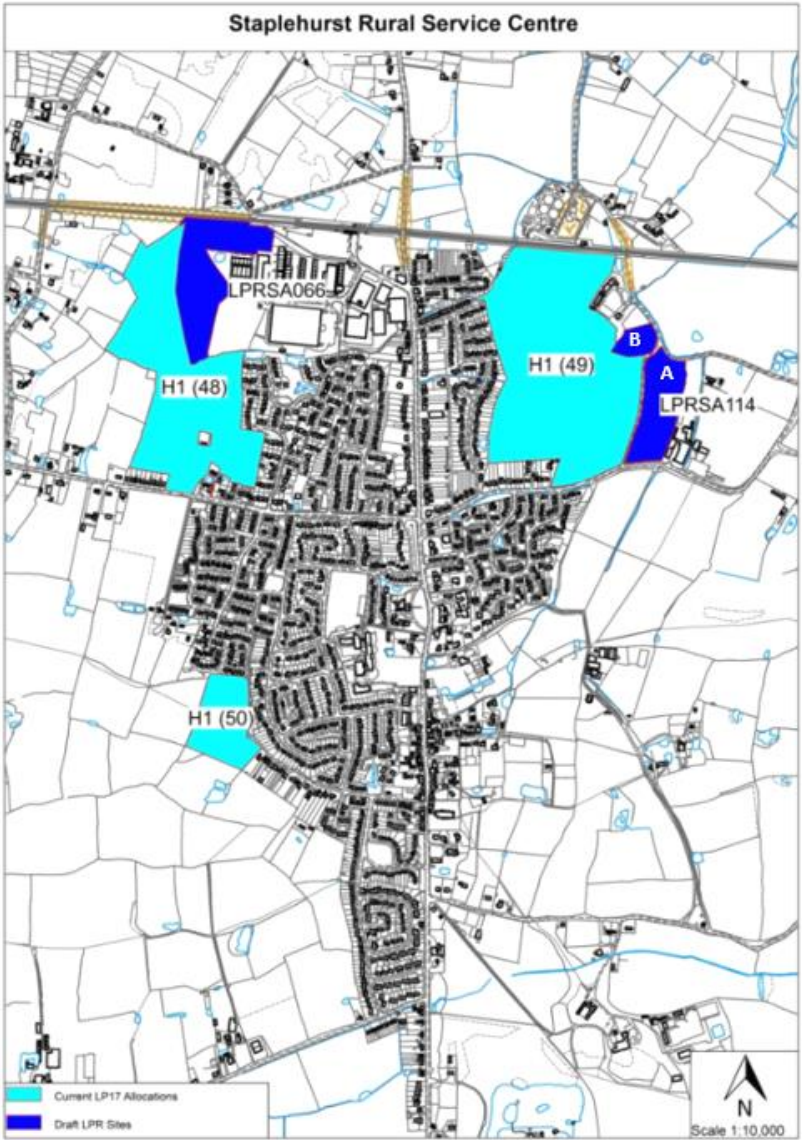
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
168		<p>With regard to the wider criteria, clarify the expectations regarding parcels A and B as follows:</p> <p><u>Insert Key Diagram identifying parcels A and B, as follows:</u></p>		<p>score): The GIS-based site options work identified significant negative effects with uncertainty in relation to SA objective 15: Historic Environment, given the site's proximity to nearby heritage assets including the area of archaeological interest and listed buildings along Station Road and elsewhere. This proposed Main Modification will alter the findings of the SA because the removal of the requirement for a local historic impact assessment will remove mitigation that would lessen the potential harm of development to nearby heritage assets, therefore in relation to SA objective 15: Historic environment, the effect has been</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? weakened from uncertain minor negative to significant negative with uncertainty .
169				

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
170		<p>Land at Home Farm (Sites A and B) is included as a draft allocation for the development of approximately 49 dwellings <u>at an average density of 30 dph</u>. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and layout</p> <ul style="list-style-type: none"> • <u>The site comprises two parcels of land, the main, Site A, to the north of Pile Lane and a smaller Site B to the north.</u> • The two parcels of land shall be the subject of a single masterplan that provides an appropriate distribution of built development and open space having regard to the following guidelines. • Development of Site A shall be set back from Headcorn Road <u>and be designed to respect its rural character.</u> • The north eastern section of s Site A and the entirety of Site B will be built at a lower density and incorporate landscaping buffers in order to reflect the settlement edge location and to preserve the rural lane character of both Pile and Sweetlands Lanes. • Development along the eastern boundary <u>of Site A</u> should be sited and designed to ensure an appropriate relationship with neighbouring commercial uses, such that the amenity of future residents is acceptable and so that the ongoing commercial viability of the commercial unit <u>land to the east</u> is not prejudiced. • Site design and layout shall be informed by a local historic impact assessment. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. • The development proposals shall be designed to take into account the results of a LVIA undertaken in accordance with the principles of current guidance. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. 		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
171		<ul style="list-style-type: none"> Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. Public access to areas designated as habitat in any landscape masterplan would normally be limited to maintenance purposes. <p>Access, Highways and transportation</p> <ul style="list-style-type: none"> Vehicular access to site A shall be via Headcorn Road, with the junction designed to minimize loss of existing hedgerow. There shall be no vehicular access from Site A to either Pile Lane or Sweetlands Lane. Vehicular access from Site B shall be located so as to minimize hedgerow loss and preferably, for highway safety reasons, be via Little Threads Lane. <p>Flood Risk/Drainage</p> <ul style="list-style-type: none"> The layout of residential accommodation should avoid the northern part of the site and the fringes of Flood Zone 2. A Flood Risk Assessment and surface water drainage strategy will be required alongside any planning application. This should demonstrate that sufficient on-site mitigation is achievable in order to ensure that the risk of flooding in adjacent areas is not increased. <p>Open Space</p> <ul style="list-style-type: none"> The developments shall provide accessible open amenity space in accordance with Policy SP13(B) & LPR INF1, to include a minimum of 0.18ha of useable amenity green space incorporating children's play, micro allotments/community growing areas and other functions that contribute positively to the <u>health and wellbeing of the</u> future community. Site A shall also provide 0.85 ha of semi/natural <u>open</u> space. <p>Utilities Infrastructure</p>		

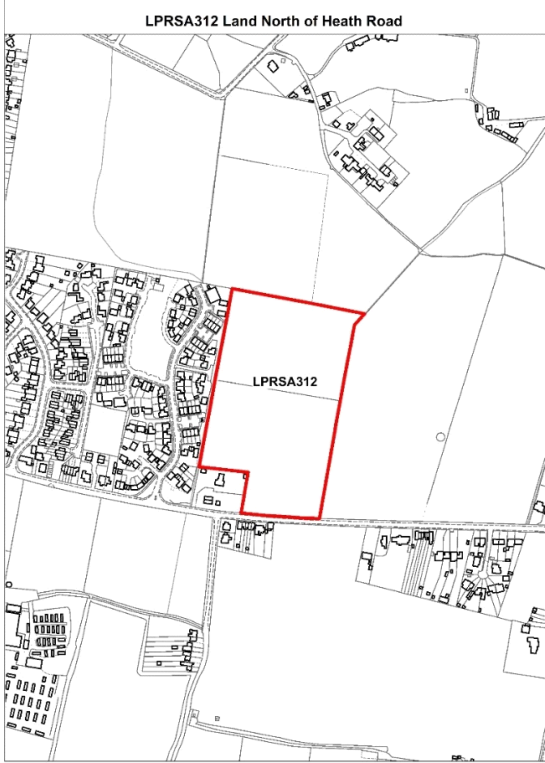
Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM87 172	Page 86	<ul style="list-style-type: none"> The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of necessary infrastructure. <p>Amend diagram on page 86 (Staplehurst Rural Service Centre) as follows:</p> <p>Diagram to clarify the two distinct land parcels (A and B) as referenced in the policy.</p>	For clarity and plan effectiveness.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: amended diagram reflects policy wording.</p>



Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM88	LPRSA312	<p>Amend Policy LPRSA312 as follows:</p> <p>Land <u>amounting to no more than approximately 4.6ha</u> North of Heath Rd – Beacon Park is included as an draft allocation for the development of approximately 85 dwellings <u>at an average density of circa 30 dph</u>. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and layout</p> <ul style="list-style-type: none"> • Development proposals will be of a high standard of design incorporating the use of contextually derived <u>design and</u> vernacular materials; <u>incorporating a variety of typologies, materials, landscaping and street scenes</u>. • Both the northern and eastern boundaries shall incorporate lower densities and integrated landscaping to reflect their edge of village setting. • A landscape/<u>coalescence</u> buffer including tree planting, of no less than <u>1.42 ha</u> 45 <u>and at no part less than 20m in depth</u> shall be provided <u>to the site's eastern and northern boundaries</u> prior to development commencing on the site <u>and be designed</u> to ensure separation <u>prevent coalescence</u> between the eastern edge of Coxheath and the western edge of Loose. • <u>Within these landscaped and open space buffers, the net developable area should not materially exceed circa 2.83 ha.</u> • The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes. • The <u>development</u> layout of new dwellings and roads shall respect the amenities and setting of adjacent residential properties. • Streets shall incorporate tree planting as part of an overall landscape management plan, with the visual impact of car parking mitigated. • Site design and layout shall be informed by a local historic impact assessment. <p>Landscape/Ecology</p>	For plan effectiveness and to ensure plan is justified.	<p>No further amendments</p> <p><u>Main Modifications Less sustainable (change to effects score)</u>: The majority of the Main Modifications for Policy LPRSA312 serve to clarify and expand policy requirements, providing further information, and thus do not change the meaning of the policy. The Main Modifications remove the requirement for a local historic impact assessment, given its proximity to nearby heritage assets, relating both to the presence of listed buildings and the nearby archaeological assets and Linton Conservation Area lying to the east, therefore the effect for SA objective 15: Historic</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
175		<ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or off site mitigation for the existing habitat of local fauna/flora. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation enhancement. Public access to such areas would normally be limited. • The development proposals shall include provision for the protection and buffering as appropriate of the adjacent area of ancient woodland. • Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. • Provision shall include no less than 1.3 ha of semi/natural open space the principle principal focus of which shall be to contribute to site buffers and biodiversity net gain, but which may include access where conflict with habitat does not arise. The location and layout of such areas shall be designed to avoid conflict with more active accessible residential amenity spaces such as children's play. • The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application. <p>Access, Highways and transportation</p> <ul style="list-style-type: none"> • Vehicular access shall be via Heath Road, with no vehicular connections to Forstal Lane. • The new junction to Heath Road shall incorporate appropriate sight lines and be designed to appropriate capacity and safety standards. • The site shall enable connectivity to existing/planned PRoW and cycle routes to the east and west of the site. • The site shall provide safe pedestrian and cycle routes through the site which are by design well supervised. • Contributions to off-site highways mitigation, namely Linton Crossroads, or an alternative agreed by the LPA and Highway Authority. 		<p>Environment is weakened to a significant negative effect uncertain from an uncertain minor negative effect.</p> <p>Changes to the site boundary increase the distance to designated sties and reduce impacts on ancient woodland. The score for SA objective 14: Biodiversity is improved from significant negative to minor negative with uncertainty, as the policy criteria requires a Phase 1 Habitat survey.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
176		<p>Open Space</p> <ul style="list-style-type: none"> The development shall provide accessible open amenity space in accordance with Policy SP13(B) & INF1, with <u>in addition to any semi/natural buffer</u>, a minimum of 0.26 ha 0.55ha of additional of useable <u>accessible</u> amenity green space incorporating elements such children's play, micro allotments and other functions that contribute positively to the <u>wellbeing of the</u> future community. Such amenity spaces should form an integrated element of the overall masterplan. <u>The quality and function of accessible open space shall not be prejudiced by the incorporation of any active SUDS elements, which if necessary should be independently provided.</u> Where it is not feasible, due to site characteristics, to provide an appropriate open space typology in accordance with Policy SP13(B), the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the village. <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> The Applicant <u>proposal</u> to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure. <p>Amend site allocation boundary as follows (with revised boundary shown in schedule of changes to Policies Map).</p>		

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
177				
MM89	LPRSA248	<p>Amend Policy LPRSA248 as follows:</p> <p>Land to the north and south of <u>at</u> Kenward Road totalling 9.1 ha is included as a draft <u>an</u> allocation for the development of approximately 100 dwellings at an average density of approximately 30 dwellings per hectare, <u>together with associated open space and infrastructure on land south of</u></p>	For plan effectiveness and clarity to aid policy implementation.	<p>Amendment does not change SA findings.</p> <p>The addition of the word approximately,</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
178		<p><u>Kenward Road</u>. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and Layout</p> <ul style="list-style-type: none"> The development shall provide approximately 100 dwellings, <u>only to be provided on land north and south of Kenward Road at an average density of not exceeding of approximately 30 dph, in a manner that enables the rounding off of the adjacent residential areas at a similar density.</u> The remainder of the land south of Kenward Road shall be laid out as a new community open space, and BNG area, <u>together with SUDS measures to mitigate the residential element, plus pedestrian crossing / access measures.</u> The development shall be subject to a single masterplan which demonstrates phasing <u>and delivery</u> of both built development and open spaces. Both housing development areas will <u>The layout and form of the housing element shall</u> be informed by an LVIA and incorporate <u>both</u> boundary <u>and internal structural landscaping that responds to the site's topography.</u> Design of the site will need to ensure neighbouring resident's amenity is protected. <u>The layout and design of new dwellings shall incorporate measures necessary to mitigate the impacts of adjacent agricultural operations.</u> Site design and layout shall be informed by a local historic impact assessment. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. Public access to areas designated primarily as habitat in any landscape masterplan would normally be limited to maintenance purposes. 		<p>and the detail in relation to open space does not affect the SA findings.</p> <p>The removal of criteria in relation to flood risk does not affect the SA score, as the appraisal already acknowledged the potential negative effects of development in relation to flood risk.</p> <p>The additional wording within 'Open Space' provides clarity that the required infrastructure is in addition to infrastructure required for North of Kenwood Road. This increases the sustainability of the plan but does not affect the SA findings, which assessed provision of green infrastructure for each site.</p> <p>Main Modifications</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
179		<ul style="list-style-type: none"> Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. All landscaping to be principally native planting. The proposed open spaces and new habitat shall be the subject of a delivery strategy and long-term management plan. Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application. <p>Access, Highways and Transportation</p> <ul style="list-style-type: none"> Access points to both sites <u>to the residential element (plus any maintenance or other access to the open space to the south)</u> shall provide junction and sight lines designed to appropriate capacity and safety standards. Both site access points shall incorporate <u>The development shall provide</u> appropriate pedestrian crossing points to Kenward Road <u>to allow connectivity to existing footways.</u> The southern site shall enable appropriate access to the adjacent agricultural holding in a manner that does not adversely impact upon the amenity and safety of residents and users of the open space. The southern site shall provide parking for users of the open space in a manner that does not adversely affect the amenity of the surrounding area. Replacement provision shall also be provided for any loss of on-street residential parking. The development shall deliver appropriate traffic speed management measures to <u>the surrounding highway network.</u> North Street. 		<p>Mixed sustainability effects (change to effects score): The majority of the Main Modifications for Policy LPRSA248 serve to clarify and expand policy requirements, providing further information, and thus do not change the meaning of the policy. The Main Mods include requirements for SUDS measures, which strengthens the sites sustainability regarding SA objective 12: Flooding. However, the southern part intersects with Flood Zone 3 and small parts of the site are subject to high levels of surface water flood risk. This addition is thus not considered to mitigate flood risk to the extent to strengthen the effect from minor negative.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
180		<p>Flood Risk/Drainage</p> <ul style="list-style-type: none"> The site should be designed to ensure that it has a positive impact on the River Beult catchment, and does not worsen local flood risks on Mote Road. The only vehicular access to the site is through Flood Zone 3. Any development will be dependent upon acceptable flood safety measures being agreed with the EA. <p>Open Space</p> <ul style="list-style-type: none"> The provision of open space shall have regard to Policy SP13(B) & LPRINF1 The proposed open spaces across both sites and new biodiversity areas shall be the subject of a delivery strategy and long-term management plan. The residential parcel north of Kenward Road shall incorporate both green amenity and play space in a location that is safe for children and well supervised, plus elements of semi natural informal open space. The land south of Kenward Road shall provide, <u>in addition to any supporting infrastructure associated with the delivery of the proposed homes north of Kenward Road, approximately 4.9 ha of public open space/habitat</u> in the form of approximately <u>(to be determined through the submission of an Open Space Strategy in collaboration with the council and the Parish council)</u>: <ul style="list-style-type: none"> 0.4ha of community allotments/growing areas ha of new Riverside landscape/habitat <u>creation</u> ha of informal open space 0.5ha of recreational open space <u>Sustainable Urban Drainage</u> <u>Ancillary parking to support the open space</u> <p>Utilities Infrastructure</p>		<p>The GIS-based site options SA identified significant negative effects with uncertainty for site 248 in relation to SA objective 15: Historic Environment, given the site's proximity to heritage assets, in particular the Yalding Conservation Areas and associated listed buildings and area of archaeological interest. The Regulation 19 site-specific allocation policy for site 248 required a historic impact assessment, reducing the effect to minor negative with uncertainty. Deletion of this requirement means that the SA effects score in relation to SA objective 15: Historic Environment reverts from a minor negative effect to significant</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings? negative with uncertainty.
MM90 181	LPRSA071	<ul style="list-style-type: none"> The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure. <p>Amend Policy LPRSA071 1st sentence as follows:</p> <p>Land adjacent to Kellen Manor, Harrietsham is included as a draft allocation for the development of approximately 4737 dwellings.</p> <p>Amend Policy LPRSA071 6th bullet under Landscape/Ecology as follows:</p> <ul style="list-style-type: none"> The development proposals shall be designed to take into account the results of a detailed aboricultural survey, tree constraints plan and tree retention/protection plans, <u>including to inform the site development capacity</u>. 	For plan effectiveness and to ensure policy is justified.	<p>No further amendments</p> <p><u>Main Modifications</u> More sustainable (no change to SA effects scores): The Main Modification altering dwelling numbers will not alter the findings of the SA because the change from “47” to “37” dwellings is relatively minor in the context of the SA. The total amount of development has been assessed through LPRSS1. The Main Modification of Policy LPRSA071 6th bullet under Landscape/Ecology will strengthen the policy’s</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
182				score in relation to SA objective 14: Biodiversity as it will aid in the protection of trees and habitats to a greater extent, and result in a more appropriate development capacity. However, the site is within 250m of locally designated wildlife sites or ancient woodland and contains areas of priority habitat, and this mitigation measure is not significant enough to mitigate the relating negative effects.

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
MM91	LPRHOU1	Amend Policy LPRHOU1 as follows:	For plan effectiveness.	No further amendments

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
183		<ul style="list-style-type: none"> Proposals for development on previously developed land (brownfield land) on land outside of smaller villages and the countryside that make effective and efficient use of land and which meet the following criteria will be permitted... In exceptional circumstances, the residential redevelopment of previously developed land in the countryside and smaller villages which meet the above criteria will be permitted provided the redevelopment will also result in... 		<p><u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the removal of the words “on land” and “smaller villages” does not alter the overall meaning of the policy.</p>
MM92	LPRHOU2	<p>Amend Policy LPRHOU2 as follows:</p> <ul style="list-style-type: none"> On land outside of the countryside and undefined settlements proposals for the extension, conversion or redevelopment of a residential property which meet the following criteria will be permitted if... On land outside the countryside and undefined settlements proposals for the conversion or redevelopment of a dwelling to self-contained flats or the use of a building as a house in multiple occupation which also meet the following criterion will be permitted... 	For plan effectiveness.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the removal of the words “and undefined settlements” does not alter the overall meaning of the policy.</p>
MM93	Para 9.31 to 9.32	<p>Amend paragraphs 9.31 to 9.32 as follows:</p>	To ensure the plan is positively prepared and	<p>No further amendments</p>

184		<p>Modification proposed <u>New text is underlined in bold</u>; deleted text is struckthrough;</p> <p>9.31 The SHMA identifies three sub-categories of specialist residential accommodation for older people:</p> <ul style="list-style-type: none">• Retirement living or sheltered housing which comprises self-contained units with some shared facilities and on-site supportive management.• Enhanced sheltered housing which typically has 24/7 staffing cover and some shared meals.• Extra care which provides personal or nursing care. These facilities may include dementia care. These are counted as bedspaces. <p><u>9.31(a) The SHMA defines these as Housing with Support and Housing with Care. It identifies a total need of 2,142 speciality housing units as follows:</u></p> <table><tr><td></td><td><u>Rented</u></td><td><u>Leasehold</u></td><td><u>Total</u></td></tr><tr><td><u>Housing with Support</u></td><td><u>105</u></td><td><u>1,234</u></td><td><u>1,339</u></td></tr><tr><td><u>Housing with Care</u></td><td><u>371</u></td><td><u>432</u></td><td><u>803</u></td></tr></table> <p>9.32 The SHMA identifies a total need of 2,142 retirement living and enhanced sheltered housing units over the plan period comprising a mix of rented and leasehold tenures, and an additional 1,228 extra <u>care or nursing</u> home bedspaces.</p>		<u>Rented</u>	<u>Leasehold</u>	<u>Total</u>	<u>Housing with Support</u>	<u>105</u>	<u>1,234</u>	<u>1,339</u>	<u>Housing with Care</u>	<u>371</u>	<u>432</u>	<u>803</u>	justified. To appropriately reflect the evidence base.	<p>Does the modification (including any amendment) affect the SA findings? <u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the wording provides clarification only.</p>
		<u>Rented</u>	<u>Leasehold</u>	<u>Total</u>												
<u>Housing with Support</u>	<u>105</u>	<u>1,234</u>	<u>1,339</u>													
<u>Housing with Care</u>	<u>371</u>	<u>432</u>	<u>803</u>													
MM94	LPRHOU7	<p>Amend Policy LPRHOU7 as follows:</p> <p>1. On land within or adjacent to the boundaries of Maidstone urban area, Rural Service Centres, and larger villages <u>settlement boundaries</u>, proposals for new retirement living, sheltered housing, enhanced sheltered housing and extra care facilities, through new build, conversion or redevelopment and for extensions to existing nursing and residential care homes which meet the following criteria will be permitted:</p>	For plan effectiveness and ensure the plan is positively prepared.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not</p>												

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
185		<ul style="list-style-type: none"> The site is located adjacent to the settlement boundary; The proposal is sustainably located with accessibility by public transport; The proposal will not adversely affect the character of the locality or the amenity of neighbouring properties including by means of noise disturbance or intensity of use; or by way of size, bulk or overlooking; and Sufficient visitor and staff vehicle parking is provided in a manner which does not diminish the character of the street scene. <p>2. Proposals for specialist residential accommodation in unsustainable locations, and not within or adjacent to the defined boundaries of the Maidstone urban area, rural service centres and larger villages will not be permitted.</p> <p>3.Existing specialist residential accommodation will be protected from loss through either redevelopment or conversion where there is an identified need. Any change outside that permitted will need to demonstrate the lack of need for <u>or financial viability of</u>, the facility within the borough.</p>		alter the findings of the SA because the alterations and additions to the text of policy LPRHOU7 serve as clarification and do not alter the overall meaning of the policy.
MM95	Para 9.40	<p>Amend paragraph 9.40 as follows:</p> <p>As set out in Policy LPRSP10(b) the council supports the principle of self and custom build housing and aims to meet the needs of those identified on the registers that it keeps. However, it also needs to manage the development of this type of housing to make sure it is appropriate. It is important to ensure that larger schemes deliver design coherence and are carefully planned and managed to ensure clarity for individual plot holders. <u>As with other windfall housing development, custom and self-build housing should primarily be located as per the settlement hierarchy, and therefore outside of the countryside unless site specific circumstances indicate otherwise.</u></p>	For plan effectiveness.	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: The additional text clarifies that the spatial strategy and settlement hierarchy applies to all windfall development. This was already assumed in</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
186				the Regulation 19 SA, since the plan must be read as a whole.
	MM96	LPRHOU8		No further amendments
		<p>Amend Policy LPRHOU8 to delete criterion (1)(II) and footnote (13) as follows:</p> <p>II. The planning definition of a Gypsy, Traveller or Travelling Showpeople, as set out in Planning Policy for Traveller Sites (2015)⁴³ is met;</p> <p>⁴³Planning Policy for Traveller Sites (2015): https://www.gov.uk/government/publications/planning-policy-for-traveller-sites</p>	For consistency with national planning policy.	<p>Main Modifications</p> <p>No change to SA findings: This proposed Main Modification is minimal and therefore not significant enough to alter the findings of the SA.</p> <p>Detail on policy will be further set out in the DPD.</p>
	MM97	LPRHOU9		No further amendments
		<p>Amend Policy LPRHOU9 criterion (2) as follows:</p> <p>2. The revision of self-build or custom build housing to open market housing will be permitted in the following circumstance:</p> <ul style="list-style-type: none"> Evidence is provided to the council that plots have been prominently marketed for sale to self or custom builders through the Council's Self-Build and Custom Housebuilding Register and through any relevant organisations, and a buyer has not been found within a 2412-month period. 	For plan effectiveness and to ensure the plan is justified.	<p>Main Modifications</p> <p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the change from a 24-month to 12-month</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
				period does not alter the overall meaning of the policy. No further amendments
187	MM98 Para 9.71 LPRTL2	Amend paragraph 9.71 as follows: With such a diverse rural tourism offer, it is important to provide alternative, diverse forms of accommodation to encourage visitors to stay for extended periods of time in the borough. However, the provision of tourist facilities must be balanced against the need to recognise the quality of the countryside for the sake of its intrinsic character and beauty. Proposals must also accord with the criteria set out under LPRSP14 in relation to Areas of Outstanding Natural Beauty and Green Belt. <u>For the purposes of policy LPRTL2, the term ‘holiday lets’ does not include the construction of new permanent dwellings in the countryside.</u> Amend Policy LPRTL2 as follows: <ul style="list-style-type: none"> Proposals for sites for the stationing of holiday lets, <u>holiday</u> caravans and/or holiday tents outside of the settlement boundaries as defined on the policies map will be permitted where... 	For plan effectiveness. To make clear the distinction between visitor accommodation and permanent dwellings for policy implementation.	<u>Main Modifications</u> No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the alterations and additions to the text of policy LPRTL2 serve as clarification and do not alter the overall meaning of the policy. No further amendments
	MM99 LPRQ&D3	Amend Policy LPRQ&D3 to delete last sentence as follows: In town, district and local centres as set out in policy LPRSP11(c), signage should be at ground floor level unless there is sufficient justification for them above this level.	For plan effectiveness.	<u>Main Modifications</u> No change to SA findings: Text amendments do not affect SA objectives. No further amendments
	MM100 LPRQ&D5	Amend Policy LPRQ&D5 to include policy numbering and a new criterion (1)(vi) as follows:	For plan effectiveness and to ensure	

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
188		<p><u>1. The conversion of rural buildings will be permitted where the following criteria are met:</u></p> <p><u>vi. In addition and where relevant, account should be taken of the Kent Farmsteads Guidance and the Kent Downs AONB Farmstead Guidance.</u></p> <p>Conversion for non-residential purposes <u>2. In addition to criteria 1(i – vi) above...</u></p> <p>Conversion for residential purposes <u>3. In addition to criteria 1(i – vi) above...</u></p>	the plan is justified.	<p><u>Main Modifications</u> More sustainable (no change to SA effects scores): the new criterion added in the Main Modifications of Policy LPRQ&D5 increases protection of Farmsteads in Maidstone borough. However, the Regulation 19 policy already requires development proposals to conserve and enhance local distinctiveness and ensure that development is sympathetic to the existing built environment and does not result in adverse impacts on its historic integrity, thus the minor positive effects for policy LPRQ&D5 in relation to SA objectives 15: Historic Environment and 16:</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
				Landscape are retained.
MM101	LPRQ&D6	<p>Amend Policy LPRQ&D6 as follows:</p> <p>All new development will be expected where possible to meet the new technical standards as follows:</p> <p>1) internal space standards as set out...</p> <p>4)<u>2)</u> Accessibility and adaptable dwellings standard M4 (2) or any superseding standards in line with evidence of the SHMA, national planning policy and guidance. <u>Development proposals will be considered having regard to site specific factors (such as vulnerability to flooding, site topography, and other circumstances) which may make a specific site less suitable for M4(2) compliant dwellings, particularly where step free access cannot be achieved or is not viable.</u></p> <p><u>3) Where the Council has identified evidence of a specific need for a wheelchair accessible standard M4(3) property (for which the council is responsible for allocating or nominating a person to live in that dwelling) that is relevant to a site, this will be negotiated with the developer and secured by planning obligation, subject to consideration of viability and suitability.</u></p> <p>3)<u>4)</u> New dwellings shall be built...</p>	For consistency with the NPPF and NPPG.	<p>No further amendments</p> <p><u>Main Modifications</u> <u>More sustainable</u> <u>(change to effects score)</u></p> <p>The additional information regarding M4(2) compliant dwellings expands the initial text on such dwellings and so does not change the meaning over the overall policy and thus does not alter the assessment.</p> <p>The Main Modification regarding M4(3) properties enhances provision of high quality properties for those who use wheelchairs, thus the effect for policy LPRQ&D6 regarding</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
				SA 1: Housing has been strengthened from minor positive to significant positive . No further amendments
MM102 190	Paras 9.87 to 9.90 LPRTRA3	<p>Delete paragraphs 9.87 to 9.90 and Policy LPRTRA3 as follows:</p> <p>POLICY LPRTRA3: PARK AND RIDE</p> <p>The role of park and ride is to provide an alternative to the private car from the outer parts of an urban area to the centre. It is to help combat congestion, air quality issues and bring about environmental benefits</p> <p>Maidstone has supported the principle of Park and Ride for a long time. The first site serving the town opened in 1989. At present there are two park and ride sites within Maidstone Borough serving the urban area. These include:</p> <ul style="list-style-type: none"> • Willington Street Park and Ride • London Road Park and Ride <p>Combined these sites provided a capacity of approximately 918 parking spaces, and a regular service from them to the town centre.</p> <p>The Council will keep under regular review future need for park and ride provision, and will consider alternative sites, if required.</p> <p>Policy LPRTRA3: Park & Ride</p> <p>The following sites, as defined on the policies map, are designated bus Park and Ride sites:</p>	For plan effectiveness and to ensure the plan is justified.	<p>Main Modifications</p> <p>Policy removed: No change to SA effects. The park and ride sites closed in 2022.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
		<ul style="list-style-type: none"> London Road (to serve the A20 west corridor); and Willington Street (to serve the A20 east corridor). <p>The council will seek to protect these sites to be maintained as Park and Ride sites and will seek opportunities for new Park and Ride sites in the borough, especially in and around the Maidstone Urban Area.</p>		
MM103 191	LPRTRA4	<p>Amend Policy LPRTRA4 as follows:</p> <p>1. Car parking standards for new residential developments will be assessed against the requirements set out in KCC's Interim Guidance Note 3 (IGN3) to the Kent Design Guide or any subsequent revisions or superseding documents produced by the Highways Authority.</p> <p>2. For all new non-residential developments, and for cycle and motorcycle parking in residential developments, provision for all types of vehicle parking should be made in accordance with advice by Kent County Council as Local Highway Authority. As a starting point of reference, consideration should be given to the standards set out in the former Supplementary Planning Guidance 4 (SPG4) to the Kent and Medway Structure Plan.</p> <p>3. The council may depart from established maximum or minimum standards to take account of:</p> <ul style="list-style-type: none"> Specific local circumstances that may require a higher or lower level of parking provision for reasons including as a result of the development site's accessibility to public transport, shops and services, highway safety concerns and local on-street parking problems; the successful restoration, refurbishment and re-use of listed buildings or buildings affecting the character of a conservation area; allow the appropriate re-use of the upper floors of buildings in town centres or above shop units; innovative design that can sufficiently justify a reduced provision of vehicle parking 	<p>For policy clarity, plan effectiveness and consistency with Building Regulations.</p> <p>Deleted text necessary to avoid duplication and/or conflict with Part S of the Building Regulations.</p>	<p>No further amendments</p> <p><u>Main Modifications</u> Less sustainable (no change to effects score): The deletion of requirements for new development to ensure incorporation of electric charging infrastructure will result in Policy LPRTRA4 being less sustainable regarding SA objectives 4: Health, 7: Sustainable Travel and 13: Climate Change. However, Policy LPRTRA4 still requires proposals for non-residential development which</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
192		<p>Any departure from the adopted standards will be informed by consultation with the Local Highways Authority.</p> <p>New developments should ensure that proposals incorporate electric vehicle charging infrastructure as follows:</p> <p>a) New residential dwellings with private on-curtilage parking provision shall provide active Electric Vehicle charging points at a minimum of 1 per dwelling of sufficient capacity to enable as a minimum Mode 3 at 7kW with Type 2 connector — 230v AC 32 Amp single phase charging.</p> <p>b) New residential dwellings with private allocated off-curtilage parking provision shall provide cabling to all spaces where practical to allow for future installation of charging points. Cabling shall be of sufficient capacity to enable as a minimum Mode 3 at 7kW with Type 2 connector — 230v AC 32 Amp single phase charging.</p> <p>c) Proposals for residential development which includes the provision of communal parking shall provide electric vehicle infrastructure at a rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points.</p> <ul style="list-style-type: none"> • • 4. Proposals for non-residential development which includes the provision of parking shall provide electric vehicle charging points at a minimum rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points. 		<p>includes the provision of parking to provide electric vehicle charging points, thus the overall significance scores are not affected.</p> <p>In relation to the effects of the plan as a whole, it is noted that Policy LPRSP14(C) retains the requirement for development involving the creation of new dwellings, retail and/or employment space to encourage a shift towards sustainable travel through the provision of electric vehicle infrastructure, although this is judged to be a weaker policy requirement than the more specific one that is proposed to be deleted from LPRTRA4. However, when the requirements</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
198				of the Building Regulations are also taken into account, there is no deterioration in sustainability of the plan as a whole, as explained in the Cumulative Effects section.
MM104	LPRINF2	<p>Amend Policy LPRINF2 as follows:</p> <p>Adequate accessibility to community facilities, including social, education and other facilities, is an essential component of new residential development.</p> <p>1. Residential development which would generate a need for new community facilities or for which spare capacity in such facilities does not exist, will not be permitted unless the provision of new, extended or improved facilities (or a contribution towards such provision) is secured as appropriate by planning conditions, through legal agreements, or through the Community Infrastructure Levy.</p> <p>2. Proposals requiring planning permission which would lead to a loss of community facilities will not be permitted unless:</p> <ul style="list-style-type: none"> It is evidenced that a need within the locality no longer exists, and it is not commercially viable (supported by audited financial reports and a reasonable level of proper marketing evidence); or a replacement facility acceptable to the council is provided or secured. <p><u>3. Specific proposals affecting existing open space, sports and recreation assets requiring permission will not be permitted unless they accord with the relevant sections of the NPPF and Sport England's Playing Field Policy where relevant.</u></p>	For consistency with national policy and an effective plan.	<p>No further amendments</p> <p><u>Main Modifications More sustainable (no change to effects score):</u> The paragraph added in the Main Mods of policy LPRINF2 strengthens its assessment in relation to SA objective 4: Health, however the policy seeks to only protect open space, sports and recreation assets rather than increase or enhance, therefore the minor positive effect</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struck through ;	Reason	Does the modification (including any amendment) affect the SA findings?
		3- 4. The council will seek to ensure, where appropriate, that providers of education facilities make provision for dual use of facilities in the design of new schools and will encourage the dual use of education facilities (new and existing) for recreation and other purposes.		recorded for this SA objective is maintained.
MM105 194	LPRENV1	<p>Amend Policy LPRENV1 as follows:</p> <p>1. Applicants will be expected to ensure that new development affecting a heritage asset incorporates measures to conserve, and where possible enhance, the significance of the heritage asset and its setting. This includes responding positively to views of and from that asset. <u>This also includes the potential public benefits from development impacting a heritage asset.</u></p> <p>2. Where appropriate, development proposals will be expected to respond to the value of the historic environment by the means of a proportionate Heritage Assessment which assesses and takes full account of:</p> <ul style="list-style-type: none"> Any heritage assets, and their settings, which could be impacted by the proposals; The significance of the assets; and The scale of the impact of development on the identified significance. <p>3. Where development is proposed for a site which includes or has the potential to include heritage assets with archaeological interest, applicants must submit a proportionate landscape assessment by way of an appropriate desk-based assessment and, where necessary, a field evaluation. This will be used to inform development and identify opportunities to enhance awareness, understanding and enjoyment of the historic environment to the benefit of community.</p> <p>4. The council will apply the relevant tests and assessment factors specified in the National Planning Policy Framework when determining applications for development which would result in the loss of, or harm to, the significance of a heritage asset and/or its setting. <u>This includes applying this policy to non-designated heritage assets where a balanced judgement will be</u></p>	<p>For consistency with national policy/guidance and plan effectiveness.</p> <p>Note: Modification to criterion (3) is a minor modification but shown with other changes for completeness. Also shown in Minor Mods schedule.</p>	<p>No further amendments</p> <p><u>Main Modifications</u> No change to SA findings: Additional text in criterion 1 repeats the requirement of para. 202 of the NPPF and additional text in criterion 4 repeats the requirement of para. 203 of the NPPF. These modifications therefore represent clarifications of existing requirements under the NPPF (assumed by the SA to form part of the baseline) rather than new requirements.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?
		<u>required having regard to the scale of any harm or loss and the significance of the heritage asset.</u>		
MM106	Appendix 1 Page 286	Amend Appendix 1 ‘Housing Trajectory’ to provide an updated housing trajectory, including a stepped trajectory. <i>As set out in the Appendix to this schedule of main modifications.</i>	For plan effectiveness.	No further amendments <u>Main Modifications</u> No change to SA findings: reflects amendments picked up under New Policy SP10.
MM107	Appendix 2 Page 287	Amend selected terms in the Appendix 2 ‘Glossary’. <i>As set out in the Appendix to this schedule of main modifications.</i>	For plan effectiveness and consistency with the NPPF.	No further amendments <u>Main Modifications</u> No change to SA findings: the glossary serves to clarify the meaning of terms used in the plan but does not contain any plan provisions.
MM108	Appendices	Insert a new Appendix 3 titled ‘Saved 2017 Local Plan Policies <u>Not Superseded on the adoption of the Local Plan Review</u>’ as follows: <i>As set out in the Appendix to this schedule of main modifications.</i> <u>Also add Site H1(24) Postley Road, Tovil.</u>	For plan effectiveness and consistency with the NPPF.	Amendment does not affect the SA findings. The amended wording does not affect the SA

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?								
196				findings. The addition of Site H1 (24) does not change the SA findings as sites allocated by the 2017 Local Plan have already been subject to Sustainability Appraisal prior to the adoption of that plan. <u>Main Modifications</u> No change to SA findings: the new table clarifies which policies are being saved from the adopted local plan and does not contain any new plan provisions. No further amendments <u>Main Modifications</u> No change to SA findings: the new table clarifies which policies are								
MM109	Appendices	<p>Insert a new Appendix 4 titled ‘Strategic Policies’ as follows:</p> <p><u>Appendix 4 – Strategic Policies</u></p> <table><tr><th colspan="2"><u>Maidstone Local Plan Review</u></th></tr><tr><td><u>Policy reference</u></td><td><u>Policy Name</u></td></tr><tr><td><u>LPRSS1</u></td><td><u>Maidstone borough spatial strategy</u></td></tr><tr><td><u>LPRSP1</u></td><td><u>Maidstone town centre</u></td></tr></table>	<u>Maidstone Local Plan Review</u>		<u>Policy reference</u>	<u>Policy Name</u>	<u>LPRSS1</u>	<u>Maidstone borough spatial strategy</u>	<u>LPRSP1</u>	<u>Maidstone town centre</u>	For consistency with the NPPF.	<u>Main Modifications</u> No change to SA findings: the new table clarifies which policies are
<u>Maidstone Local Plan Review</u>												
<u>Policy reference</u>	<u>Policy Name</u>											
<u>LPRSS1</u>	<u>Maidstone borough spatial strategy</u>											
<u>LPRSP1</u>	<u>Maidstone town centre</u>											

Mod ref	Policy, paragraph, page ref	Modification proposed New text is underlined in bold; deleted text is struckthrough;		Reason	Does the modification (including any amendment) affect the SA findings?
197		LPRSP2	Maidstone urban area		strategic in nature but does not contain any new plan provisions.
	LPRSP3	Edge of the Maidstone urban area			
	LPRSP4(A)	Heathlands garden settlement			
	LPRSP4(B)	Lidsing garden community			
	LPRSP5	Strategic development locations			
	LPRSP5(B)	Invicta Barracks strategic development location			
	LPRSP5(C)	Lenham broad location for housing growth			
	LPRSP6	Rural service centres			
	LPRSP6(A)	Coxheath			
	LPRSP6(B)	Harrietsham			
	LPRSP6(C)	Headcorn			
	LPRSP6(D)	Lenham			
	LPRSP6(E)	Marden			
	LPRSP6(F)	Staplehurst			
	LPRSP7	Larger villages			
	LPRSP7(A)	East Farleigh			
	LPRSP7(B)	Eyhorne Street (Hollingbourne)			
	LPRSP7(C)	Sutton Valence			
	LPRSP7(D)	Yalding			
	LPRSP8	Smaller villages			
	LPRSP9	Development in the countryside			
	LPRSP10	Housing delivery			
	LPRSP10(A)	Housing mix			
	LPRSP10(B)	Affordable housing			
	LPRSP11	Economic development			
	LPRSP11(A)	Safeguarding existing employment sites and premises			
LPRSP11(B)	Creating new employment opportunities				
LPRSP11(C)	Town, District and Local centres				

Mod ref	Policy, paragraph, page ref	Modification proposed <u>New text is underlined in bold</u> ; deleted text is struckthrough ;	Reason	Does the modification (including any amendment) affect the SA findings?																						
198		<table><tr><td><u>LPRSP12</u></td><td><u>Sustainable transport</u></td></tr><tr><td><u>LPRSP13</u></td><td><u>Infrastructure delivery</u></td></tr><tr><td><u>LPRSP14(A)</u></td><td><u>Natural environment</u></td></tr><tr><td><u>LPRSP14(B)</u></td><td><u>The historic environment</u></td></tr><tr><td><u>LPRSP14(C)</u></td><td><u>Climate change</u></td></tr><tr><td><u>LPRSP15</u></td><td><u>Principles of good design</u></td></tr><tr><td><u>Site Allocations</u></td><td><u>All site allocation policies are strategic policies</u></td></tr><tr><td colspan="2"><u>Maidstone Local Plan 2011-2031</u></td></tr><tr><td><u>GT1</u></td><td><u>Gypsy and traveller site allocations</u></td></tr><tr><td><u>OS1</u></td><td><u>Open space allocations</u></td></tr><tr><td><u>Site Allocations</u></td><td><u>All site allocation policies are strategic policies</u></td></tr></table>	<u>LPRSP12</u>	<u>Sustainable transport</u>	<u>LPRSP13</u>	<u>Infrastructure delivery</u>	<u>LPRSP14(A)</u>	<u>Natural environment</u>	<u>LPRSP14(B)</u>	<u>The historic environment</u>	<u>LPRSP14(C)</u>	<u>Climate change</u>	<u>LPRSP15</u>	<u>Principles of good design</u>	<u>Site Allocations</u>	<u>All site allocation policies are strategic policies</u>	<u>Maidstone Local Plan 2011-2031</u>		<u>GT1</u>	<u>Gypsy and traveller site allocations</u>	<u>OS1</u>	<u>Open space allocations</u>	<u>Site Allocations</u>	<u>All site allocation policies are strategic policies</u>		
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Appendix to the Main Modifications

Appendix 1: Housing Trajectory

Past years (completi ons)	Future trajectory (from expected plan adoption in 2023)
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Appendix A
Schedule of amended Main Modifications with SA implications

Maidstone Local Plan Review SA of Amended Main Modifications
March 2024

2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38
1,157	1,000	1,000	1,000	1,000	1,000	1,000	1,150	1,150	1,150	1,150	1,150	1,352	1,352	1,352	1,353	1,353
1,157	1,000	5,000					5,750					6,762				

Appendix A
Schedule of amended Main Modifications with SA implications

Maidstone Local Plan Review SA of Amended Main Modifications
March 2024

Supply component	Supply balance	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	Total 2021/22-2037/38
ANNUAL REQUIREMENT		1,157	1,000	1,000	1,000	1,000	1,000	1,000	1,150	1,150	1,150	1,150	1,150	1,352	1,352	1,352	1,353	1,353	19,669
Completions	2,691	1,627	1,064																2,691
Extant permission 10+ Total	3,700	-	-	662	972	712	561	325	177	118	72	40	40	21	-	-	-	-	3,606
Extant permission <10 Total	518	-	-	186	191	132	9	-	-	-	-	-	-	-	-	-	-	-	518
LP17 Allocation Total	230	-	-	-	-	-	-	-	-	-	-	-	154	76	-	-	-	-	230
Lenham NP Total	895	-	-	-	-	40	40	40	16	-	240	190	115	80	80	54	-	-	895
Broad Location Total	567	-	-	-	-	-	34	34	33	33	33	-	-	60	60	90	90	100	567
TC 700 Total	215	-	-	-	-	-	-	-	-	-	-	-	-	43	43	43	43	43	215
Garden Settlement Total	2,890	-	-	-	-	-	-	-	60	100	180	300	355	360	375	380	390	390	2,890
Invicta Barracks Total	1,300	-	-	-	-	-	-	50	75	75	100	100	150	150	150	150	150	150	1,300
Broad Location - villages Total	365	-	-	-	-	-	-	-	-	-	-	-	-	73	73	73	73	73	365
Windfall large Total	1,355	-	-	-	-	-	-	-	90	90	90	90	90	181	181	181	181	181	1,355
Windfall small Total	1,356	-	-	-	-	-	113	113	113	113	113	113	113	113	113	113	113	113	1,356
LPR Allocation Total	3,308	-	-	-	11	119	583	693	548	386	387	280	239	62	-	-	-	-	3,308
ANNUAL SUPPLY	19,390	1,627	1,064	848	1,174	1,003	1,340	1,255	1,112	915	1,215	1,113	1,256	1,219	1,075	1,084	1,040	1,050	19,296
		470	64	-152	174	3	340	255	-38	-235	65	-37	106	-133	-277	-268	-313	-303	
Cumulative balance		470	534	382	556	559	899	1,154	1,116	881	946	909	1,015	882	605	337	24	-279	

Appendix A
Schedule of amended Main Modifications with SA implications

Maidstone Local Plan Review SA of Amended Main Modifications
March 2024

Appendix 2: Glossary

Definition Article 4 Direction	<p>Modifications to Regulation 19 LPR Appendix 2: Glossary</p> <p>Restricts permitted development rights in relation to a particular area or site such as in a conservation area, or a particular type of development.</p> <p><u>A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which withdraws permitted development rights granted by that Order.</u></p>	Reason To bring in line with NPPF (2021).
202 Garden settlements	<p>A holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy, and sociable communities. The main characteristics are:</p> <ul style="list-style-type: none"> • A purpose-built new settlement, or large extension to an existing town • A community with a clear identity and attractive environment • It provides a mix of homes, including affordable and self-build • Planned by local authorities or private sector in consultation with the local community. 	To rectify a typographical error.
Green and blue infrastructure	<p>The term is used in Maidstone borough to refer collectively to the active planning, creation, management and protection of multifunctional green spaces and water bodies (the blue element) in built and urban environments. The term includes but is not limited to parks and gardens, natural and semi natural open spaces, green corridors, outdoor sports facilities, allotments, and river corridors. The primary functions of GBI are to conserve and enhance biodiversity, create a sense of space and place, and support healthy living by increasing outdoor recreational opportunities for people.</p>	To bring in line with NPPF (2021), this definition is deleted and captured in a new definition of 'Green and blue infrastructure' below.
Green and blue infrastructure	<p>A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits and quality of life benefits for nature, climate, local and wider communities and prosperity.</p>	To bring in line with NPPF (2021) definition of 'Green infrastructure'.
Housing Delivery Test	<p>Measure's net additional dwellings provided homes delivered in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.</p>	To bring in line with NPPF (2021) and to rectify a typographical error.

Kent Medical Campus	Permission granted for 98,000m² A1, B1, C2 and D1 flexible accommodation for health, education, and life science companies. <u>Refer to Policy LPRRMX1(1) – Newnham Park (Kent Medical Campus)</u>	Clarification. The policy supporting text indicates that various permissions have been granted at the site.
Larger Villages	Most sustainable established settlements in Maidstone's settlement hierarchy after the town centre, urban area and rural service centres: Coxheath , <u>East Farleigh</u> , Eythorne Street (Hollingbourne), Sutton Valence and Yalding	To accurately reflect the settlement hierarchy in the Local Plan Review.
Major Development	<u>For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.</u>	To bring in line with NPPF (2021) and relevant legislation.
National Planning Policy Framework	The NPPF was published in February 2019 July 2021 and it sets out the government's planning policies for England and how these must be applied. Local plan policies must be in conformity with the NPPF.	Factual correction.
Primary Shopping Area	<u>Defined Area</u> where retail development is concentrated.	To bring in line with NPPF (2021).
Rural Service Centres	Most sustainable established settlements in Maidstone's settlement hierarchy after the town centre and urban area: <u>Coxheath</u> , Harrietsham, Headcorn, Lenham, Marden and Staplehurst.	To accurately reflect the settlement hierarchy in the Local Plan Review.
Schools Capacity Survey	The school capacity survey is a statutory data collection that all local authorities must complete every year. Local authorities must submit data about: school capacity (the number of places and pupils in a school year), pupil forecasts (an estimation of how many pupils there will be in future), capital spend (the money schools and local authorities spend on their buildings and facilities).	To rectify a typographical error.
Self-build and custom-build housing	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. <u>A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.</u>	To bring in line with NPPF (2021).
Sustainable Transport Modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low <u>and zero</u> emission vehicles, car sharing and public transport.	To bring in line with NPPF (2021).
Windfall	<u>A site which has not been specifically allocated in a development plan.</u>	To address an omission.

Appendix A
Schedule of amended Main Modifications with SA implications

Maidstone Local Plan Review SA of Amended Main Modifications
March 2024

Appendix A

Schedule of amended Main Modifications with SA implications

Maidstone Local Plan Review SA of Amended Main Modifications
March 2024

LOCAL PLAN REVIEW

2021 - 2038

Adoption date: TBC



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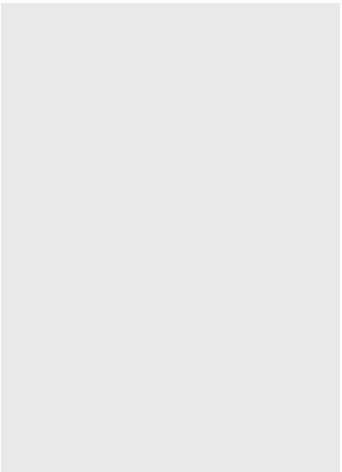
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1. FOREWORD

TBC



2. INTRODUCTION TO THE MAIDSTONE BOROUGH LOCAL PLAN REVIEW

Background to the Local Plan

- 2.1 Maidstone Borough Council's activities impact the lives of people living and working in the borough in a variety of ways. From collecting refuse from homes and businesses, keeping public open spaces clean, tidy and fit for purpose, actively intervening to make the borough 'open for business', managing the housing register and finding safe places to live for those in greatest housing need, all the way to managing the elections in the borough. The council's responsibilities and activities are diverse.
- 2.2 This responsibility is reflected in Maidstone Borough Council's Strategic Plan: "to make every effort to deliver its services and produce cohesive plans for – economic, environmental, social and cultural prosperity. We have stewardship of our future and it is important that we get it right".
- 2.3 One part of the council's statutory responsibilities includes its planning functions for Maidstone; as the Local Planning Authority, it determines planning applications and is responsible for preparing and maintaining a local plan for the borough.
- 2.4 The Maidstone Borough Local Plan (MBLP) was adopted in October 2017 and covers the period to 2031. The plan anticipates and plans for the new homes, business premises, shops and infrastructure needed over the plan period.

The Local Plan Review

- 2.5 This Local Plan Review (LPR) document updates and supersedes the 2017 Local Plan, 'saving' relevant policies contained within it and ensuring that it is in line with the latest national planning requirements, including extending the plan period to 2038. A schedule of the policies that would not be superseded is included in Appendix 3. The Local Plan Review is a key document which establishes the framework to guide future development of the borough. It plans for homes, jobs, shopping, leisure and the environment, including biodiversity and climate change, as well as the associated infrastructure to support new development. It explains the 'why, what, where, when and how' development will be delivered and plans for growth and renewal, whilst at the same time protecting and enhancing the borough's natural and built assets.

- 2.6 The Maidstone Borough Local Plan Review is supported by a robust and proportionate evidence base, has been produced in accordance with government requirements (including the duty-to-co-operate), and considers several relevant national and local plans and strategies.
- 2.7 The Local Plan Review has been prepared in line with relevant Acts and Regulations; it also takes account of the National Planning Policy Framework (NPPF), which is published by the Government. The NPPF explains the statutory provisions and provides guidance to both the community and local government about the operation of the planning system, and how the government's planning policies, should be applied. The Local Plan Review also takes account of the National Planning Practice Guidance (NPPG).
- 2.8 The Marine Management Organisation has produced a South East Marine Plan. Under the Marine and Coastal Access Act, any relevant authorisation or enforcement decisions must be made in accordance with the marine plan. Any other decisions which may impact the marine area must also have regard to the marine plan.
- 2.9 The Local Plan Review:
- Sets out the scale and distribution of development;
 - Identifies, by site, where development will be located;
 - Identifies where development will be constrained; and
 - Explains the infrastructure required to help deliver the plan.
- 2.10 In considering proposals for development, the council will apply all relevant policies of the plan. It is therefore assumed that the plan will be read as a whole and cross-referencing between plan policies has been minimised.
- 2.11 The Local Plan Review forms part of the overall Development Plan for the borough. Development Plans, which include adopted Local Plans and adopted Neighbourhood Development Plans, are central to the planning system and are needed to guide the decision-making process for land uses and development proposals. Other documents within the Development Plan are:
- North Loose Neighbourhood Plan 2015-2031 (2016)
 - Staplehurst Neighbourhood Plan 2016-2031 (2020)
 - Loose Neighbourhood Plan 2018-2031 (2019)
 - Marden Neighbourhood Plan 2017-2031 (2020)
 - Boughton Monchelsea Neighbourhood Plan (2021)

- Lenham Neighbourhood Plan 2017-2031 (2021)
- Otham Neighbourhood Plan 2020-2035 (2021)
- Kent Minerals and Waste Local Plan 2013-30 as amended by Early Partial Review (2020)
- Kent Mineral Sites Plan (2020)

2.12 Neighbourhood Development Plans, also called Neighbourhood Plans, are prepared by parish councils and Neighbourhood Forums. A Neighbourhood Plan attains the same legal status as other documents within the Development Plan once it has been agreed at referendum and is brought into legal force by Maidstone Borough Council. Government advises that a Neighbourhood Plan should meet certain basic conditions as set out in legislation. Neighbourhood Plans must be prepared in accordance with the NPPF and be in conformity with the strategic policies of the adopted Maidstone Borough Local Plan Review. A schedule of the policies that are considered to be 'strategic policies' for the purpose of neighbourhood planning are included in Appendix 4. The Kent Minerals and Waste Local Plan identifies Mineral Safeguarding Areas, the purpose of which is to avoid the unnecessary sterilization of any mineral resources through incompatible development. Development proposals coming forward within the Minerals Safeguarding Areas located in Maidstone will therefore need to comply with minerals safeguarding policies in the Minerals and Waste Local Plan. The extent of the Minerals Safeguarding Areas is shown on the Policies Map accompanying the Local Plan Review.

2.13 There are a number of adopted supplementary planning documents (SPD) and planning advice notes which provide supplementary guidance to local and national planning policies. The following SPDs and advice notes are saved:

- Affordable and local needs housing (SPD)
- Kent Design Guide (2005)
- Kent and Medway Structure Plan 2006: SPG4 Vehicle Parking Standards
- Kent Design Guide Review: Interim Guidance Note 3-Residential Parking
- London Road Character Area Assessment SPD (2008)
- Loose Road Character Area Assessment SPD (2008)
- Residential Extensions SPD (2009)
- Domestic and Medium Scale Solar PV Arrays (up to 50KW) and Solar Thermal (2014)

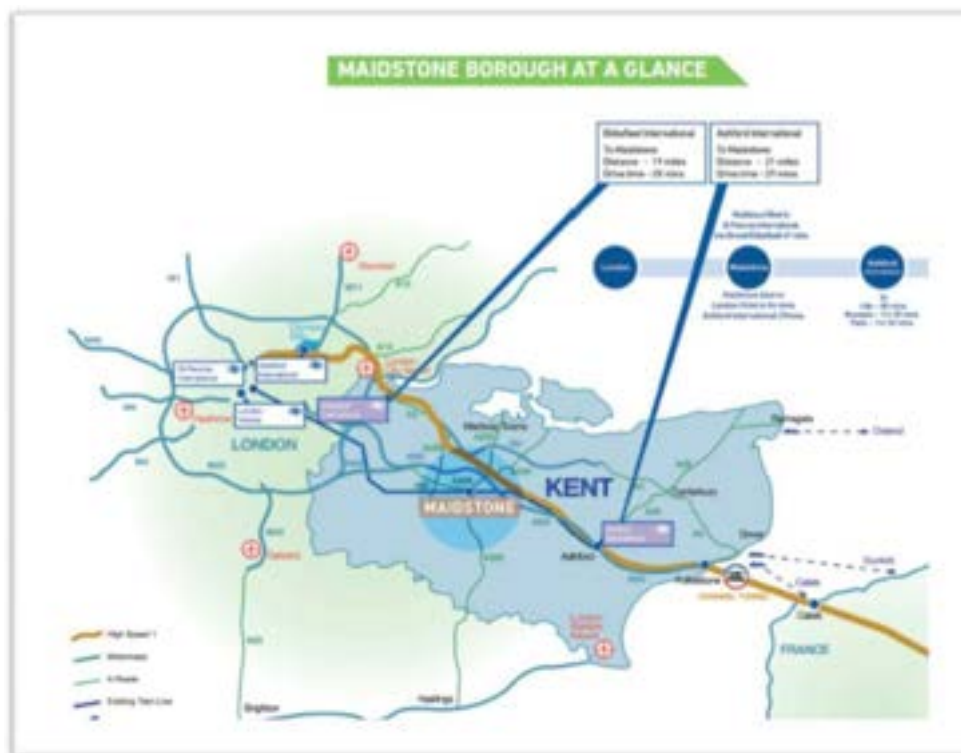
- Large Scale (>50KW) Solar PV Arrays (2014)
- Kent Downs AONB Management Plan 2021-2026
- London Road walking and cycling assessment (2019)
- Maidstone walking and cycling assessment (2018)
- Building for Life 12 (2018)
- Delivering Growth (2017)
- Community Facilities in North Ward Feasibility Study (2017)
- Air Quality Guidance (2017)
- Public Art Guidance (2017)
- Green and Blue Infrastructure Strategy: Action Plan (2017)
- Maidstone Tri Study (2017)

3. SPATIAL PORTRAIT AND KEY LOCAL ISSUES

Spatial Portrait

- 3.1 The borough of Maidstone covers approximately 40,000 hectares and is situated in the heart of Kent. Maidstone is the County Town of Kent and approximately 75% of its 171,800 population live in the urban area. The Maidstone urban area, located in the north west of the borough, has a strong commercial and retail town centre, with Maidstone comprising one of the largest retail centres in the south east. A substantial rural hinterland surrounds the urban area, part of which enjoys designation due to its high landscape and environmental quality. The borough encompasses a small section of the Metropolitan Green Belt (1.3%), and 27% of the borough forms part of the Kent Downs National Landscape (previously Area of Outstanding Natural Beauty (AONB)).

Figure 3-1: Maidstone borough at a glance



- 3.2 The borough is strategically located between the Channel Tunnel and London with direct connections to both via the M20 and M2 motorways. Three central

railway stations in the town connect to London, Ashford, Tonbridge and to the Medway Towns. Maidstone borough has a close interaction with the Medway Towns that provide a part of the borough's workforce. The town centre acts as the focus for retail development throughout the borough and has an important role to play in the visitor economy with the tourist information centre located at Maidstone Museum.

- 3.3 The rural centres of Harrietsham and Lenham lie on the Ashford International - Maidstone East - London Victoria line; and Headcorn, Marden and Staplehurst lie on the Ashford International, Tonbridge - London Charing Cross and London Cannon Street lines. Yalding lies on the Medway Valley Line, Paddock Wood - Maidstone West - Maidstone Barracks - Strood.
- 3.4 The Channel Tunnel link known as High Speed 1 (HS1) runs through the borough, providing fast links into London (a service links to HS1 from Maidstone West station, via Strood to Ebbsfleet). A number of main highway routes cross the borough including the A20, A229, A249, A274 and A26.
- 3.5 The borough is relatively prosperous with a considerable employment base and a lower-than-average unemployment rate compared to Kent. However, the borough has a relatively low wage economy that has led to out-commuting for higher paid work. The local housing market crosses one adjacent borough boundary into Tonbridge and Malling, with relationships identified with the Ashford, Medway, Tunbridge Wells, and London housing markets. All of these markets are influenced by their proximity to London, resulting in relatively high house prices.
- 3.7 There are parts of the borough that would benefit from renewal, primarily including Maidstone town centre. There are also pockets of deprivation that exist, particularly in the urban area. The rural service centres and larger villages provide services to the rural hinterland and some larger villages also play a vital part in the rural economy. There are a number of significant centres of economic activity in and around the rural settlements, and smaller commercial premises are dotted throughout the borough.
- 3.8 Agriculture remains an important industry to the borough including the traditional production of soft fruits and associated haulage and storage facilities.
- 3.9 The borough is fortunate to benefit from a number of heritage and natural assets including 41 conservation areas, over 2,000 listed buildings, 26 scheduled ancient monuments and 15 registered parks and gardens important for their special historic interest. Seven percent of the borough is covered by areas of ancient woodland: there are 63 local wildlife sites, 34 verges of nature conservation interest, 11 sites of special scientific interest, 3 local nature reserves and a European designated special area of conservation. The River Medway flows through the borough and the town centre and, together with its

tributaries, is one of the borough's prime assets. Protection of the borough's distinct urban and rural heritage remains an important issue for the council.

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

The LPR's Strategic Issues

- 3.11 Table 3.1 brings together the NPPF's strategic themes, the Strategic Plan's priorities and outcomes, and the associated strategic issues for Maidstone borough. This table helps provide the basis for the structure of the remaining chapters of this document.

Table 3-1: Local Plan Strategic Issues

NPPF	Strategic Plan	Local Plan Review
Strategic Theme	Priorities, Outcomes and Cross-cutting Objectives	Strategic Issue
Set out an overall strategy for the scale, pattern and quality of development and make sufficient provision for...		
...Housing (including affordable housing), employment, retail, leisure, and other commercial development	<p>Embracing growth and enabling infrastructure</p> <p>Council leads master planning and invests in new places which are well designed</p> <p>Key employment sites are delivered</p> <p>Skills levels and earning potential of our residents are raised</p> <p>Local commercial and inward investment is increased</p>	<p>Meeting the borough's local housing need and helping to meet needs across the relevant Housing Market Area/s</p> <p>Ensuring a sufficient supply of affordable housing</p> <p>Ensuring sufficient land and floorspace is provided to support economic growth in the borough and to contribute to the needs of the wider economic market area</p> <p>Ensuring that Maidstone has a</p>

NPPF	Strategic Plan	Local Plan Review
Strategic Theme	Priorities, Outcomes and Cross-cutting Objectives	Strategic Issue
	<p>Homes and Communities</p> <p>Existing housing is safe, desirable and promotes good health and well being</p> <p>Housing need is met including affordable housing, homelessness and rough sleeping are prevented</p> <p>A thriving place</p> <p>Our town and village centres are fit for the future</p> <p>A vibrant leisure and cultural offer</p>	<p>vital and vibrant town centre which maintains its role in the sub-region and that a network of local centres continue to serve local retail and service needs</p>
<p>Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation</p>	<p>Safe, clean and green</p> <p>A borough that is recognised as clean and well cared for by everyone</p> <p>People feel safe and are safe</p> <p>An environmentally attractive and sustainable borough</p> <p>Embracing growth and enabling infrastructure</p> <p>Sufficient infrastructure is planned to meet the demand of growth</p> <p>Heritage is respected</p>	<p>Ensuring that the borough's environmental assets such as the National Landscapes, Landscapes of Local Value, the countryside and Green Belt are suitably protected and enhanced</p> <p>Tackling the biodiversity emergency by ensuring that the borough's biodiversity and wildlife habitats are suitably protected and enhanced</p> <p>Ensuring that the borough's historic assets are conserved and enhanced</p> <p>Contributing to an overall improvement in air quality, in particular in the Maidstone Air Quality Management Area</p> <p>Managing the risk of flooding from all sources</p> <p>Tackling the climate change emergency by taking a proactive approach to mitigating and adapting to climate change</p>

4. SPATIAL VISION AND OBJECTIVES

- 4.1 The council's vision for the borough is set out in the 2019 Strategic Plan:

Maidstone: A vibrant, prosperous, urban and rural community at the heart of Kent where everyone can realise their potential.

Local Plan Review Spatial Vision

- 4.2 Having regard to the Borough's Strategic Plan, as well as the other matters and strategic issues that the LPR will need to address, the proposed spatial vision for the LPR over the plan period and beyond¹ is as follows:

Maidstone: *A borough open to embracing growth which provides improved infrastructure, economic opportunity and prosperity, along with services, spaces, and homes for our communities, while addressing biodiversity and climate change challenges and protecting our heritage, natural and cultural assets. This will be achieved through the implementation of the Spatial Strategy as set out in Chapter 5 of this Local Plan Review.*

¹ NPPF paragraph 22 requirement to include a vision that looks further ahead (at least 30 years) to take account the likely timescale for delivery of the new garden settlements.

Spatial objectives

- 4.3 The objectives below respond to the strategic issues and other matters noted in the Local Plan Review, as well as the spatial vision identified above. They will help deliver on the vision as stated above.

1. THROUGH THE LOCAL PLAN REVIEW THE COUNCIL WILL PROVIDE FOR, DURING THE PLAN PERIOD, A BALANCE OF NEW HOMES AND RELATED RETAIL AND EMPLOYMENT OPPORTUNITIES ACROSS THE BOROUGH

- 4.4 Improved prosperity will be achieved through the strategic direction of growth set out in the LPR. The emphasis will be on increasing and developing skilled employment opportunities in the borough alongside developing learning opportunities, having regard to the roles of centres across the borough, and existing and improved accessibility patterns:
- i. Principally within the Maidstone urban area, with a particular focus on the renewal of the town centre, including the Invicta Park Barracks strategic development location, within the plan period;
 - ii. Within two new garden communities at Heathlands and Lidsing, within and extending beyond the plan period;
 - iii. With significant employment locations at the former Syngenta Works and Woodcut Farm;
 - iv. To a lesser extent at the six rural service centres of Harrietsham, Headcorn, Lenham, Marden;
 - v. Coxheath and Staplehurst consistent with their range of services and role; and
 - vi. Limited development at the four larger villages of East Farleigh, Eythorne Street (Hollingbourne), Sutton Valence and Yalding; and
 - vii. To support the sustainable future of smaller villages and hamlets where appropriate.

2. MAINTENANCE OF THE DISTINCT CHARACTER AND IDENTITY OF VILLAGES AND THE URBAN AREA

- 4.5 The roles of the rural service centres and larger villages will be strengthened through the retention of existing services, the addition of new infrastructure where possible, and the regeneration of employment sites including the

expansion of existing sites where appropriate. Development throughout the borough will be required to provide a mix of housing tenures to allow for the creation of sustainable communities and be of high-quality using design that responds to the local character of areas and incorporates sustainability principles.

3. PROTECTION OF THE BUILT AND NATURAL HERITAGE, INCLUDING THE KENT DOWNS NATIONAL LANDSCAPE AND ITS SETTING, THE SETTING OF THE HIGH WEALD NATIONAL LANDSCAPE AND AREAS OF LOCAL LANDSCAPE VALUE

- 4.6 Great weight will be given to conserving and enhancing the Kent Downs and High Weald National Landscapes. Development will conserve and enhance the landscape and scenic beauty of the Kent Downs and High Weald National Landscapes. Development within the setting will conserve and enhance the landscape and scenic beauty of the Kent Downs and High Weald National Landscapes and should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas. Development will also conserve and enhance other distinctive landscapes of local value and heritage designations whilst facilitating the economic and social well-being of these areas, including the diversification of the rural economy.

4. ENSURING THAT DEVELOPMENT ADEQUATELY MITIGATES AND ADAPTS TO CLIMATE CHANGE, WHILST ADDRESSING THE ISSUES OF FLOODING AND WATER SUPPLY AND THE NEED FOR DEPENDABLE INFRASTRUCTURE FOR THE REMOVAL OF SEWERAGE AND WASTEWATER

- 4.7 The Local Plan Review also ensures that development supports the council's ambition of becoming a carbon neutral borough by 2030. In doing so, it will deliver sustainable and, where possible, low carbon growth which protect and enhance the borough's natural environment. The council will, through local plan policy, seek to facilitate the necessary infrastructure to enable residents and businesses to minimise their impact on, and respond to, climate change. Developments will have considered the potential for the site to be delivered in a low carbon way, the incorporation of zero or low carbon technologies, and will include provision to enable future technologies and climate change adaptation. Additionally, development will give high regard to protection and enhancement of biodiversity. Developers and the council will work proactively with the sewerage service provider to ensure that any necessary upgrades to wastewater treatment works and/or the sewer network resulting from new development are identified early to ensure that performance of wastewater infrastructure is not diminished by the connection of new development.

5. PROTECTION AND ENHANCEMENT OF BIODIVERSITY, AND PROTECTION AND PROMOTION OF THE MULTI-FUNCTIONAL NATURE OF THE BOROUGH'S OPEN SPACES, RIVERS AND OTHER WATERCOURSES

- 4.8 The Local Plan Review recognises the biodiversity emergency and aims to retain and enhance the character and biodiversity of the existing green and blue infrastructure and to promote linkages between areas of environmental value.
- 4.9 Building on existing assets, the delivery of the Green and Blue Infrastructure Strategy will develop and enhance a high-quality network of green and blue spaces.

6. PROVISION OF STRATEGIC AND LOCAL INFRASTRUCTURE TO SUPPORT NEW DEVELOPMENT AND GROWTH INCLUDING A SUSTAINABLE INTEGRATED TRANSPORT STRATEGY, ADEQUATE WATER SUPPLY, SUSTAINABLE WASTE AND MINERALS MANAGEMENT, ENERGY INFRASTRUCTURE, AND SOCIAL INFRASTRUCTURE SUCH AS HEALTH, SCHOOLS AND OTHER EDUCATIONAL FACILITIES

- 4.10 The council will seek to ensure that key infrastructure and service improvements needed to support delivery of the Maidstone Local Plan Review are brought forward in a coordinated and timely manner, and that new development makes an appropriate contribution towards any infrastructure needs arising as a result of such new development. The council will achieve this through close working with infrastructure providers.
- 4.11 Through the delivery of the Integrated Transport Strategy, Maidstone will seek a transport network that supports a prosperous economy and provides genuine transport choices to help people make more journeys by modes such as public transport, walking and cycling.
- 4.12 The infrastructure will support the growth projected by the Local Plan and LPR by 2038 with a focus on large scale developments, such as proposals at the new garden communities at Heathlands and Lidsing extending well beyond the plan period. The aspiration of which is to achieve self-sufficiency and reduction in demand for travel on the Strategic Road Network over the full build-out of these settlements.

7. IMPROVE THE QUALITY OF AIR WITHIN THE AIR QUALITY MANAGEMENT AREA (AQMA)

- 4.13 Developments within the borough's AQMA, and with the potential to adversely impact it will be required to mitigate their impact, including on human health, having regard to both on-site design and travel patterns and modes of travel.

8. RENEWAL OF MAIDSTONE URBAN AREA WITH PARTICULAR FOCUS ON MAIDSTONE THE TOWN CENTRE AND AREAS OF SOCIAL AND ENVIRONMENTAL DEPRIVATION

- 4.14 The plan aims to transform the offer, vitality and viability of Maidstone town centre including its office, retail, residential, leisure, cultural and tourism functions, it also aims to facilitate significant enhancement of its public realm and natural environment including the riverside. As the County Town of Kent, Maidstone's urban area will be revitalised by the regeneration of key commercial and residential sites and areas of existing deprivation, the creation of employment opportunities, continued investment in the town centre, and improvements to access. The town centre will be a first-class location that will enable Maidstone to retain its role in the retail hierarchy of Kent by the creation of a distinctive, accessible, safe and high-quality environment for the community to live, work and shop in. The town centre will be regenerated by encouraging a wide range of new development including shops, businesses, residential development, cultural and tourism facilities, and enhanced public spaces that will attract residents and visitors. There will also be a focus on the provision of appropriate social infrastructure as well as accessibility, permeability, and sustainability of the town centre.

9. REDRESSING THE LOW WAGE ECONOMY BY EXPANDING THE EMPLOYMENT SKILLS BASE TO TARGET EMPLOYMENT OPPORTUNITIES

- 4.15 The plan aims to provide for investment in employment space across the borough and in the town centre in a manner which maximises choice and flexibility. This would, in turn, act as a mechanism to attract a more diverse range of employment with increased levels of higher added value, local jobs. However, if this is to be both economically and environmentally sustainable, it is important that local residents and communities are equipped with the skills to compete for the employment and training opportunities that result from this investment, and to continue to develop their skills base throughout their careers and beyond.
- 4.16 In achieving this, the plan will need to work in parallel with other strategies such as the council's Economic Development Strategy, and with other agencies such as the Local Enterprise Partnership, Invest in Kent and both local and subregional Higher Education and Further Education providers. In doing so, it will ensure that these links are made as a direct result of development and that

opportunities are created at the best locations for the delivery of this education and training.

10. MEETING HOUSING NEEDS BY DELIVERING AFFORDABLE HOUSING, LOCAL NEEDS HOUSING, ACCOMMODATION FOR THE ELDERLY, ACCOMMODATION TO MEET GYPSY AND TRAVELLER NEEDS, AND ACCOMMODATION TO MEET RURAL HOUSING NEEDS

- 4.17 The plan supports new housing in villages that meet local needs and is of a design, scale, character and location appropriate to the settlement and which supports the retention of existing services and facilities, a better mix and balance of housing will be provided, while the density and location of development will also be carefully considered.
- 4.18 It also provides for future housing that meets the changing needs of the borough's population including provision for an increasingly ageing population and family housing; an appropriate tenure mix; affordable housing and; accommodation to meet the needs of the Gypsy and Traveller community.

11. ENSURING THAT ALL NEW DEVELOPMENT IS BUILT TO A HIGH STANDARD OF SUSTAINABLE DESIGN AND CONSTRUCTION

- 4.19 Policies within the plan ensures that new development is of high-quality design and makes a positive contribution to the area, including the protection and enhancement of built and natural heritage and biodiversity, it will be required to take into account the impact of climate change. They also ensure that new development takes into account the need to mitigate its impact on and respond to climate change, implementing sustainable construction standards for both residential and non-residential schemes.

5. THE BOROUGH SPATIAL STRATEGY

- 5.1 One of the principal aims of the Local Plan is to set out clearly the council's proposals for the spatial distribution of development throughout the borough based on the vision and objectives of the plan. This section determines the housing and economic development targets for the plan period and describes the council's approach to the distribution of development. The justification for this approach has been derived from the NPPF, the Sustainability Appraisal and the substantial, ongoing evidence base that has been produced by the council.

The Plan Period

- 5.2 The LPR plan period runs from 2021-2038, extending an additional 7 years beyond the current Local Plan period which ends in 2031.

Requirements

- 5.3 As a minimum, local plans should provide objectively assessed needs for housing, including affordable housing, as well as other uses including land for Gypsy, Traveller and Travelling Showpeople accommodation, employment and retail.
- 5.4 Much of the need required over the plan period is met through the existing Local Plan 2017. The policies in this LPR update and add to this need, but some original policies, notably site allocations, will be retained. This is set out in the relevant chapters below.
- 5.5 For the reasons set out elsewhere in this document, including delays with producing the Gypsy and Traveller needs assessment due to COVID-19, new allocations for Gypsy and Traveller accommodation are not included in this LPR. A separate Development Plan Document will be produced to address this.

Housing Needs

- 5.6 Key to delivering the targets will be the availability of suitable sites and the provision of supporting infrastructure.
- 5.7 The Government, through the NPPF and associated Planning Practice Guidance, has introduced a new 'standard method' to calculate the borough's minimum

housing need. This takes projected household growth and applies an upward adjustment based on the affordability characteristics of the area – the average house price-to-earnings ratio. This standard method has been reviewed in the Strategic Housing Market Assessment (SHMA) and, based on 2021 data, results in a local housing need for 1,157 dwellings per annum in Maidstone borough, which equates to 19,669 dwellings over the proposed 2021-2038 plan period for the Local Plan Review.

- 5.8 New homes delivered since the start of the plan period (2021), plus current allocations and permissions (extant supply including 2017 allocations, broad locations and other extant permissions), forecast windfall completions, and contributions from broad locations beyond the 2017 Plan period (Invicta Park Barracks) have the potential to meet some of these requirements:
- Completions (1st April 2021 to 31st March 2023) = 2,691 units
 - Extant supply at 1st April 2023 = 6,450 units
 - Windfall development (2027-2038) = 2,711 units
 - Invicta Park Barracks (beyond 2031) = 800 units
- 5.9 Windfall development is updated based on latest trends and forecasts. As of 1st April 2023, the estimated windfall contribution to 2038 is 2,711 additional units.
- 5.10 At Invicta Park Barracks, 500 units are expected to come forward during the Local Plan 2017 period (2011- 2031), with the remaining 800 units coming forward over the period to 2038.
- 5.11 In November 2019, the council’s Strategic Planning and Infrastructure Committee adopted five planning guidance documents which set out its aspirations for the regeneration of town centre sites. These added design guidance and capacity certainty to a number of sites which were identified in Policy H2(1) – Town Centre Broad Location.
- 5.12 When the new site capacities are considered against the ranges included in the 2017 Local Plan, there is an expected uplift of 883 units. It should be noted that while these sites benefit from the certainty of having published planning guidance, they still need to secure full planning consent. For the purposes of identifying the current target, these sites are assumed to be “priced in”, and count as a reduction in the overall target amount.
- 5.13 Totalling all of these changes together indicates a significant shift downwards in the Borough’s future housing need. The calculation is 19,669 (new requirement) – 2,691 (completions) – 6,450 (extant supply at 1st April 2023) –

2,711 (windfall supply) – 800 (Invicta Park Barracks) – 883 (town centre opportunity sites) gives a new total of **6,134** units.

Commercial Development Needs

- 5.14 National Planning Practice Guidance requires Local Planning Authorities to understand existing business needs in terms of both their current and future requirements in the preparation of local plans. This includes identification of the Functional Economic Market Area, assessment of recent employment land supply and loss patterns, as well as understanding of the current market and wider signals relating to economic growth, diversification and innovation.
- 5.15 The council's Economic Development Needs Study (EDNS) identifies that the minimum floorspace required to meet need based on job growth forecasts (labour demand) is 101,555m² (gross) for employment uses over the period 2022-2037. Extrapolating these figures to account for an extra year at either end of the plan period, the floorspace need over 2021 to 2038 is 119,250m². This essentially re-sets the requirement from 2021 and is not in addition to the current local plan requirement. This figure is then translated into a land take requirement (in hectares), based on assumptions of the type of employment and its location in the borough. For example, offices located within Maidstone town centre are assumed to achieve a higher job density than offices located elsewhere in the borough and will therefore have differing plot ratios applied. This will have implications on the overall land needed to provide the required floorspace.
- 5.16 The NPPF indicates that local plans should allocate a range of suitable sites to meet the scale and type of retail, leisure and other development needed in town centres for at least 10 years. The retail need should be met in full and should not be compromised by limited site supply. Through application of a sequential approach, designated town centres should be the first choice for locating retail, leisure and main town centre uses.
- 5.17 Based on the expected population growth, combined with analysis of national and local retail trends and Experian forecasts, the objectively assessed projected retail floorspace requirements (sqm, gross) for all traditional retailing as well as food and beverage uses over the plan period to 2038 is 14,360m².
- 5.18 However, it is recognised that the changing nature of retail industry makes medium to long term planning inherently uncertain. Even short-term planning is challenging in the wake of Brexit and the Covid-19 pandemic. With this in mind, the plan will allocate floorspace to meet the forecast retail needs over the first 10 years of the plan period, to 2032 only. This is in accordance with national guidance. Therefore, the total floorspace required is 10,847m² to 2032 and this is comprised as follows:

- 4,243m² convenience retail;
- 626m² comparison retail; and
- 5,798m² food and beverage.

Gypsy and Traveller Accommodation Needs

- 5.19 As noted elsewhere in this document, work on a dedicated Development Plan Document (DPD) opportunity is underway in accordance with the Local Development Scheme (LDS) timetables.
- 5.20 There is a potentially significant need for Gypsy and Traveller accommodation. The latest evidence, in the form of a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA), indicates an indicative total need for 543 pitches and 7 plots over the period 2023 to 2040. These figures include both those who meet the previous planning definition (as set out in the 2015 Planning Policy for Traveller Sites) and those households of gypsy and traveller ethnicity who do not travel but seek culturally appropriate accommodation.
- 5.21 Importantly, it is recognised that these figures are subject to review and do not represent the final number of pitches that must be allocated through the DPD. Further work is required to understand the short-term need for pitches for those meeting the planning definition, as this will indicate the requirement specifically for site allocations and the number will need to be adjusted accordingly at that time. Additionally, assessment of existing sites is required to ascertain how much of the identified need can be sustainably and suitably accommodated through existing site reorganisation, intensification and/or expansion, without the need to find additional land for entirely new sites.
- 5.22 Ultimately, the need figures contained in the emerging DPD will supersede the indicative figures provided in this Local Plan Review.

Settlement Hierarchy

- 5.23 Development will be delivered at the most sustainable town and village locations in the borough where employment, key services and facilities, together with a range of transport choices, are available or accessible. Due to the quantum of need, new growth locations have been identified in the form of garden settlements and strategic development locations. This is illustrated in

the settlement hierarchy below which reflects the Local Plan Review's preferred spatial approach to new housing.

- 5.24 In 2021, the council commissioned a study into its Settlement Hierarchy. This informs the settlement hierarchy set out below.

Figure 5-1: Maidstone Borough Settlement Hierarchy

Hierarchy	Settlement
County Town	Maidstone
Garden Settlements	Heathlands, Lidsing
Strategic Development Location	Invicta Park Barracks
Rural Service Centres	Harrietsham, Headcorn, Lenham, Marden, Staplehurst, Coxheath
Larger Villages	East Farleigh, Eythorne Street (Hollingbourne), Sutton Valence, Yalding
Smaller Villages and Hamlets	Ulcombe, Laddingford, Kingswood, Teston, Boxley, Chart Sutton, Detling, Grafty Green, Hunton, Platt's Heath, Stockbury, Boughton Monchelsea
The Countryside	

Maidstone County Town

- 5.25 As the largest and most sustainable location for development, Maidstone town centre is the focus for a significant proportion of new housing, employment and retail development in the borough. Cultural and tourism facilities are a significant contributor to the success of the town centre and the wider urban area and opportunities to retain and enhance such facilities are an important consideration. A fundamental objective of the council's strategy is to ensure that the town's growth brings about the renewal of the town centre and other suitable areas. Optimum use has been made of the development and redevelopment opportunities that exist within the urban area. A new Town Centre Strategy is proposed which will guide development at this location, including ensuring that housing growth is balanced by employment growth and new infrastructure.
- 5.26 Maidstone cannot accommodate all of the growth that is required on existing urban sites, and the most sustainable locations for additional planned development are at the edge of the urban area, expanding the boundary of the settlement in these locations. A characteristic of Maidstone is the way in which

tracts of rural and semi-rural land penetrate into the urban area. This feature results from how the town has developed from its centre along radial routes and river corridors enveloping the land of former country estates. These green and blue corridors have a variety of functions in addition to the contribution they make to the setting of the town. This includes a local anti-coalescence function by maintaining open land between areas of development spreading out from the town; providing residents with access to open green space and the wider countryside; as well as providing biodiversity corridors. The council will maintain this network of green and blue infrastructure whilst recognising that a limited amount of development may offer opportunities for enhancement provided the function of the corridors is not compromised.

- 5.27 A broad location for future housing growth has also been identified within the town centre boundary. The Kent Institute of Medicine and Surgery (KIMS) is now completed at Junction 7 of the M20, and the Local Plan identifies this location for the expansion of medical facilities to create a cluster of associated knowledge-driven industries that need to be in close proximity to one another. The strategic location at Junction 7 also includes replacement retail facilities at the adjacent Newnham Court Shopping Village to deliver a comprehensively planned scheme with supporting infrastructure.

Garden Settlements

- 5.28 Heathlands and Lidsing present suitable opportunities to achieve sustainable growth. They will both be delivered according to garden community principles, with value captured from the raising of land values coming from the change of uses on these sites to help to fund infrastructure improvements and place-shaping facilities. They will both operate as sustainable locations in their own right, but will also help to provide opportunities for surrounding areas in terms of employment and service choice.
- 5.29 Heathlands is a council-proposed stand-alone new settlement with the potential to accommodate around 5,000 new homes and a mix of employment and services within the plan period and beyond. Development will centre on the delivery of a new rail station on the Maidstone-Ashford line, with a focus on new infrastructure and employment opportunities.
- 5.30 Lidsing is a significant site of largely unified ownership to the south of the Medway urban area. It has strategic access to the M2 via Junction 4 and presents as an excellent opportunity to create new employment uses harnessing this accessibility. The delivery of approximately 2,000 new homes both within and beyond the plan period will enable the delivery of improved infrastructure in surrounding areas such as enhanced bus routes linking Lordswood and Hempstead, improved general access to the M2, and enhancements to the infrastructure within the Capstone valley.

Strategic Development Locations

- 5.31 Invicta Park Barracks is a strategic development location identified in the existing 2017 Local Plan. It has the potential to deliver c.1,300 new homes as well as a range of new services in a strategic urban location to the north of the town centre.
- 5.32 Lenham was identified as a broad location in the 2017 Local Plan and will be built out across the plan period up to 2038.
- 5.33 The Leeds-Langley corridor may enable the potential future delivery of an improved transport connection linking M20 Junction 8 and the A274. It is not currently known whether and what quantum of development will be needed to help create the business case for this new route. As such, this will be kept under review.

Rural Service Centres

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

Larger Villages

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

Smaller Villages

- 5.36 Some of the borough's smaller villages can provide for a very limited amount of housing development. This will be led by local communities through neighbourhood plans and rural exception sites.

The Countryside

- 5.37 It is important that the quality and character of the countryside outside of settlements in the hierarchy is protected and enhanced whilst at the same time allowing for opportunities for sustainable development that supports traditional land-based activities and other aspects of sustainable development in rural

areas and makes the most of new leisure and recreational opportunities that need a countryside location. The individual identity and character of settlements should not be compromised by development that results in unacceptable coalescence.

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

POLICY LPRSS1 – MAIDSTONE BOROUGH SPATIAL STRATEGY

- 5.39 The new Local Plan spatial strategy is an evolution of that contained within the Local Plan 2017.

Maidstone Borough Spatial Strategy 2021-2038

1. Between 2021 and 2038 provision is made through the granting of planning permissions and the allocation of sites for a minimum of 19,669 new dwellings.
2. Between 2021 and 2038 provision is made through the granting of planning permissions and the allocation of sites for a minimum of 119,250m² employment floorspace as follows:
 - i. 36,650m² floorspace for office use;
 - ii. 33,660m² floorspace for industrial use;
 - iii. 48,940m² floorspace for warehousing use;
3. Between 2021 and 2038 provision is made through the granting of planning permissions and the allocation of sites for a minimum of 14,360m² retail, food and beverage floorspace as follows:
 - i. 5,990 m² floorspace for retail (convenience) use;
 - ii. 1,220m² floorspace for retail (comparison) use; and
 - iii. 7,150m² floorspace for food and beverage use.

4. New land allocations that contribute towards meeting the above provisions are identified on the Policies Map.

Maidstone Urban Area

5. Maidstone urban area will continue to be a focus for development in the borough. Best use will be made of available sites within the urban area. Renewal is prioritised within the town centre, which will continue to be the primary retail and office location in the borough, and for which further detailed masterplanning is proposed to ensure that the maximum benefit is realised from development in the town centre.

Garden Settlement and Strategic Development Locations

6. New, sustainable Garden Settlements are identified at Lenham Heath and Lidsing which will provide new homes, jobs and services, all delivered to garden community principles.
7. A Strategic Development Location is identified at Invicta Park Barracks.

Employment Sites

8. Delivery of Woodcut Farm, a prestigious business park at Junction 8 of the M20 that is well connected to the motorway network will provide for a range of job needs up to 2038. The site will make a substantial contribution to the need for new office space in the borough as well as providing a new, well serviced and well connected mixed use employment site suitable for offices, industry and warehousing; thereby helping to diversify the range of sites available to new and expanding businesses in the borough. Redevelopment of the former Syngenta Works site near Yalding will make a significant contribution to the provision of employment uses, as will the continued build out of the Kent Medical Campus/Newnham Park site. A number of smaller sites for employment use are allocated around the borough to accommodate a diverse range of employment types.

Gypsies, Travellers and Travelling Showpeople

9. The council will seek to ensure that the accommodation needs of the Gypsy, Traveller and Travelling Showpeople community over the plan period will be met in full. Further details will be set out in a Gypsy, Traveller and Travelling Showpeople DPD.

Rural Service Centres

10. Coxheath, Harrietsham, Headcorn, Lenham, Marden and Staplehurst rural service centres will be the secondary focus for housing development with the emphasis on maintaining and enhancing their role and the provision of services to meet the needs of the local community. Suitably scaled employment opportunities will also be permitted.

Larger Villages

11. The larger villages of East Farleigh, Eythorne Street (Hollingbourne), Sutton Valence and Yalding will be locations for limited housing development consistent with the scale and role of the villages.

Other Locations

12. Smaller villages may have the potential to accommodate limited growth which will contribute to ensuring that local services are supported and sustainable communities are maintained. This plan allows for limited growth in the smaller villages by designating these as 'broad locations'. This will enable local communities to facilitate development and influence its location and timescale for delivery through Neighbourhood Plans. The identified smaller village locations are Boughton Monchelsea, Ulcombe, Laddingford, Kingswood, Teston, Boxley, Bredhurst, Chart Sutton, Detling, Grafty Green, Hunton, Platt's Heath, and Stockbury.
13. Small scale employment opportunities will be permitted at appropriate locations to support the rural economy.
14. In other locations, protection will be given to the rural character of the borough avoiding coalescence between settlements, including Maidstone and surrounding villages, and Maidstone and the Medway Gap/Medway Towns conurbation.
15. The green and blue network of multi-functional open spaces, rivers and water courses, the Kent Downs Outstanding Natural Beauty and its setting, the setting of the High Weald Outstanding Natural Beauty, and landscapes of local value will be conserved and enhanced.

Infrastructure

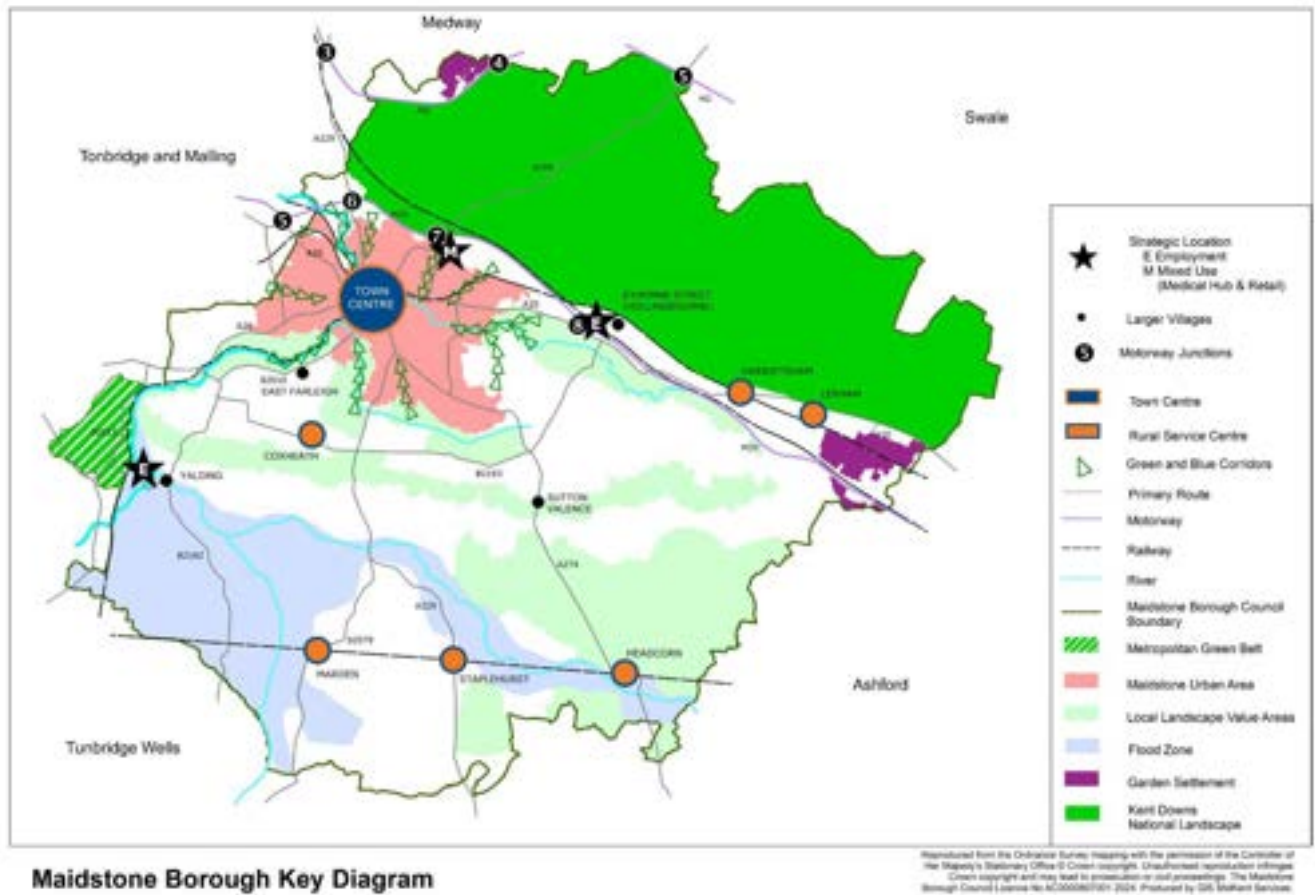
16. Infrastructure schemes that provide for the needs arising from development will be supported. New residential and commercial development will be supported if sufficient infrastructure capacity is either available or can be provided in time to serve it.

Small Sites Requirement

- 5.40 The NPPF requires that land is identified for at least 10% of the borough-wide housing requirement on sites no larger than 1 hectare in size. For Maidstone, this means identifying sufficient land to accommodate 1,967 homes on 'small sites' up to 1 hectare in size. Sites are identified through both the Brownfield Register and the Development Plan. In the 2021/22 and 2022/23 monitoring years, there were 466 net new homes delivered on small sites. There are a further 2,617 homes identified on small sites (with and without permission) listed in the Brownfield Register (2022). In addition, this LPR identifies small sites with the potential to deliver in excess of 400 homes.

Key Diagram

Figure 5-2: Key Diagram



6. SPATIAL STRATEGIC POLICIES

- 6.1 This chapter sets out the contributions to be made by different geographic locations in the borough in order to meet the needs for the development identified in the Local Plan Review evidence base. The section starts by outlining the contributions made to achieve meeting the need in Maidstone Town Centre, then the remaining urban area and settlements using the ordering set out in the settlement hierarchy identified in this plan.

LPRSP1: Maidstone Town Centre

Introduction

- 6.2 Maidstone has a successful town centre, but there is scope for improvement. It has been, and continues to be, a centre for public administration, reflecting Maidstone's county town role. Both the county and borough councils are located in the town centre along with other public sector employers such as the Passport Office and the HM Prison Service. Coupled with public administration, business, financial and professional services are particularly important economic sectors. Between them, they account for a third of employment in the local economy with the town centre acting as a particular hub for these activities. This is reflected in the volume of office floorspace in the town centre which is estimated to be some 192,000m².
- 6.3 Maidstone town centre is also a significant shopping destination, offering a predominately outdoor, street-based shopping environment. There is some 141,000m² of retail floorspace within the town centre boundary. The town centre has a good balance of major, national retailers alongside a strong, independent offer. The former are particularly concentrated in Fremlin Walk, the southern end of Week Street, and The Mall, the town's main indoor shopping centre. The town centre benefits from a high representation of major retailers and has a particular strength in clothing and footwear shops. The presence of a critical mass of national chain stores is an important factor in attracting shoppers into the town which, in turn, helps to attract and retain the major retailers themselves.
- 6.4 The local independent shops are principally found within the Royal Star Arcade and along Gabriel's Hill, Pudding Lane and Union Street. These shops add to the town centre's distinctiveness and complement and support the mainstream shopping offer. The larger retail units on the west side of the river have a predominantly complementary role to the main shopping area. Whilst these

units are close to the core of the town centre 'as the crow flies', the routes across the river for pedestrians and cyclists are indirect and, to a degree, unattractive to use, limiting the potential for sustainable linked trips.

- 6.5 The town centre, like others across the country, faces challenges as a result of changing retailing patterns with more people turning to the internet for their purchases. Many national retailers are responding to the changing environment by consolidating their national store networks into a portfolio of fewer, larger stores. For Maidstone, there is the challenge of competition from other Kent town centres such as Ashford, Tunbridge Wells and the Medway towns, as well as from Greenhithe's Bluewater Shopping and Leisure Destination.
- 6.6 Maidstone town centre also supports a wide range of leisure, cultural and tourist attractions and enjoys an active night-time economy. The majority of cultural and tourist facilities are based around the historic core of the town and include the Hazlitt Theatre on Earl Street, the Maidstone Museum on St Faith's Street, and the Archbishop's Palace and All Saints Church to the south. Lockmeadow is the town's major leisure and entertainment complex whilst Earl Street has become a particular focus for restaurants and cafés.
- 6.7 Historically, Maidstone has been a significant location for office employment in Kent. However, since 2013, there has been a steady rate of conversions of office stock to residential use. It is acknowledged that there was an oversupply of poorer quality office stock in the town centre which was no longer fit for purpose. This suppressed the town centre office market and thereby inhibited new investment in stock which could have better met modern business needs. In order to protect the remaining good quality office stock in the town centre, Article 4 Directions have been issued, thereby limiting what can be done without first seeking planning permission.
- 6.8 There is still potential to rationalise the supply of the poorest stock through conversion or redevelopment to alternative uses. The reduction in stock has been significant. In order for Maidstone to retain its position in the regional office market, new stock will need to be developed. In terms of rents, there is little scope for the value of the lowest quality office stock to increase with further falls in values, further making redevelopment for alternative uses increasingly viable. If a corresponding uplift in the market for town centre apartments can be instigated, there is the potential for highly viable sites for residential and new town centre uses to be delivered.
- 6.9 The combination of the centre's historic fabric, riverside environment and accessible green spaces helps give the town its distinct and attractive character. The town centre benefits from the select number of green spaces interspersed throughout such as Brenchley Gardens and Trinity Gardens, as well as the substantial, award-winning facilities of both Whatman Park and Mote Park further afield.

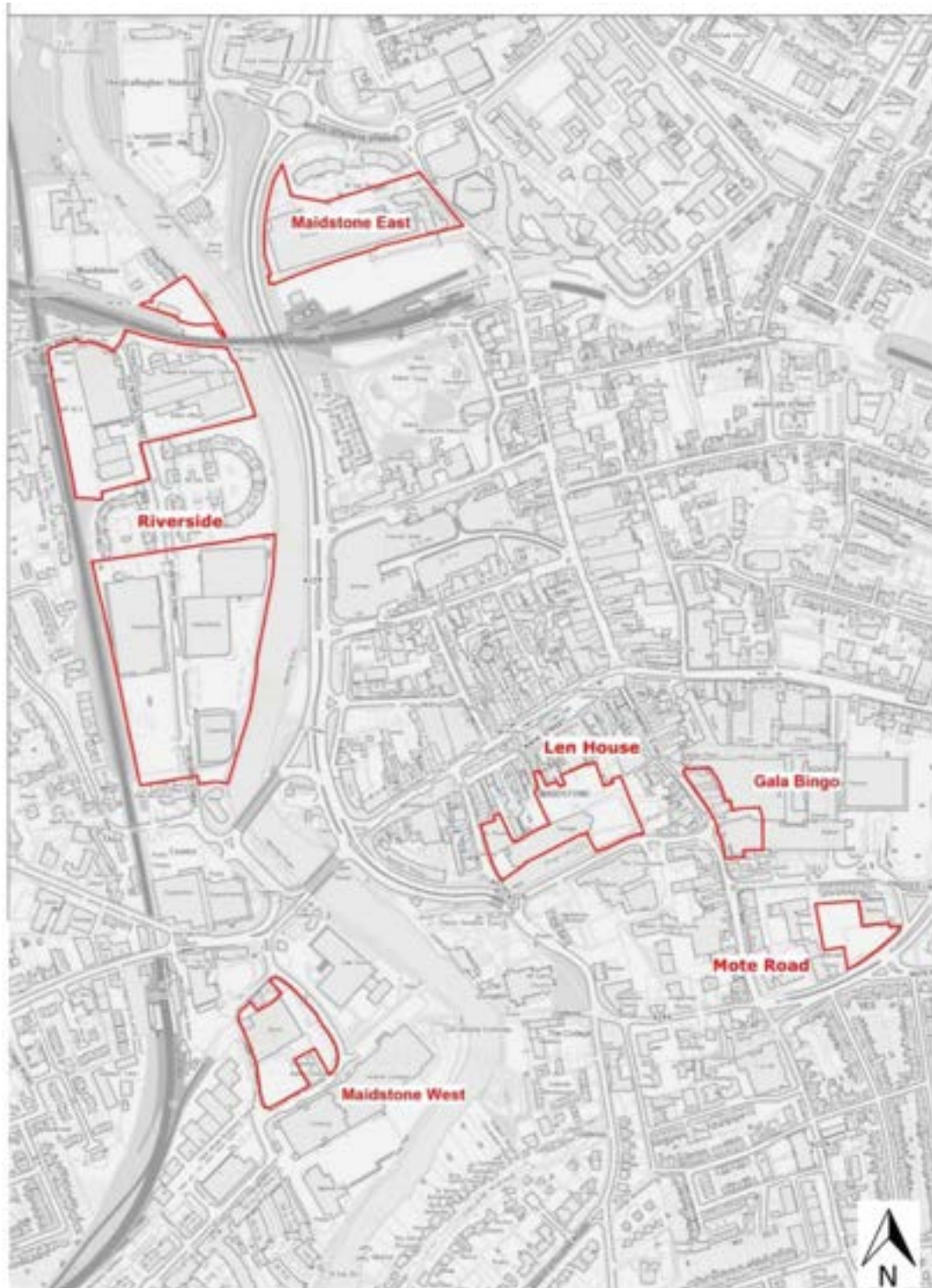
- 6.10 The River Medway is the key natural landscape feature within the town centre. The river corridor acts as a contrast with the urban townscape and provides pedestrian and cycleway routes and serves as a wildlife corridor by linking urban habitats with the countryside beyond. The River Len, a tributary of the Medway, also runs through the town centre, often unseen and unappreciated in culverts.
- 6.11 Historically, Maidstone has been the key crossing point of the Medway and as such has main roads passing through its centre. This has manifested itself as a gyrational network around the centre linking the A20, A229, A26 and A274. The quality and attractiveness of the town centre as a pedestrian-oriented location has long been a focus of the council, with many upgrades resulting in a significant pedestrian-friendly area spanning Gabriel's Hill, High Street, Week Street, and most recently Earl Street. Vehicles are generally pushed to the perimeter of the town centre, but access to parking within and adjacent to the centre is generally good. Public transport access within the centre is good with trains linking Maidstone town centre with London, Ashford, Tonbridge, Paddock Wood, and the Medway towns. This contributes considerably to Maidstone's commercial catchment. Buses also link the surrounding areas with the bus station currently located as a part of The Mall.
- 6.12 The town centre is also the focus of wider initiatives which will add to its vitality and increase its draw. Town Centre Management is a long-standing initiative of the council which acts to maximise the appeal of the town centre including through the organisation of promotional events and crime reduction activities. The recently established One Maidstone will be delivering projects associated with marketing, events, regeneration and culture.

Town Centre Opportunity Sites

- 6.13 There are a range of opportunities to bring forward new town centre renewal in Maidstone. Five key opportunities were identified through the Town Centre Opportunity Guidance documents published by the council in 2019. These provide guidance on the future development of:
- a. Gala Bingo and Granada House
 - b. Len House
 - c. Maidstone Riverside
 - d. Maidstone West
 - e. Mote Road

- 6.14 There are also other opportunities for renewal that will present themselves over the plan period. The “churn” of land uses in the town centre is generally higher than that elsewhere, and this will continue to present opportunities for renewal and new uses in the town centre. These opportunity sites are included as allocations in this document, as set out in policy LPRSP1.

Figure 6-1: Maidstone Town Centre Opportunity Sites



Town Centre Boundary

- 6.15 The town centre boundary identifies the area covered by policy LPRSP1, which was informed by an assessment of the opportunities for:
- a. Sites containing the main focus of town centre uses;
 - b. the existing character and form of development and it's potential for change;
 - c. the visual, physical and functional form within and around the primary shopping area; and
 - d. the potential for appropriate development opportunities.

Shops in the Town Centre

- 6.16 Evidence produced for the Local Plan Review (prior to the Covid-19 pandemic) suggests that the town centre is performing well in retail terms, signified by stabilising vacancy rates and the presence of major retailers, especially in the primary shopping area. Vacancy rates are higher, however, in the more peripheral shopping areas which detracts from the overall vitality and viability of the town centre. A flexible approach to allowing service and leisure uses in these locations will help to improve unit occupation and diversify the mix of uses in the town centre. The town centre assessment has identified the importance of restaurants, cafés and coffee shops as well as personal retail (hairdressers etc.) and leisure uses in encouraging people to extend the length of their visit to the town centre.
- 6.17 The Economic Development Needs Study (EDNS)² forecasts the need for new shopping floorspace in the town for both traditional comparison and convenience shopping, as well as for food and beverage space, over the time frame of the Local Plan. The study takes account of predicted changes in shopping patterns such as the increasing role of the internet, population growth and expenditure growth, as well as accounting for the impacts of Brexit and Covid-19. There are limits to predicting retail trends over such an extended period and, as such, the findings for the latter part of the plan period in particular must be regarded as broad indications of retail capacity rather than absolute quantum. This uncertainty is recognised through the NPPF as allocations for town centre uses are only required for the first ten years of the plan. A further review of the capacity forecasts will therefore be needed during

² Economic Development Needs Study (EDNS) 2019 and 2020, and Addendum 2021

the LPR plan period to ensure continued provision of appropriate levels of floorspace in the town centre.

- 6.18 In terms of indicative floorspace requirements over the whole plan period, as well as floorspace allocation requirements over the first ten years of the plan, the Economic Development Needs Study Addendum (2021) evidence sets out the following requirements for all town centre shopping, food and drink uses:

Table 6-1: Indicative Maidstone town centre floorspace requirements

Use		Year	
Use type	Use Class	2032	2037
Convenience retail	E(a) use	1,716sqm	2,362sqm
Comparison retail	E(a) use	0 sqm	0 sqm
Food/beverage	E(b) use	4,394sqm	5,023 sqm
Sub-total:		6,110sqm	7,385sqm

- 6.19 68% of the town centre's identified floorspace need over the plan period is for food and beverage uses, with zero floorspace need identified for comparison retail and just 32% of the floorspace identified for convenience retailing. The town centre is estimated to accommodate 54% of the borough's total identified retail/food and beverage floorspace needs to 2038. The remaining floorspace needs are to be met within the Garden Settlements (35%) and elsewhere in the borough (11%) to serve local needs.
- 6.20 To accommodate needs in the early part of the plan period, the key focus will be to prioritise the re- use of vacant town centre floorspace to maximise the post-covid economic recovery of the town centre. In terms of new floorspace provision, the key sites that present opportunities for significant new retail development are Len House (LPRSA145), the Maidstone East/Royal Mail Sorting Office site (LPRSA146) and the King Street Car Park (RMX1(3)).
- 6.21 These sites have capacity to accommodate in excess of 5,000m² of commercial, business and service uses floorspace (Class E Uses) and would accommodate a significant portion of the identified town centre need for such uses to 2038. They are sequentially the first-choice sites with close, direct walking connections to the heart of the town centre and hold further scope to enhance the quality and attractiveness of the route through a scheme of

enhanced public realm, as well as improved public transport connections. The Maidstone East site is considered a suitable location for convenience shopping and food/beverage uses particularly suited to users of the rail services. The Mall is the town centre's main indoor shopping centre and is currently reasonably well occupied as one of the key anchor locations in the town centre. The building is, however, becoming dated as its layout and internal environment are less suited to modern retailers' requirements compared with both Fremlin Walk and competing centres further afield such as Tunbridge Wells, Canterbury, Ashford and Bluewater. Without positive and significant intervention, there is a considerable risk that the commercial attractiveness of the centre will decline over the plan period to the detriment of the town centre as a whole.

- 6.22 In response, the council will actively support the longer-term redevelopment of the wider area that encompasses The Mall, the multi-storey car park fronting Romney Place and Sainsbury's as well as the King Street car park site (policy RMX1(3)), both on the north side of King Street. In addition to re-providing the existing quantum of floorspace, a comprehensive scheme could deliver net additional shopping floorspace and help meet the retail growth predicted for later in the plan period. Redevelopment will help to sustain and enhance the commercial health of the town centre. A scheme in this location is unlikely to come forward until the latter end of the plan period. The council will work with its partners to help bring the site forward, and to address issues of site assembly and physical constraints. Identifying this area for longer term growth brings clarity in respect of the town centre's future.
- 6.23 The sequential test requires that new retail development is directed to within the primary shopping area first, then to edge of centre sites (within 300m of the primary shopping area) before out of centre sites. For the purposes of applying the sequential test (policies LPRCD1 and LPRCD2), the Local Plan defines the 'primary shopping area' as encompassing the core retail part of the town centre only, with further significant retailing on more outlying streets.

Offices in the Town Centre

- 6.24 The permitted development (PD) rights for changes of use from office accommodation to residential use have had a significant effect on the potential supply of residential units in the town centre. On 1st April 2020, a total of 1,344 dwellings had been consented through prior notification within the town centre since the PD rights came into effect in 2013. There remains additional poor quality office floorspace identified in the town centre from which to realise further residential opportunities, yielding approximately 350 dwellings during the plan period. As of 1 April 2020, 70% of this identified poor quality office stock remains available for conversion to residential use.

- 6.25 Office-based businesses are an important component in the commercial success of the town centre. The town centre is a sustainable location for offices, and it offers the dual benefits of having good transport connections and a full range of services and facilities close at hand.
- 6.26 The town centre office market has faced challenges in recent years. The last significant new office building completed in the town centre was the Countygate development early in the last decade. There is a significant supply of poorer quality office stock which is less suited to modern occupier requirements because this stock is generally older, is not suited to flexible subdivision, is less energy efficient and has limited or no dedicated car parking. This over supply has had the effect of suppressing values. Coupled with a confirmed supply of business park office development at locations such as Kings Hill and Eclipse Park, the net effect is that new 100% office development is unlikely to be viable in the current market and would not proceed without a substantial pre-let. This position is not unique to Maidstone; the market in many regional office locations is reported to be constrained at present.
- 6.27 A route to tackle this issue is to address the oversupply of poorer quality stock. Changes to the General Permitted Development Order enable the conversion of office space to residential use without the need for planning permission from the council and this could continue to secure a step change. A number of factors will likely need to be in place for the office to residential conversions and redevelopment schemes in the town centre to come forward:
- The value of office stock, in terms of rents, to fall further so that redevelopment for alternative uses becomes viable;
 - Existing tenant leases to come to an end; and
 - An uplift in the market for town centre apartments.
- 6.28 It is expected that modern office buildings with car parking that remain fit for purpose will continue to be occupied and remain part of the office stock within the town centre. These sites are designated in the plan for office use (E(g) Use Class) (policy LPRSP11(A)).
- 6.29 The EDNS identifies a minimum requirement for 33,430sqm (GEA) of new office floorspace across the borough over the plan period. It does not specify how much of this requirement should be accommodated within the town centre. However, in planning for sustainable growth, the town centre is the most accessible, sustainable location for such development. One of the key opportunities and a top priority for new office development will be the Maidstone East/Royal Mail Sorting Office site (LPRSA146). This prominent site has capacity to accommodate in the region of 5000m² of office floorspace, which is directly served by rail, bus and taxi services, as well as offering commuter parking.

- 6.30 Allocations at Maidstone Riverside, which includes the Powerhub Building and Baltic Wharf (LPRSA148) and Mote Road (LPRSA151) also provide significant opportunity for the development of new office floorspace within the town centre and should be developed using the Town Centre Opportunity Guidance approved by the council in 2019.

Houses in the Town Centre

- 6.31 Whilst commercial uses are the priority for the town centre, residential uses in and around the town centre positively benefit the retail and employment uses by providing local demand, vitality and vibrancy, especially during the evening. This can be further enhanced by improving links from the surrounding areas into the centre, as well as through new town centre residential development as part of mixed-use schemes in particular.
- 6.32 Maidstone town centre has strong characteristics associated with premium property values (access to public transport and services and amenities), but at present the price in the town centre is generally lower than elsewhere in the borough. This is largely due to the stock in the town centre being smaller than elsewhere and lacking in desirable features such as private outdoor space. Generating better quality stock and improving surrounding environments has the potential to rebalance this relationship.
- 6.33 There has been a pattern high proportions of affordable (social and affordable rent) housing being delivered in and around the town centre, reaching back to post-war developments and continuing to this day. A strategic approach to ensuring that there is a suitable mix of housing tenures across the town centre will be required to ensure sustainable and balanced communities are achieved.
- 6.34 Minimum space standards will be a key tool in ensuring new stock is of a high quality. The mix of houses that provide a choice for a range of households (individuals, couples, small families, larger families, older people) should be provided in line with the 2019 SHMA.

Accessibility to, from and around the Town Centre

- 6.35 A key function and strength of the town centre is as a transport hub. Improving accessibility into and around the town centre is also important for sustaining and improving the commercial health of the town centre. Key measures will be identified in an updated Integrated Transport Strategy, including seeking improved connectivity to and through the town centre by all modes, a revised approach to car parking management and improvements to active transport infrastructure.

Quality in the Town Centre Environment

- 6.36 Capitalising on the centre's existing environmental assets is a further way to support sustainable growth in the town centre and to further enhance its commercial appeal, and attractiveness to visitors. Alongside obvious assets, including the rivers Medway and Len, the town centre's bowl topography allows impressive 360-degree landscape views from elevated positions.
- 6.37 The town centre has a significant historic core which, as the centre has evolved, has become fragmented due to the development of new buildings of a wide variety and architectural quality. There is a need to create greater consistency between the historic, modern, and contemporary buildings to improve the overall sense of place within the centre. In recent years there have been improvements to the street furnishings and surfaces, and now much of the core of the town centre is prioritised for pedestrians.
- 6.38 The town centre has good quality open spaces on its doorstep, notably Benchley Gardens, Whatman Park, and Trinity Park, as well as close proximity to Mote Park. Improved linkages to and between the existing green spaces and the riverside environment within the town centre will help to improve access for all users. The Green and Blue Infrastructure Strategy will help to identify the principles that should be followed, and the Town Centre Strategy will include specific initiatives for implementation, including 'greening' the town centre and adapting to, and mitigating against, climate change.

Maidstone Town Centre Strategy

- 6.39 A longer-term vision to improve the town centre will be brought forward in a Town Centre Strategy to 2050. The strategy will seek to increase investment and improve the services within, and operation of, the town centre over the period to 2050. It will help to deliver wider corporate priorities and bring in a range of external stakeholders in order to enable Maidstone to be a modern and relevant county town.
- 6.40 The strategy is designed to provide clarity for our long-term vision for Maidstone town centre and to create a comprehensive delivery plan to achieve this, reflecting Maidstone's pivotal role as the county town of Kent.
- 6.41 The strategy will be underpinned by core principles which reflect the vision for the borough as a vibrant and prosperous urban and rural community at the heart of Kent, where everyone can realise their potential and fulfil their aspirations, and where businesses continue to thrive.
- 6.42 The town centre strategy will help guide regeneration; development; provision of infrastructure; the use of our town centre spaces; and support to the town

centre communities over the next five to ten years. It will bring together other council strategies including the Integrated Transport Strategy, Housing Strategy, Arts and Culture Strategy, Economic Development Strategy and Corporate Strategy.

Maidstone Town Centre Vision 2050

Securing the future role of Maidstone as the County Town of Kent and as a focus for investment in a wide range of infrastructure, employment, retail and leisure facilities. By 2050 a renewed Maidstone town centre will be a distinctive, safe and high- quality place that has:

Retained its best environmental and heritage features, including the riverside, historic buildings and the enhanced public realm, facilitating a more active and multi-functional set of urban spaces;

Provided a variety of well-integrated attractions for all ages including new shopping, businesses, leisure, tourism, and cultural facilities; and

Improved access for all.

6.43 Key components in realising this vision are:

- a. Enhancing the diversity of the retail offer, supporting a continued balance between independent and multiple retailers;
- b. Creating a highly sustainable location resilient to future climate change;
- c. Establishing the town centre as an attractive hub for business building on the town centre's assets and environment to maximise its sphere of influence and access to labour;
- d. Creating a stronger mix and balance of uses within the centre to support long term viability including where appropriate residential development;

- e. Delivery of new high-quality community, health and education infrastructure;
- f. Adding higher value jobs, new approaches to sustainable working and sustainable living patterns;
- g. Sequencing the delivery of development such that improvements to jobs and infrastructure are provided alongside new housing;
- h. Ensuring the centre's green and blue infrastructure, and public realm is enhanced to attract new investment;
- i. Developing the visitor economy and creating an attractive and healthy living and working environment;
- j. Improving infrastructure connectivity to other areas through improved rail services and stations and embracing technology
- k. Providing a pattern of both accessibility and service provision/activity which encourages all of the borough and beyond to identify with the Town Centre, and
- l. Tackling congestion and air quality issues through improvements in provision for vehicles, pedestrians and cyclists, including public transport.
- m. Enhancing the built and historic environment of the town so that it has a stronger character for new build to reference in design and materials.

POLICY LPRSP1 – MAIDSTONE TOWN CENTRE

1. The continued renewal of Maidstone town centre, as defined on the Policies Map, is a priority. This will be achieved through the completion of a Town Centre Strategy to secure:
 - a. The consolidation of Maidstone's position as the County Town of Kent;
 - b. Retaining and enhancing a varied and well-integrated shopping offer, including;
 - i. The protection and consolidation of retail uses within the primary shopping area;

- ii. Outside the primary shopping area, allowing for a wider range of supporting uses including those that contribute to the evening and night-time economy;
 - c. Increasing local employment levels, capitalising on the COVID-19 catalysed decentralisation trend from London, including;
 - i. The retention of the best quality office stock whilst allowing for the redevelopment of lower quality offices;
 - ii. Introduction of new workspace into the centre to enable the growth of a range of businesses and enterprises.
 - d. Producing a step-change in the centre's infrastructure, leisure and cultural facilities;
 - e. Select opportunities for residential redevelopment;
 - f. The retention of the best environmental features, including the riverside, and delivery of schemes to improve the public realm and pedestrian environment as identified in the Infrastructure Delivery Plan; and
 - g. Achieving improved accessibility to and through the town centre through the measures in the Integrated Transport Strategy and Infrastructure Delivery Plan.
2. Development in the town centre should:
- a. Demonstrate a quality of design that responds positively to the townscape, including ensuring the conservation and enhancement of the town centre's historic fabric. Additionally for sites adjacent to the Rivers Len and Medway, development should:
 - i. Respond positively to the rivers' setting as seen in both short range views and in longer range views from the river valley sides; and
 - ii. Ensure public access throughout the centre is maintained and enhanced.
 - b. In the case of tall buildings, be appropriately located to avoid or minimise impact on assets of heritage significance.

- c. Contribute to a high-quality public realm and improvement schemes for the town centre to ensure adaptation to a warming climate as identified in the Infrastructure Delivery Plan.
3. Through a combination of site allocations, identified broad locations and the granting of planning permissions, development in the town centre will deliver in the region of 2,500 new homes, 6,169sqm of commercial floorspace, and 7,162sqm of retail/food and drink floorspace to 2038. This includes the following:

Category	Reference	Site address	New homes	Commercial floorspace (sqm)	Retail floorspace (sqm)
LP17 allocation	H1(18)	Dunning Hall (off Fremlin Walk), Week Street	14	0	0
LP17 allocation	RMX1(3)	King Street car park	0	0	1,400
Sub-total:			14	0	1,400
Opportunity site	LPRSA151	Mote Road (Permission: 20/505707/FULL)	172	1,169	0
Opportunity site	LPRSA147	Gala Bingo and Granada House	40	TBD	TBD
Opportunity site	LPRSA145	Len House (Permission: 20/501029/FULL)	159	0	3,612 ¹
Opportunity site	LPRSA148	Maidstone Riverside	650	TBD	TBD
Opportunity site	LPRSA149	Maidstone West	130	0	TBD
Sub-total:			1,715	6,169	7,162
LPR allocation	LPRSA146	Maidstone East/ Royal Mail sorting office ³	500	5,000	2,000
LPR allocation	LPRSA144	High Street/Medway Street ⁴	50	0	150
Sub-total:			550	5,000	2,150
Broad location	The Mall		400	0	0
Broad location	Office conversion		174 ²	0	0

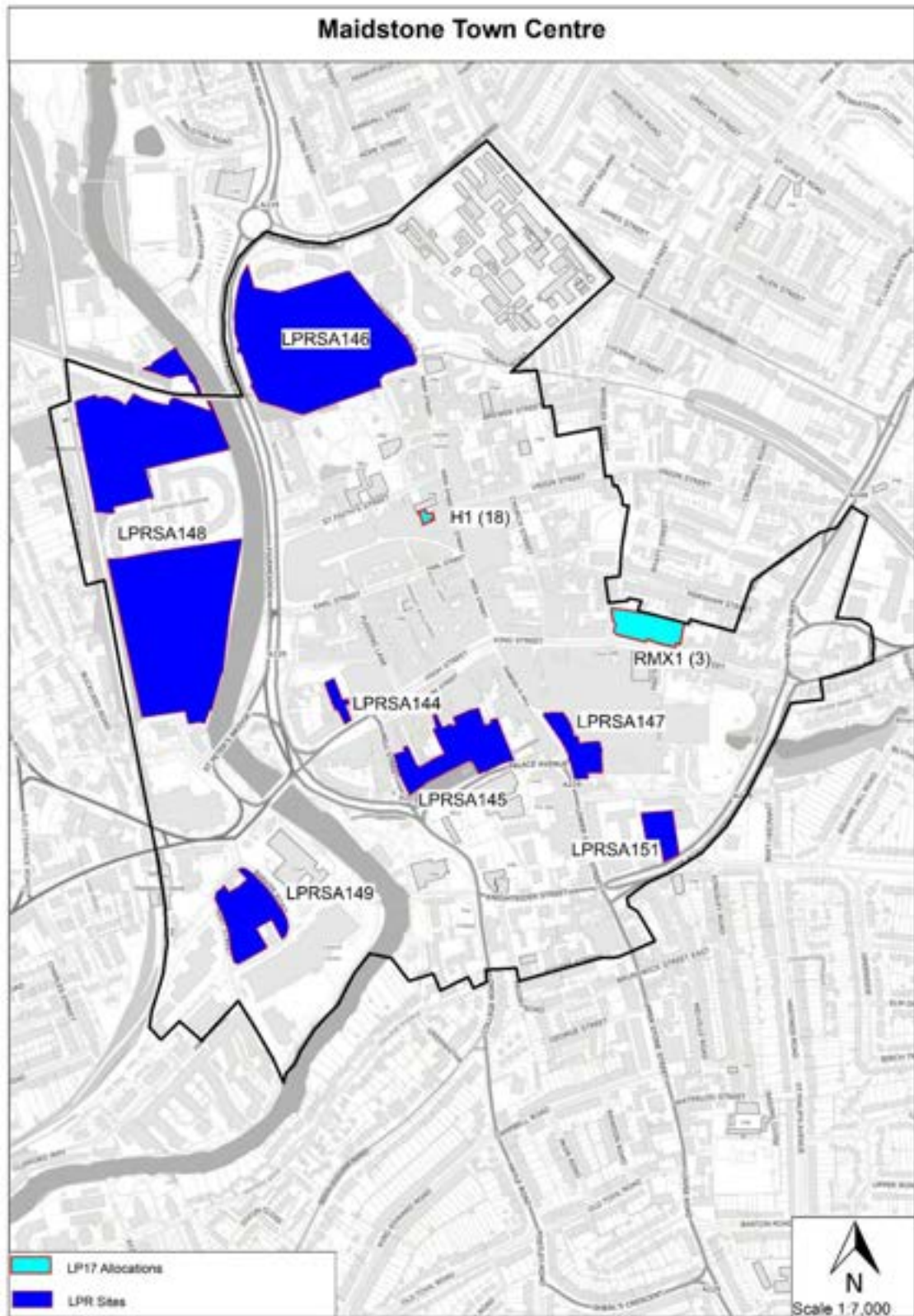
Broad location	Sites TBC reflecting Town Centre Strategy, but could include: Sessions House; Broadway; Sites on Week St, Mill Street Car Park and others	215	TBD	TBD
Sub-total:		789	0	0
TOTAL:		2,504	6,169	7,162

¹Permission (20/505707/FULL) for flexible commercial floorspace including retail, financial and professional, café or restaurant, drinking establishment, offices, clinic or health centre, crèche or day nursery, gymnasium or indoor recreational purposes uses.

²Remaining balance of the LP17 broad location figure of 350 new homes from conversion of poor quality office stock. Figure from AMR 2021/22.

- 6.44 This policy will be revisited and updated to reflect the forthcoming Town Centre Strategy.

Figure 6-2: Development in Maidstone Town Centre



LPRSP2: Maidstone Urban Area

Introduction

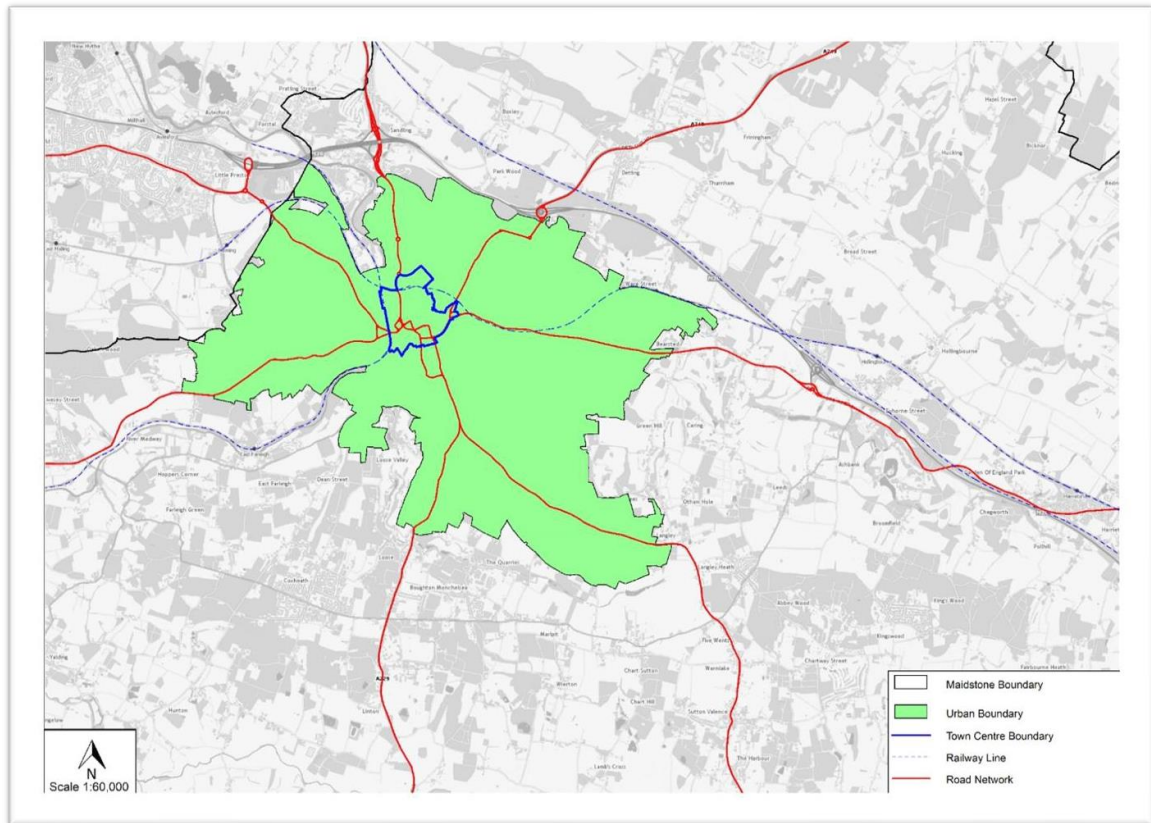
- 6.45 Development has been significant in the urban area over the early years of the 2017 Plan and there is a need to ensure that infrastructure is balanced with current and planned allocations. This policy should be read alongside other policies in the plan, including LPRSP3 and LPRSP1.
- 6.46 Policy LPRSP2 is specifically concerned with the built-up area of Maidstone that is outside the identified town centre boundary but within the urban boundary as shown on the Policies Map. This area has a varied mix of housing, shopping and community facilities, a range of business locations, a number of attractive green spaces, and good transport links that all act in combination to make Maidstone an attractive place to live and work.
- 6.47 As the town has grown over the centuries, areas of distinct architectural character have emerged. Adopted Character Area Assessment Supplementary Planning Documents (SPDs) detail the locally distinctive character of an area and offer guidance on improving the quality of an area. During the Local Plan period, change within the urban area will tend to be incremental in nature due to infilling and select redevelopment of appropriate urban sites. Development proposals at all locations within the urban area should look to include links to open spaces.
- 6.48 Land allocations within the urban area, specifically at locations close to the town centre, will comprise a mix of uses which will include retail and community facilities where possible. All development, including major planned development at the edge of the urban area to meet housing and employment needs, is to be supported by necessary infrastructure.
- 6.49 A number of key infrastructure requirements have been identified for provision within the Maidstone urban area as set out in the policy below. There is a significant strategic need for additional secondary school provision within the borough. The School of Science and Technology recently opened on land adjacent to Invicta Grammar School and Valley Park School.

Regeneration in the urban area

- 6.50 There are four neighbourhoods within the urban area that have been identified as being in need of regeneration: Park Wood, High Street, Shepway North and Shepway South. These areas currently fall within the 20% most deprived in the country. Development within or adjoining these locations will look to close the gap between these areas and other parts of Maidstone by focusing on

improving accessibility to quality green spaces, health services, equal access to education and training opportunities, and job creation through improvements in public transport and active travel.

Figure 6-3: Maidstone Urban Area



POLICY LPRSP2 – MAIDSTONE URBAN AREA

1. As a sustainable location, Maidstone urban area, as defined on the Policies Map, will be a key focus for new development.
2. Within the urban area and outside of the town centre boundary identified in policy LPRSP1, Maidstone will continue to be a good place to live and work. This will be achieved by:
 - a. Allocating sites at the edge of the town for housing and business development;

- b. The development and redevelopment or infilling of appropriate urban sites in a way that contributes positively to the locality's distinctive character;
 - c. Retaining well located business areas;
 - d. Maintaining the network of district and local centres, supporting enhancements to these centres in accordance with the overall hierarchy of centres;
 - e. Retaining the town's greenspaces and ensuring that development positively contributes to the setting, accessibility, biodiversity and amenity value of these areas as well as the River Medway and the River Len; and
 - f. Supporting development that improves the health, social, environmental and employment well- being of those living in identified areas of deprivation.
 - g. The planned redevelopment of the Invicta Park Barracks as a strategic development location to the north of the town centre as identified in policy LPRSP5(B) for approximately 1,300 new homes, community infrastructure and publicly accessible open space.
3. Strategic policy LPRSP3 sets out the requirements for development around the edge of the urban area. Elsewhere in the urban area land is allocated for housing, retail and employment development together with supporting infrastructure.
- a. Approximately 1,846 new dwellings will be delivered on 23 existing Local Plan sites in accordance with policies H1(11) to H1(30).
 - b. Approximately 178 additional units will be delivered in the urban area on sites LPRSA366, LPRSA152 and LPRSA303.
 - c. Fourteen existing sites at Aylesford Industrial Estate, Tovil Green Business Park, Viewpoint (Boxley), Hart Street Commercial Centre, The Old Forge, The Old Brewery, South Park Business Village, Turkey Mill Court, Eclipse Park, County Gate, Medway Bridge House, Albion Place, Victoria Court and Lower Stone Street(Gail House, Link House, Kestrel House and Chaucer House) are designated Economic Development Areas in order to maintain employment opportunities in the urban area (policy LPRSP11(A)).

- d. Key infrastructure requirements to be delivered either through Section 106 obligations or via CIL include:
 - i. Improvements to highway and transport infrastructure, including junction improvements, capacity improvements to part of Bearsted Road, A274 Sutton Road, A229 (Royal Engineers Way), and Hermitage Lane, and Hermitage Lane, improved pedestrian/cycle access and bus prioritisation measures, in accordance with individual site criteria set out in policies H1(11) to H1(30);
 - ii. Additional secondary school capacity including one form entry expansions of the Maplesden Noakes School and Maidstone Grammar School;
 - iii. Additional primary school provision through one form entry expansion of South Borough Primary School;
 - iv. Provision of new publicly accessible open space; and
 - v. Improvements to health infrastructure including extensions and/or improvements at Brewer Street Surgery, Bower Mount Medical Centre, The Vine Medical Centre, New Grove Green Medical Centre, Bearsted Medical Practice and Boughton Lane Surgery.

LPRSP3: Development at the edge of Maidstone

Introduction

- 6.51 In the current 2017 Local Plan there has been significant growth identified to the north west, and (particularly) the south east of Maidstone. The developments allocated in the current plan are at various stages of construction, with some having fully built out, some under construction, and some areas still awaiting to start construction. The urban fringe of Maidstone has demonstrated that it is a deliverable location for new housing growth, but the expansion of the urban boundary now risks coalescing with surrounding villages.
- 6.52 This plan seeks to restrict additional growth at the edges of Maidstone to protect the integrity of surrounding villages in the medium term. This does not

mean that no sites are allocated in these areas, but that additional development on the scale of the 2017 Plan is not included. As such, a single consolidated policy for the additional growth around the edge of Maidstone is included in the Local Plan Review.

- 6.53 The edge of Maidstone is important as it plays a vital part in meeting housing need across the borough. In addition to the south east and north western extensions, modest sites are identified to the north, north east, south, and south west of the urban area.
- 6.54 It is appropriate that the existing policy wording ensuring the sustainable completion of the 2017 allocations is included. This is encompassed in the policy below.

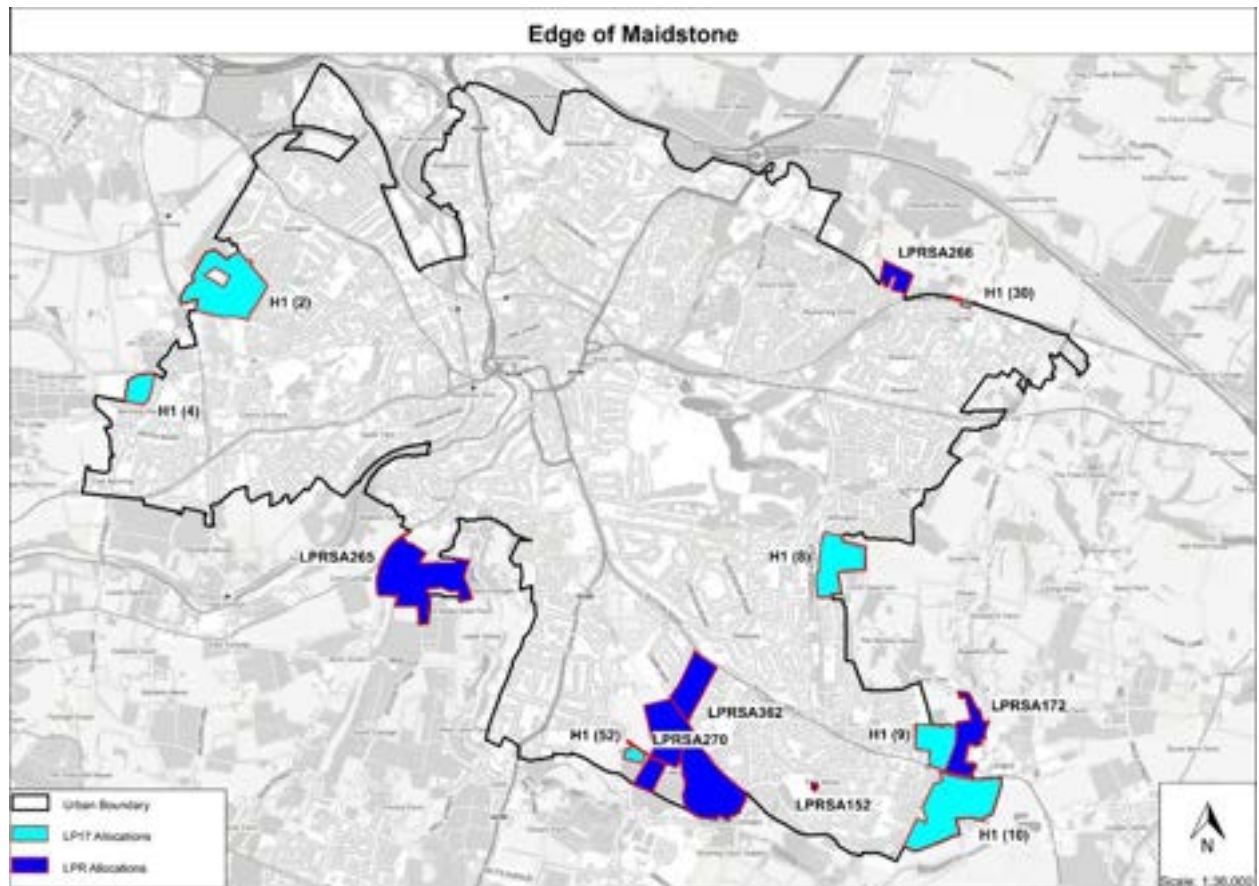
North west

- 6.55 The north west strategic development location benefits from good access to the M20 motorway, the A20 and the A26. There are capacity challenges with the local transport network that will need to be considered, including key junctions at the M20 Junction 5 and at the northern and southern ends of Hermitage Lane. The council will work to address these challenges with Kent County Council, Highways England and the developers of the sites in this location.
- 6.56 Local services in this part of the town are good and include a mix of health and education facilities which are within walking distance or accessible by frequent public transport services.
- 6.57 Retail options are also good at this location. In addition to local convenience stores, the town centre is easily accessible, as is the Quarry Wood retail location across the borough boundary in Aylesford, which provides a mix of convenience and comparison goods.
- 6.58 At this location, the council is keen to retain the separation between the edges of Barming and Allington and the edge of the Medway Gap settlements in Tonbridge and Malling Borough i.e., Aylesford, Ditton and Larkfield. To the north, long range landscape views that would be affected by developing these sites has been considered by the Planning Inspectorate, which concluded that it was acceptable to develop to the east of Hermitage Lane.
- 6.59 The north west strategic development location has been comprehensively planned in respect of supporting infrastructure and connectivity between sites.

South east

- 6.60 The southeast strategic development location benefits from its proximity to Maidstone's urban area and the town centre where key community infrastructure, local services and employment opportunities are located. A further benefit is that there are opportunities to expand and improve upon existing services and facilities in this area, and to put new infrastructure in place to accommodate the demands arising from an increase in population.
- 6.61 Some forms of infrastructure provision have historically not kept pace with development. This has been a contributory factor to issues such as a congested road network, a shortage of affordable housing, deficiencies in open space provision and poor access to key community facilities in certain areas. New development on the urban periphery in the southeast will be underpinned by a coordinated infrastructure approach for the area, focusing on tackling congestion and air quality issues, improving accessibility to the town centre and providing the community services, facilities and accessible open space necessary to prepare for the increase in population. This is reflected in some of the site allocation policies where highways improvements such as junction improvements and bus priority measures on the A274 are proposed, along with significant areas of new public open space, two new primary schools and a community hall.
- 6.62 At this location, the council is keen to limit the extension of development further into the countryside along both sides of the A274, Sutton Road as much as possible. This ensures that the more sensitive landscapes in this area remain protected and that development will be consolidated around the urban edge to make best use of new and existing infrastructure.
- 6.63 The southeast strategic development location has been comprehensively planned in respect of supporting infrastructure and connectivity between sites.

Figure 6-4: Development at the edge of Maidstone's urban area



POLICY LPRSP3 – EDGE OF THE MAIDSTONE URBAN AREA

The south eastern urban area

1. Land to the south east of the urban area is allocated as a strategic development location for housing growth with supporting infrastructure.
2. In addition to development, redevelopment and infilling of appropriate sites in accordance with other policies in the Plan, approximately 1,765 new dwellings will be completed on Local Plan 2017 allocated sites H1(7) to H1(10) and 75 new dwellings on LPRSA172.
3. The existing Parkwood Industrial Estate is designated as an Economic Development Area in order to maintain employment opportunities (policy LPRSP11(A)).

4. Key infrastructure requirements for the south east strategic development location include:
 - a. Highway and transport infrastructure improvements including: junction improvements on the A274 Sutton Road incorporating bus prioritisation measures, the installation of an extended bus lane in Sutton Road, together with improved pedestrian and cycle access, in accordance with individual site criteria set out in policies H1(7) to H1(10);
 - b. New primary schools on site H1(10) and expansion of an existing primary school within south east Maidstone;
 - c. A new community centre and local shopping facilities will be provided on site H1(5) to serve new development;
 - d. New publicly accessible open space will be provided in accordance with policy LPRINF1 and existing OS1 policies; and
 - e. Improvements to health infrastructure including extensions and/or improvements at The Mote Medical Practice, Orchard Medical Centre, Wallis Avenue Surgery and Grove Park Surgery.
- Note: Practice details will be kept under review in consultation with the ICB.

The north western urban area

5. In addition to development, redevelopment and infilling of appropriate sites in accordance with other policies in the Plan, approximately 1,157 new dwellings will be delivered on three sites allocated in the Local Plan 2017 (policies H1(2) to H1(4)).
6. The existing 20/20 sites at Allington and Hermitage Mills are designated as Economic Development Areas in order to maintain employment opportunities (policy LPRSP11(A)).
7. Key infrastructure requirements for the north west strategic development location include:
 - a. Highway and transport infrastructure including improvements to: the M20 junction 5 roundabout; junctions of Hermitage Lane/London Road and Fountain Lane/Tonbridge Road;

- b. pedestrian and cycle access; and public transport, including provision of a new bus loop in accordance with individual site criteria set out in policies H1(2) to H1(4);
 - c. A new two form entry primary school, community centre and local shopping;
 - d. facilities will be provided on-site H1(2) to serve new development; New publicly accessible open space will be provided in accordance with Policy LPRINF1 and existing OS1 policies;
 - e. Improvements to health infrastructure including extensions and/or improvements at Barming Medical Practice, Blackthorn Medical Centre, Aylesford Medical Centre and Allington Park or Allington Clinic.
- Note: Practice details will be kept under review in consultation with the ICB.

The remainder of the urban edge

- 8. In addition to development, redevelopment and infilling of appropriate sites in accordance with other policies in the Plan, approximately 723 new dwellings will be delivered on ten sites (policies LPRSA265, LPRSA270, LPRSA172, LPRSA362, and LPRSA266).

LPRSP4: Garden Settlement Scale Developments

- 6.64 When releasing the Call for Sites in March 2019, the council expressed an interest in considering garden communities as a method of accommodating future housing need over the Local Plan Review period.
- 6.65 New garden communities need to be of a sufficient scale in order to deliver meaningful supporting infrastructure. The Government defines 'garden villages' as being of between 1,500 and 10,000 homes and 'garden towns' as being of 10,000+ homes. They can be new, freestanding settlements or a new neighbourhood created through a major extension to an existing urban area. In either case, they are areas that are comprehensively planned and coordinated from the outset, where the new homes and other forms of development will be built over an extended number of years.

- 6.66 New garden communities should utilise opportunities afforded by the scale of development to achieve the highest standards for transport accessibility, sustainability, internalisation and multi- modal connectivity. Upgrades to highway capacity may be required to support these sites and this must be fully assessed. However, the objective should be to minimise the impact on the public highway first by limiting motor vehicle trip generation and to consider highway capacity upgrades second.
- 6.67 New garden communities also offer the prospect of achieving mixed, balanced communities through the supply of a range of types and tenures of housing and a highly integrated approach to the provision of supporting infrastructure, facilities and mix of uses. This integration, co-ordination and delivery- focus are likely to be best achieved by taking a masterplanning approach to the delivery of new garden communities.
- 6.68 The council published a garden communities Prospectus which drew together the local and national aspirations for what developments at the Garden Settlement scale should achieve. These have directly informed the drafting of the policies for the two-garden settlement-scale developments allocated in this plan:
- a. Create a distinctive place to live at a sustainable scale which responds to local character;
 - b. Provide a clear, holistic masterplan that integrates the new development with its surroundings;
 - c. Give residents the best opportunities to follow healthy lifestyles, allowing activity to be built into their daily lives and providing opportunities to buy and grow healthy food along with ensuring that health services are close at hand;
 - d. Ensure that generous amounts of green space, landscaping, trees, and hedgerows are integrated into the design of the development - with the purposes of achieving biodiversity net gain, an attractive setting for development, informal recreational space, and attractive walking and cycling links;
 - e. Enable and encourage the adoption of sustainable and active travel habits within the site and connecting to the local area through design by prioritising accessibility, active modes of travel, public transport, low emission technologies and by optimising integration of those services and infrastructure;
 - f. Include buildings and places designed with a strong focus on energy efficiency, reduced carbon emissions and climate change mitigation;

- g. Provide for a mix of uses including employment, retail, leisure and other local services which offer opportunities to the new and surrounding communities; and
- h. Provide exceptional connectivity through gigabit capable broadband.

LPRSP4(A): Heathlands Garden Settlement

- 6.69 Heathlands is well located and has many of the key features for the creation of a sustainable garden settlement. There is access to the road network via the A20 to the north and rail access can be achieved along the Maidstone-Ashford rail line. Its location at the foot of the North Kent Downs will provide a very attractive setting for the new residents, but care must be taken to ensure that the potential impact on views from the Kent Downs are minimised and mitigated.
- 6.70 The site provides the opportunity to improve biodiversity in the area through measures to enhance ancient woodland and existing green corridors. Improved access to the open countryside that utilises existing and new networks of footpaths will promote health and well-being.
- 6.71 A robust Framework Masterplan is emerging which demonstrates that there is the potential for a high- quality new settlement at this location, utilising the A20 and existing rail links as well as the development quantum, contributing towards a future business case for a new M20 junction.
- 6.72 The western portion of the site is constrained due to an existing minerals allocation and the existing Lenham Wastewater Treatment facility. These constraints will be addressed through phasing and masterplanning with the need for phasing to ensure that the minerals allocation is not compromised.
- 6.73 A range of designated and non-designated heritage assets are found both on and around the site and due regard will need to be given to their significance through a detailed masterplanning process.

Vision for Heathlands Garden Settlement

- 6.74 As a new garden community rooted in garden village design principles, Heathlands Garden Settlement will become a new sustainably planned place with connected, walkable, vibrant, sociable neighbourhoods for the residents of Heathlands, Lenham, Lenham Heath and Charing in which to live and work.
- 6.75 There will be new local jobs, community facilities, schools, cafes shops, and leisure facilities set in high quality public spaces creating an active and animated environment with enhanced biodiversity.

- 6.76 To facilitate healthy lifestyles, high quality connected landscapes and green infrastructure will be provided for exercise, sport, play, walking, cycling, and leisure, sitting alongside facilities for growing food. Pedestrians, cyclists, and public transport will be priorities, helping to establish sustainable travel opportunities with convenient and safe linkages within Heathlands, as well as to surrounding communities and to new community facilities.
- 6.77 There will be a sensitive transition between the National Landscape and Heathlands, with a heathland landscape and strong planting in the northern parcels, and landscaped spaces for village greens, parks, commons and naturalistic green spaces throughout.
- 6.78 A new Heathlands Rail Station along the Ashford-Maidstone line will be provided to achieve a wider sustainable connected network, providing opportunities for residents and businesses along the A20 corridor.
- 6.79 Homes will be for all stages of life with affordable provision and will be of a high-quality innovative design reflecting the local vernacular, incorporating its heritage and landscape character.
- 6.80 Flexible business space and communal workspace facilities will be provided for new and established local companies and for those that reside locally.
- 6.81 Implementing a proposal of this scale will extend appreciably beyond the plan period. The assessment of impacts and infrastructure requirements has been undertaken on that basis and will be updated as part of subsequent plan review, based upon a detailed Supplementary Planning Document and master planning work.
- 6.82 Proposals must be accompanied by a comprehensive Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute's and Institute of Environmental Management and Assessment's 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.

POLICY LPRSP4(A) – HEATHLANDS GARDEN SETTLEMENT

The council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan:

1. Phasing and Delivery

- a. Housing completions are anticipated to commence 2031 with infrastructure being delivered in accordance with the table below:

Phase	Development	Indicative Complementary Infrastructure
Preliminaries	N/A	<ul style="list-style-type: none"> • North East access into development site from A20 • Cycling and footpath connections between Charing and Lenham along the A20 • Utilities trunking • Necessary relocations agreed • Community engagement established and ongoing strategy in place • Railway Station business case complete and Strategic Outline Business Case Approval and Approval in Principle for new rail station • Structural planting across the development site, implemented as early as reasonable and practicable, in accordance with a scheme developed through the SPD – see LPRSP4(A)(3)(a) • Necessary off-site highway mitigation to align with Monitor and Manage Strategy
(Phase 1) 2031-2037	<p>Cumulative total: circa 1,310 homes</p> <p>New Local Centre including employment offer appropriate to the early phase and location</p>	<ul style="list-style-type: none"> • Circa 35ha open space • New/improved wastewater treatment mechanisms delivered and cordon sanitaire • Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality Strategy • Bus diversions from A20 into the site and connecting to Lenham and Charing to be delivered as early as possible in liaison with the IDP and Monitor and Manage Strategy • Railway Station delivered • Necessary off-site highway mitigation to align with Monitor and Manage Strategy • North West access into development site from A20, enabling vehicular access including bus services • Providing connectivity to A20 footway/cycleway • Structural planting in accordance with the Landscape Strategy defined through the SPD • Phase 1 employment land delivered • Local Centre complete, including linked employment and primary school provision
(Phase 2) To	Cumulative	<ul style="list-style-type: none"> • New District Centre complete including

2045	total: circa 3,101 homes District Centre	<p>principal local service offer and medical facility, public transport hub and other employment generating uses.</p> <ul style="list-style-type: none"> • Necessary off-site highway mitigation to align with Monitor and Manage Strategy. • Ancient woodland enhancement secured • Secondary school provision delivered as necessary • Public Open Space within residential parcels delivered. • Structural planting in accordance with the Landscape Strategy defined through the SPD. • Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality Strategy
(Phase 3) To 2048	Cumulative total: circa 3,758 homes	<ul style="list-style-type: none"> • A town park • Appropriate bus links to District Centre and neighbouring villages • Necessary off-site mitigation to align with Monitor and Manage strategy. • Country Park delivered • Delivery of public open space. • Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality strategy. • Structural planting in accordance with the Landscape Strategy defined through the SPD.
(Phase 4) To 2054	Cumulative total: circa 5,000 homes New Local Centre	<ul style="list-style-type: none"> • Local Centre including local employment offer and Primary education provision • Necessary off-site highway mitigation to align with Monitor and Manage strategy • Structural planting in accordance with the Landscape Strategy defined through the SPD • Public Open Space within residential parcels delivered • Phased nutrient neutrality mitigations delivered in accordance with a Nutrient Neutrality Strategy.
(Phase 5) To 2054	Cumulative total: circa 5,000 homes	<ul style="list-style-type: none"> • Open Space

- b. Phased release of land parcels of varying size and density to enable a range of developers to bring the site forward for development.
- c. Infrastructure will be delivered on a phased basis, when it is needed and as early as possible in the development process where key infrastructure is concerned, in accordance with an agreed phasing strategy.
- d. Phasing shall ensure full extraction of minerals sites allocations identified in the Kent Mineral Sites Plan 2020.

2. Housing

- a. Approximately 5,000 new homes, including 1,400 homes within the period 2029-37;
- b. A target of 40% affordable housing;
- c. Range of house types including across tenures, mix, including for inter-generational living.

3. Landscape and design

- a. The design and layout of the development shall be landscape-led and designed to avoid or minimise adverse impacts on the Kent Downs National Landscape. Where required to mitigate any such impacts arising from the development, structural planting shall be carried out as early as possible in relation to each phase to optimise its effectiveness;
- b. The development shall include structural planting, including planting belts on an east-west axis provided on parts of the site where appropriate to avoid or minimise adverse impacts on the National Landscape and views in and out of the National Landscape. The location and design of the structural planting shall be informed by an LVIA or similar assessment to identify where it is best located. This shall include an appropriate landscaped edge to respond to views from the Kent Downs National Landscape;
- c. Structural planting shall maximise opportunities for early mitigation and biodiversity enhancements. The planting regime should seek to implement the structural planting in all phases of the development at the earliest opportunity, notwithstanding, the anticipated commencement of development in each of the various phases as identified above (LPRSP4(A)(1)(a));

- d. The development will be sensitively located and designed taking into account: the orientation of buildings, building heights, site layout, design materials, colour and lighting to avoid or minimise adverse impacts on the National Landscape. This will be developed and secured via the Landscape Strategy and SPD;
- e. No built development will be located within 350m of the National Landscape boundary with the exception of the new road, pedestrian and cycle accesses from the A20;
- f. The development will be carried out in accordance with a Landscape Strategy to be prepared as part of the SPD to inform, design parameters including for views into and from the National Landscape. The Landscape strategy will include:
 - i. Identification of key views from LVIA purposes;
 - ii. Location, form, and timing for advanced structural planting;
 - iii. Maintenance and protection of long-term structural landscaping; and
 - iv. High level landscape codes for the most sensitive development interfaces;
- g. Provision of appropriate interfaces with existing buildings which will be retained on and around the site;
- h. The settlement will be designed to provide an appropriate relationship and connectivity to Lenham, Lenham Heath and Charing, whilst utilising existing and new linkages between the settlements; and
- i. Optimise density, particularly around the areas with the best access to the potential new railway station, district and local centres, and high-quality open spaces, having regard to the setting of the National Landscape.

4. Employment/ Commercial

- a. Development should aim to provide for as close to 5,000 new jobs as feasible and viable;
- b. A new District Centre adjacent to a potential new railway station, including a significant knowledge-based employment offer;

- c. Two new Local Centres, one as part of the early phases of development, and one as part of later phase, each including an element of employment space
- d. A minimum of 14 hectares of dedicated new employment land.

5. Infrastructure

- a. Bespoke infrastructure funding agreement based on the value captured by the development, expected to be higher than that which would ordinarily be captured using a borough CIL approach, and should be spent on infrastructure locally, and in the surrounding areas, particularly Lenham and Charing, where suitable.
- b. New primary provision totalling 7 forms of entry will be required across the site.
- c. A new 6 form entry secondary school to be provided on site. The timing of delivery of the secondary school will be subject to need, to be agreed in conjunction with Kent County Council.
- d. The delivery of an improved or new wastewater treatment facility covering the Greater Lenham/ Upper Stour catchment, including sufficient distance being provided between the Wastewater Treatment Works and residential development, taking account of the potential need for future expansion, and allow for adequate odour dispersion, on the basis of an odour assessment to be conducted in consultation with Southern Water;
- e. A comprehensive set of local community infrastructure commensurate with a new community of approximately 5,000 new homes, principally split between the three new centres;
- f. A full suite of open spaces will be delivered in accordance with Policies LPRSP13 and LPRINF1 including extensive green infrastructure necessary to meet the needs of the settlement, including amenity green space, play space, sports provision, allotments and natural and semi-natural open space;
- g. Delivery of a new medical facility.

6. Transport connections

- a. Prior to the first occupation of any floorspace or units on the development, a 'Vision and Validate' and 'Monitor and Manage Strategy' shall be submitted to and approved by the Local Planning

Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways;

- b. A new rail station will be provided on the Maidstone- Ashford rail line;
- c. Two new access connections on to the A20 will be provided to the north of the development, forming routes which cross the Maidstone- Ashford rail line to connect with the southern part of the site;
- d. A highly accessible public transport facility through the site with new bus routes that provide linkages to the new station or existing Lenham Station and between the homes, district and local centres, Lenham secondary school, new schools and other local facilities and adjacent local areas;
- e. A network of pedestrian and cycle paths throughout the site, linking the district centre and local centres to the housing and employment areas, and beyond to the open countryside and to surrounding settlements including improved access to off-site PROWs;
- f. Impacts to the M20 will be fully assessed and mitigated in accordance with the Monitor and Manage Strategy in co-operation with Kent County Council and National Highways with a particular focus on the development's potential impacts of Junctions 8 and 9, including a mitigation scheme at Junction 8. Mitigation solutions will be established and secured through the Supplementary Planning Document and Transport Assessment and Monitor and Manage Strategy, as set out in the IDP;
- g. The Supplementary Planning Document will include a detailed Transport Assessment prepared as per an agreed scope with Kent County Council and National Highways, taking into account:
- h. The impact of the development on all surrounding road corridors and junctions as identified and agreed with Kent County Council, with a particular focus on the potential impacts on the A20 corridor east and west of the site;
- i. Specific mitigation measures to improve junction performance and highway safety, and how such mitigation will be secured (either implemented directly through S278 or funding);

- j. The timing and trigger points for mitigation measures to be determined in accordance with Monitor and Manage Strategy to avoid potentially severe impacts on the highway network;
- k. Proportion of vehicle movements acknowledging the prospects for internal trips, sustainable transport measures, and the certainty of the new rail station.

7. Environmental

- a. A new country park around the Stour River corridor in the south of the site;
- b. the creation of wetlands areas to assist with the filtration of nitrates and phosphates arising within the upper Stour catchment, having regard to Natural England's advice regarding nutrients entering the River Stour and other relevant statutory biodiversity advice;
- c. Climate Change adaptations and mitigations aimed at ensuring the new settlement is operationally net zero in terms of carbon emissions;
- d. 20% biodiversity net gain will be expected to be achieved on-site;
- e. There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance and be informed by a heritage Impact Assessment. In particular the potential for multi-period archaeological remains associated with prehistoric and later activity around Chapel Farm, Mount Castle, and Lenham Forstal;
- f. The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate preservation and, where possible, enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding and enjoyment of the special historic environment here;
- g. Site design and layout shall be informed by a sensitive response to local and historic assets and landscapes built heritage that development will need to have regard to includes:
 - i. Royston Manor (grade II* listed);
 - ii. Chilston Park Registered Park and Garden;

- iii. A number of grade II listed buildings where their setting has the potential to be affected by the development; and
- iv. Listed buildings within the setting of the site including at Lenham and Chilston Park.
- h. There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance and be informed by a Heritage Impact Assessment;
- i. Use of sustainable drainage methods to manage surface water and ensure flood risk is not exacerbated elsewhere including through the preparation of a site-wide Flood Risk Assessment will be required;
- j. Noise and drainage mitigation measures are identified where required integrated within the design and layout of the site;
- k. The enhancement of existing and creation of new ecological corridors through the site, including along or parallel to the River Stour.

8. Governance and Stewardship: the strategy will identify:

- a. How the 30-year vision will be fulfilled;
- b. How the settlement will be community-managed;
- c. Maintenance of infrastructure, public realm, and open spaces;
- d. Roles for utilities and infrastructure operators;
- e. How revenues from development will be recycled within the site to meet the above requirements; and
- f. Ensuring that key infrastructure such as public transport can be delivered in a timely manner as the settlement grows, including consideration of risks and actions to maintain their viability and deliverability.

LPRSP4(B): Lidsing Garden Community

- 6.83 The Lidsing proposal provides a large, deliverable development that could come forward from the middle years of the LPR period. The site will operate as

an urban extension to the Medway urban area, but development will be designed to Garden Settlement standards set out in policy LPRSP4.

- 6.84 The site contains an opportunity for a significant employment offer as part of the development mix. The council considers this appropriate given the strategic access granted to the M2 via Junction 4. Additionally, there is potential to add a new arm to the M2 Junction 4 roundabout which aims to improve how that junction functions, as well as providing a new direct access to the motorway network from North Danes Way.
- 6.85 At present, there is little connection between the Lordswood and Hempstead areas of Medway and this proposal aims to not only link them via the orbital bus route, but provide an additional service node to complement their existing facilities.
- 6.86 The site adjoins the Kent Downs National Landscape to the south, as well as the Capstone Valley to the north, which is of considerable local value. The site has the potential to deliver significant improvements to interconnectivity between these assets. A small section of the National Landscape would be required to establish a new arm to M2 Junction 4 roundabout, and the proposal includes a substantial potential enhancement to the National Landscape to mitigate this impact. Further mitigation should include how the junction improvement is designed to minimise impact both there and across the site.
- 6.87 There is potential for the site to make a positive contribution to the reframing of the Capstone Valley as a country park, and in particular by establishing enhanced walking and cycling links north - south through the valley.
- 6.88 The council recognises that many aspects of this site have at least as much of an impact on parts of the urban area within Medway as Maidstone borough. The council has sought constructive engagement through Duty to Co-operate discussions to ensure that issues are discussed, solutions are proposed, and areas of common ground and disagreement are identified.
- 6.89 The impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration, with reference to policy LPRSP14(A). Traffic modelling of the proposed development will be required to quantify the predicted nitrogen deposition on roads passing the SAC. If nitrogen deposition exceeds the screening criteria set out in IAQM guidance (1% of the SAC's critical load for nitrogen deposition), then mitigation will be required. Mitigation measures must be set out in a Mitigation Strategy, to be agreed by the council and Natural England, in consultation with the highway authorities, where relevant. Applications must clearly demonstrate through project-level HRA that the Mitigation Strategy is appropriate, can be feasibly implemented and will be sufficient to fully mitigate any identified adverse effects on the SAC. Mitigation measures may be provided on and/or off-site as appropriate and necessary.

- 6.90 In preparing the Mitigation Strategy, applicants should have regard to the following package of mitigation measures which may be deployed, either in isolation or in-combination, as and when necessary and appropriate for air quality. The mitigations, which are in no particular order and are not exclusive, are as follows:
- i. Green Travel Planning focussed on employment facilities, commercial facilities, schools and the use of transport connections within and adjacent to the development
 - ii. Traffic calming to discourage access/egress via Boxley and Bredhurst
 - iii. Provision of cycle and pedestrian facilities to encourage sustainable modes of transport via Boxley and Bredhurst
 - iv. On-site measures to encourage/increase take up of low emission vehicles, such as EV charging points
 - v. HGV and other vehicle "site servicing" and "delivery route" management strategies
 - vi. Strategic road signage strategy
 - vii. Off-site planting at agreed locations and species
 - viii. The design of residential layouts and configuration of estate roads in a manner which discourages access/egress via Boxley and Bredhurst
 - ix. Typologies of development located at the southern sector of the site which generate lower car ownership levels of trip rates, i.e.: higher density apartment type accommodation, older persons accommodation
 - x. Home and flexible working supported by broadband infrastructure to encourage and enable people to drive less
 - xi. Low emission strategy at south of site and through Boxley/ Bredhurst

Vision for Lidsing Garden Community

- 6.91 In 2057, Lidsing Garden Community will be an established and thriving new community with a distinctive local character, form and identity which provides strong linkages with the surrounding urban and rural services, facilities and communities and will serve to enhance the open space network of the Capstone Valley.

- 6.92 Lidsing Garden Community will be an exemplar urban extension containing 2,000 new homes that focuses on improving connectivity in south Medway. This connectivity will be in the form of a connection between North Dane Way and a new motorway junction on the M2. Routes across the site will be significantly improved and a new orbital bus route will benefit the wider community. Lidsing Garden Community will be a holistically planned new settlement which enhances the natural environment of its location in proximity to the Kent Downs National Landscape and its relationship with the Capstone Valley. The southern portion of the Capstone Valley will become a connecting point for a range of trips that will benefit existing and future residents linking Lordswood to the west with Hempstead to the east and creating strong leisure links north – south through the site connecting Capstone Country Park with the National Landscape.
- 6.93 This new Garden Community will change the character of this area, creating a new place within Medway with its own identity, unique but well-related to existing communities at Hempstead, Lordswood, and Bredhurst. It will be a settlement centred on a well-defined landscape infrastructure that links new places to live through an integrated leisure strategy that converges on a new local centre that provides retail, sporting, education and health facilities. Lidsing Garden Community will provide a genuinely landscape-led settlement which responds robustly to the challenges and opportunities of climate change, adopting models of best practice as an exemplar development.

POLICY LPRSP4(B) – LIDSING GARDEN COMMUNITY

The council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan:

1. Phasing and Delivery
 - a. Starting in approximately 2027;

Phase	Development	Indicative Complementary Infrastructure
Preliminary	N/A	<ul style="list-style-type: none"> • Access routes into development site Utility infrastructure capacity • Community engagement established and will be

		<p>Ongoing.</p> <ul style="list-style-type: none"> • Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations.
<p>(Phase 1) From which start date will be no later than 2028</p>	<p>Cumulative total: circa 590 homes (in first 5 years after commencement)</p>	<ul style="list-style-type: none"> • Primary connections into the site and corresponding initial bus diversions • National Landscape – the structural planting to south of the Lidsing development area (adjacent to the motorway) will be approved as part of the SPD and later outline/hybrid application and this strategic landscaping shall be planted within this period. • Detailed approval of the mix of employment uses, building height and design shall be in place in line with the SPD. • Open space complementary to the 590 completed units in this phase to be delivered. • Proportionate secondary school contributions received. • During this stage the West-East link road will be completed and will facilitate the full orbital bus route. • Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations.
<p>(Phase 2) From 2033 to 2038</p>	<p>Housing completions average 150 per annum New Local Centre</p>	<ul style="list-style-type: none"> • Completion of the M2 J4 spur, with possible interim utilisation of existing Maidstone Road bridge crossing to allow the employment development to commence early in this

		<p>stage.</p> <ul style="list-style-type: none"> • Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of off-site mitigations in Bredhurst and Boxley following consultation with local communities. • Towards the end of the stage and as necessitated by demand opening of replacement bridge crossing. • Ancient woodland enhancement secured • Proportionate Secondary school contribution received • 3FE Primary school land transferred and serviced for 3FE primary. Contributions to construct will be secured by S106 in each phase. • Capstone Valley North-South open space/ pedestrian enhancement completed • Open Space complementary to the completed residential units • Employment site commenced <p>Land transferred and serviced for new medical facility for GP surgery to be provided.</p> <ul style="list-style-type: none"> • Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of the supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations.
By 2038	<p>Cumulative total: Minimum 1,340 homes</p> <p>14ha serviced employment site delivered</p>	<ul style="list-style-type: none"> • M2J4 National Landscape mitigation for the 19ha of land to the south of the M2 completed • Open space complementary to completed residential units delivered and meeting wider SPD phasing.

(Phase 3) By 2042	Cumulative total: circa 2,000 homes	<ul style="list-style-type: none"> • Open Space complementary to completed residential units delivered and meeting wider SPD phasing • All of proportionate secondary school contributions received.
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- b. A mix of sizes of land parcels should be provided to enable development by a range of types and sizes of developers;
- c. Ensure that environmental mitigations are delivered in advance of construction, and that requisite infrastructure is ready to operate upon occupation.

2. Housing:

- a. 2,000 new homes in total, including 1,340 units within the plan period up to 2038;
- b. A target of 40% affordable housing;
- c. Range of housing typologies based on the council's latest Strategic Housing Market Assessment, including across tenure, mix of sizes of units, including for generational living.

3. Masterplanning and design parameters:

- a. Development will be based on the Masterplan vision framework plan (Figure 6.5);
- b. Development will proceed in accordance with a detailed design code agreed between the Local Planning Authority and promoter;
- c. Development of the site will be landscape-led to ensure that there are positive enhancements to the Capstone Valley and Kent Downs National Landscape setting;
- d. The overall utility of the Capstone Valley will be significantly enhanced including for recreation;
- e. The development will create a positive out-facing edge when viewed from the Medway urban area including Lordwood and Hempstead and the National Landscape to the south;

- f. Appropriate interfaces will be created with existing buildings which will be retained on and around the site to protect their significance;
- g. Design will reflect how the settlement's shape is configured with regards to its relationship to the Medway urban area, as well as the National Landscape and Bredhurst;
- h. The balance of land south of the M2 that is not used for highway infrastructure will be utilised for green infrastructure, including areas for public access, the details of which will be developed through the SPD masterplanning processes. Planning permission will be granted if the following criteria are met, and the submission is in accordance with the approved SPD;
- i. The development proposals for employment uses will not exceed a total floorspace of 42,000 sqm and will respect the topography of the site by minimising the need for site excavation;
- j. Landscape buffers of at least 15 metres will be established along the site's boundary to the M2 motorway and the future management of landscaped areas will be secured by S106 Agreement;
- k. A landscaped setting for the development and roads will be created alongside a strong internal landscaping framework within the employment development zones adjacent to the M2. These landscaped corridors will be multifunctional to create drainage and ecological corridors and recreational connections which will be developed through the Supplementary Planning Document. This will include a green bridge connection across the motorway;
- l. The maximum footprint of commercial buildings within the identified employment area shall not individually exceed 600m². The commercial building ridge heights shall not exceed 9 metres within the employment development zone (LCZ4);
- m. The employment buildings adjoining the M2 motorway shall stagger their siting with the majority of buildings sited "gable end on" to the motorway to increase the sense of separation between buildings and reduce the massing of the built form when viewed from the south;
- n. The development proposals for employment buildings will through matters of detailing including lighting, materiality, siting of buildings and positioning of parking areas, alongside strategic and internal landscaping will ensure the development respects the sites visual and physical relationship with the Kent Downs National Landscape to the

south of the M2 motorway and this will be developed through the Supplementary Planning Document;

- o. Residential properties located nearest the National Landscape boundary shall be appropriate in height so as not to detrimentally impact the setting on the Kent Downs National Landscape. In the areas closest to the M2 within the zones referenced LCZ3and4 the building height would not exceed two storeys unless following a full LVIA assessment and taking into account the character area assessment and testing as part of the progression of the SPD it was considered appropriate to increase the height of selective buildings within this zone where agreed with the LPA and Kent Downs National Landscape Unit;
- p. Residential densities will generally reduce toward the M2 motorway as informed by a master planning character area assessment and LVIA findings.

4. Employment/ Commercial

- a. Development should exceed 2,000 new jobs as feasible and viable due to the area's excellent connectivity to the Strategic Road Network;
- b. 14 hectares of new employment space will be created, focused on the improved motorway access;
- c. A new Local centre of no less than 1,500m² of retail, leisure and services will be created, strategically located on a new orbital bus route with good access to employment, Hempstead, and Lordswood.

5. Infrastructure

- a. A bespoke infrastructure funding agreement based on the value captured from the development, expected to be higher than that which would ordinarily be captured using a borough CIL approach, and should be spent on infrastructure locally, and in the surrounding areas where suitable.
- b. A new 3FE primary school within or adjacent to the local centre, and a contribution towards the creation of new secondary capacity in the Capstone Valley area;

- c. A comprehensive set of local infrastructure commensurate with a new community of 2,000 new homes, principally focused on the new local centre including a new medical facility;
- d. A full suite of open space will be delivered in accordance with policy LPRINF1. This would indicatively comprise the provision of open space typologies below, with further detail to be progressed through the SPD.
 - i. 3.33 hectares Amenity green space,
 - ii. 1.19 hectares play space
 - iii. 7.6 hectares sports provision
 - iv. 0.95 hectares of allotments
 - v. 31 hectares natural/semi natural open space

6. Transport connections

Prior to the first occupation of any floorspace or units on the development of a 'Vision and Validate' and 'Monitor and Manage Strategy' shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter, the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways.

- a. A new connection to the M2 at Junction 4 will be created, enabling improved connections across the Capstone Valley and into Medway;
- b. A new bus service
 - i. linking Lordswood and Hempstead, and linking to the Medway town centres
 - ii. serving Boxley and Bredhurst, including exploring the potential for diversion through the site;
- c. New half-hourly bus services to be provided between the site and Chatham via North Dane Way.

- d. Cycling and Walking links throughout the site, and strategically north-south along the Capstone Valley and into the wider Medway area will be created;
- e. Priority, through design, throughout the site for vulnerable road users and active travel modes.
- f. Measures to prevent rat-running in local roads, including through Bredhurst and Boxley.
- g. Routes identified as sites for potential mitigations will be subject to further assessment, and this will be undertaken via the Supplementary Planning Document and prior to any initial planning application. The assessment will include consideration of mitigations in Boxley, Bredhurst and on the A229 and A249 corridors as well as at M2 Junction 3 in accordance with the Monitor and Manage process set out in the IDP. Off-site highway improvements, some of which may be necessary in the Medway area, will be subject to further assessment and delivered in accordance with the development phasing provisions set out in (1)(a) above.

7. Environmental

- a. A climate change adaptations and mitigation strategy based on national and local guidelines;
- b. A minimum of 20% biodiversity net gain will be expected to be delivered on-site;
- c. There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance and be informed by a heritage Impact Assessment;
- d. Sustainable drainage methods are implemented to manage surface water flooding issues and ensure that flood risk is not exacerbated elsewhere including a site-wide Flood Risk Assessment will be required;
- e. Noise, and drainage and light pollution mitigation measures are integrated within the design;
- f. The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate conservation and enhancement of heritage assets to the benefit of

the garden village community; their awareness, understanding and enjoyment of the special historic environment here. Heritage assets to be responded to within the site include site of a 20th century military balloon installation;

- g. A financial contribution shall be made to mitigate recreational impact on the Medway Estuary and Marshes SPA and Ramsar;
 - h. Site design and layout shall be informed by a sensitive response to local historic assets and landscapes and appropriate buffering to ancient woodland and/or veteran trees;
 - i. Development proposals must demonstrate that the Lidsing garden community, either alone or in combination with other relevant plans and projects, will avoid adverse effects on the integrity of the North Downs Woodlands SAC, due to air quality, with reference to policy LPRSP14(A). Mitigation measures will be required where necessary and appropriate.
8. Governance arrangements will be set out identifying how:
- a. The 30-year vision will be fulfilled;
 - b. The settlement will be community-managed;
 - c. Maintenance of infrastructure, urban realm, and open spaces will be carried out;
 - d. Roles for utilities and infrastructure operators;
 - e. Revenues from development will be recycled within the site to meet the above requirements.
 - f. To ensure that key infrastructure such as public transport can be delivered in a timely manner as the settlement grows, including consideration of risks and actions to maintain their viability and deliverability.

Figure 6-5: Lidsing Garden Community Masterplan Vision Framework Plan



LPRSP5: Strategic Development Locations

- 6.94 The Local Plan 2017 has Broad Locations for growth at Maidstone Town Centre, Invicta Park Barracks, and Lenham. These locations have made, and will continue to make, an important contribution to growth within the plan period. Invicta Park Barracks and Lenham continue to be progressed and are set out in Policies LPRSP5(B) and LPRSP5(C) below.
- 6.95 There is potential for strategic development to assist in the delivery of a new road linking the M20 junction 8 with the A274 around Langley.

POLICY LPRSP5 – STRATEGIC DEVELOPMENT LOCATIONS

1. Strategic Development Locations will be delivered across the plan period for:

- a. A target of 1,300 units at Invicta Park Barracks;
- b. 1,000 units within the Lenham broad location for housing growth.

- 6.96 The reconsideration of the business case for the delivery of a Leeds - Langley relief road is a requirement of the Local Plan 2017 set out in policy LPR1.
- 6.97 Kent County Council (KCC), the Local Highways Authority, has confirmed that whilst it will not currently be seeking to promote a route in this corridor, should Maidstone Borough Council require such a route to support future development it will work to assist this.
- 6.98 Discussions between KCC, Maidstone Borough Council, local landowners and other stakeholders will continue, with the potential for a future Development Plan document to be produced to guide development of the route. It will also be expected that development at the scale anticipated to fund and deliver a scheme will bring forward the normal range of other associated infrastructure.

LPRSP5(B): Development at Invicta Park Barracks

- 6.99 Invicta Park Barracks covers a substantial area (41 hectares) to the north of the town centre. It comprises a range of military buildings, including army accommodation, set within expansive parkland. The site is currently home to the 36 Engineer Regiment.
- 6.100 The Ministry of Defence (MoD) keeps its property portfolio under regular review. The Local Plan Review identifies Invicta Park Barracks as a Strategic Development Location. The site has the potential to deliver in the order of 1,300 new homes.

POLICY LPRSP5(B) – INVICTA PARK BARRACKS STRATEGIC DEVELOPMENT LOCATION

Invicta Park Barracks is identified as an allocation for a target of 1,300 dwellings from the middle of the Local Plan period. The council will work with the Ministry of Defence and Annington to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's

delivery. The following criteria must be met in addition to other policies of this plan:

1. Prior to the first occupation of any floorspace or units on the development of a 'Vision and Validate' and 'Monitor and Manage' strategy shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter, the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways;
2. Preparation and submission of a development brief and a masterplan prepared in conjunction with and for approval by the council to guide development;
3. Housing completions are anticipated to commence 2027/28, with infrastructure being delivered in accordance with the table below:

Phase	Development	Indicative Infrastructure Secured
(Phase 1) (From 2027)	Cumulative total: circa 500 homes	<ul style="list-style-type: none"> • Mechanism agreed for comprehensive redevelopment of the wider Invicta Park Barracks to deliver 1,300 new homes • Identification of land for future educational needs and mechanisms for provision to KCC subject to need being established. • Timescales and phasing for withdrawal confirmed with MoD; • Pedestrian/cycle connections to Town Centre • Open Space complementary to new homes; • Confirmation on reprovision of Hindu Temple; • Strategy for re-use of Park House and surrounding parkland/woodland agreed; • Biodiversity Plan agreed.
(Phase 2) From 2032	Cumulative total: Circa 1,000 homes	<ul style="list-style-type: none"> • Central parkland enhancement completed; • Subject to Transport Assessment and Monitor and Manage Strategy A229 junction and Sandling Lane improvements completed (to facilitate

		<p>access arrangements).</p> <ul style="list-style-type: none"> • Subject to Transport Assessment and Monitor and Manage Strategy, off-site highways mitigations in the vicinity of the site are completed. • New Local/ neighbourhood centre established; • Open Space complementary to new residential units.
(Phase 3) By 2037	<ul style="list-style-type: none"> • Cumulative total: minimum 1,300 homes • New Local/Neighbourhood Centre completed • New through school subject to future need being established 	<ul style="list-style-type: none"> • Open Space complementary to new residential units; • North-South Bus route operational.

4. Integration of new development within the existing landscape structure of the site (supported by ecological, arboricultural, and landscape and visual impact assessments together with the identification of detailed mitigation measures where appropriate);
5. Ensuring requisite community facilities, which may include neighbourhood shopping and health facilities are delivered where proven necessary and in conjunction with housing;
6. Provision of publicly accessible open space, including natural and semi-natural open space, as proven necessary, and/or contributions;
7. Off-site highway improvements as necessary to mitigate the impact of development;
8. Securing a network of public footpath and cycling routes through the site;
9. Preservation of features of ecological importance, including the retention and enhancement of wildlife corridors, and ensuring that connection with ecological features and corridors outside the site is maintained/

enhanced, and securing biodiversity net gain, in accordance with policy LPRSP14(A);

10. Enhanced walking, cycling and public transport connections to the town centre and local area;
11. Preservation of Park House (Grade II*) and its setting, in particular the parkland to the north and east of Park House;
12. Development proposals must demonstrate that the necessary sewerage infrastructure is either available or can be delivered in parallel with the development;
13. The SPD should have a focus on celebrating the military heritage and broader history of the site;
14. Retention of a Hindu place of worship within the site will be required;
15. Provision of an 8 FE all through school (2FE primary and 6FE secondary) on the wider Invicta Park Barracks site, subject to continuing review of future educational need in Maidstone borough and an ongoing assessment of other sites in and around the town centre with the scope to accommodate some or all of the educational need;
16. A bespoke infrastructure funding agreement based on the value captured from the development and expected to be higher than that which would ordinarily be captured using a borough CIL approach will be pursued, with the expectation that this should be spent on infrastructure locally, and in the surrounding areas where suitable.
17. The indicative framework diagram below will be used to inform the preparation of the SPD for Invicta Barracks and detailed site masterplanning.

Figure 6-6: Invicta Park Barracks Indicative Framework Diagram



LPRSP5(C): Lenham broad location for housing growth

- 6.101 The rural service centre of Lenham was identified as a broad location in the Local Plan 2017 to accommodate 1,000 dwellings post April 2021. Transport links to Maidstone and other retail and employment centres by bus and rail are good.
- 6.102 Housing site allocations and associated infrastructure requirements have been made through the Lenham Neighbourhood Plan 2021, which complements how environmental, social, design and economic objectives of the Local Plan will be met and to demonstrate the physical and functional integration of the site(s) within Lenham.
- 6.103 Master planning of the area will be essential to achieving a high-quality design and layout, landscape and ecological mitigation, and appropriate provision of supporting physical, social and green infrastructure.
- 6.104 It is important that development of Lenham takes place in a manner that is well integrated with the existing communities so that they are seen as, and function as, the village which they adjoin rather than stand-alone communities. In order to ensure a coordinated and planned approach, proposals for development within Lenham which come forward prior to an agreed Neighbourhood Plan and/or the Local Plan Review being adopted will be refused.

POLICY LPRSP5(C) – LENHAM BROAD LOCATION FOR HOUSING GROWTH

Implementation and future revisions to the Neighbourhood Plan will incorporate and address the following principles in the delivery of 1,000 homes as per the Lenham Neighbourhood Plan:

1. Make efficient use of land and provide a broad range of housing choice by size and tenure (including market and affordable housing) and cater for people with special housing needs;
2. Outline measures to mitigate the traffic impacts from development on the strategic and local road networks;
3. Identify appropriate provision of, or contributions towards infrastructure improvements;
4. Incorporate primary school(s) and secondary school(s) if the scale of development justifies on-site provision, or if not, contributions to provision off-site in order to meet the needs generated by the broad location;
5. Ensure development is fully integrated with the surrounding village through shared community uses, and a variety of transport modes including walking, cycling and public transport;
6. Provide, commensurate with the scale of development, a network of open spaces and green infrastructure for amenity, play, sport and recreation, including allotments, local nature reserves woodlands, green spaces and wildlife corridors. Such provision should respond positively to the wider area to ensure enhanced linkages and networks;
7. Incorporate appropriate landscape treatment which ensures that developments can be satisfactorily assimilated into the surrounding area;
8. Protect and, where possible, enhance any features of biodiversity value on site or which are off-site but might be affected by the proposed development;
9. Incorporate an appropriate flood risk management strategy and measures for its implementation;
10. Ensure adequate provision is made for enhanced and comprehensive sewerage infrastructure;

11. Development in Lenham and Lenham Heath that would result in a net increase in population served by a wastewater system will need to ensure that it will not have an adverse effect on the integrity of Stodmarsh SAC/SPA/Ramsar site. Where a proposed development falls within the Stour Catchment (e.g. Lenham, east of Faversham Road), or where sewage from a development will be treated at a Waste Water Treatment Works that discharges into the river Stour or its tributaries, then applicants will be required to demonstrate that the requirements set out in the advice letter and accompanying methodology on Nutrient Neutrality issued by Natural England have been met. This will enable the council to ensure that the requirements of the Habitats Regulations are being met;
12. The Neighbourhood Plan will preserve and enhance the character and appearance of the conservation area and protect the significances of listed buildings including their setting; and
13. Proposals shall be designed to appropriately mitigate any impacts on the setting of the Kent Downs.

LPRSP6: Rural Service Centres

- 6.105 Outside of Maidstone town centre and urban area, rural service centres are considered to be highly sustainable settlements in Maidstone's settlement hierarchy. The planned development and maintenance of sustainable communities underpins the council's approach to rural areas. In such areas, the primary aim is to direct development towards rural settlements that can best act as service centres for their local population and surrounding rural communities. Rural Service Centres play a key part in the economic and social fabric of the borough and contribute towards its character and built form. They also act as a focal point for trade and services by providing a concentration of public transport networks, employment opportunities and community facilities that minimise car journeys.
- 6.106 The Settlement Hierarchy is set out in policy LPRSS1 and the Rural Service Centres as identified in the 2017 Local Plan remain unchanged. The 2021 Settlement Hierarchy Assessment considers the services and facilities available in each settlement and recommends that Coxheath holds comparable characteristics to other Rural Service Centres across the borough. The Rural Service Centre settlements are as follows:
- a. Coxheath;

- b. Harrietsham;
- c. Headcorn;
- d. Lenham;
- e. Marden; and
- f. Staplehurst.



Figure 6-7: Rural service centres in Maidstone Borough

6.107 The Rural Service Centres will continue to be focal points in which improved infrastructure and the strategic location of new development will reduce the need to travel and help to maintain and improve on the range of essential local services and facilities. It is important that the rural service centres remain sustainable settlements with the services and facilities necessary to support a

growing population. Additional infrastructure will be required as the plan continues to be developed in order to respond to the additional growth set out in this spatial strategy. At the current time, the infrastructure requirements are carried forwards from the Local Plan 2017 and will be supplemented as necessary in the council's Infrastructure Delivery Plan.

- 6.108 Rural Service Centres are considered to have high deliverability due to their land price-house price balance. There is a need to ensure that sufficient land is allocated to meet need across the borough and across the plan period, and to meet the needs of the individual settlements.

POLICY LPRSP6 – RURAL SERVICE CENTRES

Within the designated Rural Service Centres of Coxheath, Harrietsham, Headcorn, Lenham, Marden and Staplehurst, the council will:

1. Focus new housing and employment development within the settlements when it is:
 - a. An allocated site carried forward from the 2017 Local Plan or newly allocated within this Local Plan Review;
 - b. Minor development such as infilling; or
 - c. The redevelopment of previously developed land that is of a scale appropriate to the size of the village.
2. Retain and improve existing employment sites and encourage new employment opportunities provided the site is in an appropriate location for, and suited to, the use.
3. Resist the loss of local shops, community facilities and green spaces, whilst supporting new retail development, community services and green spaces to meet local need.
4. Protect, conserve and enhance the historic environment appropriate to its significance. Proportionate historic environment assessment will be used to inform development and identify opportunities to enhance awareness, understanding and enjoyment of the historic environment to the benefit of the village and its community.

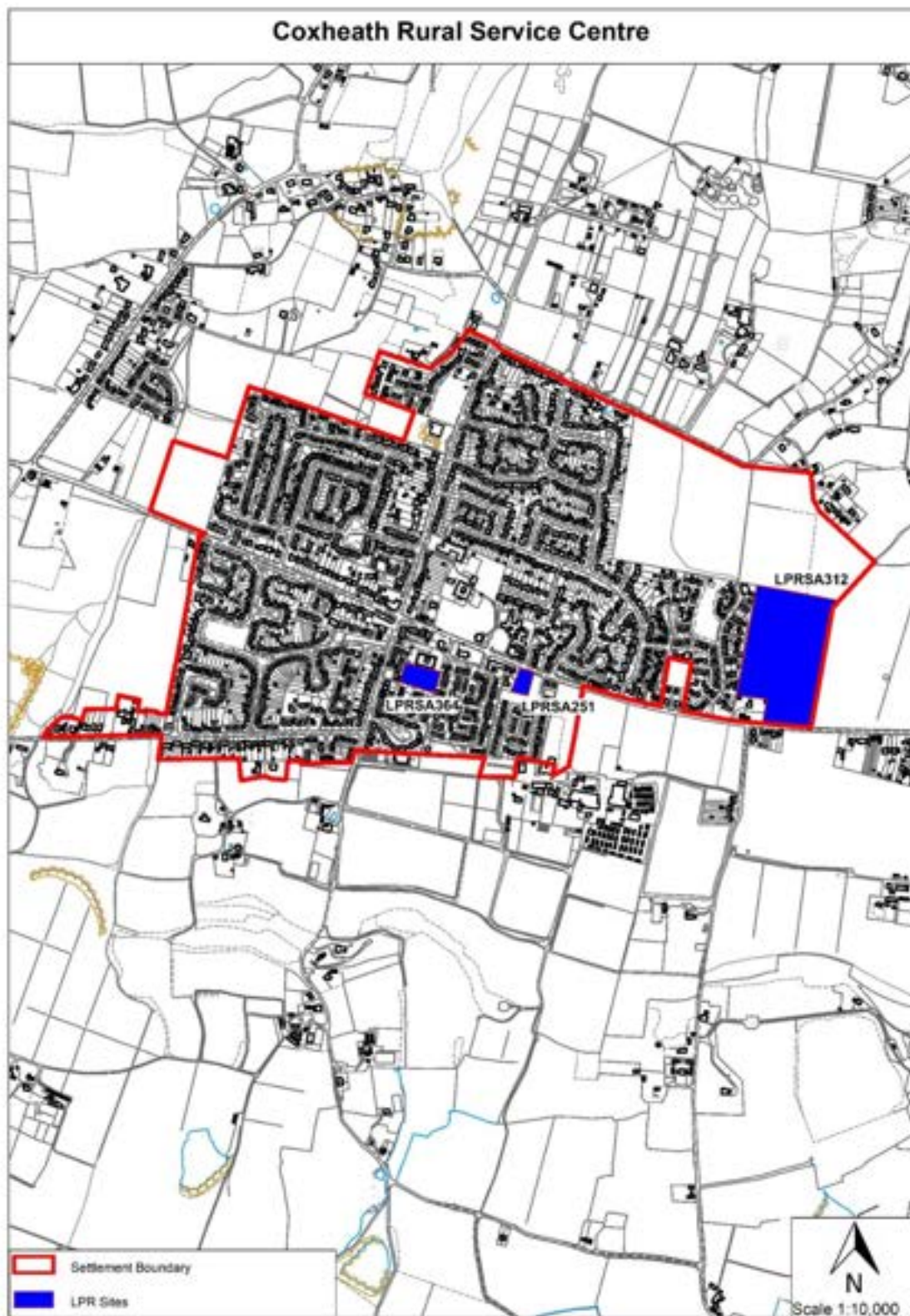
LPRSP6(A): Coxheath

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

POLICY LPRSP6(A) – COXHEATH

1. In the Rural Service Centre of Coxheath, as shown on the Policies Map, key services will be retained and supported.
2. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 100 new dwellings will be delivered on sites LPRSA251, LPRSA312, and LPRSA364.
3. Key infrastructure requirements for Coxheath include:
 - a. Improvements to highway and transport infrastructure including junction improvements at Linton Crossroads, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access in accordance with individual site criteria set out in policies H1(59), LPRSA251, LPRSA312, and LPRSA364;
 - b. Improvements to open space which improve overall quality and address forecast deficits of 0.8 hectares amenity 1.5 hectares play, 10.2 hectares sports, 1.3 hectares allotment, and 43.2 hectares natural/semi-natural green space.
 - c. Improvements to health infrastructure at Greensand Health Centre (including branch surgery in Loose).
4. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(C).

Figure 6-8: Coxheath Rural Service Centre



LPRSP6(B): Harrietsham

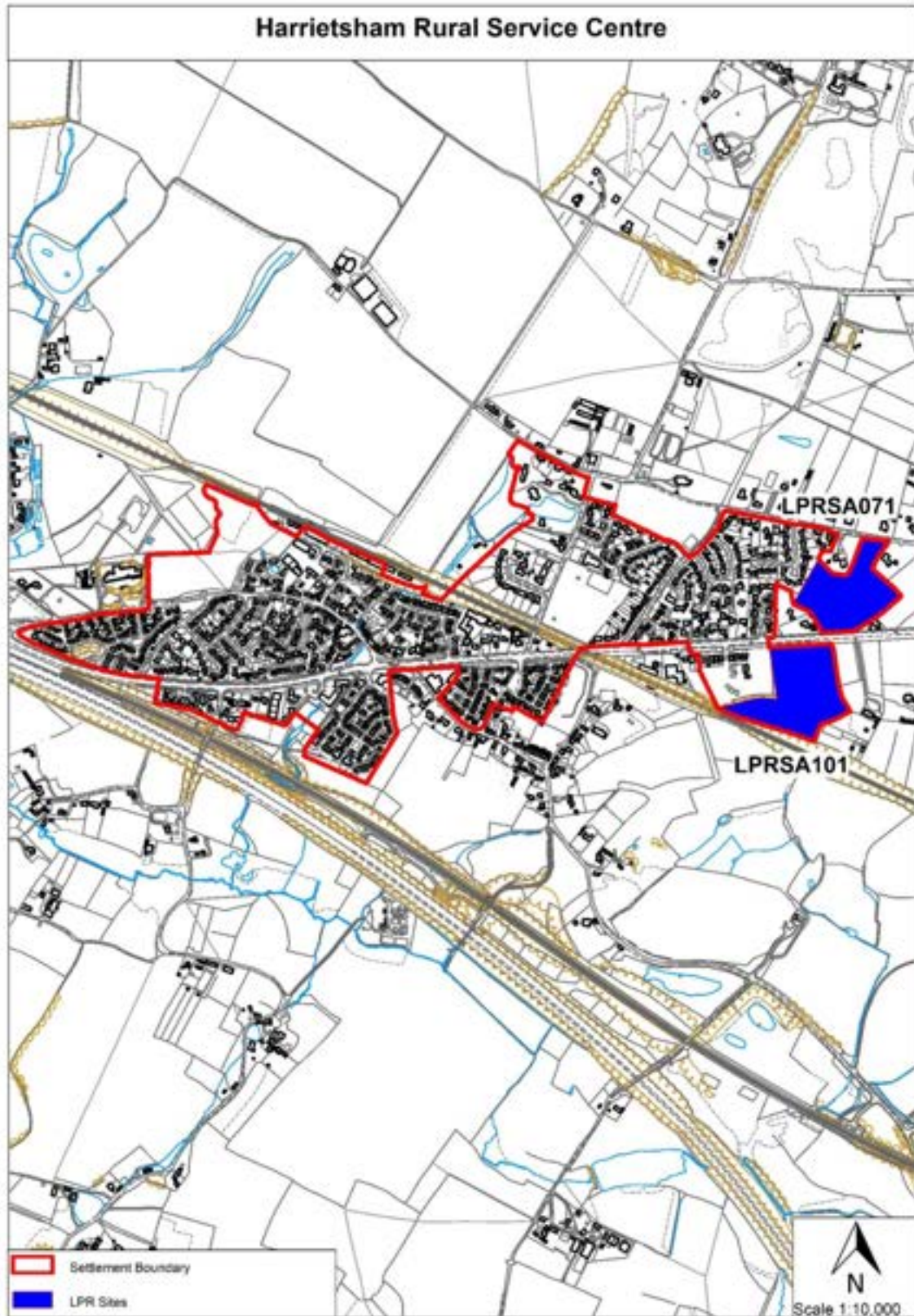
6.110 Harrietsham provides a range of key services. Provision of, and access to, schools and community facilities in the village are adequate and will grow commensurate with any increase in population. The village has good public transport connections to Maidstone and other retail and employment centres. There is a local aspiration for replacement almshouses to support the local elderly population and for additional retail and play facilities which are currently limited. Harrietsham has seen a number of new developments arising from the 2017 Local Plan which, alongside new housing, has also helped to deliver new retail premises within the settlement.

POLICY LPRSP6(B) – HARRIETSHAM

1. At the Rural Service Centre of Harrietsham, as shown on the Policies Map, key services will be retained and supported.
2. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 100 new dwellings will be delivered on sites LPRSA071 and LPRSA101.
3. Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11(A)).
4. Key infrastructure requirements for Harrietsham include:
 - a. Improvements to highway and transport infrastructure including improvements to the A20 Ashford Road, improvements to Church Road and the provision of additional pedestrian crossing points in accordance with individual site criteria set out in policies LPRSA071 and LPRSA101.
 - b. Provision of a one form entry expansion at either Lenham or Harrietsham primary schools;
 - c. Improvements to open space which improve overall quality, and address forecast deficits of in 0.4 hectares play, 4 hectares sports, 0.2 hectares allotment, and 12.4 hectares natural/semi-natural green space.

- d. Improvements to health infrastructure including extension and/or improvements at Glebe Medical Centre.
- 5. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(C).

Figure 6-9: Harrietsham Rural Service Centre



LPRSP6(C): Headcorn

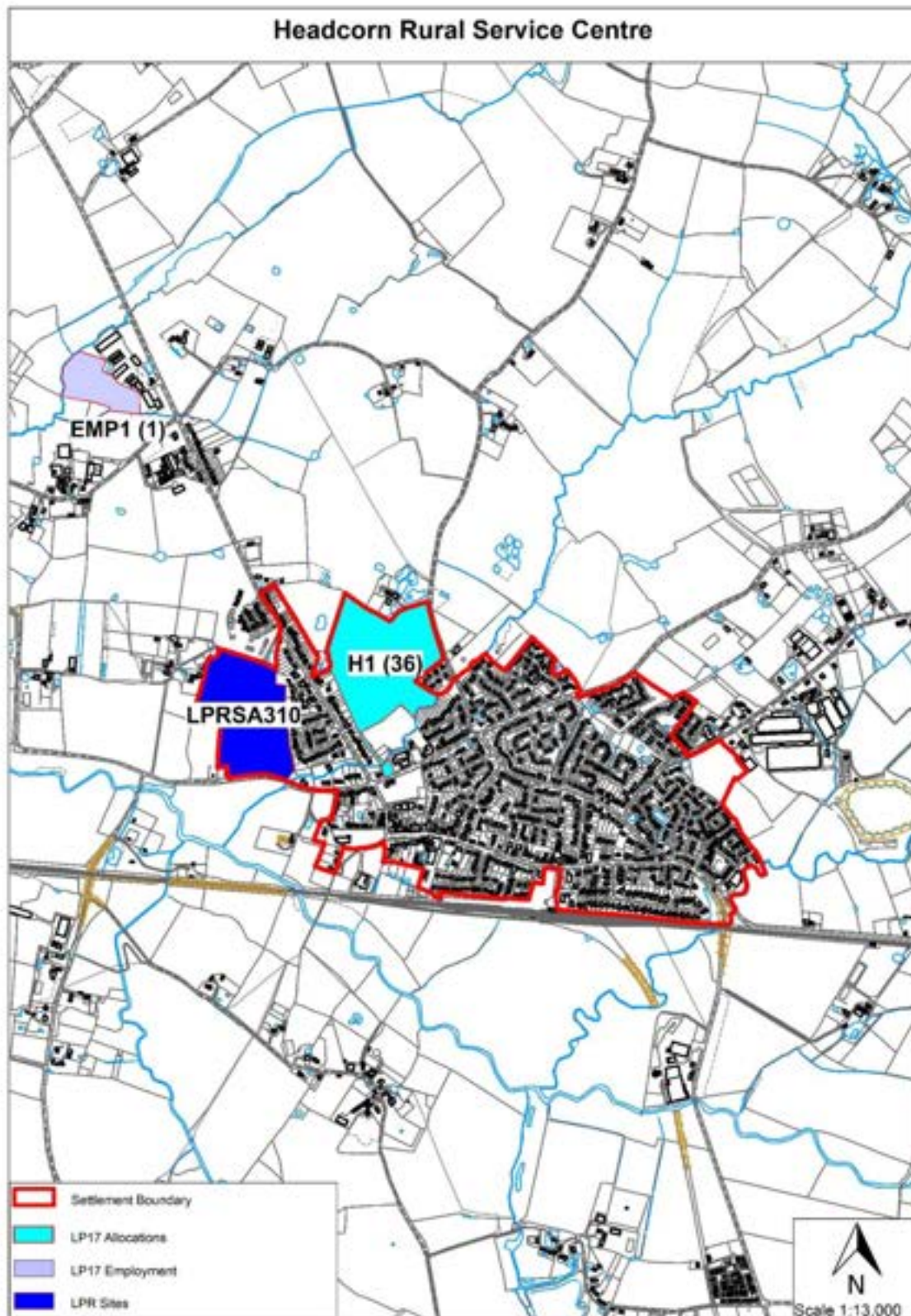
- 6.111 Headcorn has a diverse range of services and community facilities which are easily accessible on foot or by cycle due to the compact form of the village. There are local employment opportunities and there is a local desire to ensure that existing employment sites are kept in active use. A regular bus service runs between Headcorn and Maidstone and the village has good rail linkages to other retail and employment centres, including London. Flooding is an issue in Headcorn. The Strategic Flood Risk Assessment advises strict controls on the location of development within Flood Zones 2 and 3.
- 6.112 The village lies within a landscape of local importance where proposals should seek to contribute positively to the conservation and enhancement of the protected landscape in accordance with policy LPRSP14. Headcorn is surrounded on three sides by the functional floodplain of the River Beult and its tributaries. Additional capacity will be required in the sewer network and may also be required at the wastewater treatment works in the period to 2031.

POLICY LPRSP6(C) – HEADCORN

1. At the Rural Service Centre of Headcorn, as shown on the Policies Map, key services will be retained and supported.
2. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, new dwellings will be delivered on the remainder of allocated site H1(36), plus approximately 110 new dwellings on site LPRSA310.
3. Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11(A)), and a further 3,500m² employment floorspace is allocated (policy EMP1(1)).
4. Key infrastructure requirements for Headcorn include:
 - a. Improvements to highway and transport infrastructure, including junction improvements, a variety of measures to improve sustainable transport infrastructure and improvements to pedestrian and cycle access, in accordance with individual site criteria set out in policies H1(36) and LPRSA310;
 - b. Provision of a one form entry extension to Headcorn Primary School;

- c. Improvements to open space which improve overall quality, and address forecast deficits of 1 hectare amenity, 1.1 hectares play, 7.7 hectares sports, 0.2 hectares allotment, and 30.2 hectares natural/semi-natural green space.
- 5. Additional capacity will be required in the sewer network and at the wastewater treatment works (if required) in the period to 2031; and
- 6. Improvements to health infrastructure including extension and/or improvements at Headcorn Surgery.
- 7. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(C).
- 8. Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.

Figure 6-10: Headcorn Rural Service Centre



LPRSP6(D): Lenham

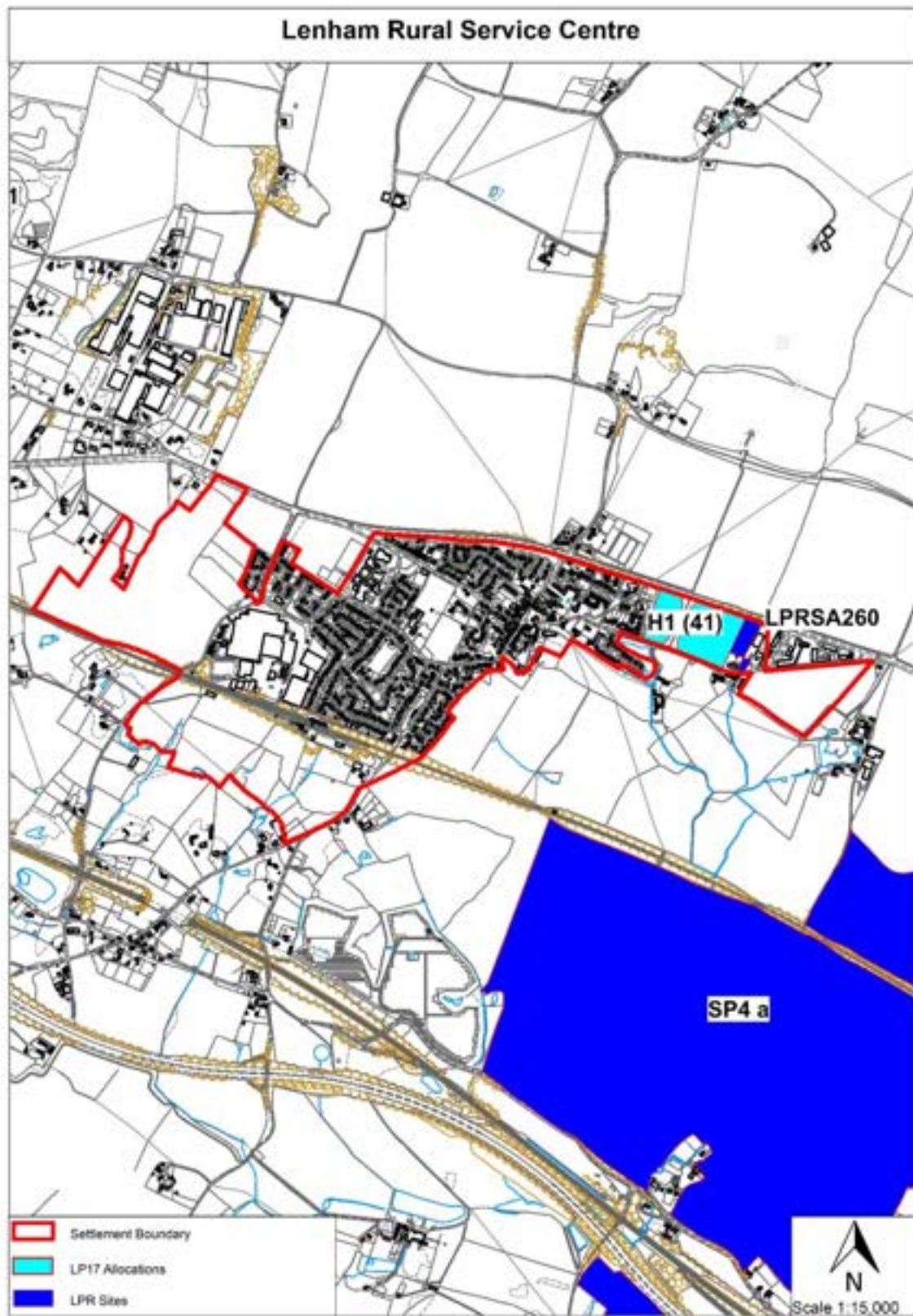
- 6.113 Lenham has the key services and community facilities expected of a rural service centre. The village performs the best of all the Rural Service Centres in terms of educational facilities, with a primary school and nursery school located on the same site and is the only RSC to have a secondary school within the settlement boundary. Transport links to Maidstone and other retail and employment centres by bus and rail are good. There is a local aspiration for housing development in the village to sustain the thriving village centre and local businesses in general. Lenham lies within the setting of the Kent Downs National Landscape. It is recognised that there is a need to balance the benefits of utilising the most sustainable locations in the borough with the need to respect the setting of the National Landscape.
- 6.114 Lenham has formulated a Neighbourhood Plan which allocates land for circa 1,000 dwellings across three areas (7 sites including H1(41)). A new garden settlement at Heathlands to the east of Lenham, at Lenham Heath, is proposed as part of this plan. It is also recognised that the village of Lenham is a suitable settlement to deliver a select number of smaller scale sites.

POLICY LPRSP6(D) – LENHAM

1. At the Rural Service Centre of Lenham, as shown on the Policies Map, key services will be retained and supported.
2. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 145 new dwellings will be delivered on one allocated site (policy H1(41)), in addition to six allocations in the Lenham Neighbourhood Plan which will deliver around 1,000 new dwellings.
3. Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy LPRGT1(8).
4. Three existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11(A)).
5. One new employment site allocation (LPRSA260) will deliver up to 2,500m² employment space.
6. Key infrastructure requirements for Lenham include:

- a. Improvements to highway and transport infrastructure including junction improvements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access in accordance with individual site criteria set out in policies H1(41);
 - b. Provision of a one form entry expansion at either Lenham or Harrietsham primary schools;
 - c. Provision of 0.34 hectares of natural/semi-natural open space through Policy H1(41) and additional open space as specified through the Neighbourhood Plan allocations;
 - d. Improvements to health infrastructure including extension and/or improvements at The Len Valley Practice;
 - e. Improvements to wastewater capacity to serve the Lenham Broad Location unless otherwise stated by the utility provider.
7. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(C).
 8. Development shall conform with the Lenham Neighbourhood Plan 2017-2031 and any successor modification document that is made.

Figure 6-11: Lenham Rural Services



LPRSP6(E): Marden

6.115 Marden is a successful Rural Service Centre, particularly in terms of employment opportunities, and also has strong key community facilities such as a medical centre, library and village hall. Marden has frequent rail connections to London and other retail and employment centres, which has created a demand for new development. This has to be balanced with the desire to ensure local people have access to affordable housing. Public transport connections to Maidstone are less frequent and require improvement. Flooding is an issue in Marden and the Strategic Flood Risk Assessment advises strict controls on the location of development within Flood Zones 2 and 3.

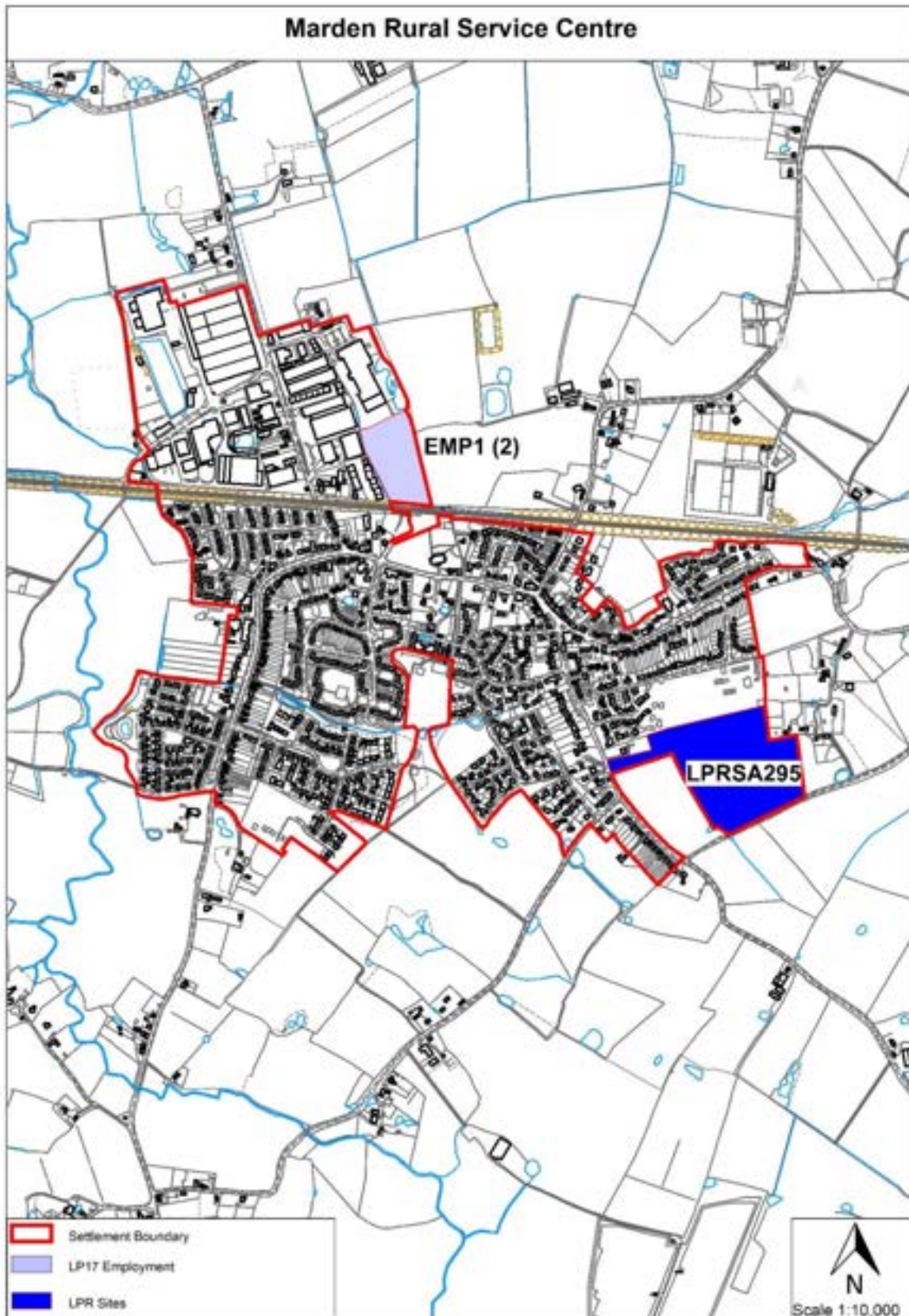
POLICY LPRSP6(E) – MARDEN

1. At the Rural Service Centre of Marden, as shown on the Policies Map, key services will be retained and supported.
2. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 124 new dwellings will be delivered on site H1(46), and 113 new dwellings on LPRSA295.
3. Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy LPRGT1(9).
4. One existing site is designated as an Economic Development Area in order to maintain employment opportunities in the locality (policy LPRSP11(A)), and a further 4,084m² employment floorspace is allocated on one site (policy EMP1(2)).
5. Key infrastructure requirements for Marden include:
 - a. Improvements to highway and transport infrastructure including railway station enhancements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian and cycle access in accordance with individual site criteria set out in policies H1(46) and LPRSA295;
 - b. Provision of 0.6 form entry expansion at Marden Primary School;
 - c. Improvements to open space which improve overall quality, and address forecast deficits of in 0.9 hectares play, 3.3 hectares sports,

0.9 hectares allotment, and 27.4 hectares natural/semi-natural green space;

- d. Improvements to health infrastructure including extension and/or improvements at Marden Medical Centre; and
 - e. Gas main improvement works as per the requirements of the Maidstone Infrastructure Delivery Plan.
6. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(C).
7. Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.

Figure 6-12: Marden Rural Service Centre



LPRSP6(F): Staplehurst

6.116 Staplehurst is the largest of the Rural Service Centres in terms of population and size and has a number of the key community services and facilities, including good health care services such as a health centre, pharmacy, opticians and chiropractic clinic. The village also has more employment providers than most of the other service centres with the exception of Marden. Current transport infrastructure in Staplehurst is good and includes a train station, but improvements to transport infrastructure are essential to cope with high levels of demand at peak times. Local aspirations for Staplehurst express a need for improvement to highways infrastructure in line with any new large-scale housing developments.

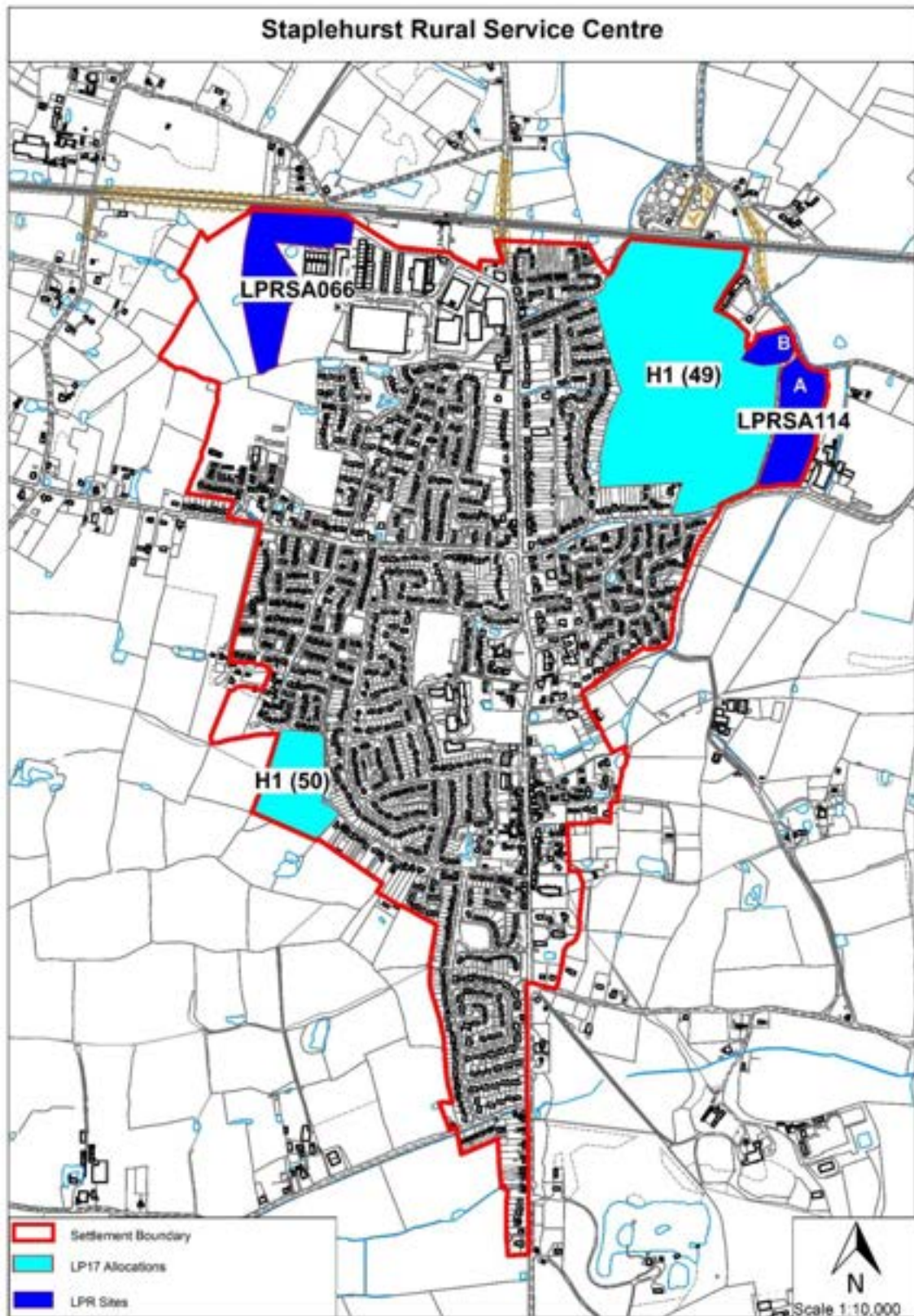
POLICY LPRSP6(F) – STAPLEHURST

1. At the Rural Service Centre of Staplehurst, as shown on the Policies Map, key services will be retained and supported.
2. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, new dwellings will be delivered on the remainder of allocated sites H1(48) and H1(49), plus approximately 60 on H1(50) and 127 on LPRSA066 and LPRSA114.
3. Four pitches are allocated for Gypsy and Traveller accommodation in accordance with policies LPRGT1(10) and LPRGT1(11).
4. One existing site is designated as an Economic Development Area in order to maintain employment opportunities in the locality (policy LPRSP11(A)).
5. Key infrastructure requirements for Staplehurst include:
 - a. Improvements to highway and transport infrastructure including junction improvements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian and cycle access in accordance with individual site criteria set out in policies H1(48) to H1(50) LPRSA066 and LPRSA114;
 - b. Provision of 0.5 form entry expansion at Staplehurst Primary School;
 - c. Improvements to open space which improve overall quality, and address forecast deficits of 2.4 hectares amenity, 1.8 hectares play,

9.1 hectares sports, 1.6 hectares allotment, and 51.9 hectares natural/semi-natural green space.

- d. Improvements to health infrastructure including extension and/or improvements at Staplehurst Health Centre.
 - e. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(C).
6. Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.

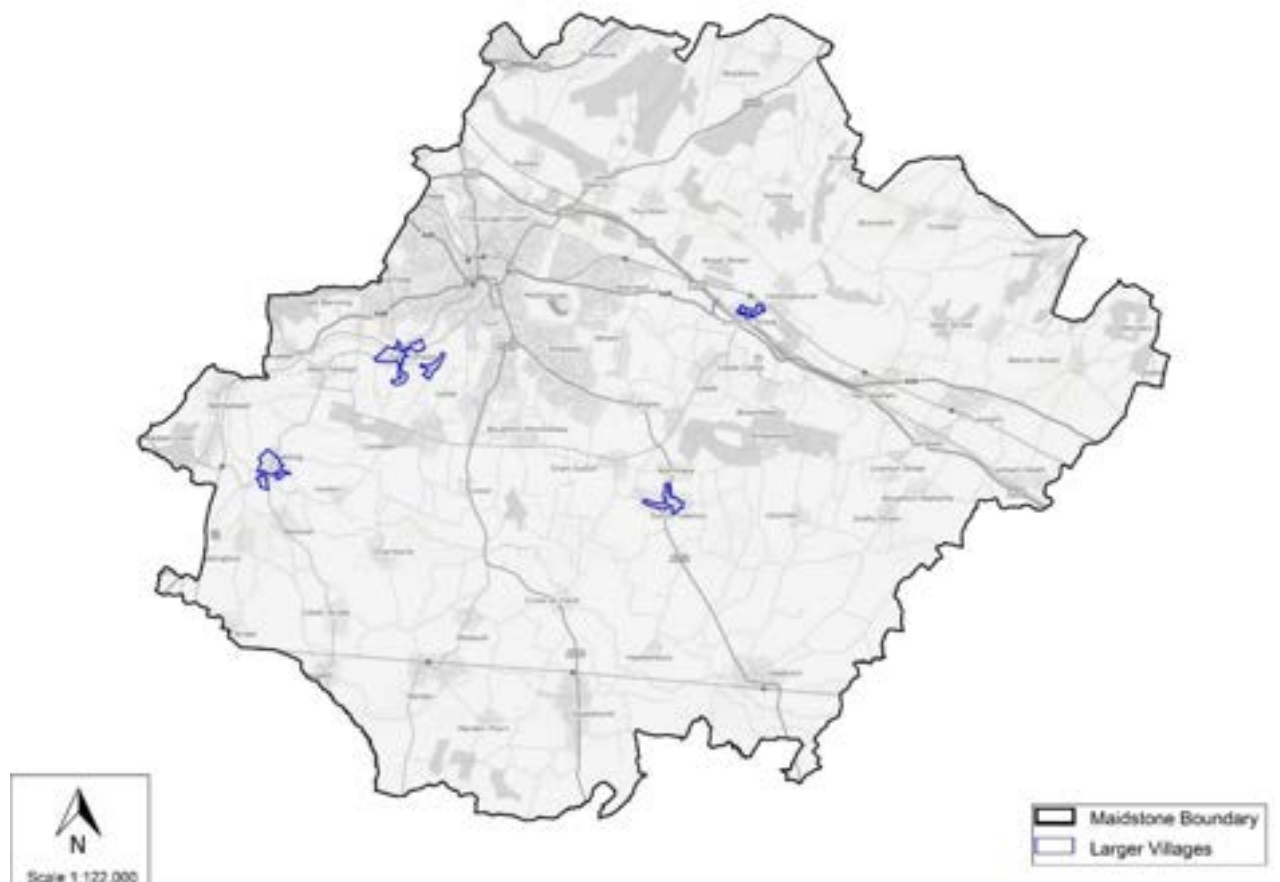
Figure 6-13: Staple Hurst Rural Service Centre



LPRSP7: Larger Villages

- 6.117 The overall amount of development considered acceptable in Larger Villages will be less than in the Rural Service Centres as they are comparatively less sustainable locations for meeting the development needs of the borough as a whole.
- 6.118 The 2021 assessment of population, village services and facilities has identified four villages that can be designated as larger villages. These include:
- East Farleigh;
 - Eyhorne Street (Hollingbourne);
 - Sutton Valence;
 - Yalding.

Figure 6-14: Larger Villages in Maidstone Borough



- 6.119 Based on the 2021 analysis of population, services and facilities, all four settlements are considered sustainable locations for limited new housing

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

- 6.120 Similar to the Rural Service Centres, all four Larger Villages have different characteristics and there is variation in the limited range of services and facilities they provide.

POLICY LPRSP7 – LARGER VILLAGES

Within the designated Larger Villages of East Farleigh, Eyhorne Street (Hollingbourne), Sutton Valence and Yalding, as shown on the Policies Map, the council will:

1. Focus new development within the settlements when it is:
 - a. An allocated site in the Local Plan or a Neighbourhood Plan;
 - b. Minor development such as infilling; or
 - c. The redevelopment of previously developed land that is of a size appropriate to the role, character and scale of the village.
 - d. Protect, conserve and enhance the historic environment appropriate to its significance. Proportionate historic environmental assessment will be used to inform development and identify opportunities to enhance awareness, understanding and enjoyment of the historic environment to the benefit of the village and its community.
2. Resist the loss of local shops, community facilities and green spaces, whilst supporting new retail development, community services and green spaces to meet local need.

LPRSP7(A): East Farleigh

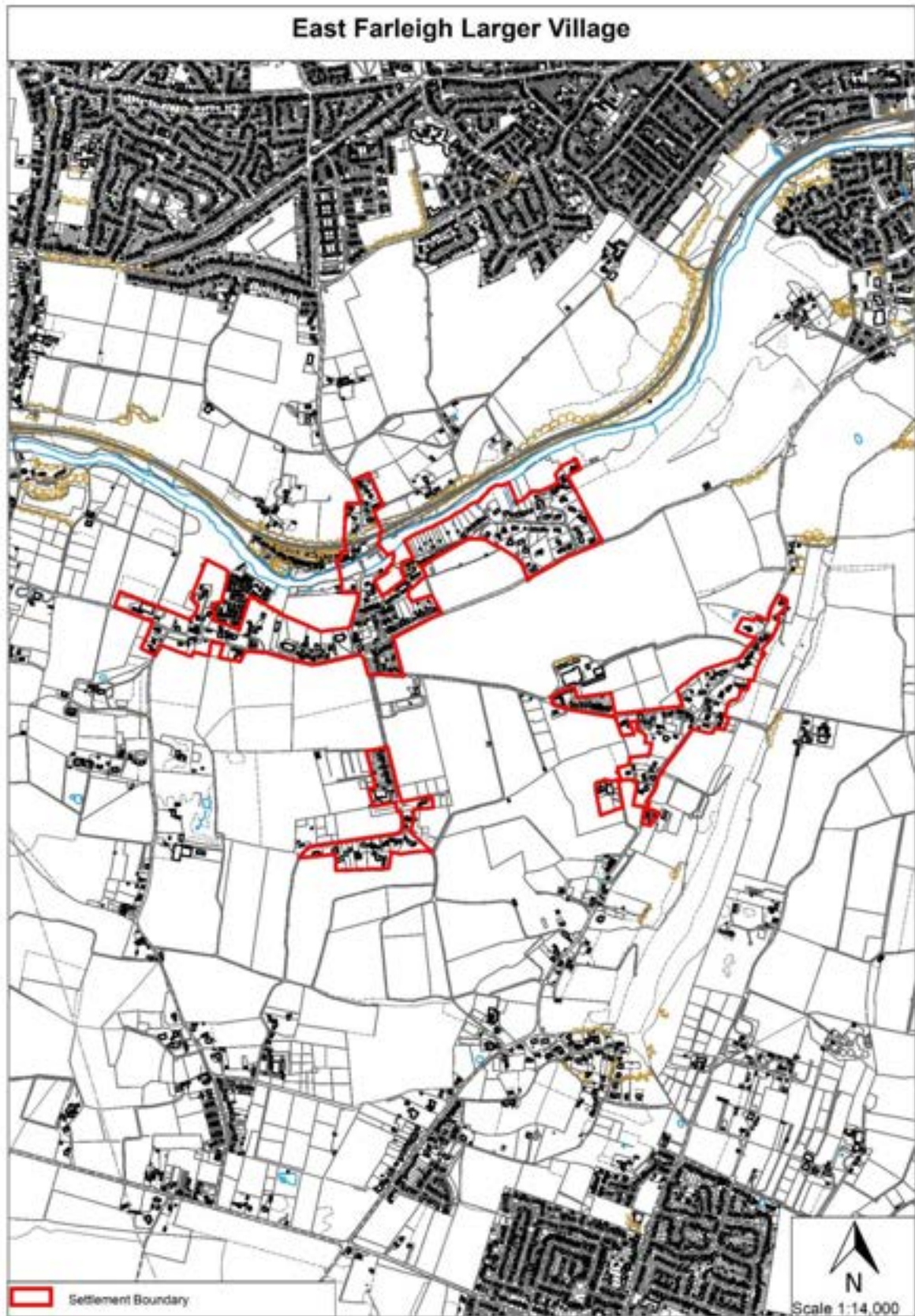
- 6.121 East Farleigh lies on the River Medway with links to East Farleigh station just north of the river. It also lies at the intersection between Station Hill and Lower

Road to the south and sits within the Medway Valley Landscape of Local Value. There are a moderate number of services and light industrial sites in and around the settlement, including a primary school in the southern part of the village. East Farleigh Bridge is a notable constraint on enabling safe access between the area south of the river and the rail station to the north. Although flood risk from the Medway is tightly defined within this part of the catchment, robust flood mitigation measures will need to form an essential part of any development proposal.

POLICY LPRSP7(A) – EAST FARLEIGH

1. At the Larger Village of East Farleigh, key services will be retained and supported.
2. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 50 new dwellings will be delivered. This is anticipated to come forward through the production of a Neighbourhood Plan, in the last 10 years of the plan period. Where it is apparent that the Larger Village is not set to meet the specific allocation of residential units, Maidstone Borough Council, through a future review of the Local Plan, will allocate sites to make up the shortfall.
3. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(A).

Figure 6-15: East Farleigh Larger Village



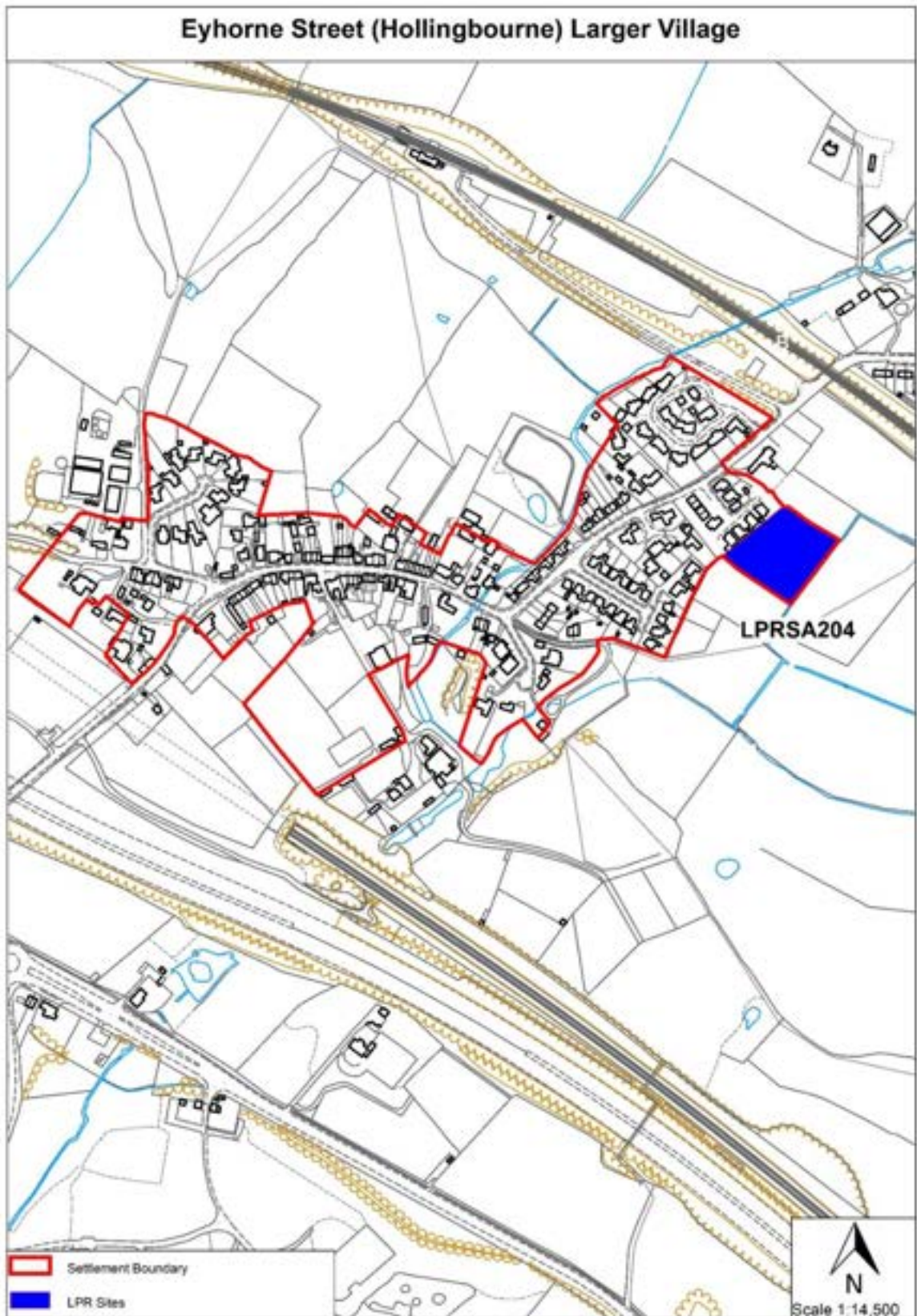
LPRSP7(B): Eyhorne Street (Hollingbourne)

6.122 Eyhorne Street (Hollingbourne) is a linear settlement which lies to the north east of Maidstone's urban area in the setting of the Kent Downs National Landscape. The primary school, pre-school and one of the local playing fields are approximately 0.5km from the village centre. The village does not have a GP surgery or healthcare facilities apart from an osteopath clinic, but does have some good key facilities, including a local shop, and pubs. Rail connections to Maidstone town centre and other retail and employment destinations are good. The village also has a regular bus service to the town centre.

POLICY LPRSP7(B) – EYHORNE STREET (HOLLINGBOURNE)

1. At the Larger Village of Eyhorne Street, as shown on the Policies Map, key services will be retained and supported.
2. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 15 new dwellings will be delivered on site H1(63) and 9 new dwellings on LPRSA204.
3. The loss of local shops, community facilities and greenspaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(A).

Figure 6-16: Eyhorne Street (Hollingbourne) Larger Village



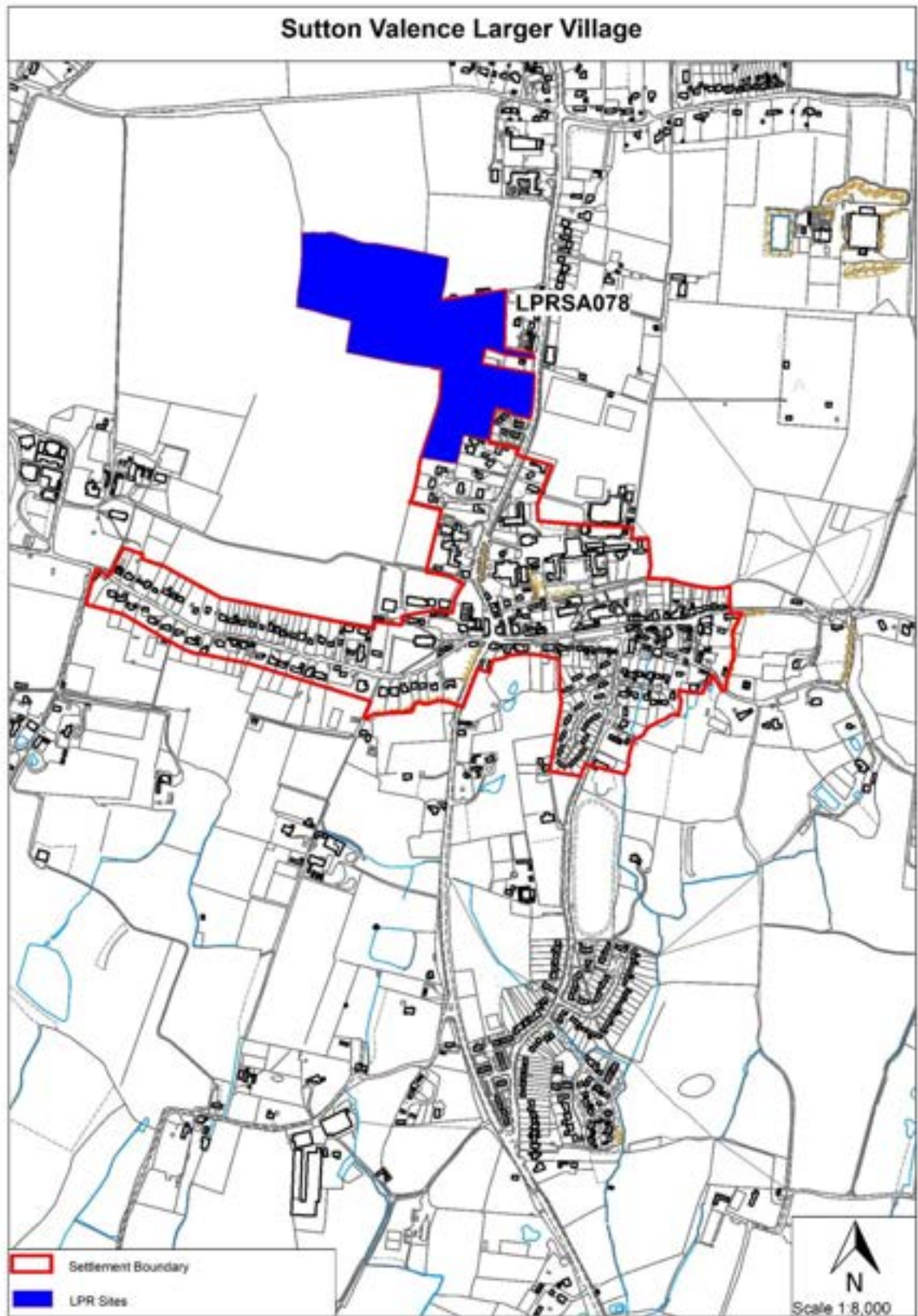
LPRSP7(C): Sutton Valence

- 6.123 Sutton Valence lies to the southeast of Maidstone's urban area, primarily on a plateau above the Greensand Ridge. The settlement performs well in the Settlement Hierarchy assessment in terms of education facilities. There is a pre-school, primary school and the Sutton Valence boarding school, which caters for children aged 3 to 18. In terms of services and community facilities, there are pubs, a church, a village hall, mobile library service and good playing pitches. The village has a medical practice but no dentist or pharmacy. Public transport connections to Maidstone town centre and Headcorn are good due to a regular bus service. The village does not have a train station.

POLICY LPRSP7(C) – SUTTON VALENCE

1. At the Larger Village of Sutton Valence, as shown on the Policies Map, key services will be retained and supported.
2. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 100 new dwellings will be delivered on allocated site policy LPRSA078.
3. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(C).
4. Key infrastructure requirements for Sutton Valence include:
 - a. Improvements to health infrastructure including extension and/or improvements at Cobtree Medical Practice, and provision of a new facility at Haven Farm.
 - b. Improvements to highway and transport infrastructure, including junction improvements and improvements to pedestrian access in accordance with individual site criteria set out in policies H1(64) and LPRSA078.
 - c. Improvements to open space which improve overall quality, and address forecast deficits of 0.1 hectares play space.

Figure 6-17: Sutton Valence Larger Village



LPRSP7(D): Yalding

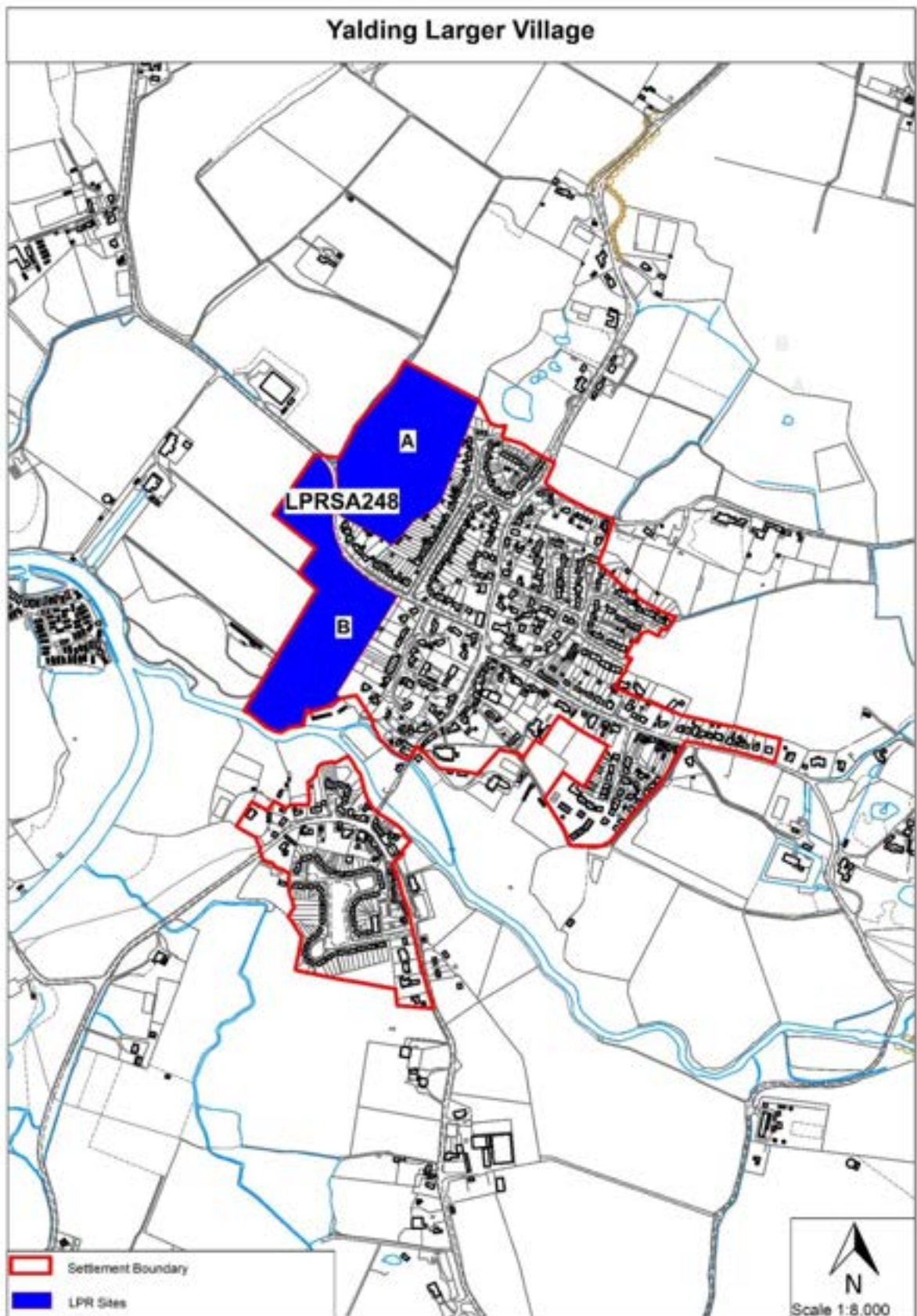
- 6.124 Yalding has a number of the key services and facilities expected of a Larger Village. The village has a local shop, post office and GP surgery. The village is served by a nearby train station and has connections by bus to Maidstone town centre, both of which provide essential access to secondary education. Yalding also has sustainable connections to nearby Paddock Wood, which also has a range of services and facilities including a secondary school.
- 6.125 In addition to allocated development within the settlement, the council will support the redevelopment of the former brownfield Syngenta Works site which lies to the west of Yalding village. It is important to ensure that safe and sustainable linkages between the Syngenta site and the village are provided if this development comes forward. Robust flood mitigation measures will have to form an essential part of any development proposal in the settlement. The size of the Syngenta site offers an opportunity for a sustainable drainage mitigation approach to flood prevention. Subject to the findings of the flood risk assessment, potential suitable uses for the site could include employment, leisure, commuter car parking and open space (in accordance with policy RMX1(4)).

POLICY LPRSP7(D) – YALDING

1. At the Larger Village of Yalding, as shown on the Policies Map, key services will be retained and supported.
2. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 100 new dwellings will be delivered on site LPRSA248. Housing development will be located to the north (Site A) and supporting infrastructure such as open space, drainage (SUDS) to the south (Site B) only.
3. Key infrastructure requirements for Yalding include:
 - a. Improvements to highway and transportation infrastructure will be made in accordance with individual site criteria set out in policy H1(65) and LPRSA248. Key schemes include improvements to pedestrian access;
 - b. Improvements to health infrastructure including extension and/or improvements at Yalding GP Practice; and

- c. Improvements to open space which improve overall quality, and address forecast deficits of in 0.4 hectares play, and 1.7 hectares sports space.
- 4. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(C).
- 5. Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.

Figure 6-18: Yalding Larger Village



LPRSP8: Smaller Villages

- 6.126 Smaller Villages are those rural settlements that are not defined as Larger Villages or Rural Service Centres. These settlements rely heavily on community-focused services. Community facilities can include clinics, health centres, day centres, playgrounds, playing fields and sports facilities, children's nurseries and schools, village halls and places of worship. Together with local village services, particularly with respect to village shops, post offices, healthcare facilities and public houses, provision of a basic level of community facilities are essential if small rural settlements are to remain vital and viable.
- 6.127 There has been a continued decline in local village services and the Local Plan Review will continue to resist any further losses. Any proposal for the re-use or re-development of an existing village service will need to be supported by clear evidence of non-viability, such as marketing the building or facility for a period of time to test whether another community interest, operator or owner could be found.
- 6.128 For sustainability reasons, the Local Plan Review priority is to locate new or improved community facilities in areas with a greater range of higher-order services, Rural Service Centres and Larger Villages. However, in Smaller Villages, new facilities may be permitted to serve the local community provided a clear need is demonstrated. Additionally, development which can be shown to positively support local services, as agreed with local communities, will be supported.
- 6.129 The Local Plan Review will resist the loss of any community facility that meets an essential community need and which is not available and reasonably accessible elsewhere. In all cases, another beneficial community use should be sought before permission is granted for the removal of these facilities.
- 6.130 Development on remote sites, or sites which do not appropriately reflect the existing envelope of Smaller Villages, is unlikely to be acceptable due to the impact on the setting of the settlement within the countryside. As in other rural centres, infilling and the redevelopment of brownfield sites is encouraged.
- 6.131 Whilst some Smaller Villages have a limited range of services, consideration will be given to the public transport links to Rural Service Centres, Larger Villages and Maidstone Urban Area and Town Centre. In appraising proposals for development in Smaller Villages, consideration will therefore be given to the range of facilities and infrastructure offered, and its connectivity to services in larger settlements by means of public transport.
- 6.132 With the exception of Eythorne Street, all the Rural Service Centres and Larger Villages are designated Neighbourhood Areas. Other designated Neighbourhood Areas located in the countryside, together with non-designated rural

settlements, can offer a limited opportunity for new residential development to support the continued sustainability of the settlement in accordance with policy LPRSP8.

POLICY LPRSP8 – SMALLER VILLAGES

1. Within the Smaller Villages of Boughton Monchelsea, Boxley, Chart Sutton, Detling, Grafty Green, Hunton, Kingswood, Laddingford, Platt's Heath, Stockbury, Teston, and Ulcombe, the council will resist the loss of local shops, community facilities and green spaces, whilst supporting new retail development, community services and green spaces to meet local need.
2. Smaller Villages offer a limited opportunity for new plan-led development which can support the continued sustainability of the settlement. This is expected to come forwards through site allocations LPRSA360 (approximately 30 dwellings) and as a broad location development, in the last 10 years of the plan period. The quantities envisaged are:
 - a. 35 new units each at Chart Sutton, Laddingford, Kingswood, and Teston
 - b. 25 new units at each of Boxley, Detling, Grafty Green, Hunton, Platt's Heath, Stockbury and Ulcombe
3. Within the Smaller Villages small scale housing development in addition to the quantities set out under criterion (2) will be acceptable where all of the following apply:
 - a. The scale of the development is proportionate to the size of the settlement and the type and level of local services available;
 - b. The development design takes account of landscape impact having regard to the setting of the settlement within the countryside;
 - c. It can be linked to the retention or expansion of specific infrastructure or service assets within the settlement;
 - d. It has community support, either through a Neighbourhood Plan, or other Parish endorsement, for example as a Rural Exception Site; and Where suitable access can be provided.

4. Where it is apparent that smaller villages are not set to meet the specific allocation of residential units, the borough council, through a future review of the Local Plan, will allocate sites to make up the shortfall.

LPRSP9: Development in the Countryside

Introduction

- 6.133 Maidstone borough is predominantly rural with a large proportion of the population living in villages as well as on the fringes of the urban area. Much of the rural landscape is of high quality with valuable agricultural and ecological resources. The countryside areas are highly accessible to those living and working in the urban areas, complemented by a wide and well-used public rights of way network. They also act as a major asset to attract new investment into the borough. However, this proximity to the urban area brings with it pressures arising from an increased level of demand for houses, recreation and jobs in the countryside. The countryside is defined as all those parts of the plan area outside the settlement boundaries of the Maidstone urban area, garden community developments, Rural Service Centres and Larger Villages with defined settlement boundaries and is depicted on the Policies Map. The countryside has an intrinsic rural character and beauty that should be conserved and protected for its own sake. However, there is also a need to ensure a level of flexibility for certain forms of development in the countryside in order to support farming and other aspects of the countryside economy and to maintain mixed communities. This needs to be mitigated in a way that maintains and enhances the distinctive character of the more rural parts of the borough.

Rural Economy

- 6.134 Maidstone's rural economic character is diverse and complex in nature. The number of rural and agricultural businesses found within villages, Rural Service Centres and the wider countryside account for a significant proportion of all firms in the borough. Small businesses are a particular feature of rural areas, as is homeworking, home-based businesses and live-work units. Agriculture continues to fulfil a number of important and varied roles in the countryside, contributing to the local economy and managing and maintaining much of the valued landscapes. It benefits from versatile agricultural land and soil of the highest grade. However, in line with other businesses, agriculture needs to be able to react to new and changing markets as well as developments in

technology. A more recent trend in agriculture is the response to demand for produce to be available on a year-round basis. This leads to land being put under intense pressure for almost industrial scale development that can have an adverse impact on the wider landscape and natural assets such as wildlife, soil and water resources that require protection within the landscape. Another trend is the increasing interest in smaller-scale renewable energy installations. Further advice and guidance on the landscape implications of these activities are given in the Landscape Character Guidelines Supplementary Planning Document.

- 6.135 Many rural businesses have begun to diversify away from traditional rural activities primarily through the re-use of farm and other buildings for commercial non-agricultural purposes. This has not only helped to retain economic activity within rural areas but has enabled a number of farms to remain operational. Tourism is of great importance to the local rural economy with the countryside providing ample leisure and open-air recreational opportunities. As well as sustaining many rural businesses, these industries can be significant sources of employment and can help support the prosperity of rural settlements and sustain historic country houses, local heritage and culture. To a lesser degree, the winning of minerals such as sand and chalk has also taken place as a diversification activity, but these activities are largely confined to relatively small-scale sites on the North Downs and Greensand Ridge.
- 6.136 The Local Plan Review will continue to recognise the importance of supporting small-scale rural business development. Its priority is to locate these businesses within the defined rural service centres. However, there are employment sites already located outside of these settlements and it is important to offer these businesses a degree of flexibility.

Small Villages

- 6.137 The attractiveness of the countryside is partly due to its scattered settlement pattern and buildings. The overall settlement pattern across the borough is characterised by a large number of small villages scattered across the countryside surrounding a handful of larger, more substantial settlements. It is important that these settlements retain their individual identities as there can be a delicate balance between settlement proximity and separation.
- 6.138 There may be a need for some development to help ensure the sustainability of these smaller settlements, and this is covered in LPRSP8.

Design

- 6.139 The countryside is a sensitive location within which to integrate new development. The council will expect proposals to respect the high quality and distinctive landscapes of the borough in accordance with policy LPRQD4. In order to assist in the successful integration of new development into the countryside, the council will ensure Landscape and Visual Impact Assessments are carried out as appropriate to assess suitability and to aid and facilitate the design process.

Kent Downs National Landscape and its Setting

- 6.140 Much of the northern part of the borough lies within the Kent Downs National Landscape. This is a visually prominent landscape that contributes significantly to the borough's high quality of life. It is an important amenity and recreation resource for both Maidstone residents and visitors and forms an attractive backdrop to settlements along the base of the Kent Downs scarp. It also contains a wide range of natural habitats and biodiversity. Designation as a National Landscape awards the highest level of landscape protection. The council has a statutory duty to have regard to the purposes of the designation, including the great weight afforded in national policy to its conservation and enhancement. Within the National Landscape, the Kent Downs AONB Management Plan 2021 – 2026 provides a framework for conserving and enhancing the natural beauty of the area. The council has adopted the Kent Downs AONB Management Plan and will support its implementation. Open countryside to the immediate south of the National Landscape forms a large extent of the setting for this designation. In Maidstone, this is a sensitive landscape that is coming under threat from inappropriate development and is viewed as a resource that requires conservation and enhancement where this supports the purposes of the National Landscape.
- 6.141 The council will ensure development proposals conserve and enhance the natural beauty, distinctive character, biodiversity and setting of the National Landscape, taking into account the economic and social well-being of the area. Rural diversification and land-based businesses in the Kent Downs National Landscape will only be acceptable where they help improve the special character of the National Landscape and are in accordance with the Kent Downs AONB Management Plan, supporting guidance and position statements. Economic development within the National Landscape should be located in existing traditional buildings of historic or vernacular merit in smaller settlements, farmsteads or within groups of buildings in sustainable locations.
- 6.142 New development in the National Landscape should demonstrate that it meets the requirements of national policy. This will require high quality designs as set

out in policy LPRQD4. To help developers produce designs of a suitably high quality, the council will continue to encourage the use of the Kent Downs National Landscape Unit's design guidance and publications.

- 6.143 The above considerations apply to the setting of the Kent Downs National Landscape. The Management Plan states that the setting of the Kent Downs National Landscape is "the land outside the designated area which is visible from the National Landscape and from which the National Landscape can be seen but may be wider when affected by intrusive features beyond that." It makes it clear that it is not formally defined or indicated on a map.
- 6.144 The foreground of the National Landscape and the wider setting is taken to include the land which sits at and beyond the foot of the scarp slope of the North Downs and the wider views thereof. It is countryside sensitive to change, with a range of diverse habitats and landscape features, but through which major transport corridors pass. Having due regard to the purposes of the designation is part of the council's statutory duty under the Countryside and Rights of Way Act 2000. National policy (NPPF and NPPG) states that great weight should be given to conserving landscape and scenic beauty in the National Landscape. The duty is relevant to proposals outside the boundary of the National Landscape which may have an impact on the statutory purposes of the National Landscape. Matters such as the size of proposals, their distance, incompatibility with their surroundings, movement, reflectivity and colour are likely to affect impact. The Kent Downs AONB Management Plan advises that 'where the qualities of the National Landscape which were instrumental in reasons for its designation are affected, then the impacts should be given considerable weight in decisions. This particularly applies to views to and from the scarp of the North Downs.' Therefore, it is considered unnecessary to formally define the setting of the Kent Downs National Landscape and that the impact of development can be appropriately assessed through the criteria of the policy.

High Weald National Landscape and its Setting

- 6.145 The High Weald National Landscape lies beyond the southern boundary of the borough adjacent to the parishes of Marden and Staplehurst, and within the administrative area of Tunbridge Wells Borough council. Its closest point to the borough is at Winchet Hill in the southern part of Marden parish. The council has exactly the same statutory duty to conserve and enhance the setting of this National Landscape as it does with the Kent Downs National Landscape and will apply the same policy considerations for any proposals that may affect its setting. In assessing the impact of proposals on the High Weald National Landscape, regard will be had to the High Weald AONB Management Plan and its supporting evidence and guidance.

Metropolitan Green Belt

- 6.146 The Green Belt affords protection to the countryside from inappropriate development and policies for their protection are set out in the NPPF. A small area (5.3km²) on the western edge of the borough is included within the Metropolitan Green Belt. The designation extends up to the borough boundary, contiguous with the Green Belt boundary in Tonbridge and Malling Borough Council's administrative area. It also lies between Teston and Watlingbury and west of the River Medway which includes the settlements of Nettlestead and Nettlestead Green. The council has undertaken a review of its Green Belt boundary (Maidstone Borough Council Metropolitan Green Belt Review, January 2016), which concluded there were no exceptional circumstances for revising the Green Belt boundaries within the borough.
- 6.147 A small area to the west of the borough lies within the Metropolitan Green Belt (MGB), incorporating the villages of Nettlestead and Nettlestead Green. The fundamental aims of the MGB are to prevent urban sprawl and to assist in safeguarding the countryside from encroachment. The Local Plan Review will support sustainable development within the MGB provided it is not harmful to the open character of the designation in accordance with the NPPF.

Landscapes of Local Value

- 6.148 The council will seek to conserve and enhance its valued landscapes. The Kent Downs National Landscape and High Weald National Landscape and their settings, in addition to other sites of European and national importance, are thought to be covered by appropriate existing policy protection in the NPPF, NPPG and other legislation. As well as this national policy guidance and statutory duty, the settings of the Kent Downs and High Weald National Landscapes are also afforded protection through the criteria of policy LPRSP19 and no additional designation is therefore necessary. In addition to these areas, the borough does include significant tracts of landscape which are highly sensitive to significant change. Landscapes of Local Value (LLV) have been identified and judged according to criteria relating to their character and sensitivity:
- a. Part of a contiguous area of high-quality landscape;
 - b. Significant in long distance public views and skylines;
 - c. Locally distinctive in their field patterns, geological and other landscape features;
 - d. Ecologically diverse and significant;

- e. Preventing the coalescence of settlements which would undermine their character;
 - f. Identified through community engagement; and
 - g. Providing a valued transition from town to countryside.
5. Development proposals within landscapes of local value should, through their siting, scale, mass, materials and design, seek to contribute positively to the conservation and enhancement of the protected landscape. Designated areas include parts of the Greensand Ridge and the Low Weald, and the Medway, the Loose and the Len river valleys. These landscapes were highlighted as areas of local value by the public through local plan consultations.
 6. The Greensand Ridge lies to the south of Maidstone and is defined by the scarp face of the Ridge with extensive views across the Low Weald to the south. It is characterised by frequent small blocks of coppice and deciduous woodland, extensive orchards and frequent oast houses, with ragstone being a predominant material in walls and buildings.
 7. The Medway Valley is characterised by the wide River Medway and steep valley sides where the valley incises the Greensand and is crossed by distinctive ragstone bridges. The area lends itself to much recreational land use including the Medway Valley Walk, although some sections are more wooded and remote in character. The Loose Valley lies to the south of Maidstone and is characterised by the Loose stream, mill ponds and springs with steep wooded valley sides, mature native woodland and traditional mill buildings and cottages. The Len Valley lies to the east of Maidstone and is bordered by Bearsted to the west. It is characterised by the River Len, historic mills and a network of pools with remnant orchards.
 8. The Low Weald covers a significant proportion of the countryside in the rural southern half of the borough. The Low Weald is recognised as having distinctive landscape features: the field patterns, many of medieval character, hedgerows, stands of trees, ponds and streams and buildings of character should be conserved and enhanced where appropriate.

POLICY LPRSP9 – DEVELOPMENT IN THE COUNTRYSIDE

1. The countryside is defined as all those parts of the plan area outside the settlement boundaries of the Maidstone Urban Area, Rural Service Centres and Larger Villages defined on the Policies Map.

2. Development proposals in the countryside will not be permitted unless they accord with other policies in this plan and will not result in significant harm to the rural character and appearance of the area.
3. Agricultural proposals will be supported which facilitate the efficient use of the borough's significant agricultural land and soil resource provided any adverse impacts on the appearance and rural character of the landscape can be appropriately mitigated.
4. Great weight should be given to the conservation and enhancement of the Kent Downs National Landscape.
5. Proposals should not have a significant adverse impact on the settings of the Kent Downs National Landscape or the High Weald National Landscape.
6. The Metropolitan Green Belt is shown on the Policies Map and development there will be managed in accordance with national policy for the Green Belt.
7. The distinctive landscape character of the Greensand Ridge, the Medway Valley, the Len Valley, the Loose Valley, and the Low Weald, as defined on the Policies Map, will be conserved and enhanced as landscapes of local value.
8. Development in the countryside will retain the separation of individual settlements.
9. Opportunities to improve walking and cycling connections will be supported.
10. Account should be taken of the Kent Downs Area of Outstanding Natural Beauty Management Plan, the High Weald Area of Outstanding Natural Beauty Management Plan, and the Maidstone Borough Landscape Character Guidelines Supplementary Planning Document, or any successors to these documents.

7. THEMATIC STRATEGIC POLICIES

LPRSP10: Housing

Housing Requirement to 2038

- 7.1 The Government's standard method formula identified a minimum requirement for 19,669 new dwellings across the plan period.
- 7.2 The council commissioned a Strategic Housing Market Assessment to build on the standard method and to identify the amounts and types of new housing that will likely be needed over the plan period. The assessment acknowledges that the level of need identified by the standard method will result in a significant growth in the population of around 26% between 2019-2037, and that this includes significant growth in the number of residents aged 65 and over.

POLICY LPRSP10 – HOUSING DELIVERY

1. Over the plan period 2021 to 2038, provision will be made for the development of a minimum of 19,669 new homes in the borough.

Stepped trajectory

2. To ensure a plan-led approach to development, the annual level of growth is to occur over a series of steps, aligned to the expected timing of delivery of new homes. This stepped trajectory is as follows:

Years	Annualised growth (new homes)	Total cumulative growth (new homes)
2021/22	1,157	1,157
2022/23-2027/28	1,000	7,157
2028/29-2032/33	1,150	12,907
2033/34-2037/38	1,352 x 3 years 1,353 x 2 years	19,669
Total		19,669

3. Appendix 1 of this plan shows the trajectory for delivering new homes over the plan period, including the breakdown of supply by aggregated

source. This is a snapshot in time and delivery progress will be monitored annually through the Authority's Monitoring Report.

Deliverable supply

4. To help ensure the continued delivery of new homes, a rolling supply of deliverable sites is to be maintained in order to meet the total housing requirement (plus appropriate buffer moved forward from later in the plan period) over a five-year time frame (usually 1st April to 31st March the following year). This supply position is to be updated and published at least once per year, in accordance with the requirements of the NPPF and any associated guidance.

Maintaining delivery

5. Should the council determine, through the annual monitoring process that the housing delivery position has altered such that the NPPF 'tilted balance' is engaged (paragraph 11d, footnote 8), then proposals for additional residential development in the borough will be supported on sites where they are:
 - a. Broadly consistent with, not prejudicial to and contributing towards the positive achievement of the plan's overall spatial vision and spatial strategy; and
 - b. In a sustainable location and of a scale and nature commensurate to the deficit in required housing and the Plan's spatial strategy; and
 - c. Able to demonstrate the ability to contribute in a timely and proportionate manner to addressing the deficit in housing supply; and
 - d. In all other respects in accordance with other Local Plan policies, in so far as they apply.
6. If monitoring identifies that it is not possible to demonstrate a five-year supply of deliverable land for the Borough, and there is no recovery of identified supply indicated for the two subsequent monitoring years, then a full or partial review of the Local Plan will be implemented.

Designated Neighbourhood Areas

7. As a minimum, and as set out in the table below in the supporting text, Designated Neighbourhood Areas are required to accommodate housing

from any site allocations within their designated neighbourhood area boundary (or part thereof), as contained in Section 8 and Appendix 1 of this LPR; plus, any additional homes assigned to them through policy LPRSP8 – Smaller Villages where relevant. Additional to this are windfall sites (including first homes, affordable housing exception, and older peoples housing sites) and any part of the Garden Settlements or Strategic Development Locations that fall within the designated neighbourhood area.

8. Any future Designated Neighbourhood Areas will be expected to accommodate, as a minimum, relevant housing requirements from:
 - a. Site allocations within this LPR (apportioned where sites are partially within the designated area);
 - b. Policy LPRSP8; and
 - c. Garden Settlements or Strategic Development Locations (apportioned where sites are partially within the designated area).

Designated Neighbourhood Areas

- 7.3 There are currently 16 Designated Neighbourhood Areas within the borough. In line with paragraph 67 of the NPPF, the housing requirement for designated neighbourhood areas has been considered within the plan. In considering this requirement, regard has been had to the Sustainability Appraisal, transport and infrastructure capacity, the size and functionality of settlements within the areas and the overall spatial strategy of the plan. The plan includes a number of allocations within designated areas, along with further allocations in non-designated parishes. Additionally, the broad location for smaller villages at policy LPRSP8 sets a requirement for a limited amount of additional new homes to come forward through the making of neighbourhood plans in those areas.
- 7.4 The number allocated through plan policies is not a maximum requirement, nor is it finite. It should be considered as additional to any windfall sites that come forward (including first homes, affordable housing exception, and older peoples housing sites), and any part of the Garden Settlements or Strategic Development Locations that may fall within the designated neighbourhood area. The table below, sets out the indicative minimum housing requirements for each of the 16 Designated Neighbourhood Areas, exclusive of Garden Settlements, Strategic Development Locations and any potential future windfall, affordable housing and older peoples housing exception sites:

Designated Neighbourhood Area	Site Allocation	Broad Location – Villages figures	Total minimum housing requirement figure
Bearsted	H1(31) [50 units]	-	50
Boughton Monchelsea	LPRSA360 [15 units]* LPRSA270 (part) [108 units]* H1(52) [25 units] H1(53) [40 units]** H1(54) [25 units]**	-	213
Boxley	-	25	25
Broomfield and Kingswood	-	35	35
Coxheath	LPRSA364 [10 units] LPRSA251 [5 units] LPRSA312 [85 units]	-	100
Harrietsham	LPRSA101 [53 units] LPRSA071 [37 units]	-	90
Headcorn	LPRSA310 [110 units] H1(36) [220 units]**	-	330
Lenham	Lenham Neighbourhood Plan [1,047 units]	-	1,047
Loose	LPRSA360 [15 units]*	-	15
Marden	LPRSA295 [113 units] H1(46) [124 units]**	-	237
North Loose	-	-	0

Otham	LPRSA172 (part) [38 units]* H1(8) [440 units]** H1(9) [335 units]**	-	813
Staplehurst	LPRSA114 [49 units] LPRSA066 [78 units] H1(48) [250 units]** H1(49) [400 units]**	-	777
Sutton Valence	LPRSA078 [100 units]	-	100
Tovil	LPRSA265 [250 units]	-	250
Yalding	LPRSA248 [100 units]	-	100
TOTAL	4,132	60	4,182

*Only part of the site allocation is within the Designated Neighbourhood Area boundary. The number of units has therefore been apportioned and is indicative only.

**These site allocations are 'saved' from the 2017 Local Plan and show the total number of homes included in the allocation; however, the sites are under construction/are already delivering new homes.

Types of housing

- 7.5 The subtypes of housing identified through the SHMA include affordable housing, wheelchair user housing, housing for older people as well as other specific housing market segments. Self-build need is recorded through the council's self-build register, and the accompanying survey provides a more granular analysis of self-build need.
- 7.6 Successful developments are those which are fully inclusive, are built to necessary standards, and which deliver services and facilities. Development proposals should contribute towards meeting the needs of the whole community.

- 7.7 The plan seeks to deliver its overall housing need through a mixture of carried over allocations in the Local Plan 2017, new allocations, as well as windfall permissions. It will include a range of policies which will deliver the necessary types of housing need identified through the Strategic Housing Market Assessment. These policies are supported by the Affordable Housing SPD.

Gypsy, Traveller and Travelling Showpeople Accommodation

- 7.8 Gypsy, traveller, and travelling showpeople accommodation forms part of the overall need for the borough but is assessed outside of the Strategic Housing Market Assessment. A new Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) has been commissioned and, whilst the GTAA has been delayed by Covid 19, discussions with the consultants undertaking the GTAA have indicated that there will be a significant need for new pitches in Maidstone borough over the plan period.
- 7.9 During the Call for Sites exercise in 2019, only a small number of gypsy, traveller and travelling showpeople sites were put forward for inclusion in the plan. This means the borough is facing a significant shortfall of sites. Combining the fact that the GTAA has not been completed, the likely high level of need and the significant shortfall in sites that will not be met by Call for Sites submissions, the most appropriate course of action is to undertake a separate Gypsy, Traveller and Travelling Showpeople Development Plan Document.

LPRSP10(A): Housing mix

- 7.10 The key requirements for a mixed community are a variety of housing, particularly in terms of tenure and price, and a mix of different households such as families with children, single person households and older people. The borough is made up of a variety of household types including, for example, older people who have specific housing needs that are different to the needs of large families and different again to those of disabled people. Maidstone Borough Council recognises that to truly promote sustainable communities there must be a mix of types of housing that are provided in any given development or location. Through providing a mix of housing types, the borough will be able to accommodate the needs of an increasingly diverse population. The council will actively seek to achieve balance where particular house sizes or tenures have become prevalent beyond an evidenced need.
- 7.11 Evidence detailed in the Maidstone Strategic Housing Market Assessment (SHMA) 2021 guides the profiles of development that are required in urban and rural locations. This evidence is valuable in determining the local housing picture and, as a consequence, the types and tenures of housing required.

- 7.12 Custom and self-build housing is housing built or commissioned by individuals or associations of individuals for their own occupation. National planning policy and guidance places a duty on local planning authorities to have regard to their self-build register when preparing planning policies. Historically, delivery of self-build permissions have been low, however the council's 2020 self-build need survey indicated that demand for plots on medium to large sites was also low. It is also clear that this sector can play a key role in helping to achieve a higher level of home ownership. Policies should be flexible to take account of changing market conditions over time.
- 7.13 Older people's housing need can be provided for by a range of housing types, from housing with support, housing with care and residential care home bedspaces. The SHMA (2021) identified a need for 2,142 dwellings either with support or care and a further 1,228 care bedspaces.
- 7.14 Developers will need to access a range of evidence sources, including the SHMA, to help shape their proposals. Local stakeholders, including parish councils, may often be able to provide targeted information that assists an applicant to submit a locally relevant scheme. Neighbourhood plans can also be used as a mechanism to allow some flexibility and local context while contributing to the overarching strategic needs of the borough. Where affordable housing is proposed or required, the housing register will provide additional guidance.
- 7.15 Gypsy, Traveller and Travelling Showpeople accommodation requirements form part of the borough's need for housing, but is assessed and provided for separately.

POLICY LPRSP10(A) – HOUSING MIX

1. Maidstone Borough Council will seek to ensure the delivery of sustainable mixed communities across new housing developments and within existing housing areas throughout the borough.
2. In considering proposals for new housing development, the council will seek a sustainable range of house sizes, types and tenures (including plots for custom and self-build) that reflect the needs of those living in Maidstone Borough now and in years to come.
3. Accommodation profiles detailed in the Strategic Housing Market Assessment 2021 (or any future updates) will be used to help inform developers to determine which house sizes should be delivered in urban and rural areas to meet the objectively assessed needs of the area. In

relation to affordable housing, the council will expect the submission of details of how this information has been used to justify the proposed mix.

4. Where affordable housing is to be provided, developers should also take into consideration the needs of households on the council's housing register and discuss affordable housing requirements with the council's housing team at the pre-submission stage of the planning process.
5. Major development will be expected to demonstrate that consideration has been given to serviced custom and self-build plots as part of housing mix in line with policy LPRHOU9.
6. The council will work with partners to support the provision of specialist and supported housing for elderly, disabled and vulnerable people.

LPRSP10(B): Affordable housing

- 7.16 The Maidstone Strategic Housing Market Assessment 2021 supports the approach of seeking a proportion of dwellings to be provided on-site for affordable housing needs. The council has a net affordable housing need of 8,385 homes from 2022 to 2037, equivalent to 559 households each year. This is a significant need for the borough and a clear justification for the council to seek affordable dwellings through new development schemes. The Strategic Housing Market Assessment also indicates that the need for rented affordable housing makes up 75% of the overall affordable housing need of the borough, with the remaining 25% of affordable need arising from demand for affordable home ownership products.
- 7.17 The National Planning Practice Guidance (NPPG) refers to circumstances where infrastructure contributions through planning obligations should not be sought from developers. For example, affordable housing should not be sought from developments of 9 units or less or sites that have an area less than 0.5 hectares. The council's viability testing has assumed the national threshold of 10 dwellings for affordable housing. To support community integration, affordable housing will be provided on-site and alternative provision will not be accepted unless there are exceptional circumstances that justify it. Any proposals for off-site or financial provision must be made at the time of the application.
- 7.18 First Homes are a new and specific kind of discounted market sale product. First Homes must be discounted by a minimum of 30% against the market value or a maximum of £250,000 and are available only to those who meet the

First Homes eligibility criteria. Homes delivered through the First Homes scheme will be subject to a title restriction to ensure that the discount is passed on at transfer. Planning Practice Guidance stipulates that a minimum of 25% of all affordable housing units delivered by developers through planning obligations should be First Homes.

- 7.19 Affordable housing requirements will differentiate across the borough by geographical area due to relative issues such as sales values and policy considerations. Local Plan Review viability testing confirmed that the outer urban and rural areas in Maidstone are more viable than inner urban locations. It also revealed that brownfield sites (previously developed land) within inner urban areas are less viable than greenfield sites. This viability testing demonstrated that a 40% affordable housing rate can be achieved in the high to mid value zones as identified in the map below. It has identified a low value zone encompassing the town centre and some of the inner urban area which is often unable to viably deliver affordable housing.
- 7.20 A proportionate off-site contribution should involve considering the results of the open book financial appraisal for the site and using this to determine whether a financial contribution is possible, and if so, its financial value.
- 7.21 In order to respond to the identified need for affordable housing of different tenures through the period of the plan, the council will seek an indicative target of 75% affordable rented or social rented housing (or a mixture of the two) and 25% First Homes. This ratio was used for strategic viability testing purposes and has been shown to be viable. Where 25% of First Homes will not be adequate to meet the minimum 10% Affordable Home Ownership target set by the NPPF³ then any shortfall can be met through the provision of First Homes or an alternative Affordable Home Ownership product.
- 7.22 The Government has introduced a vacant building credit to incentivise brownfield development on suitable sites. In terms of how the vacant building credit should be applied to a particular development, the council will consider whether the building has been made vacant for the sole purposes of redevelopment, and whether the building is covered by an extant or recently expired planning permission for the same or substantially the same development.

³ NPPF (2021) Paragraph 65

Map of the Low Weald area showing Regulation 18b allocations.

Legend:

- Borough Boundary (Black line)
- Lower value zone (Yellow)
- Mid value zone (Blue)
- Higher value zone (Pink)

Regulation 18b allocations

The map shows the following areas and features:

- Lower value zone (Yellow):** Includes the area around Sanderling.
- Mid value zone (Blue):** Includes the area around Bearsted.
- Higher value zone (Pink):** Covers the majority of the Low Weald area, including Barmington, Loose, Yalding, and Headcorn.
- Key Roads:** A20, A26, A274, A28.
- Place Names:** Barmington, Loose, Yalding, Headcorn, Staplehurst, Frittenden, Biddenden, Marden, Marden Thorn, Winch Hill, Horsmonden, Brenchley, Paddock Wood, Laddingford, Collier Street, Milbush, Cross-at-Hand, Hawkenbury, Frittenden, Biddenden, Marden, Marden Thorn, Winch Hill, Horsmonden, Brenchley, Paddock Wood, Laddingford, Collier Street, Milbush, Cross-at-Hand, Hawkenbury.

- 7.23 To ensure delivery of appropriate affordable housing, developers are required to discuss proposals with the council's housing department at the earliest stage of the application process. This is to ensure the size, type and tenure of new affordable housing is appropriate given the identified needs. Where economic viability affects the capacity of a scheme to meet the stated targets for affordable housing provision, the council will expect developers to examine the potential for variations to the tenure and mix of provision prior to examining variations to the overall proportion of affordable housing.
- 7.24 The SHMA recommends that affordable home ownership homes are priced to be affordable to households that cannot afford the lower quartile house process. Affordable rented housing has chargeable rent that is subject to the Homes England's Rent Standard or any such document and/or associated guidance that may be amended, updated or replaced from time to time. It is required to be offered to eligible householders in Housing Need at an open market rental level which does not exceed 80% of gross local market rent

(inclusive of service charges) for an equivalent property of that size and location or the applicable Local Housing Allowance rate.

- 7.25 Developers will be required to pay for viability assessments and any cost of independent assessment. The council will only consider reducing planning obligations if fully justified through a financial appraisal model or other appropriate evidence.
- 7.26 A 20% affordable housing rate will be sought for Use Class C3 retirement living developments on greenfield land and brownfield in the outer urban and rural areas, which will allow for an appropriate balance between affordable housing need and supporting infrastructure provision. Affordable housing will not generally be sought for schemes comprising solely Use Class C2 development. The use class of proposals submitted to the Local Planning Authority, including mixed use schemes, will be examined fully in order to ensure that affordable housing is provided where appropriate.
- 7.27 The Affordable and Local Needs Housing Supplementary Planning Document contains further detail on how the policy will be implemented.

POLICY LPRSP10(B) – AFFORDABLE HOUSING

1. On major housing development sites or mixed-use development sites where 10 or more dwellings will be provided, or the site has an area of 0.5 hectares or more, the council will require the delivery of affordable housing.
2. The target rates for affordable housing provision within the following geographical areas, as defined on the Policies Map, are:
 - a. Greenfield development in mid and high value zones at 40%;
 - b. Brownfield development in high value zone at 40%;
 - c. Development in the low value zone and brownfield development in the mid value zone will be expected to deliver an element of on-site affordable housing. If it can be demonstrated through an open book financial appraisal this is not viable, based on the construction costs based on delivering high quality design and public realm, then the developer shall make a proportionate off-site contribution to the delivery of affordable housing. Evidence of engagement with affordable housing funders and providers, including the council and

Homes England as appropriate, should be submitted with the financial appraisal.

3. Affordable housing provision should be appropriately integrated within the site. In exceptional circumstances, and where proven to be necessary, off-site provision will be sought in the following order of preference:
 - a. An identified off-site scheme;
 - b. The purchase of dwellings off-site; or
 - c. A financial contribution towards off-site affordable housing.
4. The indicative targets for tenure are:
 - a. 75% Social and affordable rented;
 - b. 25% intermediate or affordable home ownership;
5. Where 25% of First Homes will not be adequate to meet the minimum 10% Affordable Home Ownership target set by the NPPF, then any shortfall can be met through the provision of First Homes or an alternative Affordable Home Ownership product.
6. Developers are required to enter into negotiations with the council's Housing Department, in consultation with registered providers, at the earliest stage of the application process to determine an appropriate tenure split, taking account of the evidence available at that time.
 - a. The council will seek provision of 20% affordable housing for schemes that provide for Use Class C3 retirement housing on greenfield mid to high value zones and brownfield sites in high value zones. C2 Use Class will not be expected to deliver affordable housing.
 - b. The council has set a zero affordable housing rate for fully serviced residential care homes and nursing homes.
 - c. Where it can be demonstrated that the affordable housing targets cannot be achieved due to economic viability, the tenure and mix of affordable housing should be examined prior to any variation in the proportion of affordable housing.

7. The adopted Affordable and Local Needs Housing Supplementary Planning Document contains further detail on how the policy will be implemented.

LPRSP10(C): Gypsy and Traveller Site Allocations

- 7.28 A new Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) has been commissioned and survey work for this study commenced in winter 2019/2020. Owing to the COVID- 19 lockdowns and subsequent public health advice, the new GTAA has been delayed.
- 7.29 Whilst work on the GTAA has been delayed, discussions with consultants undertaking the GTAA have indicated that there will be a significant need for new pitches in Maidstone over the plan period to 2038. The Call for Sites exercise invited the submission of Gypsy, Traveller and Travelling Showpeople sites, however only a small number were put forward for inclusion in the plan. As a consequence, Maidstone is facing a significant need for new pitches.
- 7.30 On the basis that the GTAA has not been completed at the time of plan submission and there will be a likely significant need for pitches, the most appropriate course of action is to undertake a separate Gypsy, Traveller and Travelling Showpeople Development Plan document. This will be informed by the outcome of a Pitch Deliverability Assessment (to assess what proportion of the need can be met on existing sites through intensification or expansion) and, if necessary, a targeted Call for Sites exercise to identify potential new sites. This will ensure that the needs of the community can be adequately and suitably addressed and appropriate engagement can take place.
- 7.31 Sites previously allocated in the Local Plan 2017 will remain as allocations where these have not yet been fully delivered. These are set out in Table 7.1 below.
- 7.32 Policy LPRHOU8 (Gypsy, Traveller and Travelling Showpeople accommodation) will be used to assess the suitability of sites that come forward for Gypsy, Traveller and Travelling Showpeople development.

Table 7-1: Gypsy and Traveller Allocations

Policy Reference	Site Address	Total No. Pitches	Net Pitch Gain
LPRGT1(1)	The Kays, Heath Road, Linton	2	1
LPRGT1(2)	Greenacres (plot 5), Church	2	1

	Hill, Boughton Monchelsea		
LPRGT1(3)	Land at Blossom Lodge, Stockett Lane, Coxheath	6	4
LPRGT1(4)	Rear of Granada, Lenham Road, Headcorn	2	1
LPRGT1(5)	Kilnwood Farm, Old Ham Lane, Lenham	4	2
LPRGT1(6)	1 Oak Lodge, Tilden Lane, Marden	2	2
LPRGT1(7)	The Paddocks, George Street, Staplehurst	4	2
LPRGT1(8)	Bluebell Farm, George Street, Staplehurst	4	2
LPRGT1(9)	Flips Hole, South Street Road, Stockbury	5	3
LPRGT1(10)	The Ash, Yelsted Road, Stockbury	5	3
LPRGT1(11)	Neverend Lodge, Pye Corner, Ulcombe	2	1

POLICY LPRSP10(C) – GYPSY AND TRAVELLER SITE ALLOCATIONS

1. The sites allocated and carried forward into this plan under policies LPRGT1(1) to LPRGT1(11) will deliver approximately 22 pitches for Gypsy and Traveller accommodation to assist in meeting needs up to 2031. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.
2. A new Gypsy, Traveller and Travelling Showpeople Development Plan Document will be created to manage emerging need for the period until 2038.

Detailed Site Allocation Policies for Gypsy and Traveller Accommodation

POLICY LPRGT1(1) – THE KAYS, HEATH ROAD, LINTON

In accordance with policy LPRSP10(C), planning permission for 1 permanent pitch at The Kays, Heath Road, Linton, as shown on the Policies Map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 2 Gypsy and Traveller pitches.
2. Access to the site is via the existing access off Heath Road.
3. The additional pitch is located towards the rear of the site and not forward of the existing mobile home.

POLICY LPRGT1(2) – GREENACRES (PLOT 5), CHURCH LANE, BOUGHTON MONCHELSEA

In accordance with policy LPRSP10(C), planning permission for 1 permanent pitch at Greenacres (Plot 5), Church Lane, Boughton Monchelsea, as shown on the Policies Map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 2 Gypsy and Traveller pitches.
2. Access to the site is via the existing access off Church Hill.
3. The additional pitch is sited on the existing hardstanding and not beyond the site boundaries defined on the Policies Map.
4. A landscaping scheme for the site is approved which provides for:
 - a. The retention and future maintenance of the trees and hedge line along the site frontage to Church Hill; and

- b. The establishment of a landscaped boundary to the south of the site comprising native species to provide an effective screen to the development.

POLICY LPRGT1(3) – LAND AT BLOSSOM LODGE, STOCKETT LANE, COXHEATH

In accordance with policy LPRSP10(C), planning permission for 4 permanent pitches at Land at Blossom Lodge, Stockett Lane, Coxheath, as shown on the Policies Map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 6 Gypsy and Traveller pitches.
2. Access to the site is via the existing access off Stockett Lane.
3. The additional pitches are sited on the existing hardstanding and not beyond the site boundaries defined on the Policies Map.
4. A landscaping scheme for the site is approved which provides for the retention and future maintenance of the hedgerows and tree planting along the site's northern, southern, western and eastern boundaries and the native hedgerow bordering the public footpath which crosses the site.

POLICY LPRGT1(4) – REAR OF GRANADA, LENHAM ROAD, HEADCORN

In accordance with policy LPRSP10(C), planning permission for 1 permanent pitch at Rear of Granada, Lenham Road, Headcorn, as shown on the Policies Map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 2 Gypsy and Traveller pitches.

2. Access to the site is via the existing access off Lenham Road.
3. The additional pitch is sited on the existing area of hardstanding in the eastern part of the site and not beyond the site boundaries as defined on the Policies Map.
4. A landscaping scheme for the site is approved which provides for:
 - a. The retention and future maintenance of the trees and hedge line along the site's southern, eastern and northern boundaries; and
 - b. The establishment of a native species landscaped boundary along the western edge of the site to create a more permanent boundary

POLICY LPRGT1(5) – KILNWOOD FARM, OLD HAM LANE, LENHAM

In accordance with policy LPRSP10(C), planning permission for 2 permanent pitches at Kilnwood Farm, Old Ham Lane, Lenham, as shown on the Policies Map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 4 Gypsy and Traveller pitches.
2. Access to the site is via the existing access off Old Ham Lane.
3. A landscaping scheme for the site is approved which provides for the retention and future maintenance of the trees and woodland along the northern, western and eastern boundaries of the site to secure the effective screening of the site.
4. The siting of the additional mobile homes maintains a 15m buffer to the Ancient Woodland.
5. An ecological assessment of the site is undertaken and an ecological enhancement and wildlife management plan for the site is approved.

POLICY LPRGT1(6) – 1 OAK LODGE, TILDEN LANE, MARDEN

In accordance with policy LPRSP10(C), planning permission for 2 permanent pitches at 1 Oak Lodge, Tilden Lane, Marden, as shown on the Policies Map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 2 Gypsy and Traveller pitches.
2. The substantial landscape buffer to the north west and west of the site is retained and maintained.

POLICY LPRGT1(7) – THE PADDOCKS, GEORGE STREET, STAPLEHURST

In accordance with policy LPRSP10(C), planning permission for 2 permanent pitches at The Paddocks, George Street, Staplehurst, as shown on the Policies Map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 4 Gypsy and Traveller pitches.
2. Access to the site is via the existing access off George Street.
3. The additional pitches are sited within the site boundaries as defined on the Policies Map.
4. A landscaping scheme for the site is approved which provides for:
 - a. The retention and future maintenance of the trees and hedge line along the site's frontage to George Street; and
 - b. The establishment of a native species landscaped boundary along the rear (northern) edge of the site to create a more permanent boundary.
5. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures.

POLICY LPRGT1(8) – BLUEBELL FARM, GEORGE STREET, STAPLEHURST

In accordance with policy LPRSP10(C), planning permission for 2 permanent pitches at Bluebell Farm, George Street, Staplehurst, as shown on the Policies Map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 4 Gypsy and Traveller pitches.
2. Access to the site is via the existing access off George Street.
3. The additional pitches are sited within the site boundaries as defined on the Policies Map.
4. A landscaping scheme for the site is approved which provides for:
 - a. The retention and future maintenance of the trees and hedge line along the site's frontage to George Street; and
 - b. The establishment of a native species landscaped boundary along the rear (northern) edge of the site to create a more permanent boundary.
5. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures.

POLICY LPRGT1(9) – FLIPS HOLE, SOUTH STREET ROAD, STOCKBURY

In accordance with policy LPRSP10(C), planning permission for 3 permanent pitches at Flips Hole, South Street Road, Stockbury, as shown on the Policies Map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 5 Gypsy and Traveller pitches.

2. A landscaping scheme for the site is approved which provides for the retention and future maintenance of the existing landscaped boundaries of the site to provide an effective screen to the development.

POLICY LPRGT1(10) – THE ASH, YELSTED ROAD, STOCKBURY

In accordance with policy LPRSP10(C), planning permission for 3 permanent pitches at The Ash, Yelsted Road, Stockbury, as shown on the Policies Map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 5 Gypsy and Traveller pitches.
2. A landscaping scheme for the site is approved which provides for the retention and future maintenance of the existing landscaped boundaries of the site to provide an effective screen to the development.

POLICY LPRGT1(11) – NEVEREND LODGE, PYE CORNER, ULCOMBE

In accordance with policy LPRSP10(C), planning permission for 1 permanent pitch at Neverend Lodge, Pye Corner, Ulcombe, as shown on the Policies Map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 2 Gypsy and Traveller pitches.
2. Access to the site is via the existing access.
3. The additional pitch is sited in the south eastern corner of the site adjacent to the existing permitted mobile and not beyond the site boundaries as defined on the Policies Map.
4. A landscaping scheme for the site is approved which provides for:
 - a. The retention and future maintenance of the trees and hedge line along the site's western frontage; and

- b. The establishment of a native species landscaped boundary along the eastern edge of the site to create a more permanent boundary.
- 5. A biodiversity enhancement strategy for the site is approved.

LPRSP11: Economic Development

Introduction

- 7.33 Maidstone's location at the heart of Kent means that it shares strong economic relationships with neighbouring areas, particularly the 'Malling' part of Tonbridge and Malling and parts of Medway and Swale. In recent years, the borough has seen its jobs base grow and diversify which has, in turn, accommodated significant enterprise growth, healthy rates of business survival, and consistently strong population growth, suggesting that Maidstone remains an attractive place to work and live. However, the qualifications profile is relatively low with a less highly qualified workforce than the South East region, particularly at NVQ level 4 and above. The borough also has a relatively low local workforce productivity and lower than average earnings (workplace and resident-based). The 2011 Census shows that some 1,180 more people were leaving the borough for work than coming in, a reversal of the situation in 2001 when more people commuted into Maidstone to work. More out-commuters are working in managerial, professional, and technical occupations, while those commuting into Maidstone tend to be in skilled / semi-skilled occupations. Whilst the average earnings of those who commute out of the borough is higher than that of those who work in the borough, primarily due to the prevalence of higher paid jobs in London as well as a preponderance of lower wage employment in Maidstone, the gap has been narrowing over recent years. In general, unemployment in the borough is low when compared with the Kent and national picture.
- 7.34 Looking to the future, economic growth will build upon Maidstone's existing strengths and unique assets where the borough already has a competitive advantage and will aim to deliver a step-change in economic performance and prosperity in a way that is beneficial to all parts of the community. The council's adopted Economic Development Strategy (2021) sets out an economic vision for the borough by 2030. The strategy identifies five priorities to underpin this vision, as follows: 1) Open for business; 2) A greener, more productive economy; 3) A thriving rural economy; 4) Inclusive growth; and 5) Destination Maidstone Town Centre.

- 7.35 For the purposes of this Local Plan Review, and in line with the NPPF, economic development includes the following uses:
- a. Office, research and development, industrial and warehouse-based jobs (uses within Class E(g) and B of the Use Class Order);
 - b. Public and social uses such as health and education; and
 - c. Town centre uses such as retail, leisure, entertainment, arts, cultural and tourism development.
- 7.36 Evidence produced to underpin this Local Plan Review indicates that health and social care sectors are expected to be key drivers of employment growth within the borough. These jobs are not typically office, industrial or warehouse-based and so cannot be easily planned for in terms of likely future land take or premises needs. As per the NPPF, this Local Plan Review only allocates land/sites for businesses typically requiring office, industrial and warehouse floorspace. Other economic growth will be created through tourism, social infrastructure provision such as education and health care, construction and other small- scale opportunities such as the conversion or extension of rural buildings that will not necessarily require the allocation of land.
- 7.37 For the borough to achieve growth in a sustainable manner, local employment opportunities must be aligned with the rate and location of house building. The net additional land requirements for office, industrial and distribution/warehouse-based jobs (use classes E(g) and B) to 2038 are to be delivered through a combination of the allocation of sites across the borough and the granting of planning permissions. The allocated sites range in size from smaller mixed-use town centre sites, to extensions of existing industrial estates near Rural Service Centres, to large strategic sites included as part of new Garden Settlements. The Local Plan Review strategy is to oversupply a diverse range of sites to provide maximum choice and flexibility in the market, accounting for different sector locational and operational needs, and wider economic trends.

Offices

- 7.38 In addition to town centre office sites, there is a complementary role for offices at beyond-centre sites which are well connected to the highway network, such as Eclipse Park, in recognition of the differing market demand that such sites meet. Provision will also be made for new office floorspace in the Garden Settlements to offer local employment opportunities for residents of the new communities and reduce the need for out-commuting.

Strategic employment sites

- 7.39 The strategic site allocation at Junction 7 (policy RMX1(1)) presents a particular opportunity to create a hub for medical related businesses. By capitalising on the development of the Kent Institute of Medicine and Surgery (KIMS), there is potential to attract high value, knowledge intensive employment and businesses as a boost to the local economy. This site will also deliver additional general office space in a high-quality environment. Outline consent has been granted for the medical hub and delivery of the permission is underway.
- 7.40 The former Syngenta Works site in Yalding is an allocation carried over from the Local Plan 2017. A former agro-chemicals production plant, this site is expected to deliver in excess of 46,000sqm of office, industrial and distribution floorspace. Similarly, Woodcut Farm strategic site is also allocated for a mix of employment uses delivering up to 49,000sqm of floorspace. It gained outline planning consent in 2018 and will remain an allocation as carried over from Local Plan 2017 until the site is delivered.

Garden Communities

- 7.41 The new garden communities at Heathlands and Lidsing will be delivered according to recognised garden city principles. This includes the provision of a wide range of jobs within easy commuting distance of homes. Both communities will include strategic employment locations offering a bespoke mix of floorspace types, capitalising on their unique opportunities such as proximity to the strategic road network, as well as reflecting their important landscape setting location. They will also offer further employment opportunities in their district and/or local centres.
- 7.42 Further specific sites across the borough are allocated for additional employment uses, including offices, storage, warehousing and industrial development to meet, identified needs. These sites will help provide for a range of jobs of varying skill and wage levels as a way of helping to maintain a low unemployment rate going forward.

Existing business sites/premises

- 7.43 With the exception of some of the secondary office stock within the town centre, existing business sites and industrial estates are an important and appropriate part of future business stock which may help to provide for the range of employment needs. Policy LPRSP11(A) informs the retention, intensification and regeneration of the identified Economic Development Areas. In addition, there is a significant stock of commercial premises outside of these

designated areas which also provide for local employment. Within Maidstone Urban Area and the Rural Services Centres, the first preference will be for such existing sites to remain in employment generating uses, notwithstanding changes to permitted development rights allowing certain changes of use without the need to obtain planning consent.

Retail and town centre uses

- 7.44 Retail development also makes a big contribution towards the economic health of the borough and reinforces Maidstone's role as County Town. Maidstone Town Centre is the primary focus for retail development within the borough with the Rural Service Centres also providing appropriate local levels of retail facilities as set out in the Retail Hierarchy. Retail provision elsewhere in the borough currently comprises District Centres, Local Centres and a degree of out-of-town development in locations such as Eclipse Park. As Garden Settlements begin to deliver housing and employment opportunities, they will also provide retail opportunities in the form of new district and/or local centres – commensurate with the size of the local population.
- 7.45 Within the countryside, economic development will be permitted for the conversion and extension of existing suitable buildings and established sites, farm diversification and farm shops; as well as tourism where this can be achieved in a manner consistent with local rural and landscape character. This is in order that a balance is struck between supporting the rural economy and the protection of the countryside for its own sake. Policy LPRCD6 sets out the considerations which will apply when established rural businesses want to expand their existing premises. There is also a trend towards greater homeworking which allows for a reduced impact on transport infrastructure.
- 7.46 Opportunities for further tourist related development will be supported within the town centre as well as smaller scale initiatives that support the rural economy. The council will also promote education, leisure, heritage and cultural facilities in the town centre to encourage and retain a higher proportion of young and well-educated people within the borough and, in turn, enhance the prospects of creating a dynamic local economy.

Enhancing local employment opportunities

- 7.47 The council is committed to 'inclusive growth' so that all parts of the Borough enjoy the fruits of investment. Inclusive growth allows opportunities for everyone to participate in the growth process whilst making sure that benefits are shared.

- 7.48 Detailed research and analysis has identified five wards that have significant adverse socio-economic indices such as multiple deprivation, employment rate, total income, unemployment over five years, and working age population claiming benefits. Therefore, there are particular challenges in these areas.
- 7.49 Thus, for the construction phase of major development schemes (for the purposes of this policy, defined as over 20 residential units and commercial floorspace of over 500m²), there is a requirement to secure labour from across the Borough through apprenticeships or other schemes so that all residents have the opportunity to share in the benefits of growth. There may be particular circumstances whereby there is a need for emphasis on the five wards. Moreover, there is the same requirement for future occupiers of major developments (when there is a change in the use class) to secure labour either directly or indirectly and/or provide training opportunities. Improving skills is a priority for local training providers, the Department of Work and Pensions, and further education providers. Developers will be required to 'tap into' this established network as part of the application process.
- 7.50 As part of the supporting evidence that accompanies major planning applications, developers will be required to demonstrate that they have given positive consideration to these matters and show evidence of engagement with training and educational providers. They will also be expected to enter into s106 legal agreements in order to fulfil their commitment. The council will provide advice and co-ordination assistance.

POLICY LPRSP11 – ECONOMIC DEVELOPMENT

The council is committed to supporting and improving the economy of the borough and providing for the needs of businesses. This will be achieved through the allocation of a range of sites across the borough, including new strategic sites in both Garden Settlements (see policy LPRSP11(B)), and through:

1. The retention, intensification and regeneration of the existing industrial and business estates identified as Economic Development Areas as defined on the Policies Map;
2. The retention, intensification, regeneration and expansion of the existing economic development premises in Maidstone Urban Area and the Rural Service Centres provided the site is in an appropriate location, when considered against other policies of the plan, and suited to the economic development use in terms of scale, impacts and economic viability;

3. Enhancing the vitality and viability of Maidstone Town Centre and maintaining the hierarchy of retail centres;
4. Supporting proposals that encourage highly skilled residents to work in the borough to reduce out-commuting;
5. Improving skills in the workforce in particular by supporting further and higher education provision within Maidstone's Urban Area;
6. Supporting improvements in digital technology and communications to facilitate more flexible working practices;
7. Prioritising the commercial re-use of existing rural buildings in the countryside over conversion to residential use, in accordance with policy LPRQD5; and
8. Supporting proposals for the expansion of existing economic development premises in the countryside, including heritage and tourism related development, provided the scale and impact of the development is appropriate for its countryside location, in accordance with policy LPRCD6.

LPRSP11(A): Safeguarding existing employment sites and premises

- 7.51 In order to create the appropriate conditions for economic prosperity, it is important that an adequate supply of land is provided across the borough to meet development needs. This means not only allocating new land for employment uses, but also maintaining a stock of existing employment sites too. This is particularly important as they are generally well-located and well served by existing infrastructure and are usually more capable of (re)development.
- 7.52 As part of the Local Plan Review, specialist consultants reviewed all 33 of the borough's Economic Development Areas (EDA) to determine their suitability to meet future employment needs based on each site's individual characteristics and overall quality. Criteria such as access to the strategic and local road network; proximity to labour and services; and attractiveness to the market, including vacancy and market activity on site, were used in the assessment. It concluded that overall, the EDAs are generally well used and occupied by a range of businesses that appear to be serving a local business need. Whilst individual site scores varied, even those with lower scores still perform an important role in accommodating local business activity.

7.53 Table 7.2 below identifies Economic Development Areas across the borough designated specifically for offices, industrial, and warehouse uses (E(g) and B Use Classes), including sites with planning permission as well as established, existing employment locations. The boundary of Station Road/Lodge Road/Honeycrest Industrial Park (Staplehurst EDA) has been amended as part of this Local Plan Review to reflect the new allocation of part of the site for residential purposes (see policy LPRSA066). The boundary of Pattenden Lane (Marden EDA) has also been amended to incorporate previous Local Plan allocation EMP1(3) as this site has largely been developed. This comes in addition to existing commercial development as highlighted in the Marden Neighbourhood Plan's further actions FA2, FA3 and FA4.

Table 7-2: Designated Economic Development Areas (EDA)

1: The following locations, as defined on the Policies Map, are designated Economic Development Areas primarily for office, industrial and warehouse/storage employment uses (classes E(g), B2 and B8):

- (1). Lordswood Industrial Estate, Walderslade;
- (2). Aylesford Industrial Estate, Aylesford;
- (3). 20/20 Business Park, Allington;
- (4). Park Wood Industrial Estate, Maidstone;
- (5). Tovil Green Business Park/Burial Ground Lane, Tovil;
- (6). Station Road/Lodge Road/Honeycrest Industrial Park, Staplehurst;
- (7). Pattenden Lane, Marden;
- (8). Detling Airfield, Detling;
- (9). Lenham Storage, Lenham;
- (10). Marley Works, near Lenham;
- (11). Barradale Farm, near Headcorn;
- (12). Station Road, Harrietsham;
- (13). Viewpoint, Boxley;
- (14). Ashmills Business Park, Lenham;

- (15).Tenacre Court/Roebuck Business Park, Ashford Road, Harrietsham;
- (16).Hart Street Commercial Centre, Hart Street, Maidstone;
- (17).Hermitage Mills, Hermitage Lane, Maidstone;
- (18).Bearsted Green Business Centre (The Old Forge), Bearsted;
- (19).Gallants Business Centre, East Farleigh;
- (20).Headcorn South, Biddenden Road, near Headcorn;
- (21).Woodfalls Industrial Estate, Laddingford;
- (22).Warmlake Business Estate, near Sutton Valence;
- (23).Bredhurst Business Park, Westfield Sole Road, Walderslade;
- (24).The Old Brewery, London Road, Maidstone; and
- (25).Brooklyn Yard, Sandling, Maidstone

2: The following locations, as defined on the Policies Map, are designated Economic Development Areas primarily for office employment use (class E(g)):

- (26).South Park Business Village, Maidstone;
- (27).Turkey Mill Court, Maidstone;
- (28).Eclipse Park, Maidstone;
- (29).County Gate, Staceys Street, Maidstone;
- (30).Medway Bridge House, Fairmeadow, Maidstone;
- (31).23/29 Albion Place, Maidstone;
- (32).Victoria Court, Ashford Road, Maidstone; and
- (33).West of Lower Stone Street comprising Gail House, Link House, Kestrel House and Chaucer House.

7.54 The demand for office, manufacturing and warehouse premises can be expected to fluctuate over the plan period in line with changes in the economic

cycle, including significant and unexpected one-off occurrences such as Brexit and the Covid-19 pandemic. It is important that these designated, good quality and productive employment sites are not permanently lost to alternative uses as a result of only short-term changes in demand, whilst recognising that the permanent protection of a site that has no prospect of coming forward for its designated use is counter-productive for the local economy.

- 7.55 Recent changes to the General Permitted Development Order and amendments to the Use Class Order enable, among other things, the conversion of office space to residential use or warehousing use⁴ without the need for planning permission, subject to certain criteria. Table 7.2 identifies locations with higher quality office floorspace for retention in the longer term, recognising that conversion to other uses within the E Use Class or residential use could happen without consent. Given that many properties within Class E (including retail, food and drink and offices) are able to change their use to residential without the need to obtain planning permission (subject to a number of limitations and conditions), Policy LPRSP11(A) only applies where planning permission is required.
- 7.56 Planning applications which seek alternative uses to E(g), B2 or B8 in identified Economic Development Areas will be supported only where there is clear evidence that substantiates why the site should not be retained for its designated use. This must include evidence of, and the outcomes from, the concerted marketing of the site for its designated uses for a continuous period of at least 12 months prior to the applicant's submission via relevant commercial property publications and websites. In addition, applications should include an analysis of the on-going suitability of the site for its designated uses and its commercial viability for those uses. Both the suitability and viability assessments should evidence current market conditions and future prospects for the sectors for which the site is designated. The analysis of future prospects should look ahead at least 5 years to ensure a medium- term view of market trends and employment land requirements is taken.
- 7.57 Exceptionally, a mixed-use scheme which incorporates an element of non-B or E(g) class uses may be a means to achieve an overall upgrade in the quality of business floorspace on a designated site or bring underused premises into more productive use. The overall employment capacity of the site should be maintained or increased by such a scheme as measured by either the employment- generating floorspace provided or the number, permanence and quality of the jobs created. Any proposals for retail or leisure would also need to comply with policy LPRCD1.

⁴ Up to 500m² E(g) use office floorspace to B8 use warehousing floorspace

- 7.58 There is also a significant stock of B and E(g) use class employment premises and sites outside of the designated Economic Development Areas. In the Maidstone Urban Area and the Rural Service Centres, the redevelopment or expansion of existing sites for employment-generating uses will be supported. In accordance with national guidance⁵, redevelopment of such sites for non-employment generating uses will be permitted where the proposal would help meet an identified development need and would not undermine key economic sites or the vitality and viability of the town centres.
- 7.59 In the town centre specifically, there is a significant stock of office premises, the quality of which is mixed. A review of the town centre office stock reveals that the better-quality stock is not focused in a single or limited number of locations, rather it is dispersed throughout. Notwithstanding the current changes to permitted development rights, it is considered important to retain, where possible, the better-quality office premises to help sustain the town centre's role as an employment location. The larger scale (above 1000m²) higher quality office premises are included in policy LPRSP11(A) as their loss to alternative uses would have the greatest significance for the town centre's role as an employer.

POLICY LPRSP11(A): SAFEGUARDING EXISTING EMPLOYMENT SITES AND PREMISES

Within designated Economic Development Areas

1. Designated Economic Development Areas, as identified in Table 7.2, will be safeguarded for employment uses, with the following exceptions:
 - a. Proposals that intensify the employment use of part of the site, supported by limited enabling development.
 - b. Proposals for mixed use redevelopment incorporating elements of non B or E(g) class where they aim to provide for at least the same or an increase in the level of job opportunities as existed when the employment space was previously used, subject to viability and site specific circumstances.

⁵ NPPF, paragraph 121.

2. Proposals that would lead to the partial or total loss of employment land/premises within the designated Economic Development Areas will only be permitted where it can be demonstrated:
 - a. That there is no reasonable prospect of their take up or continued use for the designated uses in the medium term, based on a viability assessment and robust marketing exercise; and
 - b. That the proposal would not give rise to amenity conflicts with existing or proposed employment uses/activities in the vicinity of the site.
3. Proposals for the redevelopment of premises and the infilling of vacant sites for business uses⁶ will be permitted. Where such proposals are within countryside EDA locations, their design, scale and materials should be appropriate to the setting and should be accompanied by significant landscaping within, and at the edge of, the development.

Outside of designated Economic Development Areas

4. Elsewhere in the borough, outside of designated Economic Development Areas, permission will be granted for the expansion or intensification of existing industrial or business uses, recognising the specific locational requirements of different sectors, provided that the proposals:
 - a. Cannot be suitably relocated to an allocated employment/mixed-use site or designated Economic Development Area, or to a suitable site/premises within the Urban Area, Rural Service Centres or Larger Villages, as per the settlement hierarchy;
 - b. Would be of a type and scale of activity that does not harm the character and appearance of the site and its surroundings nor harm the amenity of occupiers of nearby properties;
 - c. Would be readily accessible by public transport, and by bicycle and foot, wherever possible, or contribute towards provision of new sustainable transport infrastructure to serve the area, in order to make the development accessible by those modes; and

⁶ For those EDAs listed under part 1 of the Table 7.2, the term 'business uses' includes Use Classes E(g), B2 and B8. For those EDAs listed under part 2 of the Table 7.2 the term 'business uses' includes Use Classes E(g). At Eclipse Park EDA only, this definition may also include other uses falling under E Use Class.

- d. Have a layout, access, parking, landscaping and facilities that are appropriate to the site and its surroundings.

Elsewhere in the borough

5. Elsewhere in the borough, outside of allocations or designated Economic Development Areas, applications seeking an alternative use of employment land/premises will only be supported where the proposal:
 - a. Would help meet an identified need;
 - b. Would not undermine key economic sites or the vitality and viability of the town centres, and is compatible with other policies in the framework; and
 - c. Complies with all other relevant development plan policies.

LPRSP11(B): Creating new employment opportunities

Introduction

- 7.60 As well as the remaining allocations carried forward from the 2017 Local Plan, the Local Plan Review provides a range of additional sites to accommodate new employment and town centre uses, or a combination of such uses. The purpose of these allocations is to increase the range and choice of sites available and to address the desire for self-containment of settlements in terms of homes/jobs/services balance, a particularly important aspect in new garden communities where entirely new communities are being created. A number of sites in this plan are allocated for a mix of different uses including employment, retail and residential.
- 7.61 The newly allocated sites in the town centre (excluding the opportunity sites) are all redevelopment opportunities with varying existing levels of retail, office and residential floorspace on site. The flexible permitted development rights and changes to the Use Class Order also means it is difficult at this point to allocate an accurate net floorspace amount to each site. The approach is therefore to allocate the sites in the LPR but to determine the level of employment and/or retail floorspace through the planning application process, based on the wider market conditions and demands at the time. The preference for all town centre sites will be for a mix of uses, with 'active' frontage uses on the ground floor and office/residential on upper floors.

7.62 The complete list of sites allocated for the provision of employment floorspace (E(g), and B Uses) or a mixture of uses including an element of employment floorspace to 2038 are shown below, along with further additional narrative for strategic employment sites.

Table 7-3: List of site allocations involving employment floorspace provision to 2038

Site Ref	Site Name	Growth Location	Indicative Capacity (sqm)			
			E(g) office m ²	B2 industrial m ²	B8 distribution m ²	Town centre uses m ²
RMX1(3)	King Street Car Park	Maidstone Town Centre	-	-	-	1,400
LPRSA145	Len House	Maidstone Town Centre	-	-	-	3,612
LPRSA147	Gala Bingo and Granada House	Maidstone Town Centre	-	-	-	TBD
LPRSA148	Maidstone Riverside	Maidstone Town Centre	-	-	-	TBD
LPRSA149	Maidstone West	Maidstone Town Centre	-	-	-	TBD
LPRSA151	Mote Road	Maidstone Town Centre	1,169	-	-	-
LPRSA144	High St/ Medway St	Maidstone Town Centre	-	-	-	150
LPRSA146	Maidstone East	Maidstone Town Centre	5,000	-	-	2,000
RMX1(1)	Newnham Park (Kent Medical Campus)	Maidstone Urban Area	21,270			14,300
EMP1(4)	Woodcut Farm	Maidstone Urban Area	49,000			-
LPRSA362	Police HQ, Sutton Road	Maidstone Urban Area	5,800	-	-	-
EMP1(1)	West of Barradale Farm	Headcorn	3,500			-

EMP1(2)	South of Claygate	Marden	4,000	-	-	-
LPRSA066	Lodge Road	Staplehurst	1000	-	-	-
LPRSA260	Ashford Road	Lenham	2,500	-	-	-
LPRSA078	Haven Farm	Sutton Valence	-	-	-	400
RMX1(4)	Former Syngenta Works	Yalding	46,000	-	-	-

Woodcut Farm EMP1(4)

- 7.63 The site at Woodcut Farm offers a unique opportunity to provide a prestigious business park at Junction 8 of the M20 that is well connected to the motorway network and that can provide for a range of job needs up to 2038.
- 7.64 Outline permission was granted in 2018 for a mixed-use commercial development comprising B1(a), B1(b), B1(c) and B8 units, with a maximum floorspace of 45,295m². The split is approximately 50/50 B1 and B8 uses and will contribute significantly towards the evidenced need for this type of floorspace by the end of the plan period.
- 7.65 The site is expected to provide at least 10,000m² of office floorspace, thereby contributing significantly towards the evidenced need for 36,650m² of this type of floorspace by the end of the plan period. High quality office development is sought providing complementary provision to the town centre. As the viability of office development may be challenging in the shorter term, land will be safeguarded specifically for E(g) uses, and for no other purpose, pending the viability position improving in the later part of the plan period. This approach will help to ensure that the site delivers the required mixed B class use business park rather than a logistics park or conventional industrial estate. Industrial (B2) and distribution (B8) uses are nonetheless appropriate as part of the mix of uses on the site and, in addition to the office requirement, the allocation will help deliver the additional floorspace required in the borough by 2038.
- 7.66 At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan allocation policy EMP1(4) has therefore been rolled forward into this Local Plan Review and should be referred to during the application process.

Former Syngenta Works, Hampstead Lane, Yalding RMX1(4)

- 7.67 The former Syngenta Works site near Yalding is a large, flat 'brownfield' site (19.5ha) approximately one kilometre to the west of Yalding village and adjacent to Yalding Railway Station. Immediately to the east of the site is a canalised section of the River Medway. The site was previously used for agro-chemicals production and was decommissioned in 2002/2003. It has been cleared of buildings apart from an office building at the site entrance, and the land has been remediated to address the contamination resulting from its previous use. Permission was granted in March 2020 for external works to the office building in the north west corner and a new car park.
- 7.68 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF's Sequential and Exception Tests. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. An Exception Test is not required for this site as employment floorspace is classified as a "less vulnerable" use. However, crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk.
- 7.69 An outline planning application for the redevelopment of the site to provide a new business park of up to 46,447 sqm of B1(c), B2 and B8 accommodation with associated access, parking and infrastructure works, was approved by the council in 2021. This is broken down as: up to 21,655sqm light industrial uses (B1(c), now E(g)(iii) use class); and up to 24,792sqm of warehouse use (B8 use class). It includes an area outside of the allocation boundary, upon land designated as an 'ecological mitigation area'. However, through the application process, it was considered that development in this area would not result in any significant landscape or visual impacts above the allocated part of the site, and there would still be the amount of land required under the site policy (13ha) to the south that would be used for ecological mitigation and enhancement.
- 7.70 At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Former Syngenta Works site should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy RMX1(4) is therefore rolled forwards into this Local Plan Review and should be referred to during the application process.

Newnham Park (Kent Medical Campus) RMX1(1)

- 7.71 Site RMX1(1) Newnham Park remains allocated for a mix of uses as it was in the 2017 Local Plan. Various permissions have been granted on the site and

build out of the Innovation Centre and other associated Medical Campus buildings is well underway. Newnham Court Shopping Village has been developed (and continues to develop) in a piecemeal fashion over time and, consequently, the visual appearance of the site is poor. In 2018, permission was granted for the redevelopment of the retail site in accordance with policy RMX1(1), however the works remain unimplemented. The policy will therefore remain in place to ensure the delivery of employment and retail floorspace over the plan period.

King Street Car Park, Maidstone RMX1(3)

- 7.72 The King Street car park is currently a surface level car park being used as such for the short term. Part of the original allocation from the 2017 Local Plan has been developed as the King's Lodge (apartments for retirement living). As the detailed site allocation (policy RMX1(3)) from the 2017 Local Plan has only partially been implemented, it is to be retained as part of this Local Plan Review (see Table 8.1). This area could be brought forwards in conjunction with the wider redevelopment of The Mall broad location proposed for the longer term. This would enable a comprehensive approach to development on both sides of King Street at this gateway location to the town centre.

POLICY LPRSP11(B) – CREATING NEW EMPLOYMENT OPPORTUNITIES

Allocated sites – employment

1. The sites allocated under policies EMP1(1), EMP1(2), EMP1(4), RMX1(4), and LPRSA260 will deliver approximately 105,000m² employment floorspace to help meet employment needs during the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.

Allocated sites – mixed use

2. The sites allocated under policies RMX1(1), RMX1(3), LPRSA066, LPRSA078, LPRSA144, LPRSA145, LPRSA146, LPRSA147, LPRSA148, LPRSA149, LPRSA151, and LPRSA362 will deliver a mix of approximately 34,239m² employment floorspace and 7,562m² net retail floorspace, along with new homes to help meet the borough's needs over the plan

period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.

Garden Settlements

3. Heathlands Garden Settlement is expected to provide approximately 19,110m² of employment floorspace and 4,764m² of retail* floorspace to 2037. Lidsing Garden Settlement is expected to provide approximately 42,998m² of employment floorspace and 1,055m² of retail* floorspace to 2037. Further details masterplans for each Garden Settlement.

*This includes convenience retail, comparison retail, food/beverage, and non-retail services e.g. hair dressers, estate agents, travel agents etc.

Rest of the borough

4. On non-allocated sites within Maidstone Urban Area or the Rural Service Centres, permission will be granted for industrial or business development, recognising the specific locational requirements of different sectors, provided that the proposals would:
 - a. Be of a type and scale of activity that does not harm the character, appearance or environments of the site or its surroundings or to the amenity of occupiers of nearby properties;
 - b. Be readily accessible by public transport, wherever possible, and by bicycle and foot, or contribute towards provision of new sustainable transport infrastructure to serve the area, in order to make the development accessible by those modes; and
 - c. Have a layout, access, parking, landscaping and facilities that are appropriate to the site and its surroundings.
5. Major development schemes will be required to demonstrate how they have considered and provided for employment opportunities for all of the Borough's residents. There may be particular circumstances whereby there is a need for an emphasis on those residents living in Ringlestone, Parkwood so as to make a specific contribution to inclusive growth. Therefore, supporting statements evidencing this will be a requirement of major planning applications. Developers will be required to encapsulate their commitments by entering into s106 legal agreements in order to deliver labour opportunities for these residents in relation to the construction phase and post occupation phases of major new developments which necessitate a change in the use class.

LPRSP11(C): Town, District and Local Centres

- 7.73 Within the borough, a network of centres has developed and evolved over time, providing facilities and services to communities. National policy encourages local authorities to support a competitive town centre, providing consumers with a diverse range of retail offer and individuality. The council has identified a network of district and local centres located below Maidstone Town Centre, the principal centre in the borough, which fulfil the function of providing essential local facilities as a group. District centres serve a wider catchment than a local centre and will typically cater for weekly resident needs. A district centre will usually comprise groups of shops, often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library. Local centres include a range of small shops serving a small catchment. Typically, amongst other shops, a local centre might include a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette. In rural areas, large villages may perform the role of a local centre. Additionally, there are small parades of shops throughout the borough of purely neighbourhood significance.
- 7.74 The evidence base produced for the Local Plan Review suggests that the existing centres are generally performing well. Sutton Valence, Eythorne Street (Hollingbourne) and Yalding, whilst fulfilling their Local Plan role, were also identified as having scope for improvement in terms of providing additional key services. The council wishes to maintain the existing retail function together with supporting community uses in these locations in the interests of securing sustainable, well-functioning communities. Within the defined district and local centres, new non-E or F use classes will be resisted at ground level in order to maintain the retail role of the centres. The provision of additional retail and/or community facilities will be supported for similar sustainability reasons.
- 7.75 In addition to maintaining the existing network of centres and their relative function and role in the hierarchy, it is important that provision is made for the creation of new centres to support new development as set out in this Local Plan Review. The creation of entirely new garden communities at Heathlands and Lidsing, plus strategic development locations at Invicta Park Barracks, will require supporting services and facilities in order to operate as sustainable communities in their own right. The provision of new district and/or local centres commensurate with the scale of housing growth in these locations will therefore be supported. Furthermore, a new local centre is planned to complement the residential development scheme at Langley Park. Once established, these centres will be incorporated into the retail hierarchy through a subsequent review of the Local Plan.

POLICY LPRSP11(C) – TOWN, DISTRICT AND LOCAL CENTRES

1. Town centre uses will be located according to the retail hierarchy as set out below, in order to promote choice, competition and innovation. Within these centres, as defined on the Policies Map, the council will seek to maintain and enhance the existing retail function and supporting community uses.

Town Centre	Maidstone Town Centre
District Centres	Mid Kent Centre, Castle Road, Allington; Groveswood Drive, Grove Green; Heath Road, Coxheath; The Square, Lenham; High Street, Headcorn; High Street and Church Green, Marden; and High Street, Staplehurst.
Local Centres	Ashford Road, Bearsted; The Green/The Street, Bearsted; Marlborough Parade, Beverley Road, Barming; Cherry Tree, Tonbridge Road; Boughton Parade, Loose; Egremont Road, Madingford; Parkwood Parade; Sandling Lane, Penenden Heath; Senacre Square, Woolley Road; Northumberland Court, Shepway; Snowdon Parade, Vinters Park;

	Mangravet, Sutton Road/Mangravet Avenue; High Street/Benover Road, Yalding; and Hermitage Walk, Hermitage Lane
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2. A new local centre will be provided as part of a new residential development scheme at Langley Park.
3. On large new settlements including Lidsing and Heathlands which are not within easy walking distance of existing shops and services, new district and/or local centres will be established to serve the needs of local residents. Such centres should be of a scale appropriate to the site and should not undermine the role or function of other centres within the retail hierarchy (including those in neighbouring authorities).

LPRSP12: Sustainable Transport

Introduction

- 7.76 Working in partnership with Kent County Council (the local highway authority), Highways England, infrastructure providers and public transport operators, the council will facilitate the delivery of transport improvements to support the growth proposed by the plan. An Integrated Transport Strategy (ITS) and addendum has been prepared by the council, with the aim of facilitating economic prosperity and improving accessibility across the borough and to the town centre, in order to promote Maidstone as a regionally important transport hub. The ITS addresses a number of transport challenges as set out below.
- 7.77 An update to the Infrastructure Delivery Plan (IDP) sets out Maidstone Borough Council's approach to Department for Transport (DfT) Circular 01/22 incorporating 'Vision and Validate' and a scheme of 'Monitor and Manage' in order that the transport implications of development proposals are appropriately managed through the planning application process.

Highway Network

- 7.78 Maidstone has an extensive highway network which provides direct links both within the borough and to neighbouring areas including Ashford, Tonbridge and

Malling, the Medway Towns, Tunbridge Wells, Swale and London. Four north-south and east-west primary routes pass through the town centre and numerous secondary routes run in concentric rings around the town, providing local links to the rural parts of the borough. Maidstone also enjoys good connections to the motorway network, including direct access to four junctions of the M20.

- 7.79 The principal constraint on the borough's urban road network is the single crossing point of the River Medway at the town centre bridges gyratory where the A20, A26 and A229 meet. From this point, congestion spreads along the main radial approaches to Maidstone during the morning and evening peaks, leading drivers to seek alternative routes for longer journeys around the periphery of the town.
- 7.80 The policies for individual site allocations set out the requirements for contributions towards strategic and local highway infrastructure at key locations and junctions. Key improvements include but are not limited to:
- a. Capacity improvements and signalisation of Bearsted roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts.
 - b. Improvements to M20 junction 7 roundabout, including widening of the coast bound off-slip and creation of a new signal-controlled pedestrian route through the junction in accordance with the 'Vision and Validate' and 'Monitor and Manage' strategy set out in the IDP, or any such scheme to deliver the same outcome.
 - c. Capacity improvements at M2 junction 5 (located in Swale Borough).
 - d. Improvements to M20 junction 6 comprising works to mitigate the impacts of Local Plan development, in accordance with the 'Vision and Validate' and 'Monitor and Manage' strategy set out in the IDP, or any such scheme to deliver the same outcome.
 - e. Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout.
 - f. Interim improvement to M20 junction 5 roundabouts including a white lining scheme.
 - g. Capacity improvements at the junction of Fountain Lane and the A26 Tonbridge Road.
 - h. Bus prioritisation measures (such as seeking to make use of smart technology) together with bus infrastructure improvements (for example,

bus transponders) on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction.

- i. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road, including, for example, the use of bus transponders.
- j. Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.
- k. Linton Crossroads junction improvements.
- l. Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road at Staplehurst.
- m. Capacity improvements at Hampstead Lane/B2015 Maidstone Road junction at Yalding.
- n. A20 Coldharbour roundabout, A229/A274 Wheatsheaf junction and A20 Ashford Road/Willington Street junction improvements.
- o. Capacity improvements at M2 junction 3.
- p. Capacity improvements at M20 junction 8.

7.81 The details of these schemes and further highway and transport improvements, including provision of a circular bus route to serve the north west Maidstone strategic development area, are set out in detail in the Integrated Transport Strategy and the Infrastructure Delivery Plan.

7.82 Cumulative impacts – Vision and Validate / Monitor and Manage is similarly valid for sites that may result in cumulative impacts in combination with others. In this event, site promoters will be expected to assess their site specific impacts with backstop mitigation measures defined, costed and trigger points assessed. If following monitoring, site specific mitigation requirements are triggered, the contribution will be pooled by the authorities to deliver holistic schemes assessed and included within the Local Plan Review IDP.

Leeds-Langley Relief Road

7.83 Consideration of the potential construction of a Leeds Langely Relief Road (LLRR) is a requirement of policy LPR1 of the 2017 Local Plan. The Local Highways Authority (Kent County Council) has confirmed that whilst it will not be seeking to promote a route in this corridor, should Maidstone Borough Council require such a route to support future development, the Local Highway Authority will work to assist this.

- 7.84 At the present time, the final case has not been made but early work suggests that a quantum of new development would likely be needed to help fund it. Therefore, master planning via a business case for the whole corridor should be considered.

Car Parking

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

Bus Services

- 7.86 Maidstone borough has a well-established bus network provided principally by Arriva, together with a number of smaller independent operators. The network is centred on Maidstone town centre and combines high frequency routes serving the suburban areas with longer distance services providing connections to many of the outlying villages and neighbouring towns, including Ashford, Sittingbourne, Tonbridge, Tunbridge Wells and the Medway Towns.
- 7.87 Although KCC and the council do not directly influence the provision of commercial bus services, both authorities work closely with the operators to improve the quality of services and to ensure that the highway network is planned and managed in a way that facilitates the efficient operation of buses. This relationship was previously formalised through the signing of a voluntary Quality Bus Partnership (QBP) agreement which includes commitments by Arriva, Nu-Venture, KCC and the council to work collectively to improve all aspects of bus travel and to increase passenger numbers.
- 7.88 Given the deletion of the previously proposed Park and Ride sites at Linton Crossroads and at Old Sittingbourne Road, the council will work with the service operators to procure express/limited stop bus services on the radial routes into Maidstone. Specifically, from the north (including the Newnham Park area) and from the south (on the A229 and A274) to the Town Centre and railway stations, both in the morning and evening peaks. This, together with the implementation of bus priority measures to secure the reliability and speed of such services should encourage modal shift.

- 7.89 A number of services cannot be provided on a viable commercial basis but are classed as socially necessary services that require subsidy from KCC. These primarily consist of school, rural, evening and weekend services, which provide access to education, employment, health care, or essential food shopping. To this end, KCC operates a countywide Kent Freedom Pass programme. The County Council also provides travel for young people and those in academic years 7 to 11 on almost all public bus services in Kent Monday to Friday for an annual fee. It also has responsibility for the administration and funding of the statutory Kent and Medway Concessionary Travel Scheme for disabled people, their companions and those aged over 60. As the Local Education Authority, KCC also provides free or subsidised home-to-school transport to children who meet the criteria.

Rail Services

- 7.90 Three railway lines cross Maidstone borough, serving a total of 14 stations. The current operator of the vast majority of rail services in the area is Southeastern.
- 7.91 The principal rail route serving Maidstone town is the London Victoria to Ashford International line (also referred to as the Maidstone East Line), which includes stations at Maidstone East, Bearsted, Hollingbourne, Harrietsham and Lenham. The average journey time between Maidstone East and London Victoria is one hour and runs half-hourly. The London Charing Cross/Cannon Street to Dover Priory/Ramsgate line passes through the south of the borough, with stations at Marden, Staplehurst and Headcorn. Charing Cross and Cannon Street stations are located in close proximity to the City of London and hence services on this line are heavily used by commuters, placing pressure on the limited station car park capacity in these villages.
- 7.92 The Medway Valley Line, connecting Strood and Paddock Wood, runs from north to south across the borough, with stations at Maidstone Barracks, Maidstone West, East Farleigh, Watlingbury, Yalding and Beltring. The line operates as part of the Kent Community Rail Partnership which has delivered improvements to the stations and promoted the service widely. In May 2011, Southeastern commenced the operation of direct peak-time services between London St Pancras and Maidstone West via Strood and High Speed 1 on a trial basis. This has reduced rail journey times between Maidstone and London to 48 minutes and provided commuters from the town with the option of travelling to an alternative London terminus closer to the City.
- 7.93 KCC published its updated Kent Rail Strategy in 2021 which sets out its objectives for the new Southeastern Franchise. The reinstatement of services between Maidstone and the City of London, support for Maidstone West platform extension and Maidstone East station improvements, improved

connectivity along the Medway Valley Line and increased High Speed rail capacity were its recommendations for the borough. It also recognises the need for the price of rail fares charged in Kent to offer better value for money and for the roll out of Smartcard ticketing offering combined bus and rail travel, similar to Transport for London's Oyster card.

Air Quality

- 7.94 Vehicle emissions are a major contributor to poor air quality at both the local level and on a wider global scale. Indeed, the main arterial road network in Maidstone and a section of the M20 motorway has been declared an Air Quality Management Area in 2017, primarily due to the level of traffic congestion at peak times. The ITS will therefore support the delivery of the measures identified in the Maidstone Low Emissions Strategy to deliver an improvement in the air quality of the urban area and to reduce pollutant levels below the Air Quality Objective Levels set out by European legislation.
- 7.95 Development in or affecting Air Quality Management Areas should, where necessary, incorporate mitigation measures which are locationally specific and proportionate to the likely impact. Examples of mitigation measures include:
- a. Using green infrastructure to absorb dust and other pollutants;
 - b. Promoting infrastructure to encourage the use of modes of transport with low impact on air quality; and
 - c. Contributing funding to measures, including those identified in the air quality action plans and low emissions strategies, designed to offset the impact on air quality arising from new development.
- 7.96 Since the adoption of the Local Plan 2017, air quality has been reported to have improved. The improvement has been so great that a number of areas previously identified as air quality 'hotspots' no longer appear to exceed the NO₂ annual mean objective. This is a result of a combination of local actions, national trends such as the cleaner more efficient fuels, and the take up of electric and hybrid vehicles.

Influencing Travel Behaviour

- 7.97 Through the ITS the council, together with KCC, will seek to promote and support a range of initiatives to influence travel behaviour in the borough. This can be achieved through the use of Travel Plans, behaviour change programmes and introducing improvements to encourage greater levels of walking and cycling and the use of transport, car sharing and car clubs.

- 7.98 The council, together with KCC, will continue to promote and support the use of Travel Plans as a way of influencing travel behaviour away from journeys by private car to more sustainable modes. Maidstone Borough Council and Kent County Council will continue to implement and monitor their own corporate Travel Plans as well as securing Travel Plans for new development as part of the planning process. Workplace and School Travel Plans will also continue to be developed, implemented and monitored through partnership working across the borough where appropriate.

Cycling and Walking

- 7.99 Both KCC and the borough council are committed to the provision of a comprehensive cycle network for residents and visitors to Maidstone.
- 7.100 The borough currently has a number of cycle routes that link the town centre to the suburban areas. However, connections within the town and further afield are limited and there is a lack of cycle parking at key destinations. Consequently, cycle use in Maidstone is very low. The 2011 Census travel to work data indicated that 1% of work trips were undertaken by bike. However, 12% of journeys to work were made on foot.
- 7.101 The provision of attractive and safe walking and cycling routes with adequate cycle parking is incorporated within the updated ITS. The borough's walking environment, its walking routes and its public realm will be developed and improved through local plan policies, the ITS, the IDP, and through the Green and Blue Infrastructure Strategy. These strategies and documents, together with the adopted Maidstone Walking and Cycling Strategy, will aim to increase the proportion of trips made by walking and cycling in the borough by 2038.

Transport Modelling

- 7.102 Through transport modelling, it is recognised that new growth will add journeys onto the existing network which is already at capacity during peak hours at certain points. New development is required and, as such, there is a need to direct development to areas with travel choice, bring forward mitigation measures aimed at encouraging journeys to be taken by more sustainable modes, as well as increasing capacity where it is needed.
- 7.103 Transport modelling also shows that the existing settlement hierarchy of Maidstone and the RSCs/Larger Villages generally have better transport connections than elsewhere in the borough. Therefore, continuing the 2017 Local Plan pattern of growth is potentially reasonable. Also tested however, is the benefits that could arise from directing more growth to garden settlements. These new settlements have the potential to be designed in a way that places

a greater emphasis on public and active travel, as well as the potential sharing of vehicles for certain trips.

POLICY LPRSP12 – SUSTAINABLE TRANSPORT

1. Working in partnership with Kent County Council, Highways England, infrastructure providers and public transport operators, Maidstone Borough Council will manage any negotiations and agreements regarding schemes for mitigating the impact of development where appropriate on the local and strategic road networks and facilitate the delivery of transport improvements to support the growth proposed by the Local Plan Review. Scheme promoters will be expected to adopt Vision and Validate principles, in accordance with Circular 01/22, within their planning applications and to set out a Monitor and Manage strategy for each site covering all modes of transport.
2. The Integrated Transport Strategy (2017) will be refreshed in the context of the Local Plan Review with the aim of facilitating economic prosperity and improving accessibility across the borough and to Maidstone town centre, in order to promote the town as a regionally important transport hub.
3. In doing so, the council and its partners will:
 - a. Ensure the transport system supports the growth projected by Maidstone's Local Plan Review and facilitates economic prosperity;
 - b. Deliver modal shift through managing demand on the transport network through enhanced public transport and walking and cycling improvements;
 - c. Improve highway network capacity and function at key locations and junctions across the borough;
 - d. Manage parking provision in the town centre and the wider borough to ensure it is fair and proportionate and supports demand management;
 - e. Improve transport choice across the borough and seek to influence travel behaviour;
 - f. Protect and enhance public rights of way;

- g. Deliver strategic and public transport links to and from Maidstone, including increased bus service frequency along the radial routes into the town centre and its railway stations, particularly in the morning and evening peak travel times;
 - h. Work with landowners and public transport operators to secure the provision of a new bus interchange facility that is more accessible, user-friendly and fit for purpose;
 - i. Work with service providers to improve bus links to the rural service centres and larger villages, and other villages including route options and frequency;
 - j. Improve strategic links to Maidstone across the county and to wider destinations such as London;
 - k. Promote inclusive access for all users on the transport network provides;
 - l. Address the air quality impact of transport; and
 - m. Support the provision of and improvements to Electric Vehicle charging infrastructure.
4. Within the bus and hackney carriage corridors, as defined on the Policies Map, the council and the highway authority will develop preference measures to improve journey times and reliability and make public transport more attractive, , the radial routes into the town centre and in connecting the Garden Settlements. Such measures will include:
- a. Bus priority measures along radial routes including bus prioritisation at junctions;
 - b. Prioritisation of sustainable transport modes along radial routes; and/or
 - c. Enhanced waiting and access facilities and information systems for passengers, including people with disabilities.
5. The Infrastructure Delivery Plan will support the implementation of the Local Plan Review and outlines how and when necessary infrastructure schemes will be delivered.
6. In determining planning applications, regard shall be had to the Kent Rights of Way Improvement Plan, and the need to protect and enhance existing Public Rights of Way

LPRSP13: Infrastructure Delivery

Providing the infrastructure needed to support growth

- 7.104 Infrastructure can be separated into three main categories: physical infrastructure (such as highways and public realm improvements), social and community infrastructure (such as schools, adult social services and cultural facilities) and green and blue infrastructure (such as play spaces, natural and semi-natural open space, and sports pitches).
- 7.105 The Local Plan shapes where new development should be located and manages the pressure relating to speculative proposals through policy. It will provide new homes, jobs, services and thereby support social, economic and environmental objectives. The impact of development on local communities and the fabric of the existing built and natural environment is an important consideration. Managing this impact involves protecting existing infrastructure and securing the timely investment in new infrastructure.
- 7.106 The council has actively engaged with the main providers of infrastructure in the borough and has a good understanding of existing and emerging infrastructure requirements and the associated challenges of accommodating further development. The product of this engagement process is the updated Infrastructure Delivery Plan which sets out the type, location and phasing of the infrastructure required to support the overall strategy for development in the Local Plan. It also details those who have responsibility for delivering the infrastructure, potential funding sources, estimated delivery timescales and approximate costs.
- 7.107 Where new development creates a need for new or improved site-specific infrastructure, provision of such infrastructure or contributions will be sought from developers (through S.106 and S.278 legal agreements) to make the development acceptable in planning terms. The key requirements of dedicated planning agreements are that they must be:
- a. Necessary to make the proposed development acceptable in planning terms;
 - b. Directly related to the development; and
 - c. Fairly and reasonably related in scale and kind to the proposed development.
- 7.108 Site specific infrastructure requirements arise when there is a direct link between development and supporting infrastructure that is required to make the development happen. In some instances, perhaps due to site constraints or

other considerations, it will be most appropriate to seek financial contributions through section 106 legal agreements in lieu of on-site/off-site provision.

- 7.109 In Maidstone borough, some forms of infrastructure provision have historically not kept pace with development. This has been a contributory factor to some issues such as a congested road network, a shortage of affordable housing, deficiencies in open space provision and poor access to key community facilities in certain areas. There is concern that future growth will intensify this problem unless a coordinated effort is made to ensure that essential infrastructure accompanies new development at all times.
- 7.110 There are certain infrastructure typologies which are required when building new development. Connections to the highways and utilities network, and flood defences for example. Additionally, the delivery of new schools and health facilities will generally be delivered at a strategic scale and will not be delivered by most sites. Where there are competing demands for contributions towards the delivery of infrastructure, secured through section 106 legal agreements, the council will prioritise these demands in the manner listed below:

A. Infrastructure priorities for residential development:

- (1). Affordable housing
- (2). Transport
- (3). Open space
- (4). Education
- (5). Health
- (6). Community facilities
- (7). Public realm
- (8). Waste management
- (9). Public services, and
- (10). Libraries

B. Infrastructure priorities for business and retail development:

- (1). Transport
- (2). Public realm

(3). Open space, and

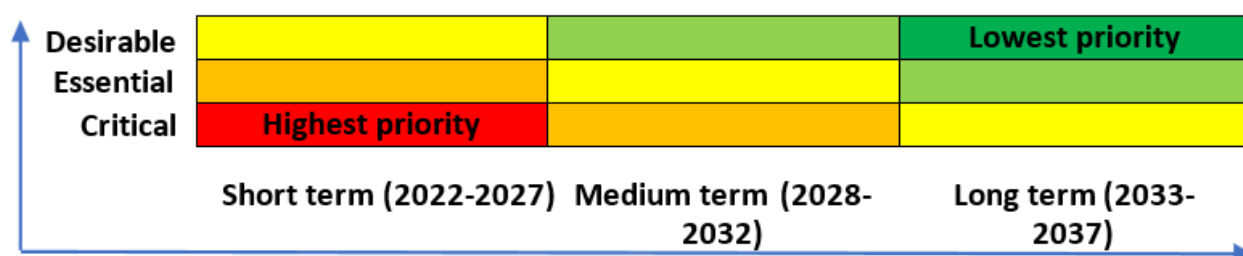
(4). Education/skills

7.111 The infrastructure prioritisation has been developed through engagement with infrastructure providers and key stakeholders. It is further explained in the Local Plan Review supporting evidence base, specifically in the Infrastructure Delivery Plan and Infrastructure Topic Paper. However, below is a summary of the prioritisation:

- a. **Critical:** infrastructure that must be provided to enable physical development to occur. Failure to provide these pieces of infrastructure could result in significant delays in the delivery of development.
- b. **Essential:** infrastructure in this category is unlikely to prevent physical development in the short term, however failure to invest in it could result in delays in development in the medium to long term.
- c. **Desirable:** infrastructure that is required to deliver the overall spatial strategy objectives but is unlikely to prevent development in the short or medium term. Whilst not designated as critical or essential, the importance of this infrastructure to the delivery of sustainable development should not be underestimated.

7.112 The projects that are both expected to be delivered in the short-term and are critical in enabling development to occur are therefore most likely to be considered a top priority for delivery (as illustrated below). Within Maidstone, the short-term critical infrastructure projects tend to be within highways and transportation.

Figure 7-2: Prioritisation of infrastructure schemes



Utilities Infrastructure

- 7.113 Utilities are generally planned at the planning application stage, but where there are larger areas of development such as in garden settlements and strategic development locations, opportunities to exploit economies of scale that allow for improved utilities access across the area should be seized. This may include combining trenches for services, ensuring connections for future phases are included, the oversizing of networks to accommodate further future growth, and the development of bespoke area-based infrastructure networks such as combined heat and/or power networks.
- 7.114 There is an accelerating trend towards greater home working which allows for a reduced impact on transport infrastructure. In order to facilitate this option, developers of new sites will be encouraged to install optic cables (or the latest technology infrastructure) to serve new occupants.
- 7.115 Utility connections are charged directly to the developer rather than a requirement of developer contributions, therefore do not appear in the priorities list above.

Open spaces

- 7.116 The adequate provision of open spaces within the borough is critical to the health and enjoyment of local residents and will act to draw investment into the area. It is recognised that as Maidstone's population grows, the demand for open spaces will grow proportionately. Development creates value and thus the opportunity to create new open spaces. It is recognised that as Maidstone and our villages grow, land which is "open" in character may be lost to the expanding urban area. While positive features of the rural area can be retained, development should replace larger, more rural land, with smaller, more active, higher quality open spaces for communities to enjoy.
- 7.117 To support the appropriate delivery of development identified in the Local Plan, the council will identify opportunities to secure new open spaces, improve existing open spaces, and improve the access to and between open spaces to meet and/or contribute towards the open space requirements in accordance with the standards set out in LPRINF1.

Funding Infrastructure Improvements

- 7.118 It is important to ensure that planned infrastructure is deliverable in a timely fashion. The Infrastructure Delivery Plan provides evidence that the council has an understanding of the infrastructure required to support delivery of the Local Plan, in addition to how/when/where infrastructure will be provided. Funding

for the infrastructure schemes listed in the Infrastructure Delivery Plan is expected to comprise a number of components:

- a. Existing resources (i.e., current/outstanding Section 106 Contributions);
- b. New Homes Bonus;
- c. Future site-specific provision (Including Section 106 contributions);
- d. Community Infrastructure Levy;
- e. Outside organisations (e.g., NHS ICB, KCC, Central Government) and
- f. Direct delivery from developers (including Section 278 agreements and unilateral undertakings).

7.119 In some cases, a combination of the above funding sources will be needed to deliver identified infrastructure.

The Community Infrastructure Levy (CIL)

7.120 7.125 The council implemented a Community Infrastructure Levy (CIL) in 2018 following formal approval of a charging schedule in 2017. It is a non-negotiable financial levy fixed rate charging schedule collected from development. However, there is no site/spend relationship and it must be paid once the development commences. CIL is used for strategic borough wide infrastructure.

7.121 The list of key infrastructure projects considered necessary to support the Local Plan Review (identified through consultation with infrastructure providers) is included in the Infrastructure Delivery Plan. The priorities for funding as per national guidance are to be set out in the annually published Infrastructure Funding Statement.

7.122 The Local Plan Review directs development towards the Maidstone urban area, the Rural Service Centres, Larger Villages and Garden Communities. Infrastructure is needed at a strategic level to support this growth. Strategic elements of the infrastructure required will be provided for, in part or whole, by the Community Infrastructure Levy. This could include but is not limited to:

- a. Environmental improvements to Maidstone town centre;
- b. Improvements needed to transport infrastructure particularly in Maidstone urban area;
- c. Additional education and community facilities or expansion to existing facilities; and

d. Strategic open space requirements.

- 7.123 New development will add incrementally to the need for strategic infrastructure. The Community Infrastructure Levy allows local authorities to raise funds from developers undertaking new development within the council's area. This is a fair, transparent and accountable levy which will be payable by the majority of new housing developments. The levy gives developers a clear understanding of what financial contribution will be expected towards the delivery of infrastructure. Some types of development are automatically exempt from the charge (for example, self- build homes) and the council can determine whether to charge the levy for other forms of development.
- 7.124 Outside of the Local Plan Review process, the council is undertaking a CIL review, the results of which will follow the adoption of the Local Plan Review. This will reflect the changing relationship between development costs and development values and will ensure that levy charges remain appropriate, reflect market conditions and bridge the funding gap for infrastructure.

Section 106 Agreements

- 7.125 Section 106 Agreements will continue to be used for site specific infrastructure on development sites such as local provision of open space, habitat protection, flood mitigation, access roads and sustainable transport infrastructure.
- 7.126 Other infrastructure of a strategic scale will also be provided on site via Section 106 agreements where this would be the best approach, for example the garden communities. However, the council will ensure that there is no duplication of infrastructure spending through the IFS and IDP.
- 7.127 Exceptionally, where developers consider that paying the normal contribution towards infrastructure costs would seriously threaten the viability of a development (for example due to unexpected abnormal costs), the council will be prepared to consider requests for a reduction subject to an "open book" approach being adopted.
- 7.128 In order to reflect NPPG, and also overcome the constraints imposed via the use of S106 agreements and/or Community Infrastructure Levy, S278 agreements under the Highways Act 1980 will normally be used to secure any necessary mitigation in connection with the Strategic Road Network.
- 7.129 Provision of affordable and local needs housing is dealt with in detail in policies LPRSP10(B) and LPRHOU6 respectively.
- 7.130 An underlying principle of the plan has been the delivery of infrastructure alongside development as per the council's corporate strategy. One such project is the Leeds Langley Relief Road. The council has investigated the

business case for a relief road at Leeds Langley and it has concluded that such a road is possible with enabling development. The Local Highways Authority (Kent County Council) has confirmed that whilst it will not currently be seeking to promote a route in this corridor, it would assist Maidstone Borough Council in exploring it.

POLICY LPRSP13 – INFRASTRUCTURE DELIVERY

1. Where development creates a requirement for new or improved infrastructure beyond existing provision, developers will be expected to provide or contribute towards the additional requirement being provided to an agreed delivery programme. In certain circumstances where proven necessary, the council may require that infrastructure is delivered ahead of the development being occupied.
2. Detailed specifications of the site-specific contributions required are included in the site allocation policies (these are not exhaustive lists). Development proposals should seek to make provision for all the land required to accommodate any additional infrastructure arising from that development. Dedicated Planning Agreements (S106 of the Town and Country Planning Act, 1990) will be used to provide a range of site-specific mitigation, in accordance with the S106 tests, which will normally be provided on-site but may where appropriate be provided in an off-site location or via an in-lieu financial contribution. In some cases, separate agreements with utility providers may be required. Where necessary S278 agreements will be used to secure mitigation in connection with the Strategic Road Network.
3. Where developers consider that providing or contributing towards the infrastructure requirement would have serious implications for the viability of a development, the council will require an "open book" approach and, where necessary, will operate the policy flexibly.
4. Where there are competing demands for contributions towards the delivery of infrastructure, secured through section 106 legal agreements, the council will prioritise these demands in the manner listed below:
 - a. Infrastructure priorities for residential development:
 - i. Affordable housing
 - ii. Transport

- iii. Open space
 - iv. Education
 - v. Health
 - vi. Community facilities
 - vii. Public realm
 - viii. Waste Management
 - ix. Public services and
 - x. Libraries
- b. Infrastructure priorities for business and retail development:
- i. Transport
 - ii. Public realm
 - iii. Open space, and
 - iv. Education/skills
5. This list serves as a guide to the council's prioritisation process, although it is recognised that each site and development proposal will bring with it its own issues that could mean an alternate prioritisation is used that includes priorities not listed above from other infrastructure providers.
6. The Community Infrastructure Levy will continue to be used to secure contributions to help fund the strategic infrastructure needed to support the sustainable growth proposed in Maidstone borough set out in the Infrastructure Delivery Plan and Infrastructure Funding Statement. The CIL rate will be reviewed to reflect latest changes in development costs and land/floorspace values across the borough in line with viability evidence and the proposals contained within this plan.
7. Infrastructure schemes that are brought forward by service providers will be encouraged and supported, where they are in accordance with other policies in the Local Plan Review. New residential and commercial development will be supported if sufficient infrastructure capacity is either available or can be provided in time to serve it.

8. Open space development will be expected to be delivered meeting the following criteria:
 - a. Development which contributes to the creation of, or enhancement of the existing fabric of open spaces within the borough will be supported.
 - b. All new development should make a contribution, either on site, or where not feasible, off-site to improving the borough's open spaces.
 - c. On some strategic sites, open space will be allocated as a part of the land uses required within the site allocation.
 - d. Existing local open spaces fitting the definition in NPPF Para 103 will be protected.
 - e. Unless stated in a site allocation, new developments should make a contribution towards increasing and improving open space as set out in LPRINF1.
9. The council will investigate the need for an infrastructure guidance document in order to support the delivery of infrastructure in the Borough.
10. The council will continue to explore the funding and delivery of a Leeds-Langley Relief Road and associated enabling development.

LPRSP14: The Environment

Green and blue infrastructure

- 7.131 Green and blue infrastructure (GBI) is a network of natural components of open space and water that lie within and between the borough's towns and villages and provide multiple social, economic and environmental benefits. Maidstone borough contains a wide range of green open spaces together with a number of rivers and streams. Key assets include the Kent Downs National Landscape, the River Medway and its tributaries, Mote Park, and the distinctive green corridors which help shape Maidstone town. Amongst other things, these green spaces and blue corridors provide reservoirs for biodiversity and recreation; act as corridors for the movement of animals, plants and people; and provide opportunities for the protection and enhancement of the local landscape and historic assets, water management, green education, and the mitigation of climate change impacts.

- 7.132 In 2019, Maidstone Borough Council declared a climate change and biodiversity emergency and subsequently set out a Climate Change and Biodiversity Strategy and Action Plan. Green and blue infrastructure has the capacity to deliver a wide range of positive outcomes in line with the objectives of the council and to help meet the aims of the strategy and action plan including:
- Helping to attract and retain higher paying employers;
 - Maintaining and enhancing biodiversity, water and air quality;
 - Promoting distinctive landscapes and townscape;
 - Helping in the creation of an efficient, sustainable, integrated transport system;
 - Helping to mitigate and adapt to climate change; and
 - Creating healthier communities.
- 7.133 The green and blue infrastructure is considered to be of such importance that a Green and Blue Infrastructure Strategy (GBIS) has been produced. The strategy looks to encourage the creation of links and steppingstones to help in the movement of people and wildlife across the built-up urban area. In the rural areas, the focus will be more on land management and creating and enhancing landscape and habitat networks. The strategy will also seek to identify those areas of the borough where green and blue infrastructure deficiencies exist and look to provide guidance on how these can be overcome. The council will continue to promote a partnership approach with developers, landowners and neighbouring local authorities, including Kent County Council, to help achieve the objectives of the strategy.
- 7.134 The growth proposed in the borough provides a chance to increase the value of accessible green spaces and blue corridors. New development will be expected to contribute towards the goal of a linked network which extends across the borough and beyond. Development schemes will be expected to contribute towards improved connectivity through the provision of footpaths and cycle routes that are part of a strategic network; space for nature that contributes to the larger landscape-scale pattern of connected habitat; and the provision of imaginative recreational facilities that give educational and physical health benefits to local people. Additionally, opportunities should be sought to enhance blue infrastructure and connectivity of existing and proposed infrastructure within and beyond the borough. Particular attention should be given to maintaining watercourse connectivity and enhancement and the role this can play in improving water quality and enhancing biodiversity. The council will liaise with neighbouring local authorities, including Kent County Council, to ensure potential linkages at all scales and across administrative boundaries are recognised in the development of specific proposals. Developers will also be

expected to provide details of how the green and blue infrastructure elements of their proposal, including publicly accessible open spaces, sites managed for their biodiversity, or geodiversity interest, will be managed and maintained over the long-term.

- 7.135 Publicly accessible open space, recreation and tourism are essential elements of sustainable communities, contributing towards health, quality of life, sense of place and overall well-being. Spaces and facilities form a part of the overall green and blue infrastructure network and within built up areas can provide local linkage between the town centre, urban neighbourhoods and the surrounding countryside. The needs and deficiencies in publicly accessible open spaces and facilities, and the open space standards, are identified in the Local Plan and details on implementation will be included in the green and blue infrastructure strategy.

Climate change

- 7.136 Climate change is resulting in ever more variable weather patterns, the outcomes of which include flooding and drought. The Climate Change Act 2008 and (2050 Target Amendment) Order 2019 sets out the risks of climate change, objectives to tackle climate change, and proposals and policies for meeting the objectives. It places a legal requirement on the UK government to reduce greenhouse gas emissions by at least 100% of 1990 levels (net zero) by 2050. The act also introduced a system of carbon budgets. However, adverse changes to the natural systems can result in increases in damage to property and compensation costs, and a decrease in water resource resilience. The Climate Change and Biodiversity Emergency declaration and the subsequent Strategy and Action Plan set out the Council's aims in tackling the key related issues for the borough.
- 7.137 A green and blue infrastructure approach represents a means to positively tackling these issues. It can offer alternative flood mitigation strategies such as Sustainable Drainage Systems (SuDS) and the creation of water meadows. It is able to provide the means to capture and store rainwater, as well as help improve water quality. In addition to green blue infrastructure, specific policies can ensure that the impact new development might have on climate change is reduced, and that resilience to climate change is increased.

Water Framework Directive

- 7.138 The Water Framework Directive (WFD) looks to improve the local water environment for people and wildlife and promote the sustainable use of water. The Directive applies to all surface water bodies, including lakes, streams and rivers as well as groundwater. The overall aim of the WFD is for all water

bodies to reach good status by 2027. In Maidstone this would mean improving their physical state, preventing deterioration in water quality and ecology, and improving the ecological status of water bodies. The WFD introduced the concept of integrated river basin management and such plans should influence development plans. Maidstone lies within the Thames River Basin District and in December 2009 the Environment Agency published the Thames River Basin Management Plan (RBMP).

- 7.139 The council will continue to work in partnership with the Environment Agency and other bodies to help achieve the goals of the WFD and actions of the Thames RBMP. The council will also actively encourage development proposals to include measures to mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones; and/or incorporate measures to improve the ecological status of water bodies as appropriate, and to incorporate Water Framework Directive mitigation measures into existing waterbodies.

Biodiversity

- 7.140 Maidstone is a biodiverse district endowed with a variety of habitats including heathlands and chalk downlands, orchards and ancient woodland, river valleys and ponds, wildflower meadows and parklands. All of these are underpinned by an equally diverse array of soils. Soils are a fundamental element of the ecosystems found within these habitats but one which is highly susceptible to damage. The council will work in partnership with landowners, land managers and developers to encourage better soil handling practices to avoid the degradation of soil and ensure soil functions are maintained as appropriate.
- 7.141 The broad range of habitats forms an extensive network across rural and urban areas, including previously developed land. Many sites are important for their nature conservation and geological interest and are designated for their protection. In Maidstone, these include a site of international importance, namely the North Downs Woodlands Special Area of Conservation (SAC), nationally important Sites of Special Scientific Interest (SSSI), locally important Local Wildlife Sites (LWS) and Local Nature Reserves (LNR). Current designated nature conservation sites will be noted on the Policies Map.
- 7.142 As a result of increasing development pressures in the past, many of the borough's biodiversity assets have been lost, damaged or fragmented. In response to this decline, the council has acted in partnership with other bodies to undertake surveys of the borough's habitats and ancient woodlands. It has also declared a biodiversity emergency and has developed a strategy and action plan to respond to this. In addition, the council has adopted the Maidstone Local Biodiversity Action Plan (LBAP), a key element of which is the establishment of a connecting network of sites and corridors on a landscape

scale. By reconnecting fragments of habitats to form a mosaic, the natural environment is provided with the means to become self-sustaining as well as being better able to respond and adapt to climate change.

- 7.143 It is expected that development proposals will be supported by an initial survey of on-site assets. Surveys must be undertaken at the appropriate time of year for the relevant habitats, species, flora and fauna. Where harm to protected species or habitats is unavoidable, developers must ensure suitable mitigation measures are implemented to enhance or recreate the features, either on or off-site, and bring sites into positive conservation management. Sufficient information to assess the direct and indirect effects of development on protected sites, species, biodiversity or geology, and any proposed prevention, mitigation or compensation measures must be provided. Proposals should particularly seek to avoid damaging and fragmenting existing habitats. Opportunities to contribute towards the UK priority habitats and species in Maidstone and any additional Maidstone LBAP habitats and species should be maximised.
- 7.144 Development that is likely to have an adverse effect, either alone or in combination with other development, on the integrity of nature conservation sites designated as Special Areas of Conservation (SAC's), Special Protection Areas (SPA's) or Ramsar sites is unlikely to meet the requirements of the Habitats Regulations. Proposals should consider their potential to adversely affect any European site. However, the European sites considered most likely to be affected by development arising from the Local Plan Review, the types of effect most likely to be of concern, and potential approaches to avoidance or mitigation of effects are considered below.
- 7.145 Habitats Regulations Assessment (HRA) of the Local Plan Review identified that three European sites are sensitive to air pollution from traffic in the borough: North Downs Woodland SAC. This site is within 200m of the A229. Work has been undertaken to assess whether the Local Plan would result in increases in traffic on these roads of more than 1,000 AADT (or 200 HDVs), either alone or in combination with other plans or projects, in line with good practice guidance. An air quality assessment has been carried out by the council to assess the effects on the SAC/SPA/Ramsar sites and mitigation is required to avoid adverse effects on the integrity of this site. Appropriate strategies will be developed in agreement with Natural England before the Local Plan is adopted. These will be implemented prior to adverse effects on integrity occurring and developer contributions would be used to support this.
- 7.146 The Local Plan Review makes provision for a new garden community at Lidsing, where the impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration. Provided that the air pollution mitigation specified by Policy LPRSP4(B) is delivered, then adverse effects on the SAC due to air quality from the plan as a whole, alone or in-combination,

can be ruled out. In the event that the Lidsing garden community is not delivered, the council will agree an alternative approach with Natural England, whereby no further development contributing to an increase in traffic to roads within 200m of the SAC (A229, A249 or Boxley Road) will be permitted until mitigation has been agreed, unless applicants can demonstrate that they will not have an adverse effect on the integrity of the SAC, alone or in-combination.

- 7.147 The HRA of the Local Plan Review identified that two European sites are sensitive to recreation pressure: North Downs Woodland SAC and Medway Estuary and Marshes SPA/Ramsar site.
- 7.148 Through visitor surveys, residential development within 6km of Medway Estuary and Marshes SPA/Ramsar site has been found to contribute to disturbance of birds at the site. A mitigation strategy is in place to apply developer contributions towards the management and monitoring of visitor pressure at the site. The council will continue to support Natural England in the review of the mitigation strategy as new visitor survey data becomes available to ensure that the strategy continues to be appropriate. In accordance with the strategy, developer contributions will be required at new residential developments within 6km of the SPA/Ramsar.
- 7.149 The potential effects of recreation at North Downs Woodland SAC are less certain. It is thought that residential development within 7km of this site could contribute to adverse effects from recreation pressure. New residential developments within 7km of the SAC will be required to make developer contributions. The council will also work with Natural England to monitor and, if necessary, mitigate any recreation pressure or air pollution effects at this site with a strategy in place prior to the adoption of the Local Plan.
- 7.150 The Stodmarsh SAC/SPA/Ramsar site is sensitive to increases in nitrogen and phosphorous arising from the River Stour. Natural England has agreed a mitigation strategy that requires developments that would result in a net increase in population served by a wastewater system within the Stour catchment area to demonstrate that development would not result in a net increase in nitrogen and phosphorous at the site. Developments in and around Lenham, including Heathlands Garden Settlement and the Lenham Broad Location for growth, will be required to meet the requirements of the mitigation/offsetting strategy, as set out in Natural England's advice note on Nutrient Neutrality issued in November 2020, including any updates to that advice.
- 7.151 SACs/SPAs/Ramsar sites downstream of Maidstone borough may also be affected by changes in water quality or quantity via abstraction or discharge into rivers or groundwater. All major developments will be required to

demonstrate that there is sufficient capacity in water supply and treatment infrastructure.

- 7.152 The borough has already experienced development applications that have, in certain areas, required the trans-location of wildlife to receptor sites in alternative off-site locations. Such sites are important in ensuring adequate provision of suitable habitats for valued and protected species and should be protected and maintained. Natural England should be consulted on development proposals that will have an adverse impact on receptor sites, either directly or indirectly. It is extremely unlikely that the trans-location of wildlife from one receptor site to another would be permitted under license for the purposes of allowing development.
- 7.153 The Environment Act has brought into force a requirement for new developments to deliver Biodiversity Net Gain. There is a requirement for a 10 per cent improvement in "biodiversity value" as a condition of planning permissions for new development. In its Climate Change and Biodiversity Strategy, Maidstone Borough Council recognises the intrinsic value of biodiversity and the contributions it can make to the mitigation of climate change and the broad local support for protecting nature. It is essential therefore that new development makes a positive contribution to the delivery of enhanced biodiversity in the borough, through provision of Biodiversity Net Gain (BNG) across all new development.
- 7.154 Proposed development in the Lenham and Lenham Heath areas, including the growth location, existing allocations and Heathlands, will need to explicitly follow the requirements set out in the Natural England advice letter on Nutrient Neutrality. Development in these areas has potential to impact on the Stodmarsh designated sites (SAC, SPA, Ramsar, SSSI, NNR) National Nature Reserve downstream in the Canterbury area. Therefore, it will be a requirement to ensure that Natural England's advice note on Nutrient Neutrality has been followed in order to meet the Conservation of Habitats and Species Regulations 2017.
- 7.155 Developments discharging wastewater into or extracting water from the River Medway catchment or extracting groundwater may also affect water quality and quantity at coastal and estuarine European sites downstream of Maidstone borough. Water abstraction and discharge is regulated through permitting, and South East Water's Water Resources Management Plan 2019 plans ahead to 2080 to ensure that water infrastructure can meet requirements for housing growth as well as environmental protection.

Landscape

- 7.156 The visual character of Maidstone's landscape is highly valued by those living, working and visiting the borough. A significant proportion of the borough benefits from high quality landscapes. A large area lies within the Kent Downs National Landscape, a nationally important landscape designation. A strong level of protection will be given to this designation and its setting as set out in policy LPRSP14(A). All of the landscapes play an important role in contributing to the borough's environmental, economic and social values. Therefore, all landscapes, rather than just those that are designated, will be viewed as a natural asset in line with the European Landscape Convention.
- 7.157 The NPPF encourages the protection of valued landscapes. For Maidstone, these landscapes are identified as the Greensand Ridge, the Low Weald, and the river valleys of the Medway, the Loose and the Len, which are afforded protection in policy LPRSP14(A).
- 7.158 A landscape character assessment, together with capacity studies, forms part of the Local Plan Review evidence base and should be used to inform development and land management proposals. They are a descriptive tool which identify and describe variations of landscape character, distinguishing the features that give a locality its 'sense of place' and pinpointing what makes it distinctive, setting out information on landscape character, condition and sensitivity in a comprehensive and objective way. They identify the positive attributes of a landscape, which need protecting or enhancing, as well as the negative aspects, which can be restored or otherwise improved upon. In cases where development is proposed on sensitive sites, more detailed landscape and visual assessments will be required.
- 7.159 The Water Cycle Study 2014, the Kent Water for Sustainable Growth Study 2017, and the 2020 SFRA indicate that a number of the rural service centre catchment areas have at least some known problems with surface water which have a subsequent impact on the sewerage network. It is therefore important that surface water run-off from new development does not make this problem worse. All new developments should include the implementation of sustainable drainage systems (SuDS) that reduce surface water run-off. To ensure consistency across each rural service centre with respect to the Strategic Flood Risk Assessment, a detailed flood risk assessment is required prior to any development with the obvious intention of ensuring new development is located outside areas liable to flooding.

LPRSP14(A): Natural environment

- 7.160 Protection of the natural environment sits at the heart of the planning system. The Borough of Maidstone has a rich tapestry of natural environment assets which need to be protected and enhanced through the plan. The diversity of natural environment assets is evidenced through the number and range of protected sites which are protected via national and local designations. Maidstone Borough Council has committed to address the loss of biodiversity through the declaration of a climate change and biodiversity emergency, and the adoption of a Climate Change and Biodiversity Strategy and Action Plan.
- 7.161 Development proposals will be expected to demonstrate the protection of natural landscape assets including Ancient Woodland, veteran trees, hedgerows and features of biological and geological interest.
- 7.162 The Environment Act will introduce a requirement for new development to deliver 10% Biodiversity Net Gain. The council are keen to demonstrate its commitment to enhancing biodiversity in the borough to align with the Climate Change and Biodiversity Action Plan, and viability testing has indicated that the delivery of 20% net gain can be achieved. Developments will be expected to deliver a minimum of 20% biodiversity net gain as measured using the latest Natural England Biodiversity metric.
- 7.163 Recent advice from Natural England has highlighted the impact that new development can have on waterways, whether these be within or downstream of the borough. It is necessary for new development to demonstrate that it can achieve net nutrient neutrality in the Stour Catchment.

POLICY LPRSP14(A) - NATURAL ENVIRONMENT

1. To enable Maidstone borough to retain a high quality of living, protect and enhance the environment, and to be able to respond to the effects of climate change, developers will ensure that new development incorporates measures where appropriate to:
 - a. Deliver a minimum 20% Biodiversity Net Gain on new residential development, having regard to Biodiversity Opportunity Areas and/or Nature Recovery Networks. Biodiversity Net Gain should be calculated in accordance with the latest Natural England/DEFRA biodiversity metric or equivalent. Where 20% Biodiversity Net Gain is demonstrated not to be financially viable, together with other policy costs, then the statutory minimum net gain provision will be secured;

- b. Protect positive landscape character, including Landscapes of Local Value, areas of Ancient Woodland, veteran trees, trees with significant amenity value, important hedgerows, features of biological or geological interest, ecosystem services and the existing public rights of way network from inappropriate development and avoid significant adverse impacts as a result of development through the provision of adequate buffers and in accordance with national guidance;
 - c. Avoid damage to and inappropriate development considered likely to have significant direct or indirect adverse effects on:
 - i. Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and
 - ii. Local Biodiversity Action Plan priority habitats and species;
 - d. If significant harm to habitats and biodiversity cannot be avoided, then the mitigation hierarchy should be followed:
 - i. Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and
 - ii. Local Biodiversity Action Plan Priority habitats.
2. Regard shall be had to the forthcoming Design and Sustainability DPD which will provide further detail on the application of this policy.
3. Development proposals will control pollution to protect ground and surface waters where necessary and mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones and principal aquifers, and incorporate measures to improve the ecological status of water bodies as appropriate; Major developments will not be permitted unless they can demonstrate that new or existing water supply, sewage and wastewater treatment facilities can accommodate the new development.
4. Wastewater treatment and supply infrastructure must be fit for purpose and meet all requirements of both the permitting regulations and the Habitats Regulations (for example in relation to nutrient neutrality at the Stodmarsh SAC/SPA/Ramsar site).
5. Development proposals will enhance, extend and connect habitats to enhance the borough's network of sites that incorporates designated

sites of importance for biodiversity, priority habitats, Local Wildlife Sites and fragmented Ancient Woodland; support opportunities for the creation of new Biodiversity Action Plan priority habitats; create, enhance, restore and connect other habitats, including links to habitats outside Maidstone borough, where opportunities arise:

- a. Provide for the long-term maintenance and management of all natural assets, including landscape character, associated with the development;
 - b. Mitigate for and adapt to the effects of climate change; and
 - c. Positively contribute to the improvement of accessibility of natural green space within walking distance of housing, employment, health and education facilities and to the creation of a wider network of new links between green and blue spaces including links to the Public Rights of Way network.
6. Where appropriate, development proposals will be expected to appraise the value of the borough's natural environment through the provision of the following:
 - a. An Ecological Impact Assessment of development sites and any additional land put forward for mitigation purposes to take full account of the biodiversity present, including the potential for the retention and provision of native plant species;
 - b. Arboricultural assessments to take full account of any natural assets connected with the development and associated sites; and
 - c. A landscape and visual impact assessment to take full account of the significance of, and potential effects of change on, the landscape as an environmental resource together with views and visual amenity.
7. Any required publicly accessible open space should be designed as part of the overall green and blue infrastructure and layout of a site, taking advantage of the potential for multiple benefits including increased physical activity, enhanced play, wildlife, sustainable urban drainage, tree planting and landscape provision. The form and function of green and blue infrastructure will reflect a site's characteristics, nature, and location.
8. Development proposals will give weight to the protection of the following designated sites for biodiversity, as shown on the Policies Map, which will be equal to the significance of their biodiversity/geological status, their

contribution to wider ecological networks and the protection/recovery of priority species as follows:

- a. For internationally designated sites (SACs, SPAs, and Ramsar sites; including candidate sites), the highest level of protection will apply, as afforded by the Habitats Regulations 2017 (as amended);
- b. Other than in exceptional circumstances (as set out in the Regulations), development will only be permitted where the council is satisfied that any necessary mitigation, management or monitoring measures are secured in perpetuity as part of the proposal and will be implemented in a timely manner, such that, in combination with other plans and development proposals, there will not be adverse effects on the integrity of a European site;
- c. For nationally designated sites (including candidate sites), development will only be permitted where it is not likely to have an adverse effect on the designated site or its interests (either individually or in combination with other developments) unless the benefits of the development at this site clearly outweigh both the impacts that it is likely to have on the features of the designated site that make it of national importance and any broader impacts on the national network of Sites of Special Scientific Interest. Where damage to a nationally designated site cannot be avoided or mitigated, compensatory measures will be sought. Development will also accord with and support the conservation objectives of any biodiversity site management plans;
- d. For locally designated sites (including draft published sites), development likely to have an adverse effect will be permitted only where the damage can be avoided or adequately mitigated or when its need outweighs the biodiversity interest of the site. Compensation will be sought for loss or damage to locally designated sites;
- e. Development in Lenham and Lenham Heath that would result in a net increase in population served by a wastewater system will need to ensure that it will not have an adverse effect on the integrity of Stodmarsh SAC/SPA/Ramsar site. Where a proposed development falls within the Stour Catchment (e.g. Lenham, east of Faversham Road), or where sewage from a development will be treated at a Waste Water Treatment Works that discharges into the river Stour or its tributaries, then applicants will be required to demonstrate that the requirements set out in the advice letter and accompanying methodology on Nutrient Neutrality issued by Natural England have

been met. This will enable the council to ensure that the requirements of the Habitats Regulations are being met.

9. The council will work with Natural England to assess, monitor and if necessary, mitigate any recreation pressure at North Downs Woodland SAC.
10. Development proposals must support the council's nature conservation objectives and in doing so must not result in adverse effects on the integrity of the North Downs Woodland SAC. Any air pollution mitigation strategy will be developed and agreed with Natural England before the development commences and implemented prior to adverse effects on the integrity occurring; developer contributions will be used to support this where appropriate. The council is committed to ensuring that development within the borough will not contribute to adverse effects on the SAC due to air quality and will take the lead on coordinating any strategic mitigation required to minimise air pollution at the SAC.
11. Any development within 6km of the Medway Estuary and Marshes SPA and Ramsar will be required to make a financial contribution to mitigate against additional recreational impact arising from development.
12. Account should be taken of the council's Landscape Character Guidelines SPD, Green and Blue Infrastructure Strategy and the Kent Downs AONB Management Plan.
13. The council will work in partnership with landowners, land managers and developers to encourage better soil handling practices to avoid the degradation of soil and ensure soil functions are maintained as appropriate.
14. New development involving the creation of surface water runoff will be required to provide SuDS. Where possible, such SuDS will need to integrate with on-site blue-green infrastructure in order to increase biodiversity.

LPRSP14(B): Historic Environment

- 7.164 Maidstone borough has been shaped and influenced by its strong and rich cultural heritage. In addition to an extensive and important archaeological heritage from prehistory, Roman, Anglo-Saxon, and Medieval and later periods, the Borough contains an impressive and visible built heritage resource. In addition to Maidstone's industrial and military heritage, brewing, paper making and shipping along the Medway have been notable industrial influences. The

borough's varied geology has been the source of locally distinctive building materials, namely Kentish ragstone, Wealden clay for brick and tile making, and oak from the Wealden forests used in the construction of timber-framed buildings and weather boarding.

- 7.165 The diversity of heritage assets is recognised through designations made at the national level by Historic England such as listed buildings, scheduled ancient monuments and registered parks and gardens. This is in addition to those identified more locally such as conservation areas, the parks and gardens included in the Kent Gardens Compendium, and locally listed buildings. The term 'heritage asset' is defined in the NPPF and, in addition to these 'designated' assets, encompasses features of more localised significance, so called 'non-designated' heritage assets.
- 7.166 Collectively these heritage assets contribute to the strong sense of place which exists across the borough. This historic inheritance also has wider economic, social, including health, and cultural benefits, particularly for Maidstone Town Centre. The Archbishop's Palace and Leeds Castle are two high-profile examples which help to drive tourism locally, while Mote Park is a registered historic park which both local residents and visitors' value highly as a popular recreational resource. Moreover, non-designated heritage assets play an important role in the historic character of the borough. Features such as buildings, traditional field enclosures and monuments are integral to the borough's high-quality landscape, particularly enjoyed by users of the extensive public rights of way network.
- 7.167 This rich historical resource is, however, vulnerable to damage and loss including of local skills. This is signified by the fact that heritage assets are inherently irreplaceable; once lost they are gone forever. Through the delivery of its local plan, and its wider activities, the council will act to record, conserve and enhance the borough's heritage assets. This is underpinned by actions in response to the Maidstone Heritage Asset Assessment.

POLICY LPRSP14(B) – THE HISTORIC ENVIRONMENT

To ensure their continued contribution to the economy, culture and image of Maidstone Borough, the characteristics, distinctiveness, diversity, and quality of heritage assets will be conserved and, where possible, enhanced. This will be achieved by the council encouraging and supporting measures that secure the sensitive restoration, reuse, enjoyment, conservation and/or enhancement of heritage assets, in particular designated assets identified as being at risk, to include:

1. Collaboration with developers, landowners, parish councils, groups preparing neighbourhood plans and heritage bodies on specific heritage initiatives including proposals for conservation and appropriate re-use of historic assets (especially as drivers for local regeneration) and bids for funding;
2. Through the development management process, securing the sensitive management and design of development which impacts on heritage assets and their settings and positively incorporates heritage assets into wider development proposals. This includes the potential public benefits from development impacting a heritage asset;
3. Through the incorporation of positive heritage policies in neighbourhood plans which are based on analysis of locally important and distinctive heritage; and broad locations identified in the local plan;
4. Ensuring relevant heritage considerations are a key aspect of site master plans prepared in support of development allocations and broad locations identified in the Local Plan and that specialist officers will be consulted at an early stage in the preparation of plans;
5. Through the reallocation of Non-Designated Heritage Assets to the Local List;
6. Through the review and reduction of assets recorded in the list of Heritage Assets at Risk held by Historic England;
7. Through reference to the Heritage Asset Assessment and Heritage Assessment of Proposed Housing Allocations matrix in all individual site policies;
8. Through the protection, conservation and enhancement of the historic environment and archaeological landscapes appropriate to their significance.

LPRSP14(C): Climate Change

- 7.168 In April 2019 Maidstone Borough Council approved a motion recognising global climate and biodiversity emergencies. The council articulated this recognition through the production of a Biodiversity and Climate Change Strategy and Action Plan which embeds the commitment to tackling the impacts of climate change across the organisation.

- 7.169 Planning plays a fundamental and decisive role in helping the council to deliver carbon neutrality and the National Planning Policy Framework embeds climate change and biodiversity at the heart of the planning system.
- 7.170 A statutory duty is placed upon the Council under Section 19(1A) of the Planning and Compulsory Purchase Act 2004, who are required to include in their Local Plans 'policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigations of, and adaptation to, climate change'. Additionally, the Planning and Energy Act 2008 allows local planning authorities to set energy efficiency standards in their development plan policies that exceed the energy efficiency requirements of the building regulations.
- 7.171 The growth proposed in the borough has to be balanced with the need to respond to the climate change and biodiversity emergencies. New development will be expected to mitigate against, and be adaptable to, climate change through a range of measures outlined in the policy below.

POLICY LPRSP14(C) – CLIMATE CHANGE

To ensure that development in the borough mitigates and adapts to climate change, the council will:

1. Adopt a strategy for growth which delivers development in sustainable locations, well supported by or capable of delivering better services and public transport which will minimise the need to travel.
2. Encourage the delivery of sustainable buildings and a reduction of CO2 emissions in new development, having regard to the Kent and Medway Energy and Low Emissions Strategy.
3. Encourage and support the delivery of low carbon energy and low carbon heat networks in new developments.
4. Support the provision of renewable energy infrastructure within new development.
5. Require the integration of blue-green infrastructure into major new development in order to mitigate urban heat islands, enhance urban biodiversity, and to contribute to reduced surface water run off through the provision of SuDS.

6. Require development involving the creation of new dwellings, retail, and/or employment space to encourage a shift towards sustainable travel through:
 - a. prioritising active travel by ensuring good provision and connectivity of walking and cycling routes;
 - b. ensuring public transport accessibility; and
 - c. through the provision of electric vehicle infrastructure.
7. New dwellings should be built to ensure that wholesome water consumption is not greater than 110 litres/person/day.
8. Require new development involving the creation of new dwellings, retail floorspace and/or employment floorspace to plan for and respond to the impacts of climate change.
9. Require new development to include a Flood Risk Assessment where the site is located within Flood Zones 2 or 3 or is over 1 hectare in size.
10. Require development to have regard to surface water management plans.

LPRSP15: Design

- 7.172 Good design is the fundamental principle underpinning good planning. It has an important impact upon the quality of the environment and the way in which places function. The NPPF places great emphasis on raising the quality of the built, natural, and historic environment and the quality of life in all areas. It attaches great importance to the securing of high-quality design and seeks to ensure that all development contributes to making places better for all.
- 7.173 The council aspires to achieve high quality design throughout the borough. This policy seeks to realise this aim and will be used to assess all development requiring planning permission. In order to achieve high quality design, the council expects that proposals will positively respond to and, where appropriate, enhance the character of their surroundings. It is important that development contributes to its context.
- 7.174 Key aspects of built development will be the scale, height, materials, detailing, mass, bulk, and site coverage. These features should relate well, and respond positively, to the context in which they are seen. Good design should also

address the functioning of an area, including accessibility to all, linkages to local services, and issues of crime. New development should integrate well into the built, natural, and historic environment and should address the connections between people and places, including vehicle and pedestrian movement.

- 7.175 In establishing the use and designing the layout and site coverage of development, landscaping shall be integral to the overall design of a scheme and needs to be considered at the beginning of the design process. In appropriate locations, local distinctiveness should be reinforced and natural features worthy of retention be sensitively incorporated. It is also important that all new development responds to climate change by reducing its impact and mitigating against its effects. Additionally, new development should protect and enhance any on-site biodiversity and geodiversity features or provide sufficient mitigation measures. In areas at risk of flooding, inappropriate development should be avoided.
- 7.176 In assessing the appropriateness of design, the council will have regard to adopted Conservation Area Appraisals and Management Plans, Character Area Assessments, the National Design Guide 2019, and the Kent Design Guide, which provide specific information about local character and distinctiveness and give guidance on design principles. Regard will also be given to the Kent Downs Area of Outstanding Natural Beauty Management Plan.
- 7.177 Proposals which fail to take opportunities to secure high quality design will be resisted.

POLICY LPRSP15 – PRINCIPLES OF GOOD DESIGN

Proposals should create high quality design and should meet the following criteria, as appropriate, to be permitted:

1. Create designs and layouts that are accessible to all, and maintain and maximise opportunities for permeability and linkages to the surrounding area and local services;
2. Respond positively to, and where possible enhance, the local, natural, or historic character of the area. Particular regard should be paid to scale, height, materials, detailing, mass, bulk, articulation and site coverage;
3. Incorporation of a high quality, modern design approach and making use of vernacular materials where appropriate. For housing schemes vernacular materials should be used on a high proportion of buildings, particularly in key/prominent locations*;

4. Create high quality public realm and, where opportunities permit, provide improvements, particularly in town centre locations;
5. Respect the amenities of occupiers of neighbouring properties and uses and provide adequate residential amenities for future occupiers of the development by ensuring that proposals do not result in, or its occupants are exposed to, excessive noise, vibration, odour, air pollution, activity or vehicular movements, overlooking, or visual intrusion, or loss of light to occupiers;
6. Respect the topography and respond to the location of the site and sensitively incorporate natural features such as natural watercourses, trees, hedges, and ponds worthy of retention within the site. Particular attention should be paid in rural and semi-rural areas where the retention and addition of native vegetation appropriate to local landscape character around the site boundaries should be used as positive tool to help assimilate development in a manner which reflects and respects the local and natural character of the area;
7. Provide a high-quality design which responds to areas of heritage, townscape and landscape value or uplifts an area of poor environmental quality;
8. Orientate development, where possible, in such a way as to maximise the opportunity for sustainable elements to be incorporated, including to optimise access to sustainable transport modes, and to reduce the reliance upon less sustainable energy sources;
9. Protect and enhance any on-site biodiversity and geodiversity features;
10. Development shall have regard to relevant national and local design guides and codes;
11. Safely accommodate the vehicular and pedestrian movement generated by the proposal on the local highway network and through the site access;
12. Create a safe and secure environment and incorporate adequate security measures and features to deter crime, fear of crime, disorder and anti-social behaviour;
13. Incorporate measures for the adequate storage of waste, including provision for increasing recyclable waste;

14. Provide adequate vehicular and cycle parking to meet adopted council standards; and
 15. Be flexible towards future adaptation in response to changing life needs;
 16. Ensure that new streets are tree lined and that opportunities have been taken to maximise the incorporation of trees within the development.
 17. Account should be taken of Conservation Area Appraisals and Management Plans, Character Area Assessments, the Maidstone Borough Landscape Character Guidelines SPD, the Kent Design Guide, and the Kent Downs Area of Natural Beauty Management Plan.
- * The separate design guidance will outline examples of vernacular materials and how they can be used well and where these are most appropriate.

8. DETAILED SITE ALLOCATION POLICIES

- 8.1 This chapter sets out the land allocations that are necessary to meet our development targets for the period 2021 to 2038. This includes allocations for residential, employment and mixed-use development. The Maidstone Borough Local Plan was adopted in 2017 with a plan period of 2011 to 2031 and so the allocations outlined in this section build on those and cater for the increased and amended growth scenarios, as well as the Plan horizon of 2038 for the Local Plan Review.
- 8.2 The Plan intends to roll forward those allocations from the Local Plan 2017 that remain deliverable and supersede some with new allocations. A list of such sites is outlined in Table 8.1. For those site allocations identified as 'saved', the policy allocation details outlined in the Local Plan 2017 remain in place.

Retention of MBLP 2017 Site Allocations

Figure 8-1: Local Plan 2017 allocations

Allocations complete	Allocations expected to complete 2020-22	Allocations not complete			Allocations Superseded	
					Superseded policy:	Superseded by:
H1 (1)	H1 (5)	H1(2)	H1(22)	H1 (54)	H1 (13)	LPRSA144
H1 (6)	H1 (16)	H1(3)	H1(24)	H1 (59)	RMX1 (2)	LPRSA146
H1 (20)	H1 (23)	H1(4)	H1(25)	H1 (65)	RMX1 (5)	LPRSA148
H1 (32)	H1 (29)	H1(7)	H1(26)	EMP1(1)	RMX1 (6)	LPRSA151
H1 (34)	H1 (31)	H1(8)	H1(27)	EMP1(2)		
H1 (35)	H1 (33)	H1(9)	H1(28)	EMP1(4)		
H1 (37)	H1 (39)	H1(10)	H1(30)	RMX1(1)		
H1 (40)	H1 (43)	H1(11)	H1(36)	RMX1(3)		
H1 (42)	H1 (45)	H1(12)	H1(38)	RMX1(4)		
H1 (44)	H1 (47)	H1(14)	H1(41)			
H1 (51)	H1 (53)	H1(15)	H1(46)			

H1 (55)	H1 (56)	H1(17)	H1(48)			
H1 (57)	H1 (58)	H1(18)	H1(49)			
H1 (61)	H1 (60)	H1(19)	H1(50)			
H1 (62)	H1 (63)	H1(21)	H1(52)			
H1 (64)	H1 (66)	These policies are not complete and are not anticipated to be completed before October 2022. They are expected to be retained in the Local Plan Review.			These policies are proposed to be superseded by new allocations. As such they are not expected to be retained in the Local Plan Review.	
EMP1(3)	These allocations are not complete but are anticipated to be completed before October 2022.					
These policies are complete and will not be retained when the Local Plan Review is adopted.						
	They are not expected to be retained when the Local Plan Review is adopted.					

8.3 In addition to the saved allocations, the Local Plan Review provides for new development allocations.

8.4 These are set out in an area-by-area fashion in order to provide clarity for stakeholders and follow the pattern of the Plan's spatial strategy. The areas are:

- a. Maidstone Town Centre;
- b. Maidstone urban area;
- c. Development of the edge of the Maidstone urban area;
- d. Garden settlements;
- e. Strategic development locations (Invicta Park Barracks and Lenham Broad Location);
- f. Rural service centres;
- g. Larger villages;

- h. Smaller villages;
- i. The countryside.

New Site Allocations proposed in the Local Plan Review

- 8.5 As set out in policy LPRSS1 and policies LPRSP1 to LPRSP7, the following site allocations will help to meet the objectively identified needs across the plan period. These are additional to, and complement, the development allocated in Policies LPRSP1 to LPRSP7.

Table 8-1: New allocations in the Local Plan Review

Site Ref	Site Name	Growth Location	Identified Capacity		
			Emp use m ²	Town centre use m ²	Homes
LPRSA145	Len House	Maidstone Town Centre		3,600	159
LPRSA147	Gala Bingo and Granada House	Maidstone Town Centre		TBD	40
LPRSA148	Maidstone Riverside	Maidstone Town Centre	TBD	TBD	650
LPRSA149	Maidstone West	Maidstone Town Centre	TBD	TBD	130
LPRSA151	Mote Road	Maidstone Town Centre	1,250	0	172
LPRSA144	High Street/ Medway Street	Maidstone Town Centre		150	50
LPRSA146	Maidstone East	Maidstone Town Centre	5,000	2,000	500
LPRSA366	Springfield Tower	Maidstone Urban Area	-	-	150
LPRSA152	Former Royal British Legion Site	Maidstone Urban Area	-	-	8
LPRSA265	Land at Abbey Gate Farm	SW of Maidstone	-	-	250
LPRSA270	Land south of Police HQ	S of Maidstone	-	-	300
LPRSA172	Land at Sutton Road	SE of Maidstone	-	-	75
LPRSA362	Police HQ, Sutton Rd	SE of Maidstone	-	-	135
LPRSA266	North of Ware Street	NE of Maidstone	-	-	67

Site Ref	Site Name	Growth Location	Identified Capacity		
			Emp use m ²	Town centre use m ²	Homes
LPRSA303	EIS Oxford Road	E of Maidstone	-	-	20
LPRSA101	Land south of A20	Harrietsham	-	-	53
LPRSA071	Land at Keilen Manor	Harrietsham			37
LPRSA310	Land at Moat Road	Headcorn	-	-	110
LPRSA260	Ashford Road	Lenham	2,500	-	-
LPRSA295	Land north of Copper Lane and Albion Road	Marden	-	-	113
LPRSA066	Land west of Lodge Rd	Staplehurst	-	-	78
LPRSA114	Land at Home Farm	Staplehurst	-	-	49
LPRSA360	Campfield Farm	Boughton Monchelsea	-	-	30
LPRSA312	Land at Forstal Lane	Coxheath			85
LPRSA364	Kent Ambulance HQ	Coxheath			10
LPRSA251	Land at Former Orchard Centre Heath Rd	Coxheath			5
LPRSA204	Land south east of Eyhorne Street	Eyhorne St (Hollingbourne)	-	-	9
LPRSA078	Haven Farm and L/a 4 Southways	Sutton Valence	1,500	400	100
LPRSA248	Land at Kenward Road	Yalding	-	-	100

General requirements for all site allocations

Design

- 8.6 In addition to the requirements set out in the policies below, reference should be had to the NPPF, Building for Life 12, and other Government guidance where appropriate.

Open space

- 8.7 Site allocations will need to meet the requirements of Policies LPRSP13 and LPRINF1 in respect of the provision of accessible open/amenity space.
- 8.8 Where a site allocation refers to a specific open space requirement/typology, this reflects a specific need related to that development/location. This is to be delivered as part of the wider response to policy LPRSP13 and does not necessarily represent the maximum sum of space required on site.
- 8.9 For constrained sites such as those in town or village centres or those with heritage assets, where it is not possible to provide an appropriate level of open space on-site in accordance with policy LPRSP13, appropriate contributions will be sought to wider open space/public realm enhancements in the surrounding area.

Biodiversity net gain

- 8.10 The open space or other requirements of any site allocation do not take into account the potential spatial requirements of any necessary response to biodiversity net gain or mitigation. In most instances, the council does not consider it appropriate to overlay both accessible amenity and biodiversity/habitat requirements due to the conflict that arises between recreation and habitat creation/preservation.

Sustainable transport measures

- 8.11 Whilst town centre sites typically benefit from access to enhanced levels of public transport, in many instances, with, for example, reduced levels of car ownership, they place increased pressure upon existing infrastructure. In accordance with policy LPRSP12, sites may be required to make contributions to sustainable transport measures such as cycle hire, pedestrian/cycle route enhancement and public realm improvement.

Sites in Maidstone Town Centre

POLICY LPRSA144 – MEDWAY/ HIGH STREET, MAIDSTONE

1. Land to the rear of 34-35 High Street and the land at Medway Street car park as identified on the Policies Map is allocated for the development of approximately 50 dwellings with 150m² of town centre uses. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. The site has the potential to deliver development at higher densities reflecting the site's town centre location.
3. This site can be developed retaining the core of No 35 High Street, which is an opportunity for significant improvement and retention of a historic asset and the scale of any new development shall have regard to the historic low scale nature of the High Street.
4. The Medway Street and Fairmeadow frontages offer the opportunity for taller built elements, the scale and form of which will be informed by a townscape and heritage assessment.
5. In addition to townscape and heritage assessments, regard shall be had to the impact of any scheme upon the wider setting of the River Medway.
6. Development will need to respect and where possible enhance the character and appearance of the Conservation Area and other nearby heritage assets.
7. Assessment of the archaeological potential of the site is undertaken and the measures needed to address the assessment's findings secured. The development layout will include significant landscaping including tree planting.
8. Design of the site will need to ensure neighbouring resident's amenity is protected.

Landscape/ Ecology

9. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.

Access/Highways and transportation

10. Any application shall be accompanied by an assessment to demonstrate how the proposal impacts upon the availability of public car parking spaces in the town centre, together with appropriate mitigation where required.
11. Town centre locations benefit from lower trip rates and lower car ownership levels, reducing the level of mitigation necessary.
12. If a car free or reduced level of parking is proposed, proportionate contributions will be required to sustainable transport improvements within the town centre.
13. Secure cycle parking for residents to be provided.

Noise

14. Development will be subject to a noise survey to determine any necessary measures in respect of its town centre location. This shall include traffic and other town centre impacts upon future users, as well as an assessment to demonstrate that the ongoing viability of the adjacent town centre commercial uses is not adversely affected.

Air Quality

15. Having regard to the site's setting adjacent to a heavily trafficked part of the highway network, appropriate air quality mitigation measures are to be integrated into the development.

Flood Risk

16. Both the site configuration and uses shall demonstrate that regard has been had to the location of part of the site within and area of flood risk and incorporate appropriate flood resilient measures.
17. Development should be directed to the area with the lowest flood risk, and the exceptions test may need to be met.

18. More vulnerable uses should be directed to the areas within the site with the lowest risk from flooding.

Open Space

19. Appropriate residential amenity space may take the form of balconies and/or terraces, subject to their ability to provide an acceptable level of amenity having regard to noise, air quality and adjacency of other uses.
20. Amenity spaces should form an integrated element of the overall scheme design.
21. Where it is not feasible, due to site characteristics to provide an appropriate level of on- site amenity space for residents in accordance with Policies LPRSP13 and LPRINF1, the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the wider town centre.

Utilities Infrastructure

22. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.
23. The developer should ensure that appropriate consultation with the underground utilities operator take place.

POLICY LPRSA145 - LEN HOUSE, MAIDSTONE TOWN CENTRE

1. Len House and the adjacent land as identified on the Policies Map, is allocated for the development of approximately 159 dwellings and approximately 3,600m² of retail, leisure or other appropriate town centre uses. The following conditions are considered appropriate to be met before development is permitted.

Design and Heritage

2. The primary objective for this site must be to introduce a range of uses that optimise the long-term viability of Len House, whilst ensuring that its heritage significance is not diminished.

3. Any development proposals must be informed by a detailed assessment of the buildings significance and its relationship to surrounding heritage assets.
4. Alterations/additions to the listed building will be permitted where it is demonstrated that they are the minimum necessary to achieve the above objective and where it is demonstrated that there are no viable alternative interventions.
5. The internal configuration of Len House must respect the significance of the main internal spaces and key heritage features.
6. Any external alterations or extensions to Len House must not detract from the historical significance of the building and its wider townscape role.
7. New build elements on the adjacent former parking area must respect the setting and significance of Len House, as well as respect the wider surrounding heritage assets.

Landscape/ Ecology

8. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
9. The ecological significance of the Mill Pond must be respected and where possible enhanced.
10. Proposals shall enable the daylighting of the River Len at the eastern frontage to the site.

Noise

11. Development will be subject to a noise survey to determine any necessary measures in respect of its town centre location. This shall include traffic and other town centre impacts upon future users, as well as an assessment to demonstrate that the ongoing viability of the adjacent town centre commercial uses is not adversely affected.

Air Quality

12. Having regard to the site's setting adjacent to a heavily trafficked part of the highway network, appropriate air quality mitigation measures to be

agreed with the council which will be implemented are to be integrated into part of the development.

Access/Highways and transportation

13. Town centre locations benefit from lower trip rates and lower car ownership levels, reducing the level of mitigation necessary.
14. If a car free or reduced level of parking is proposed, proportionate contributions will be required to sustainable transport improvements within the town centre.
15. Secure cycle parking for residents to be provided.

Flood Risk/ Drainage

16. Any development of the site shall take account of potential flood risk issues and ensure that the surface water drainage strategy does not increase the risk of surface water flooding.

Open Space

17. Appropriate residential amenity space may take the form of balconies and/or terraces, subject to their ability to provide an acceptable level of amenity having regard to noise, air quality and adjacency of other uses.
18. Amenity spaces should form an integrated element of the overall scheme design.
19. Where it is not feasible, due to site characteristics to provide an appropriate level of on-site amenity space for residents in accordance with Policies LPRSP13 and LPRINF1, the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the wider town centre.

Contaminated Land

20. The site will need to be made safe prior to development commencing.

Utilities Infrastructure

21. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.

22. The developer should ensure that appropriate consultation with the underground utilities operator take place.

POLICY LPRSA146 - MAIDSTONE EAST, MAIDSTONE TOWN CENTRE

1. Maidstone East as identified on the Policies Map, is allocated for the development of approximately 500 dwellings, 2,000m² new retail, 5,000m² business and other appropriate town centre uses such as a medical facility. The following conditions are considered appropriate to be met before development is permitted.

Design, Layout and Heritage

2. Should the site be delivered in one or more phases, the council will ensure that the overall capacity and requirements of the policy are met, and the planning and design principles set out in the policy remain able to be consistently applied across the site. Development shall be informed by a townscape and heritage assessment that identifies, for example, key views towards/from Sessions House, other heritage assets and Brenchley Gardens and other important areas of public realm.
3. Any development shall incorporate a mix of uses which ensure that the site contributes positively to this town centre location, providing an active street frontage.
4. Development proposals will be required to demonstrate that the opportunity for non-residential uses has been optimised.
5. The form and scale of development on this site must be sensitive to the site's prominence and adjacency to heritage assets.
6. Subsequent detailing and use of materials shall be of a high quality.
7. The scheme shall deliver a more prominent station/forecourt entrance, whilst enhancing the public realm fronting onto Sessions House Square/Week Street.

8. The development shall be designed to respond to its context and respect the setting of the listed Sessions House and other nearby heritage assets.
9. The proposals must demonstrate that a permeable scheme can be achieved, delivering improved visual and physical connections between Sessions Square and Brenchley Gardens.
10. Assessment of the archaeological potential of the site shall be undertaken and the measures needed to address the assessment's findings secured.
11. The development shall incorporate car parking to serve Maidstone East station.
12. Maintenance access for Network Rail to the western end of the railway tracks is secured.

Landscape/ Ecology

13. In addition to new areas of public realm, the development shall incorporate high quality communal and private amenity areas for residents. New landscaping shall make a positive contribution to place-making and provide the opportunity for habitat creation.
14. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
15. Having regard to the site's size, measures for positive biodiversity net gain shall be incorporated into the scheme.

Noise

16. Development will be subject to a noise survey to determine any necessary measures in respect of its town centre location, including both road and rail traffic impacts, as well as noise and activity arising from the site's town centre location.

Air Quality

17. Appropriate air quality measures to be agreed with the council which will be implemented as part of the development. These shall ensure that new residents are not exposed to unacceptable conditions and to also ensure

that the development does not adversely impact upon existing air quality levels.

Access/ Highways and Transportation

18. Town centre locations benefit from lower trip rates and lower car ownership levels, reducing the level of mitigation necessary.
19. If a car free or reduced level of parking is proposed, proportionate and directly related contributions will be required to sustainable transport improvements within the town centre.
20. Secure cycle parking for residents to be provided.
21. As part of the station forecourt enhancement scheme, the development shall enable enhancement to the interchange between buses, trains, and taxis, including through the provision of improved pick up/drop off facilities.
22. The development shall not inhibit the ability to achieve full disabled access to the station and platforms.
23. It is envisaged that highway access to the residential development shall be taken from Sandling Road. An additional, in-bound only access to the former Sorting Office part of the site could be taken from Fairmeadow, subject to any impacts upon the wider public realm strategy.
24. A service strategy for the non-residential elements will demonstrate that the amenity and quality of the residential element of the scheme is not undermined.

Flood Risk/ Drainage

25. The submission of a detailed surface water drainage strategy for the development based around sustainable drainage principles.

Open Space

26. Appropriate residential amenity space may take the form of balconies and/or terraces and communal gardens, subject to their ability to provide an acceptable level of amenity having regard to noise, air quality and adjacency of other uses.

27. Amenity spaces should form an integrated element of the overall scheme design.
28. Where it is not feasible, due to site characteristics to provide an appropriate level of on- site amenity space for residents in accordance with policies LPRSP13 and LPRINF1, the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the wider town centre.

Utilities Infrastructure

29. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.

Public Realm

30. Improvements at Sessions House Square and Week Street to provide an enhanced public open space and public realm.
31. Contributions to a comprehensive public realm enhancement scheme for the stretch of Week Street linking the site to the junction with Fremlin Walk, and from the site to Brenchley Gardens, to significantly upgrade the quality and attractiveness for pedestrians.

POLICY LPRSA147 - GALA BINGO AND GRANADA HOUSE, MAIDSTONE TOWN CENTRE

1. Gala Bingo and Granada House as identified on the Policies Map, is allocated for the development of approximately 40 additional dwellings and no net loss of town centre uses. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. These two adjacent sites have the opportunity to be brought forward as a comprehensive scheme or as two adjacent sites coordinated by a single design brief.

3. The council has adopted an opportunity site framework for the site to guide future development, which highlights that:

Landscape/ Ecology

4. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
5. Any detailed design shall incorporate measures to enable the greening of the site, for example, the introduction of living walls.
6. Should site characteristics limit the potential for on-site biodiversity benefits, it may be appropriate to make contributions to wider town centre biodiversity enhancement schemes.

Noise

7. Development will be subject to a noise survey to determine any necessary measures in respect of its town centre location with particular regard to the impacts of vehicular traffic, service traffic to adjacent sites and the activity associated with the site's town centre location.
8. The scheme shall be designed with adequate noise insulation for future residents in order that the ongoing viability of surrounding commercial uses is not compromised.

Air Quality

9. The site lies within an area of poor air quality. Appropriate air quality mitigation measures are to be agreed with the council at an early stage of design development. These shall ensure that new residents are not exposed to unacceptable conditions and to also ensure that the development does not adversely impact upon existing air quality levels.

Access/Highways and transportation

10. Town centre locations benefit from lower trip rates and lower car ownership levels, reducing the level of mitigation necessary.
11. If a car free development is proposed, proportionate contributions will be required to sustainable transport improvements within the town centre.
12. Secure cycle parking for residents to be provided.

Flood Risk/ Drainage

13. The site lies within Flood Zone 3, where vulnerable uses should be directed to the area with the lowest flood risk.

Open Space

14. Appropriate residential amenity space may take the form of balconies and/or terraces, subject to their ability to provide an acceptable level of amenity having regard to noise, air quality and adjacency of other uses.
15. Where it is not feasible, due to site characteristics, to provide an appropriate level of on-site amenity space for residents in accordance with Policies LPRSP13 and LPRINF1, the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the wider town centre.

Utilities Infrastructure

16. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.
17. The developer should ensure that appropriate consultation with the underground utilities operator take place.

POLICY LPRSA148 - MAIDSTONE RIVERSIDE, MAIDSTONE TOWN CENTRE

1. Maidstone Riverside, as identified on the Policies Map, is allocated for the development of approximately 650 dwellings and a suitable mix of employment, retail and town centre uses. As the Town Centre Strategy progresses, the council will liaise with landowners to prepare further detail on expectations. Should the site be delivered in one or more phases, the council will ensure that the overall capacity and requirements of the policy are met, and the planning and design principles set out in the policy remain able to be consistently applied across the site. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. Existing Baltic Wharf building should be retained.
3. Design of the site will need to ensure neighbouring resident's amenity is protected.
4. Assessment of the archaeological potential of the site is undertaken and the measures needed to address the assessment's findings secured.

Landscape/ Ecology

5. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.

Noise

6. Development will be subject to a noise survey to determine any necessary measures in respect of its town centre location.

Air Quality

7. Appropriate air quality measures to be agreed with the council and will be implemented as part of the development.

Access/Highways and transportation

8. Provision of extra bus stops on existing route, along St. Peter's Street.
9. Town centre locations benefit from lower trip rates, reducing the level of mitigation necessary.
10. Suitable access to the highway network required and linkage to town centre active travel routes and schemes is recommended.

Flood Risk/ Drainage

11. Flood Zone 2 (53.06%) / Flood Zone 3 (8.3%) / None (38.64%).
12. Development should be directed to the area with the lowest flood risk, and the exceptions test may need to be met.

Open Space

13. Appropriate residential amenity space may take the form of balconies and/or terraces, subject to their ability to provide an acceptable level of amenity having regard to noise, air quality and adjacency of other uses.
14. Where it is not feasible, due to site characteristics, to provide an appropriate level of on-site amenity space for residents in accordance with Policies LPRSP13 and LPRINF1, the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the wider town centre.

Contaminated Land

15. Site should be made safe prior to any development commencing.

Utilities Infrastructure

16. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.
17. The developer should ensure that appropriate consultation with the underground utilities operator take place.

POLICY LPRSA149 - MAIDSTONE WEST, MAIDSTONE TOWN CENTRE

1. Maidstone West as identified on the Policies Map, is allocated for the development of approximately 130 dwellings, and no net loss of town centre uses. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. Design of the site will need to ensure neighbouring resident's amenity is protected.
3. The setting of St Peter's Church should be protected.

4. Assessment of the archaeological potential of the site is undertaken and the measures needed to address the assessment's findings secured.

Landscape/ Ecology

5. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.

Noise

6. Development will be subject to a noise survey to determine any necessary measures in respect of its town centre location.

Air Quality

7. Appropriate air quality measures to be agreed with the council and will be implemented as part of the development.

Access/Highways and transportation

8. Provision of a new suitable access or ensure existing access provisions meet standard and safety provisions.
9. Town centre locations benefit from lower trip rates, reducing the level of mitigation necessary.
10. Suitable access to the highway network required and linkage to town centre active travel routes and schemes is recommended.

Flood Risk/ Drainage

11. Flood Zone 2 (44.74%) / Flood Zone 3 (29.2%) / None (26.06%)
12. Development should be directed to the area with the lowest flood risk, and the exceptions test may need to be met.

Open Space

13. Appropriate residential amenity space may take the form of balconies and/or terraces, subject to their ability to provide an acceptable level of amenity having regard to noise, air quality and adjacency of other uses.
14. Where it is not feasible, due to site characteristics, to provide an appropriate level of on-site amenity space for residents in accordance

with Policies LPRSP13 and LPRINF1, the scheme shall make appropriate financial contributions towards off-site provision / public realm improvements within the wider town centre.

Utilities Infrastructure

15. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.

POLICY LPRSA151 - MOTE ROAD, MAIDSTONE TOWN CENTRE

1. Mote Road as identified on the Policies Map, is allocated for the development of approximately 172 dwellings, and approximately 1,250m² new employment floorspace. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. An 'Opportunity Site' Brief has been prepared for the site, to guide development. The following
3. principles should guide the overall scheme.
4. Development shall be of a high quality, creating a contemporary landmark building.
5. Development shall create a strong built frontage to Mote Road/Wat Tyler Way, whilst also enabling the enhancement of the public realm to the frontage, incorporating new tree planting.
6. The height and massing of buildings shall be informed by a townscape assessment which assess the potential impacts and benefits of the wider town centre skyline.
7. The development shall demonstrate that the massing and form preserves the setting of the listed properties in Romney Place plus other nearby heritage assets.
8. The scheme shall incorporate measures to mitigate climate change, including air source heat pumps, renewable energy, heating, and cooling.

Uses

9. The development should seek to optimise the level of commercial floorspace that can be achieved on site with the aspiration to achieve a minimum of 2,000m² of office floorspace. Any scheme which includes a lesser amount of office floorspace should be accompanied by a viability assessment that considers alternative delivery and management approaches and their impact on viability. It should clearly set out the sales and build costs assumptions used and demonstrate that the amount of office floorspace is the maximum which could be provided as part of a viable development.
10. The residential elements of the scheme shall be sited where they are not adversely impacted by the site's wider environmental conditions.

Landscape/ Ecology

11. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
12. Any detailed design shall incorporate measures to enable the greening of the site, for example, the introduction of living walls.
13. Should site characteristics limit the potential for on-site biodiversity benefits, it may be appropriate to make contributions to wider townscape enhancement schemes.

Access/Highways and transportation

14. Town centre locations benefit from lower trip rates and lower car ownership levels, reducing the level of mitigation necessary.
15. If a car free development or reduced level of parking is proposed, the application shall be accompanied by a parking management and impact assessment to demonstrate that optimal use is made of the site's capacity and to ensure no adverse impacts on surrounding residential streets. Where necessary, proportionate contributions will be required to sustainable transport improvements within the town centre.
16. Secure cycle parking for residents to be provided.
17. The development should provide improved pedestrian crossing facilities in the vicinity of the site to be agreed with the council and the Highway Authority.

Noise

18. Development will be subject to a noise survey to determine any necessary measures in respect of its town centre location with particular regard to the impacts of vehicular traffic, service traffic to adjacent sites and the activity associated with the site's town centre location.
19. The scheme shall be designed with adequate noise insulation for future residents in order that the ongoing viability of surrounding commercial uses is not compromised.

Air Quality

20. The site lies within an area of poor air quality. Appropriate air quality mitigation measures are to be agreed with the council will be implemented at an early stage of design development. These shall ensure that new residents are not exposed to unacceptable conditions and to also ensure that the development does not adversely impact upon existing air quality levels.

Open Space

21. Notwithstanding the site's central urban location, the development shall provide a range of amenity areas for residents.
22. Appropriate residential amenity space may take the form of balconies and/or terraces, subject to their ability to provide an acceptable level of amenity having regard to noise, air quality and adjacency of other uses.
23. Where it is not feasible, due to site characteristics, to provide an appropriate level of on-site amenity space for residents in accordance with Policies LPRSP13 and LPRINF1, the scheme shall make appropriate financial contributions towards off-site provision/ public realm improvements within the wider town centre.

Utilities Infrastructure

24. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.

Land contamination

25. The submission of a land contamination report and appropriate mitigation measures to be implemented prior to development commencing.

Maidstone Urban Area Site Allocations

POLICY LPRSA152 – FORMER ROYAL BRITISH LEGION SOCIAL CLUB, MAIDSTONE

1. Former Royal British Legion Social Club as identified on the Policies Map, is allocated for the development of approximately 8 dwellings. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. Development will be subject to an acceptable strategy for the re-provision of the existing community/ leisure facilities on-site.
3. The suggested site yield reflects a house typology. Higher yields may be possible with flatted typologies, but the scale and form of any building/s shall not adversely affect the setting of the adjacent public open space.
4. Design of the site will need to ensure neighbouring resident's amenity is protected.

Landscape/ Ecology

5. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.

Access/Highways and transportation

6. The development shall provide a new suitable access or ensure existing access provisions meet standard and safety provisions.

Open Space

7. Provision of new open space on/off site provisions and/or, having regard to the adjacent public open space, contributions towards off-site provision/improvements in accordance with policy LPRSP13 and LPRINF1.

Utilities Infrastructure

8. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.
9. The developer should ensure that appropriate consultation with the underground utilities operator take place.

POLICY LPRSA303 – EIS OXFORD ROAD, MAIDSTONE

1. EIS Oxford Road as identified on the Policies Map, is allocated for the development of approximately 20 dwellings. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. Development will be subject to an acceptable strategy for the re-provision/re-location of the existing community facilities on-site.
3. The suggested site yield reflects a house typology. Higher yields may be possible with flatted typologies, but the scale and form of any building/s shall be defined by the predominant character of the surrounding area.
4. Design of the site will need to ensure neighbouring resident's amenity is protected.

Landscape/ Ecology

5. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
6. The site frontage shall reflect the open nature of the adjacent Oxford Gardens site.

7. Any on-site landscaping shall incorporate specific measures to enable biodiversity net gain.
8. The design of open spaces shall avoid conflict between recreational amenity and biodiversity functions.

Access/Highways and transportation

9. Vehicular access shall be via Oxford Road via the provision of the existing/enhanced or new access point incorporating safety provisions.
10. The development shall enable pedestrian/cycle permeability to Oxford Gardens.

Open Space

11. Provision of new open space in accordance with policy LPRSP13 and LPRINF1.

Utilities Infrastructure

12. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.
13. The developer should ensure that appropriate consultation with the underground utilities operator take place.
14. There is limited capacity on the sewerage network at the practical point of connection and so the occupation will be phased to align with the delivery of sewerage infrastructure.

POLICY LPRSA366 – SPRINGFIELD TOWER, ROYAL ENGINEERS ROAD

1. The former Springfield Library site as identified on the Policies Map, is allocated for the development of approximately 150 dwellings. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. Development shall respect the setting of the listed Springfield Mansion.
3. The scheme shall provide a positive aspect to Old Chatham Road.
4. Taller buildings will be subject to an acceptable townscape impact assessment and to be of a high-quality design.
5. The height and scale of buildings shall respect the amenity of surrounding residential schemes.
6. The layout of buildings should seek to encourage permeability through the site.
7. Where viable the council would support the inclusion of an active ground floor use.

Landscape / Ecology

8. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
9. Any scheme must enhance the public realm surrounding the site.
10. Any proposal shall respect any existing trees on site and should be accompanied by an arboricultural assessment. The removal of any existing trees shall be fully justified and accompanied by a replacement planting scheme. Such a scheme shall include measures to incorporate biodiversity net gain.

Access/ Highways and Transportation

11. The site's edge of centre location offers opportunities to incorporate measures to encourage lower trip rates and lower car ownership levels.
12. Car parking provision should reflect the site's proximity to the town centre and Maidstone East station. Any scheme shall be accompanied by a parking strategy that incorporates measures to mitigate the impacts of reduced parking levels and to mitigate the potential impacts of parking dispersing into the wider area, with proportionate financial contributions towards sustainable transport improvements within the vicinity of the site/town centre.

13. Secure cycle parking for residents to be provided.
14. The site should be designed to complement and enable local improvements to the A229.

Noise

15. Development will be subject to a noise survey to determine any necessary measures in respect of the site's adjacency to the A229.
16. The scheme shall be designed with adequate noise insulation for future residents in order that the ongoing viability of surrounding commercial uses is not compromised.

Air Quality

17. The site lies within an area where the air quality is affected by heavy traffic levels. Appropriate air quality mitigation measures are to be agreed with the council which shall ensure that new residents are not exposed to unacceptable conditions and to also ensure that the development does not adversely impact upon existing air quality levels.

Open Space

18. Having regard to the site's small footprint, suitable residential amenity space may take the form of balconies and/or terraces, subject to their ability to provide an acceptable level of amenity having regard to noise, air quality and adjacency of other buildings.
19. Where it is not feasible, due to site characteristics, to provide an appropriate level of on-site amenity space for residents in accordance with Policies LPRSP13 and LPRINF1, the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements.

Utilities Infrastructure

20. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.

Edge of Maidstone Site Allocations

POLICY LPRSA266 - LAND AT WARE STREET, MAIDSTONE

1. Land at Ware Street as identified on the Policies Map, is allocated for the development of approximately 67 dwellings at an average density of 35 dwellings per hectare. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. Design of the site will need to ensure neighbouring resident's amenity is protected.
3. The Public Right of Way running thorough the site should be retained and enhanced. The site layout shall respect and enhance the setting of semi-rural character of the PRoW.
4. The site access shall be located and designed so as to minimise the loss of mature trees fronting Ware Street and appropriate compensatory planting/habitat incorporated into the landscape scheme.
5. The northern, western, and eastern boundaries shall be landscaped in a manner that reduces the impact of development upon the wider setting of the open land to the north and incorporates biodiversity enhancement measures including through a Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute's and Institute of Environmental Management and Assessment's Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.
6. The layout, scale and design of buildings and landscaping shall have regard to the site's location within the wider setting of the National Landscape.
7. The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping, and street scenes.

Landscape/ Ecology

8. The site layout and landscaping shall ensure that all individual and group TPO trees are retained and located within areas that are not within private garden curtilages.
9. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
10. A minimum of 0.7 ha of natural/semi-natural open space shall be provided and dedicated to habitat creation/biodiversity net gain in accordance with national and local targets.
11. Development shall be accompanied by an open space management plan.

Access/ Highways and Transportation

12. Provision of a new suitable access to meet relevant KCC standards and safety provisions.
13. Capacity impact modelling required to identify any further mitigations required.

Open Space

14. In addition to dedicated areas of natural open space, the scheme shall provide a minimum of 0.55 hectares of accessible green amenity space, including children's play.
15. Open space provision in accordance with policies LPRSP13 and LPRINF1.

Utilities Infrastructure

16. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.
17. The developer should ensure that appropriate consultation with the underground utilities operator take place.

POLICY LPRSA265 - LAND AT ABBEY GATE FARM, SOUTH WEST OF MAIDSTONE

1. Land at Abbey Gate Farm as identified on the Policies Map, is allocated for the development of approximately 250 dwellings at an average density of 30 dwellings per hectare. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. Development of the site shall be informed by a landscape-led masterplan that is informed by both an LVIA and historic landscape assessment.
3. The layout of buildings and landscaping shall be designed to mitigate visual impacts upon the adjacent countryside areas with specific landscape buffers to mitigate impacts upon the wider area of Local Landscape Value.
4. With the exception of a possible site access road and associated infrastructure, there shall be no built development on that part of the site that comprises the Walnut Tree Meadows Nature Reserve.
5. There will be no built development east of Straw Mill Hill or south of the Public Right of Way.
6. The layout of streets and landscaping shall have regard to the site topography.
7. The layout and design of the site will need to ensure residential neighbour's amenity is protected.
8. Development should preserve and enhance the setting of adjacent heritage assets with specific regard to the setting of the Grade II* listed Abbey Gate Place and the Loose Conservation Area. In particular, appropriate buffers (to be informed by heritage and historic landscape assessments) shall be provided on the site's southern and eastern boundaries.
9. To respond positively to and minimise harm to heritage assets, development must be designed to include a landscaped buffer to maintain a degree of rural outlook and reduce intervisibility with new residential development.

10. Development shall be informed by an assessment of the archaeological potential of the site and the measures needed to address the assessment's findings secured.
11. The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping, and street scenes.
12. Net densities within residential parcels may vary but should average circa 30 dph. Higher density parcels will be subject to high quality design, residential amenity, and open space.

Landscape/ Ecology

13. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. Development should be designed to preserve ancient woodland.
14. The Loose Valley LLV should be considered in setting out the layout of this site and appropriate landscape buffers provided.
15. A community woodland of no less than 5 hectares shall be provided.
16. In addition to meeting the open space requirements of policy LPRINF1, any further provision of open space, including areas for nature conservation shall be subject to a delivery and management plan, including ownership, maintenance and finance arrangements.
17. A hedgerow enhancement plan will be required for all boundaries.

Access/ Highways and Transportation

18. Vehicular access shall be direct from Dean Street and/or adjacent residential development sites onto Dean Street. The precise route and construction method of the access route will minimise land-take within the Nature Reserve. Any route must avoid harmful division of the reserve that would undermine its function/coherence.
19. The main vehicular access shall take the form of a tree-lined/landscaped route that is designed to minimise its impact upon adjacent open Landscape/ Ecology areas.
20. No vehicular access, other than emergency access shall be proposed from Stockett Lane/Straw Mill Hill.

21. The alignment and setting of PRow should be retained and enhanced.
22. Measures to enhance pedestrian and cycle connectivity to the wider network shall be brought forwards, including where appropriate, connections to adjacent development sites and other off- site enhancements.
23. The development shall be accompanied by an assessment of opportunities to deliver enhancements to public transport services, including the potential to bring a bus service into the site and with increased regularity.
24. Development will be subject to appropriate improvement works to Dean Street and or any other off-site improvements works necessary to make the development acceptable.

Open Space

25. Open spaces shall incorporate no less than 2.0 hectares of accessible green amenity space incorporating areas of children's play and community allotments.
26. Semi/natural open space of no less than 3.0 hectares shall be provided, the function of which will focus upon habitat creation and biodiversity net gain.
27. Open spaces shall be subject to a landscape management strategy to be agreed with the Council, this shall set out measures for the long-term management and maintenance of all public open spaces, semi/natural open space and ecology.

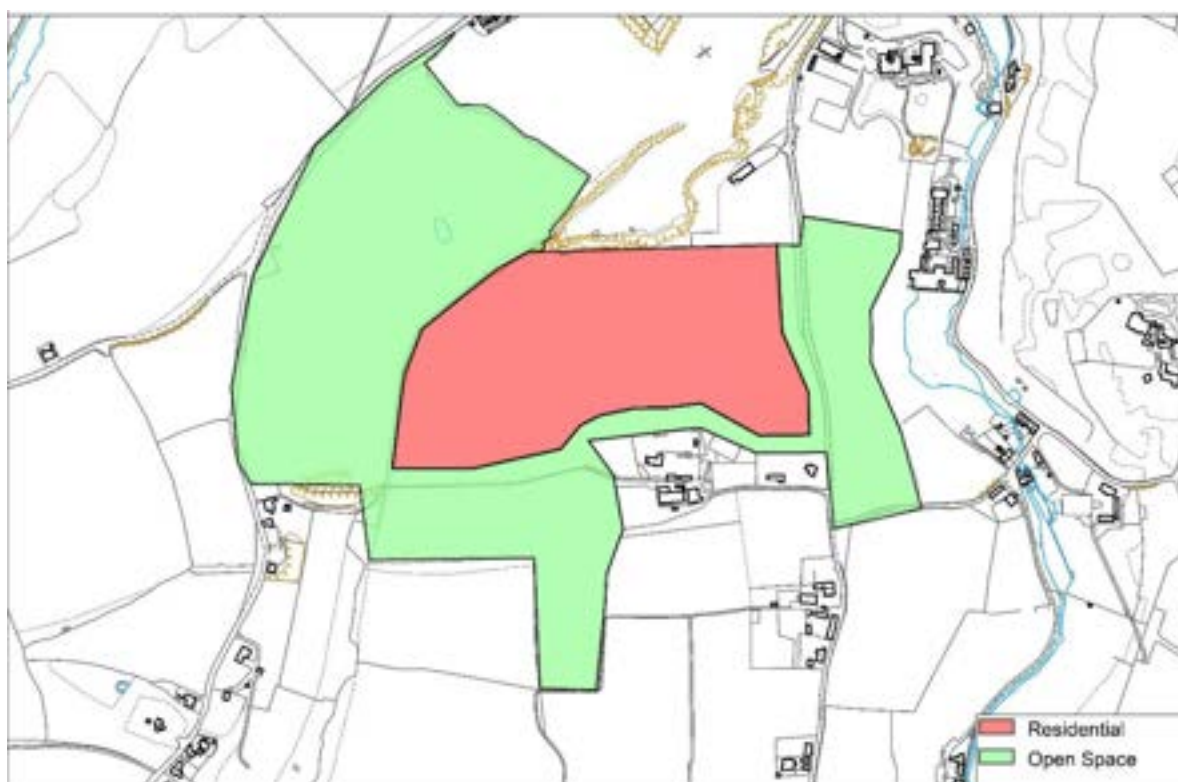
Contaminated Land

28. The site is adjacent to a former landfill site and the site should be made safe prior to any development commencing.
29. The surface water drainage strategy shall demonstrate that regard has been had to potential contamination risks.
30. Ground piling shall not take place unless agreed by the Environment Agency.

Utilities Infrastructure

31. The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities.
32. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure.

Figure 8-2: Land at Abbey Gate Farm – indicative plan



POLICY LPRSA270 - LAND AT PESTED BARS ROAD, SOUTH OF MAIDSTONE

1. Land south west of Pested Bars Road as identified on the Policies Map, is allocated for the development of approximately 300 dwellings at an average density of 30 dwellings per hectare. The following conditions are considered appropriate to be met before development is permitted.

Principles

2. Development of this site shall be guided by a series of overarching principles to be agreed with the council that ensure a coordinated approach with respect to, for example, vehicular access, open space, sports provision, pedestrian and cycle connectivity, biodiversity net gain/ecological mitigation.
3. The series of overarching principles will demonstrate that the site is planned and brought forward in a coordinated manner having regard to adjacent site allocations at the former Police HQ LPRSA362.
4. Having regard to the scale of development, the overarching principles shall incorporate an infrastructure impact assessment.
5. Unless agreed by the council as part of the development of the overarching principles, the outline land budget shall be based upon:
 - a. No more than 12-14 hectares of net developable residential land, the extent to be informed through LVIA and other open space/sports requirements.
 - b. No less than 25 hectares of open space shall be provided, including proposals for a country park on land to the east of Cliff Hill.
 - c. A community hub incorporating both community uses and integrated open space.

Access/ Highways and Transportation

6. Development is subject to a combined highways access strategy that shall be developed in conjunction with LPRSA362 and in agreement with the council and KCC Highways.
7. The principal vehicular access shall be through to site allocation LPRSA362 and then on to Sutton Road.
8. The development is subject to the junction to Sutton Road being designed to accommodate sufficient capacity for both site allocations LPRSA270 and LPSA362.
9. The site access and road layout shall be designed to enable passenger bus services to pass through the site and link to LPRSA362.

10. Any secondary vehicular access points, for example, to allow access to non-residential areas, shall be designed to avoid rat running through the site and be subject to evidence that they will not enable traffic levels that adversely affect the rural character and safety of surrounding lanes.
11. The site shall secure good quality pedestrian/cycle permeability to the surrounding network.
12. Development will be subject to the prior agreement with KCC regarding any requirements for off- site network improvements or mitigation.
13. Development shall secure improvements to the setting of any Public Right of Way that pass through or adjacent to the site.

Design and Layout

14. Development will be informed by a site-wide landscape-led proposal to be agreed with the council. This shall demonstrate that the proposal and landscape strategy responds positively to the Loose Valley LLV.
15. The layout of buildings and landscaping shall be designed to mitigate visual impacts upon the adjacent countryside areas.
16. The proposal will identify development parcels, the location of a community hub, together with the hierarchy, typology, and location of strategic open spaces.
17. The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping, open spaces, and street scenes.
18. Net densities within residential parcels may vary but should average circa 30 dph. Higher density parcels will be subject to, landscape impacts and incorporate high quality design, residential amenity, and open space.
19. New development shall respect any variations in topography and incorporate appropriate visual mitigation.
20. Design of the site will need to ensure any neighbour's amenity is protected.
21. Development should preserve and enhance the setting of adjacent built heritage assets and The Quarries Conservation Area.

22. Development shall be informed by an assessment of the archaeological potential of the site and the measures needed to address the assessment's findings secured.

Landscape/ Ecology

23. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/ flora.
24. Existing trees and hedgerows shall be retained and enhanced.
25. Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy.
26. Development shall be subject to a landscape and ecology management plan that provides acceptable measures for the establishment and longer-term maintenance of open spaces across the site.

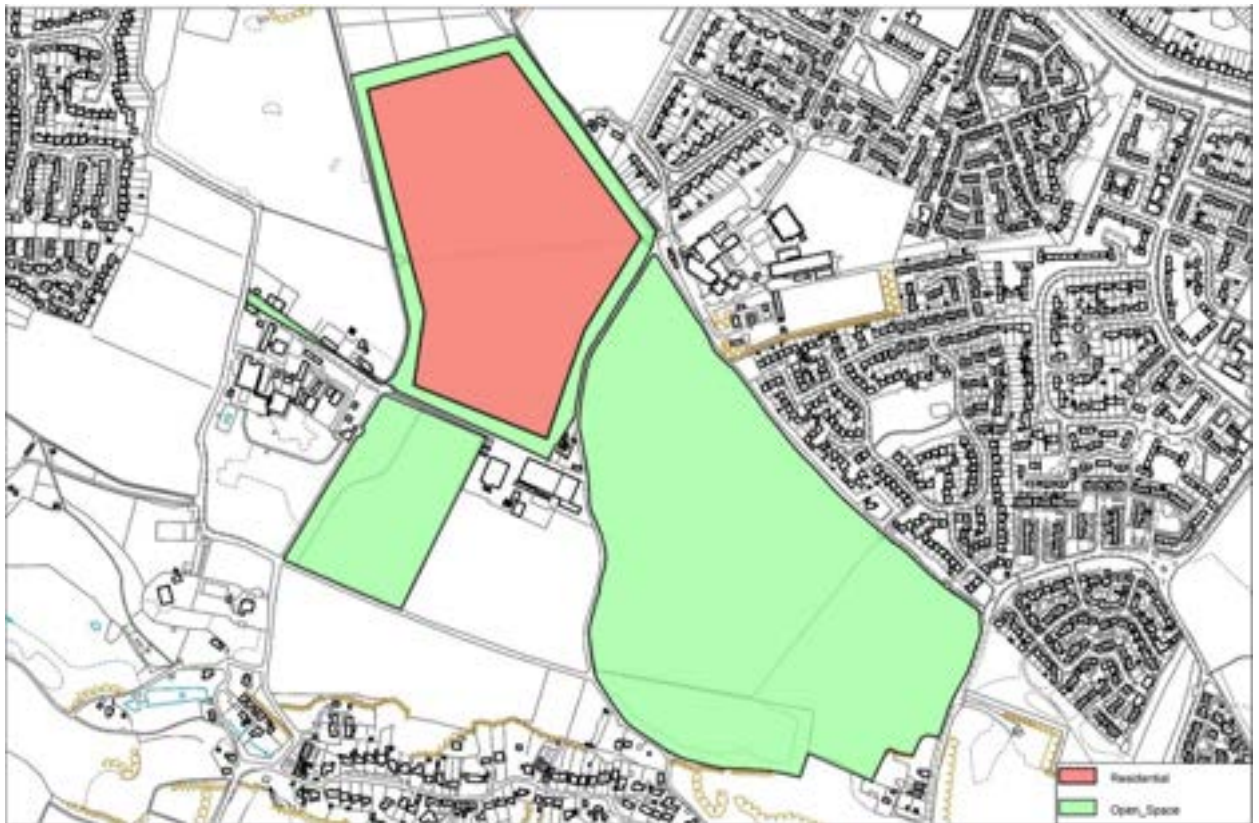
Open Space

27. No less than 25 hectares of open space shall be provided, including proposals for a country park on land to the east of Cliff Hill.
28. The site-wide open space strategy shall have regard to the requirements of policy LPRINF1.
29. Open spaces shall incorporate no less than 2.0 hectares of accessible green amenity space integrated in the residential development parcels incorporating areas of children's play.
30. The scheme shall provide space/s to be made available for community growing areas.
31. Subject to liaison with Sport England and the parish council, appropriate provision for outdoor sports may be required.
32. Semi/natural open space of no less than 5.0 hectares shall be provided, the function of which will focus upon habitat creation and biodiversity net gain.
33. Open spaces shall be subject to a landscape management strategy to be agreed with the council, this shall set out measures for the long-term funding, management and maintenance of all public open spaces, semi/natural open space, and areas of biodiversity habitat.

Utilities Infrastructure

34. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.
35. The developer should ensure that appropriate consultation with the underground utilities operator take place.
36. If necessary, occupation will be phased to align with the delivery of sewerage infrastructure.

Figure 8-3: Pested Bars – indicative plan



POLICY LPRSA172 - LAND NORTH OF SUTTON ROAD (WEST OF RUMWOOD COURT), SOUTH EAST OF MAIDSTONE

1. Land north of Sutton Road (west of Rumwood Court) as identified on the Policies Map, is allocated for the development of approximately 75 units.

The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. The layout of new housing shall respect the historical significance of the land, namely former landscaped grounds to Rumwood Court.
3. The layout and form of development shall be informed by a heritage impact assessment that has regard to the significance of both built heritage assets and potential archaeological significance.
4. The Development shall secure a low-density landscape-led parkland character.
5. The site contains a large number of TPO trees, which should be located within areas of public realm rather than private gardens.
6. Design of the site will need to ensure neighbouring resident's amenity is protected.
7. Development shall demonstrate that the layout, scale, and form of development has regard to the need to preserve and enhance the setting of the grade II listed Rumwood Court, including through a LVIA.
8. To protect the open character of the adjacent countryside and to avoid coalescence, built development will be limited to the areas shown on the accompanying key diagram. Within this area, the additional policy requirements must still be met.

Landscape/ Ecology

9. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
10. Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. Public access to such areas would normally be limited.
11. Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy.

12. The development shall be subject to a landscape management plan to secure the long-term management of all TPO trees and other areas of landscape.

Access/ Highways and Transportation

13. Provision of suitable vehicular access via either Sutton Road or adjacent development at Bicknor Park that meets appropriate standards and safety provisions.
14. There should be a presumption that the development will not rely upon vehicular access to Honey Lane.
15. The layout should allow for the potential for the extension of bus connectivity via the adjacent Bicknor Park site.
16. The site shall secure good quality pedestrian/cycle permeability.
17. Development will be subject to the prior agreement with the council and KCC regarding any requirements for off-site network improvements or mitigation, including potential cumulative impacts.

Open Space

18. Provision of new open space on/off-site provisions in accordance with policies LPRSP13 and LPRINF1.

Utilities Infrastructure

19. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.
20. The developer should ensure that appropriate consultation with the underground utilities operator take place.
21. There is limited capacity on the sewerage network at the practical point of connection and so the occupation will be phased to align with the delivery of sewerage infrastructure.

Figure 8-4: Land north of Sutton Road – indicative plan



POLICY LPRSA362 – MAIDSTONE POLICE HQ, SUTTON ROAD, MAIDSTONE

1. Maidstone Police HQ as identified on the Policies Map, is allocated for the development of approximately 247 dwellings and approximately 5,800sqm of commercial and community uses. The following conditions are considered appropriate to be met before development is permitted.

Principles

2. Any development of this circa 10 hectare site will be subject to evidence that the redevelopment of the site does not undermine the successful relocation or delivery of public services and or accommodation.
3. Development will be subject to the prior agreement of a site-wide masterplan framework/phasing strategy.

4. Such a framework will demonstrate that the site is planned and brought forward in a coordinated manner having regard to adjacent site allocations at Pested Bars – LPRSA270.
5. Having regard to the scale of development, the masterplan framework shall incorporate an infrastructure impact assessment.
6. The development of this site, together with LPRSA270 shall be guided by a series of overarching principles that ensure a coordinated approach with respect to, for example; vehicular access, open space, sports provision, pedestrian and cycle connectivity, biodiversity net gain and ecological mitigation.

Access and Highways

7. The principal vehicular access shall be direct to Sutton Road.
8. The junction to Sutton Road and the access road through the site shall be designed to accommodate the capacity of both the proposed development and that on the adjacent Pested Bars site LPRSA270.
9. The access shall be designed to enable passenger bus services to pass through the site and to LPRSA270.
10. The access route through the site shall be designed as a tree-lined corridor.
11. Secondary vehicular access to Queen Elizabeth Square and Lansdowne Avenue may be acceptable subject to highway safety, residential amenity, visual amenity, and arboricultural impacts.
12. The site shall secure good quality pedestrian/cycle permeability.
13. Development to accord with any requirements for off-site highway network improvements or mitigation.
14. Prior to the first occupation, the private access at the junction of Cliff Hill and Pested Bars Road shall be closed to traffic, but for emergency / operational police vehicles.

Uses

15. The masterplan framework shall include an audit of existing buildings in terms of their condition and function, together with an assessment of

their potential for conversion to alternative residential, commercial or community uses.

16. Non-residential elements shall be sited so as to avoid adversely affecting existing and future residential amenity.
17. The tenure and mix of residential units shall have regard to the council's Affordable Housing SPD.

Design and Layout

18. The existing open space at the Sutton Road frontage shall be retained as communal open space and not subsumed into private gardens/curtilages.
19. Additional tree planting along the Sutton Road frontage.
20. The existing buildings fronting Sutton Road shall be retained and converted for either residential or commercial uses, whilst retaining their 'civic' character.
21. The retention and re-use of other buildings on the site will be subject to the council's assessment of the above existing building survey, whilst also having regard to viability considerations.
22. The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, landscaping, and street scenes.
23. Net densities within residential parcels may vary but should average circa 35 dph. Higher density parcels will be subject to high quality design, residential amenity, and open space.

Open Space

24. The development shall provide accessible open amenity space in accordance with policies LPRSP13 and LPRINF1, with a minimum of 0.8 hectares of useable amenity green space (excluding the Sutton Road frontage) incorporating children's play, micro allotments and other functions that contribute positively to the future community.
25. Development will be subject to an acceptable strategy to re-incorporate or relocate the allocated sports pitch.
26. Off-site provision of elements of sport or natural open space will only be approved if integrated with the adjacent LPRSA270 or an alternative location agreed by the council.

Landscape and Ecology

27. The scheme shall be designed to protect and enhance the existing boulevard on Lansdowne Avenue that is subject to a Tree Preservation Order.
28. Existing open space locations such as the Memorial Gardens/bowling green should be retained and incorporated into a site-wide landscape strategy unless appropriate alternatives are agreed with the council.
29. Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. Public access to such areas would normally be limited.
30. Development should incorporate a level of biodiversity net gain in accordance with national and local policy.

Utilities Infrastructure

31. The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be provided for all utilities.
32. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure.

Harrietsham Site Allocations

POLICY LPRSA071 - LAND AT KEILEN MANOR, HARRIETSHAM

1. Land adjacent to Keilen Manor, Harrietsham as identified on the Policies Map, is allocated for the development of approximately 37 dwellings. The following conditions are considered appropriate in order for the development to be acceptable.

Design and Layout

2. The development shall provide three distinct character areas comprising, circa; 0.7 hectares of woodland, 0.4 hectares of ecology enhancement/open space, a development area of circa 1.4 hectares.
3. Design and layout of the development will need to ensure neighbouring resident's amenity is protected.
4. Development proposals will be of a high standard of design incorporating the use of vernacular materials.
5. Development proposals shall incorporate substantial areas of internal landscaping, including street planting, within the site to provide an appropriate landscape framework for the site to protect the setting of the Kent Downs National Landscape.
6. The northern and eastern sections of the development area will be built at a lower density and incorporate landscaping to respect the existing open character of the countryside beyond.
7. The development will be set back from Marley Road behind retained open space and landscape buffers.
8. Development shall also be set back from the A20 in order to retain the semi-rural character of the frontage. Any loss of existing hedgerow required for access purposes shall be minimised through design and compensated by replanted hedgerow behind the visibility splay.
9. The development will provide ecological mitigation/enhancement areas and landscaped buffers along all boundaries with the retained woodland/ecological areas to ensure appropriate habitat connectivity with the retained woodland, ecology area and existing trees and hedgerows beyond the site boundaries.
10. Site design and layout shall be informed by a local historic impact assessment.

Landscape/ Ecology

11. The development shall retain the circa 0.7 hectares of existing woodland on the western part of the site, which shall be subject to a woodland and biodiversity enhancement/management plan.
12. Provision of circa 0.4 hectares of retained open space to provide new habitat and amenity space on the northern part of the site.

13. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
14. Existing trees and hedgerow of amenity or ecological value will need to be retained as part of any development.
15. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application.
16. The development proposals shall be designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans, including to inform the site development capacity.

Access, Highways and Transportation

17. The principal vehicular access shall be to the A20 with provision of a suitable access to the primary road network that meet standards and safety provisions. Junction modelling will be required to demonstrate that a safe, suitable junction could be created.
18. Improved access to both east and westerly bus services with enhanced bus stops and safe pedestrian access, including enhanced pedestrian crossing of the A20.
19. A pedestrian and cycle route will be provided through the site connecting Marley Road with the A20.
20. Safe pedestrian access along Marley Road should be established.

Open Space

21. In addition to the provision of approximately 0.7 hectares of woodland and the approximately 0.4 hectares norther area of amenity/ecology, the development area shall incorporate 0.1 hectares of accessible amenity green/play space, together with additional on/off site provisions and/or contributions towards off-site provision/improvements as may be required to meet policies LPRSP13 and LPRINF1.

Utilities Infrastructure

22. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities prior to the occupation of the development.

POLICY LPRSA101 - LAND SOUTH OF A20, HARRIETSHAM

1. Land south of A20 as identified on the Policies Map, is allocated for the development of approximately 53 dwellings. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. Development proposals will be of a high standard of design incorporating the use of vernacular materials.
3. There shall be frontage development to the A20, set back to align with Mayfield development to the west.
4. The woodland areas along the southern boundary of the site will be retained, in order to screen new housing from the railway line.
5. The line of trees along the eastern boundary of the site will be retained and enhanced, in order to provide a suitable buffer to the adjacent open countryside to the east.
6. The layout shall incorporate sustainable surface water drainage with ecological and landscape benefits.
7. The layout should adequately protect the amenity and privacy of existing neighbouring residents, and in general alignment with the adjoining Mayfield development to the west.
8. The design and layout should be designed so as to protect future occupiers from railway noise.
9. The development will provide ecological mitigation/enhancement areas and landscaped buffers along site boundaries and across the central part of the site to ensure appropriate habitat connectivity and the retention of existing trees and hedgerows.

10. Site design and layout shall be informed by a local historic impact assessment.

Landscape/ Ecology

11. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
12. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application.
13. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.

Access, Highways and Transportation

14. Provision of suitable access on the A20 that meet standards and safety provisions.

Open Space

15. Provision of new open space in accordance with policies LPRSP13 and LPRINF1.
16. Where it is not feasible, due to site characteristics, to provide an appropriate level of on-site amenity space for residents in accordance with policy LPRSP13 the scheme shall make appropriate financial contributions towards off-site provision, with an emphasis upon addressing local shortfalls in the provision of allotments and sports pitches.

Utilities Infrastructure

17. The applicant is to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists / can be created for all utilities.
18. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure.

Headcorn Site Allocations

POLICY LPRSA310 – MOAT ROAD, HEADCORN

1. Land at Moat Road Headcorn as identified on the Policies Map, is allocated for the development of approximately 110 dwellings. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. The development proposals shall be informed by a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application.
3. Built development shall be set back from Moat Road and the western boundary.
4. Residential density and typologies shall reflect the site's semi-rural setting.
5. The layout of new dwellings and roads shall respect the amenities and setting of adjacent residential properties.
6. The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes.
7. Lower densities and built form on the western portion of the site shall reflect its adjacent to open countryside.
8. The layout and form of buildings shall be designed to mitigate the rising topography with East-West landscaping introduced to break up the overall visual massing.
9. The layout shall be designed so as to ensure that the substation adjacent to the south west corner of the site does not adversely affect the amenities of future residents.
10. Site design and layout shall be informed by a local historic impact assessment.

Landscape/ Ecology

11. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
12. Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. Public access to such areas would normally be limited.
13. Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy.
14. The proposed landscaping scheme shall respect and protect TPO trees within the site or adjacent to boundaries.
15. The existing hedgerow fronting Moat Road shall be retained and enhanced and the impacts of any access junction minimised and mitigated.
16. Vehicular access routes within the development shall feature tree planting.

Access, Highways and Transportation

17. Vehicular access shall be via Moat Road, with junctions and sight lines designed to appropriate capacity and safety standards.
18. Development will be subject to the provision of acceptable and safe off-site pedestrian and cycle connectivity along Moat Road to the A274. Any new footways shall be designed to ensure that there are no adverse or ecological impacts and maintain the rural character of Moat Road.
19. Development shall respect and enhance the setting of any Public Rights of Way within or adjacent to the site.
20. Appropriate safe pedestrian access onto Maidstone Road will be required via the northern boundary of the site.
21. Development must ensure appropriate access for emergency vehicles.

Flood Risk/ Drainage

22. The site should be designed to ensure that it has a positive impact on the River Beult catchment, and does not worsen local flood risks on Moat Road.
23. The only vehicular access to the site is through Flood Zone 3. Any development will be dependent upon acceptable flood safety measures being agreed with the EA.

Open Space

24. Provision of new open space on site shall be provided in accordance with policies LPRSP13 and LPRINF1.
25. Provision shall include no less than 1.9 hectares of semi/natural open space the principal focus of which shall be to contribute to biodiversity net gain. The location and layout of such areas shall be designed to avoid conflict with accessible residential amenity spaces.
26. No less than 0.8 hectares of open green amenity space shall be provided, incorporating appropriate children's play space to meet the needs of the development.
27. Where it is not feasible, due to site characteristics, to provide an appropriate open space typology in accordance with policy LPRSP13, the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the village.

Utilities Infrastructure

28. The applicant is to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities.
29. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure.

Lenham Site Allocations (employment only)

POLICY LPRSA260 – ASHFORD ROAD, LENHAM

1. Land at Ashford Road, Lenham as identified on the Policies Map, is allocated for the development of approximately 2,500m² of employment floorspace (E(g), B2 and B8 uses). The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. Design, scale bulk and massing shall reflect the edge of settlement location.
3. Development proposals will be of a high standard of design incorporating the use of vernacular materials.
4. Development proposals shall incorporate substantial areas of internal landscaping within the site – including landscaping on an east-west axis through the central part of the site - to provide an appropriate landscape framework for the site to protect the setting of the Kent Downs National Landscape.
5. An undeveloped section of land will be retained and landscaped to protect the amenity and privacy of existing neighbouring residents.
6. The northern and eastern sections of the site will be built at a lower density to reflect the existing open character of the countryside beyond.
7. Site design and layout shall be informed by a local historic impact assessment.
8. The materials palette, including colour choice, should minimise impacts on views from the National Landscape.

Landscape/ Ecology

9. Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. Such areas shall be protected from the adverse impacts of any operational activities.

10. Development will be subject to the incorporation of an appropriate level of biodiversity net gain in accordance with national and local policy.

Access, Highways and Transportation

11. The development shall be subject to the provision of suitable access to the highway.
12. Development shall enable the provision of a bus stop on the existing 10x route adjacent to the site (with suitable pedestrian infrastructure).

Utilities Infrastructure

13. The applicant is to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities.
14. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure.

Marden Site Allocations

POLICY LPRSA295 - LAND AT COPPER LANE AND ALBION ROAD, MARDEN

1. Land at Copper Lane and Albion Road as identified on the Policies Map, is allocated for the development of approximately 113 dwellings. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. The two adjacent land parcels shall be designed and delivered through a joint masterplan with a single point of access to Albion Road and a joint strategy for open space provision.

3. Lower densities should be located adjacent to sensitive boundaries.
4. The south part of the site around the existing ponds shall be kept free of development with new landscaping to soften and break views from the south.
5. Development should be integrated into the slope on the site to minimise landscape impact.
6. Design of the site will need to ensure neighbouring resident's amenity is protected.
7. Site design and layout shall be informed by a local historic impact assessment.

Landscape/ Ecology

8. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
9. Structural landscaping will be required throughout the site to soften and break up the impact of built development.
10. Structural landscaping will be required along the south edge to soften and break up the impact of built development in views from the south.
11. Existing tree/hedge site boundaries shall be retained and enhanced apart from where required for vehicular or pedestrian access.
12. The site's design should have regard to the setting of the High Weald National Landscape.
13. Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy.
14. Provide an Ecological Impact Assessment of development sites and any additional land put forward for mitigation purposes to take full account of the biodiversity present.

Access, Highways and Transportation

15. Provision of suitable vehicular access to Albion Road that meet adequate capacity standards and safety provisions.

16. Development will be subject to the creation of safe pedestrian connections to the wider pedestrian network.

Open Space

17. Provision of new open space on site in accordance with policies LPRSP13 and LPRINF1. Provision shall include not less than 1.25 hectares of open space, with typologies in accordance with policy LPRSP13. The strategy shall ensure that areas designed to support biodiversity net gain shall not be publicly accessible.
18. Not less than 0.3 hectares useable green open space shall be provided, incorporating children's play to meet the needs of the development.
19. The function and quality of any open space shall not be prejudiced by a dual requirement to provide surface water drainage mitigation.
20. Where it is not feasible, due to site characteristics, to provide an appropriate level of on-site open space in accordance with policy LPRSP13, the scheme shall make appropriate financial contributions towards off-site provision targeted at known deficiencies in the area.

Utilities Infrastructure

21. The applicant is to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities.
22. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure.

Staplehurst Site Allocations

POLICY LPRSA066 - LAND WEST OF LODGE ROAD, STAPLEHURST

1. Land west of Lodge Road as identified on the Policies Map, is allocated for the development of approximately 78 dwellings on circa 3.8 hectares and approximately 1,000m² of employment on circa 0.3 hectares within

the north eastern part of the site. The following conditions are considered appropriate to be met before development is permitted.

Layout and Design

2. The layout of new homes and open spaces shall be designed to enable integration with the adjacent development site (H1 (48)), together with vehicular, cycle and pedestrian connections.
3. New dwellings shall provide an appropriate level of separation from existing and proposed commercial uses and order to ensure that residential amenity is protected and to ensure that the ongoing viability of commercial uses is not prejudiced.
4. The Public Right of Way on the northern boundary will be preserved and enhanced.
5. The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes.
6. Site design and layout shall be informed by a local historic impact assessment.
7. Appropriate buffers shall be provided between the residential and commercial areas.

Landscape/ Ecology

8. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
9. Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. Public access to such areas would normally be limited.
10. Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy.
11. The landscape scheme shall incorporate adequate buffers to both the existing and future employment uses and the railway line.
12. Principal traffic routes through the site shall incorporate tree planting.

13. The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application.

Access, Highways and Transportation

14. Vehicular access shall be provided from Lodge Road. The site will facilitate future pedestrian and vehicle connections to the residential development to the west of the site if possible.
15. The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running, including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this.
16. The access to the proposed commercial uses will be via the Lodge Road spur adjacent to the Clinton Business Centre.
17. The development shall enable measures to ensure that Lodge Road provides a safe and attractive pedestrian route between the site and Station Approach.

Open Space

18. Provision of new open space on/off site provisions and/or contributions towards off-site provision/improvements in accordance with policies LPRSP13 and LPRINF1.
19. On-site provision of open space across the two parcels shall be coordinated through a masterplan and shall include a minimum of 0.25 hectares of green amenity and play space and a minimum of 0.6 hectares of semi/natural open space.
20. Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat.

Utilities Infrastructure

21. The applicant is to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities.

22. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure.

Figure 8-5: Land west of Lodge Road – indicative plan



POLICY LPRSA114 - LAND AT HOME FARM, STAPLEHURST

1. Land at Home Farm (Sites A and B) as identified on the Policies Map, is allocated for the development of approximately 49 dwellings at an average density of 30 dph. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. The site comprises two parcels of land, the main, Site A, to the north of Pile Lane and a smaller Site B to the north.

3. The two parcels of land shall be the subject of a single masterplan that provides an appropriate distribution of built development and open space having regard to the following guidelines.
4. Development of Site A shall be set back from Headcorn Road and be designed to respect its rural character.
5. The north eastern section of Site A and the entirety of Site B will be built at a lower density and incorporate landscaping buffers in order to reflect the settlement edge location and to preserve the rural lane character of both Pile and Sweetlands Lanes.
6. Development along the eastern boundary of Site A should be sited and designed to ensure an appropriate relationship with neighbouring commercial uses, such that the amenity of future residents is acceptable and so that the ongoing commercial viability of the commercial land to the east is not prejudiced.

Landscape/ Ecology

7. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
8. The development proposals shall be designed to take into account the results of a LVIA undertaken in accordance with the principles of current guidance.
9. Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement.
10. Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy.
11. Public access to areas designated as habitat in any landscape masterplan would normally be limited to maintenance purposes.

Access, Highways and Transportation

12. Vehicular access to Site A shall be via Headcorn Road, with the junction designed to minimise loss of existing hedgerow. There shall be no vehicular access from Site A to either Pile Lane or Sweetlands Lane.

13. Vehicular access from Site B shall be located so as to minimise hedgerow loss and preferably, for highway safety reasons, be via Little Threads lane.
14. The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running, including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this.

Flood Risk/ Drainage

15. The layout of residential accommodation should avoid the northern part of the site and the fringes of Flood Zone 2.
16. A Flood Risk Assessment and surface water drainage strategy will be required alongside any planning application. This should demonstrate that sufficient on-site mitigation is achievable in order to ensure that the risk of flooding in adjacent areas is not increased.

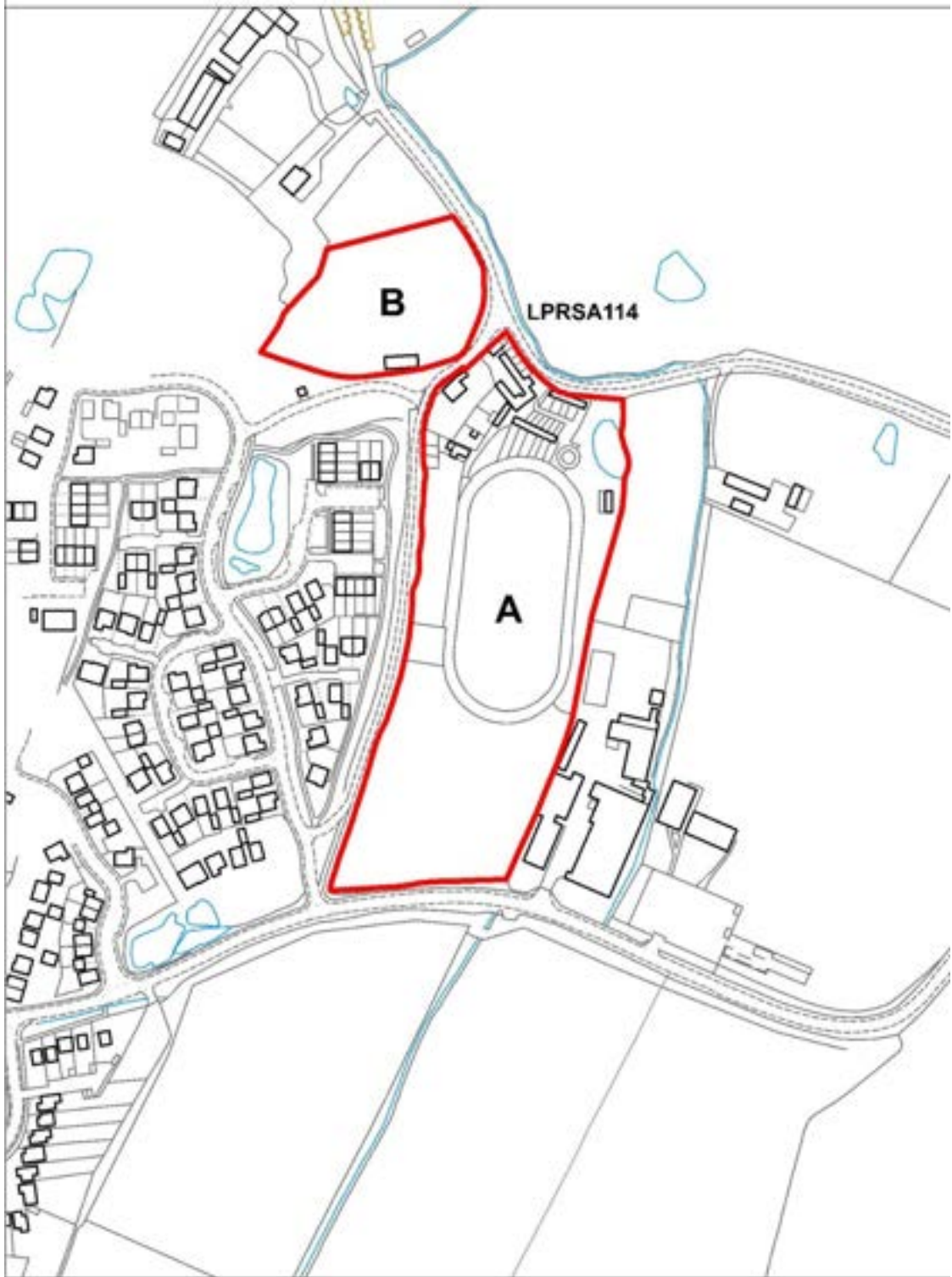
Open Space

17. The developments shall provide accessible open amenity space in accordance with policy LPRINF1, to include a minimum of 0.18 hectares of useable amenity green space incorporating children's play, micro allotments/community growing areas and other functions that contribute positively to the health and wellbeing of the future community.
18. Site A shall provide 0.85 hectares of semi/natural open space.

Utilities Infrastructure

19. The applicant is to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities.
20. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of necessary infrastructure.

Figure 8-6: Land at Home Farm – indicative plan



Coxheath Site Allocations

POLICY LPRSA251 - LAND AT THE FORMER ORCHARD CENTRE HEATH ROAD, COXHEATH

1. Land at Heath Road as identified on the Policies Map, is allocated for the development of approximately 5 dwellings at an average density of 30 dwellings per hectare. The following conditions are considered appropriate to be met before development is permitted.
2. Development is subject to the prior relocation of the existing medical/community facilities.

Design and Layout

3. The site layout shall ensure that residential buildings are successfully integrated with adjacent non-residential uses.
4. Design of the site will need to ensure neighbouring resident's amenity is protected.
5. The site layout shall respect the setting of the adjacent open space.
6. Development proposals will be of a high standard of design incorporating the use of vernacular materials.
7. Site design and layout shall be informed by a local historic impact assessment.

Landscape/ Ecology

8. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
9. Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement.
10. Should site characteristics limit the potential for on-site biodiversity benefits, it may be appropriate to make contributions to biodiversity enhancement schemes within the surrounding area.

Access, Highways and Transportation

11. The site shall utilise the existing access point to Heath Road, whilst also ensuring that shared access to adjoining sites is maintained.

Open Space

12. The development shall provide new open space in accordance with policies LPRSP13 and LPRINF1.
13. Where it is not feasible, due to site characteristics to provide an appropriate level of on-site amenity space for residents in accordance with policy LPRSP13, the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the locality accordance with policy LPRSP13.

Utilities Infrastructure

14. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.
15. The developer should ensure that appropriate consultation with the underground utilities operator take place.

POLICY LPRSA364 – KENT AMBULANCE HQ, COXHEATH

1. Land at the Kent Ambulance HQ as identified on the Policies Map, is allocated for the development of approximately 10 dwellings.

Design and Layout

2. The site layout shall ensure that residential buildings are successfully integrated with adjacent non-residential uses and their operations are not adversely affected.
3. Design of the site will need to ensure neighbouring resident's amenity is protected.

4. Development proposals will be of a high standard of design incorporating the use of vernacular materials.
5. Development should preferably be accessed from John Day Close in order to enable better integration with the adjacent residential area and to avoid potential conflicts associated with an access through the adjacent medical site.
6. Site design and layout shall be informed by a local historic impact assessment.

Landscape/ Ecology

7. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
8. Should site characteristics limit the potential for on-site biodiversity benefits, it may be appropriate to make contributions to biodiversity enhancement schemes within the surrounding area.
9. Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement.
10. Should site characteristics limit the potential for on-site biodiversity benefits, it may be appropriate to make contributions to biodiversity enhancement schemes within the surrounding area.

Access, Highways and Transportation

11. Provision of a suitable access point that meet standards and safety provisions.
12. Access should preferably be taken from John Day Close.

Open Space

13. The development shall provide new open space in accordance with policies LPRSP13 and LPRINF1.
14. Where it is not feasible, due to site characteristics to provide an appropriate level of on-site amenity space for residents in accordance with policy LPRSP13, the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the locality accordance with policy LPRSP13.

Utilities Infrastructure

15. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.
16. The developer should ensure that appropriate consultation with the underground utilities operator take place.

POLICY LPRSA364 – KENT AMBULANCE HQ, COXHEATH

1. Land at the Kent Ambulance HQ as identified on the Policies Map, is allocated for the development of approximately 10 dwellings.

Design and Layout

2. The site layout shall ensure that residential buildings are successfully integrated with adjacent non-residential uses and their operations are not adversely affected.
3. Design of the site will need to ensure neighbouring resident's amenity is protected.
4. Development proposals will be of a high standard of design incorporating the use of vernacular materials.
5. Development should preferable be accessed from John Day Close in order to enable better integration with the adjacent residential area and to avoid potential conflicts associated with an access through the adjacent medical site.
6. Site design and layout shall be informed by a local historic impact assessment.

Landscape/ Ecology

7. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.

8. Should site characteristics limit the potential for on-site biodiversity benefits, it may be appropriate to make contributions to biodiversity enhancement schemes within the surrounding area.
9. Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement.
10. Should site characteristics limit the potential for on-site biodiversity benefits, it may be appropriate to make contributions to biodiversity enhancement schemes within the surrounding area.

Access, Highways and Transportation

11. Provision of a suitable access point that meet standards and safety provisions.
12. Access should preferably be taken from John Day Close.

Open Space

13. The development shall provide new open space in accordance with policies LPRSP13 and LPRINF1.
14. Where it is not feasible, due to site characteristics to provide an appropriate level of on-site amenity space for residents in accordance with policy LPRSP13, the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the locality accordance with policy LPRSP13.

Utilities Infrastructure

15. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.
16. The developer should ensure that appropriate consultation with the underground utilities operator take place.

POLICY LPRSA312 - LAND NORTH OF HEATH ROAD

1. Land amounting to no more than approximately 4.6 hectares north of Heath Road, as identified on the Policies Map, is allocated for the development of approximately 85 dwellings at an average density of circa 30 dph. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. Development proposals will be of a high standard of design incorporating the use of contextually derived design and vernacular materials; incorporating a variety of typologies, materials, landscaping and street scenes.
3. Both the northern and eastern boundaries shall incorporate lower densities and integrated landscaping to reflect their edge of village setting.
4. A landscape/coalescence buffer including tree planting, of no less than 1.42 hectares and at no part less than 20m in depth shall be provided to the site's eastern and northern boundaries and be designed to prevent coalescence between the eastern edge of Coxheath and the western edge of Loose.
5. Within these landscaped and open space buffers, the net developable area should not materially exceed circa 2.83 hectares.
6. The development layout shall respect the amenities and setting of adjacent residential properties.
7. Streets shall incorporate tree planting as part of an overall landscape management plan, with the visual impact of car parking mitigated.

Landscape/ Ecology

8. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
9. Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy.

10. Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation enhancement. Public access to such areas would normally be limited.
11. The development proposals shall include provision for the protection and buffering as appropriate of the adjacent area of Ancient Woodland.
12. Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat.
13. Provision shall include no less than 1.3 hectares of semi/natural open space the principal focus of which shall be to contribute to site buffers and biodiversity net gain, but which may include access where conflict with habitat does not arise. The location and layout of such areas shall be designed to avoid conflict with more active accessible residential amenity spaces such as children's play.
14. The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application.

Access, Highways and Transportation

15. Vehicular access shall be via Heath Road, with no vehicular connections to Forstal Lane.
16. The new junction to Heath Road shall incorporate appropriate sight lines and be designed to appropriate capacity and safety standards.
17. The site shall enable connectivity to existing/planned Public Rights of Way and cycle routes to the east and west of the site
18. The site shall provide safe pedestrian and cycle routes through the site which are by design well supervised.
19. Contributions to off-site highways mitigation, namely Linton Crossroads, or an alternative agreed by the Local Planning Authority and Highway Authority.

Open Space

20. The development shall provide accessible open amenity space in accordance policies LPRSP13 and LPRINF1, with in addition to any

semi/natural buffer, a minimum of 0.55 hectares of additional accessible amenity green space incorporating elements such children's play, micro allotments and other functions that contribute positively to the wellbeing of the future community. Such amenity spaces should form an integrated element of the overall masterplan. The quality and function of accessible open space shall not be prejudiced by the incorporation of any active SUDS elements, which if necessary should be independently provided.

Utilities Infrastructure

21. The proposal to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities.
22. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure.

Boughton Monchelsea Site Allocations

POLICY LPRSA360 – CAMPFIELD FARM, BOUGHTON MONCHELSEA

1. Land at Campfield Farm as identified on the Policies Map, is allocated for the development of approximately 30 dwellings. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. Development proposals will be of a high standard of design incorporating traditional village typology with the use of vernacular materials.
3. The development shall ensure that it does not adversely affect the setting and character of the adjoining countryside.
4. This shall incorporate open spaces and new landscaping adjacent to areas of existing woodland to the north of the site.

5. External lighting on the site should be carefully designed so that it minimises landscape and ecological impacts.
6. Layout of the development will be subject to the results of an archaeological pre-determination assessment.
7. The development shall ensure that an appropriate buffer is provided to the conservation area to the east.
8. Design and layout of the site shall be informed by a landscape and visual impact assessment.

Landscape/ Ecology

9. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
10. Existing tree/hedgerow margins should be retained/enhanced where possible in order to provide the opportunity for biodiversity habitat creation/enhancement.
11. Development will be subject to strategy to incorporate an appropriate level of biodiversity net gain within the broad location in accordance with national and local policy.
12. The layout and design of development shall be informed by a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application.
13. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
14. Existing tree/hedgerow margins should be retained/enhanced where possible in order to provide the opportunity for biodiversity habitat creation/enhancement.

Access, Highways and Transportation

15. The development shall ensure that a suitable vehicular access onto Haste Hill Road is secured and shall demonstrate that an appropriate access to third party sites on the shared access is maintained.

16. The access shall be designed to a standard necessary to ensure that appropriate safety and capacity standards are met, whilst ensuring that the rural setting of the site is not adversely affected.
17. The development shall ensure that appropriate improvements to pedestrian infrastructure are secured, whilst also ensuring that the character and functionality of Public Right of Way KM69 is not adversely affected.

Open Space

18. The development shall provide on-site amenity green space in accordance with policies LPRSP13 and LPRINF1, with a minimum of 0.07 hectares on-site incorporating children's play, in a manner that contributes positively to the future community.
19. Development of the site will enable the delivery and/or enhancement of a minimum of 0.5 hectares of off-site semi/natural open or allotment space in the vicinity of the site.

Utilities Infrastructure

20. The applicant is to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities.
21. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure.

Eyhorne St (Hollingbourne) Site Allocations

POLICY LPRSA204 - LAND SOUTH EAST OF BRICKFIELD'S CLOSE, EYHORNE STREET, EYHORNE ST (HOLLINGBOURNE)

1. Land south east of Brickfield's Close, Eyhorne Street as identified on the Policies Map, is allocated for the development of approximately 9

dwellings. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. The layout and character of the development shall have regard to the character and setting of the National Landscape.
3. Development proposals will be of a high standard of design incorporating the use of vernacular materials.
4. The layout should adequately protect the amenity and privacy of existing neighbouring residents.
5. Landscaping shall be provided adjacent to areas of existing trees/woodland on the northern and eastern boundaries.
6. Site design and layout shall be informed by a local historic impact assessment.

Landscape/ Ecology

7. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
8. Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement.
9. Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy.
10. Public access to areas designated as habitat in any landscape masterplan would normally be limited to maintenance purposes.
11. The development proposals shall be designed to take into account the results of a LVIA undertaken in accordance with the principles of current guidance.
12. The layout of the development shall be informed by an arboricultural survey, tree constraints plan and tree retention/protection plans.

Access, Highways and Transportation

13. The development shall be accessed via Brickfield's Close.
14. The alignment and setting of public footpath KH198 on the southeastern boundary will be retained and enhanced within an area of natural/semi-natural open space.

Open Space

15. Provision of new open space on or off site and/or contributions towards off-site provision/improvements in accordance with policies LPRSP13 and LPRINF1.

Utilities Infrastructure

16. Connections to the nearest points of the network (with adequate capacity) will be required for all utilities.
17. The developer should ensure that appropriate consultation with the underground utilities operator take place.

Sutton Valence Site Allocations

POLICY LPRSA078 – LAND AT HAVEN FARM / SOUTHWAYS, SUTTON VALENCE

1. Land at Haven Farm/Southways as identified on the Policies Map, is allocated for the development of approximately 100 dwellings, approximately 400m² of local retail/business uses and a site to accommodate a doctors surgery of at least 1,500m² together with approximately 50 parking spaces. The following conditions are considered appropriate to be met before development is permitted.

Principles

2. Haven Farm, together with the adjacent Southways site (total site area approximately 7.0 hectares) are to be brought forward to provide a new

village hub, with medical and local retail/services uses, together with a new residential development and open spaces.

3. The development of the two adjacent sites will be the subject of a masterplan that demonstrates that building layout, open space and highways access have been coordinated to ensure an efficient use of land with regard to highways and environmental impacts.
4. The residential development of the rear agricultural element of the site is subject to the provision of a new, serviced medical surgery site at nil cost with the details of the land transfer and phasing enabling early delivery of the surgery in accordance with a framework to be agreed by the council.
5. The approximate land use balance is:
 - a. 100 dwellings across the two sites (including 5 self/custom build plots and 40% affordable housing)
 - b. 0.4 ha serviced site for local medical uses with access to North Street
 - c. 0.15 ha site for local village services
 - d. 0.9 ha new natural woodland
 - e. 0.35 ha of amenity green/children's play space

Design and Layout

6. Development shall be set back from the North Street frontage with landscaping to retain the semi-rural character of the setting.
7. All land parcels to be the subject of a comprehensive masterplan.
8. Design of the site will need to ensure neighbouring resident's amenity is protected.
9. The design of both the 'hub' and residential developments are to incorporate a rural vernacular.
10. The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes.
11. The site layout and design of the site shall be informed by a landscape and visual impact assessment.

12. Site design and layout shall be informed by a local historic impact assessment.

Landscape/ Ecology

13. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
14. Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy.
15. Public access to areas designated as habitat in any landscape masterplan would normally be limited to maintenance purposes.
16. Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat.
17. All landscaping to be principally native planting.
18. The proposed woodland area shall be the subject of a Woodland Delivery Strategy and Management Plan.
19. Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat.
20. Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement.

Access, Highways and Transportation

21. The site will be accessed via a single point of access to North Street with the junction and sight lines designed to appropriate capacity and safety standards.
22. There shall be no vehicular access via Southways.
23. The development will enable the provision of new bus stops on North Street.
24. The development shall provide a new pedestrian crossing facility between the site and the village hall/playing fields complex.

25. The development shall deliver appropriate traffic speed management measures to North Street.

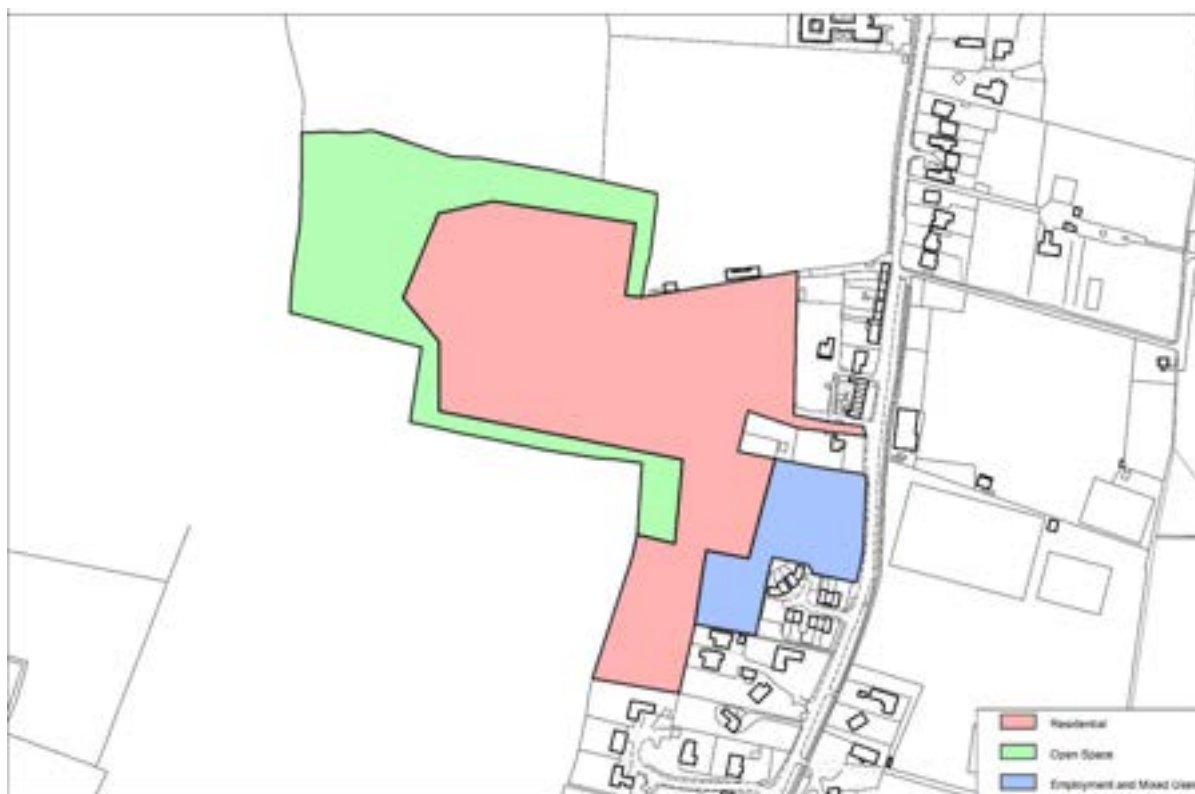
Open Space

26. No less than 0.35 hectares of open green amenity space shall be provided, incorporating appropriate children's play space to meet the needs of the development.
27. The development shall deliver no less than 0.9 hectares of semi/natural open space the principle focus of which shall be to contribute to create new woodland and biodiversity net gain. The location and layout of such areas shall be designed to avoid conflict with accessible residential amenity spaces.
28. Where it is not feasible, due to site characteristics, to provide an appropriate open space typology in accordance with policy LPRSP13, the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the village.

Utilities Infrastructure

29. The applicant is to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities.
30. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure.

Figure 8-7: Land at Haven Farm – indicative plan



Yalding Site Allocations

POLICY LPRSA248 - LAND AT KENWARD ROAD, YALDING

1. Land at Kenward Road as identified on the Policies Map, is allocated for the development of approximately 100 dwellings at an average density of approximately 30 dwellings per hectare, together with associated open space and infrastructure on land south of Kenward Road. The following conditions are considered appropriate to be met before development is permitted.

Design and Layout

2. The development shall provide approximately 100 dwellings, only to be provided on land north of Kenward Road at an average density of approximately 30 dph.

3. The land south of Kenward Road shall be laid out as a new community open space, and BNG area, together with SUDS measures to mitigate the residential element, plus pedestrian crossing / access measures.
4. The development shall be subject to a single masterplan which demonstrates phasing and delivery of both built development and open spaces.
5. The layout and form of the housing element shall be informed by an LVIA and incorporate both boundary and internal structural landscaping that responds to the site's topography.
6. Design of the site will need to ensure neighbouring resident's amenity is protected.
7. The layout and design of new dwelling shall incorporate measures necessary to mitigate the impacts of adjacent agricultural operations.

Landscape/ Ecology

8. A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.
9. Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy.
10. Public access to areas designated primarily as habitat in any landscape masterplan would normally be limited to maintenance purposes.
11. Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat.
12. All landscaping to be principally native planting.
13. The proposed open spaces and new habitat shall be the subject of a delivery strategy and long- term management plan.
14. Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement.
15. The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in

accordance with the principles of guidance in place at the time of the submission of an application.

Access, Highways and Transportation

16. Access to the residential element (plus any maintenance or other access to the open space to the south) shall provide junction and sight lines designed to appropriate capacity and safety standards.
17. The development shall provide appropriate pedestrian crossing points to Kenward Road to allow connectivity to existing footways.
18. The southern site shall enable appropriate access to the adjacent agricultural holding in a manner that does not adversely impact upon the amenity and safety of residents and users of the open space.
19. The southern site shall provide parking for users of the open space in a manner that does not adversely affect the amenity of the surrounding area.
20. Replacement provision shall also be provided for any loss of on-street residential parking.
21. The development shall deliver appropriate traffic speed management measures to the surrounding highway network..

Open Space

22. The provision of open space shall have regard to policy LPRINF1.
23. The proposed open spaces across both sites and new biodiversity areas shall be the subject of a delivery strategy and long-term management plan.
24. The residential parcel north of Kenward Road shall incorporate both green amenity and play space in a location that is safe for children and well supervised, plus elements of semi natural informal open space.
25. The land south of Kenward Road shall provide, in addition to any supporting infrastructure associated with the delivery of the proposed homes north of Kenward Road, approximately 4.9 hectares of public open space/habitat in the form of (to be determined through the submission of an Open Space Strategy in collaboration with the council and the parish council):
 - a. community allotments/growing areas
 - b. new Riverside landscape/habitat creation

- c. informal open space
- d. recreational open space
- e. Sustainable urban drainage
- f. ancillary parking to support the open space

Utilities Infrastructure

- 26. The applicant is to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities.
- 27. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure.

9. DEVELOPMENT MANAGEMENT POLICIES

What are Development Management Policies?

- 9.1 The purpose of the second part of the Local Plan Review is to set out the development management policies.
- 9.2 The purpose and parameters of development management policies are outlined in national planning policy. It indicates that development management policies are non-strategic policies that deal with a range of detailed issues. They are also part of the policy framework alongside the strategic policies previously outlined. They aim to achieve the delivery of the Vision, Strategic Objectives and overall strategy of the Local Plan Review through shaping and aiding the consideration and determination of development proposals.
- 9.3 The policies aim to deal with detailed issues relevant to planning decision making in the borough. Generally, they provide further detail to the thematic strategic policies. Specifically, they help decision makers to review the acceptability of certain types of development. In order to focus the approaches on design and sustainability-related matters, the council will produce a Design and Sustainability Development Plan Document.

How do Development Management Policies link to the Strategic Policies?

- 9.4 The policies set out in this section do not cover all policy areas and, where principles for development are addressed by national policies or in the strategic thematic and place-based policies contained earlier in this document, they are not repeated. However, the council considers it prudent to group its approaches to the development management policies by theme. The themes are in line with the strategic policies contained within this document which, in turn, are consistent with those themes identified in national planning policy. The links between the strategic policies and the non-strategic topic areas are highlighted in table 9.1.

Table 9-1: Development Management policies and relationship with LPR Strategic policies

THEME	LOCAL PLAN REVIEW 2021 STRATEGIC POLICIES	DEVELOPMENT MANAGEMENT POLICIES
HOUSING	LPRSP10; LPRPS10(A) LPRSP10(B) LPRSP10(C) – Housing	Policy LPRHOU1: Development on brownfield land Policy LPRHOU2: Residential extensions, conversions, annexes, and redevelopment within the built-up area Policy LPRHOU3: Residential premises above shops and businesses Policy LPRHOU4: Residential garden land Policy LPRHOU5: Density of residential development Policy LPRHou6: Affordable local need housing on rural exception sites Policy LPRHOU7: Specialist residential accommodation Policy LPRHou8: Gypsy, Traveller and Travelling Showpeople accommodation Policy LPRHOU9: Custom and self-build housing Policy LPRHOU10: Build to rent proposals Policy LPRHOU11: Rebuilding, extending and subdivision of dwellings in the countryside
ECONOMY	LPRSP11 LPRSP11 (A) LPRSP11(B) LPRSP11(C) – Economic development	Policy LPRCD1: Shops, facilities and services Policy LPRCD2: Primary Shopping Area Policy LPRCD3: Accommodation for rural workers Policy LPRCD4: Live-work units Policy LPRCD5: New agricultural buildings and structures Policy LPRCD6: Expansion of existing businesses in rural areas Policy LPRCD7: Equestrian development Policy LPRTLR1: Mooring facilities and boat yards Policy LPRTLR2: Holiday lets, caravan and camp sites
TRANSPORT	LPRSP12 – Sustainable transport	Policy LPRTRA1: Air Quality Policy LPRTRA2: Assessing the transport impacts of development Policy LPRTRA3: Park and ride Policy LPRTRA4: Parking Standards

THEME	LOCAL PLAN REVIEW 2021 STRATEGIC POLICIES	DEVELOPMENT MANAGEMENT POLICIES
INFRASTRUCTURE	LPRSP13 – Infrastructure	Policy LPRINF1: Publicly accessible open space and recreation Policy LPRINF2: Community facilities Policy LPRINF3: Renewable and low carbon energy schemes Policy LPRINF4: Digital Communications and Connectivity
ENVIRONMENT	LPRSP14(A) LPRSP14(B) LPRSP14(C) – The Environment	Policy LPRENV1: Development affecting heritage assets Policy LPRENV2: Change of use of agricultural land to domestic garden land Policy LPRENV3: Caravan storage in the countryside
DESIGN	LPRSP15 – Design	Policy LPRQD1: Sustainable design Policy LPRQD2: External lighting Policy LPRQD3: Signage and shop fronts building frontages Policy LPRQD4: Design principles in the countryside Policy LPRQD5: Conversion of rural buildings Policy LPRQD6: Technical Standards Policy LPRQD7: Private open space standards

How have the development management policies been reviewed?

- 9.5 As part of the Local Plan Review process, the council has reviewed and updated the development management policies from the 2017 Local Plan. This has been done via the statutory stages of consultation, internal reviews with colleagues in Development Management, and an assessment of those policies based on the evidence base and current national policy guidance and legislation.
- 9.6 Decisions regarding the status of 2017 Local Plan Development Management policies are set out in table 9.2 below. The table outlines whether a policy is to be retained or deleted; the level or degree of policy change; and the new policy number in line with proposed changes.

Table 9-2: Review of policies in the Local Plan 2017

Local Plan (2017) Policy	Retain or Delete	Action details	New LPR DM policy reference
DM1	Retain	Move to strategic policy section	LPRSP15
DM2	Retain	Split between strategic and DM policies	LPRQD1
DM3	Retain	Move to strategic policy section	LPRSP14
DM4	Retain	Amend	LPRENV1
DM5	Retain	Amend	LPRHOU1
DM6	Retain	Amend	LPRTRA1
DM7	Delete	Include in DM1	LPRSP15
DM8	Retain	Amend	LPRQD2
DM9	Retain	Amend	LPRHOU2
DM10	Retain	Amend	LPRHOU3
DM11	Retain	Amend	LPRHOU4
DM12	Retain	Amend	LPRHOU5
DM13	Retain	Amend	LPRHOU6
DM14	Retain	Amend	LPRHOU7
DM15	Retain	Amend	LPRHOU8
DM16	Retain	Amend	LPRCD1
DM17	Retain	Amend	LPRCD1
DM18	Retain	Amend	LPRQD3
DM19	Retain	Amend	LPRINF1
DM20	Retain	Amend	LPRINF2
DM21	Retain	Amend	LPRTRA2
DM22	Delete	Delete	

DM23	Retain	Amend	LPRTRA4
DM24	Retain	Amend	LPRINF3
DM25	Retain	Amend	LPRINF4
DM26	Retain	Amend	LPRTL1
DM27	Delete	Delete	
DM28	Delete	Delete	
DM29	Retain	Amend	LPRCD1
DM30	Retain	Amend	LPRQD4
DM31	Retain	Amend	LPRQD5
DM32	Retain	Amend	LPRHOU11
DM33	Retain	Amend	LPRENV2
DM34	Retain	Amend	LPRCD3
DM35	Retain	Amend	LPRCD4
DM36	Retain	Amend	LPRCD5
DM37	Retain	Amend	LPRCD6
DM38	Retain	Amend	LPRTL2
DM39	Retain	No action	LPRENV3
DM40	Retain	Amend	LPRCD1
DM41	Retain	No action	LPRCD7

Are there any new development management policies?

- 9.7 As a part of the Local Plan Review work, the need for a number of new development management policies was identified. Set out in table 9.3 are a list of new policies by theme.

Table 9-3: New non-strategic policies

Thematic area	New policy approach	New LPR DM policy reference
Housing	Custom and Self-build housing	LPRHOU9
Housing	Build to rent	LPRHOU10
Economy	Primary Shopping Area	LPRCD2
Quality and Design	Technical Standards	LPRQD6
Quality and Design	Private open space standards	LPRQD7

Housing

- 9.8 Maidstone has a diverse housing market, population and, as a result, need as outlined in the SHMA (2021). This has led to the development of strategic policies LPRSP10 and LPRSP10(A-C) to outline the strategy for growth to meet the needs of the borough's population into the future.
- 9.9 To support the need for housing growth and deliver the vision and objectives of the Local Plan Review and the borough's Strategic Plan, a few policies are required to carefully manage residential housing growth. It has been identified that there are preferred approaches regarding the following areas of housing development:
- Housing on brownfield land;
 - The development of existing housing over time;
 - Density;
 - Types and tenures,
 - Specialist accommodation needs;
 - Gypsy and Traveller development; and
 - Custom and self-build housing.

LPRHOU1: Development On Brownfield Land

- 9.10 One of the core principles of the NPPF encourages the effective use of land by re-using land that has been previously developed, provided it is not of high environmental value. This is known as brownfield land or previously developed land. It applies to land which is or was occupied by a permanent structure and infrastructure that has not blended into the landscape. It excludes certain forms of development, for example: agricultural, forestry, minerals extraction, landfills and greenfield land such as residential gardens, parks, recreation grounds and allotments
- 9.11 A large proportion of brownfield sites in the Maidstone urban area have been developed at high densities for housing in recent years, particularly in and adjacent to the town centre along the River Medway. Making the best use of previously developed land will continue to be encouraged throughout the lifetime of this plan.
- 9.12 It is important to ensure that brownfield land is not underused and that proposals seek to maximise the redevelopment potential of vacant or derelict land and buildings in order to reduce the need for greenfield land, which is a finite resource and often of higher quality in terms of landscape and biodiversity.
- 9.13 Brownfield development is essential for urban regeneration and, if designed to a high standard, brings homes, jobs and services closer together, reduces dependency on the car, and strengthens communities.
- 9.14 A number of brownfield sites in current or previous economic use are located in the countryside. Such sites are outside of the settlement boundaries, and countryside restraint policies apply. However, the council will consider proposals for residential development on brownfield sites in rural areas subject to key considerations such as: the level of harm to the character and appearance of an area; the impact of proposals on the landscape and environment; any positive impacts on residential amenity; what sustainable travel modes are available or could reasonably be provided; what traffic the present or past use has generated; and the number of car movements that would be generated by the new use, and what distances, if there are no more sustainable alternatives. Residential gardens in urban areas are excluded from the definition of a brownfield site.

POLICY LPRHOU1: DEVELOPMENT ON BROWNFIELD LAND

1. Proposals for development on previously developed land (brownfield land) outside of the countryside that make effective and efficient use of land and which meet the following criteria will be permitted:
 - a. Where the site has poor environmental value; and
 - b. If the proposal is for residential development, the density of new housing proposals reflects the character and appearance of individual localities and is consistent with policy LPRHOU5 unless there are justifiable planning reasons for a change in density.
2. In exceptional circumstances, the residential redevelopment of previously developed land in the countryside which meet the above criteria will be permitted provided the redevelopment will also result in:
 - a. meeting the policy requirements as set out elsewhere in this plan.
 - b. and the site is, or can reasonably be made, accessible by sustainable modes to Maidstone urban area, a Rural Service Centre or Larger Village or provides bespoke working from home space.

LPRHOU2: Residential Extensions, Conversions, Annexes And Redevelopment In The Built-Up Area

- 9.15 The following policy relates to residential extensions, conversions, annexes and redevelopment within the built-up area that falls outside those developments allowed by permitted development rights. The term conversion here refers to change from one type of residential use to another, rather than a separate use: for example, a dwelling house to a set of self-contained flats or houses in multiple occupation (HMOs). HMOs differ from self-contained flats as bedrooms/bed sitting rooms are private but other facilities, such as bathrooms and kitchens, are shared. The NPPF also places emphasis upon the quality of new residential development and requires a good standard of amenity to be provided for all existing and future occupants of land and buildings.
- 9.16 The council wishes to ensure that new residential units are attractive, high-quality places to live, which respond positively to the local area. Good quality development should be of a scale and layout which provides attractive and comfortable places to live. The intensified use of dwellings to create smaller households can cause problems for nearby residents, for example noise and

disturbance from increased traffic movements and requirements for parking. Policy LPRHOU2 seeks to control the potential problems arising from such proposals.

- 9.17 Residential extensions generally benefit the community by increasing the amount and quality of accommodation in the borough. However, careful design is necessary in order to prevent a reduction in the quality of living conditions for adjoining residents and the built environment in general. The adopted Residential Extensions SPD (May 2009) will be used to guide the assessment of proposals for residential extensions.

POLICY LPRHOU2: RESIDENTIAL EXTENSIONS, CONVERSIONS, ANNEXES, AND REDEVELOPMENT WITHIN THE BUILT-UP AREA

1. On land outside of the countryside proposals for the extension, conversion or redevelopment of a residential property which meet the following criteria will be permitted if:
 - i. The scale, height, form, appearance and siting of the proposal would fit unobtrusively with the existing building where retained and the character of the street scene and/or its context;
 - ii. The traditional boundary treatment of an area would be retained and, where feasible, reinforced;
 - iii. Adjoining residents would avoid unacceptable loss of privacy, outlook or light and would avoid unacceptable intrusion from noise or odour; and
 - iv. Sufficient parking would be provided within the curtilage of the dwelling without diminishing the character of the street scene.
2. On land outside the countryside proposals for the conversion or redevelopment of a dwelling to self-contained flats or the use of a building as a house in multiple occupation which also meet the following criterion will be permitted:
 - i. The intensified use of the building and its curtilage would not significantly harm the appearance of the building or the character or amenity of the surrounding area.

LPRHOU3: Residential Premises Above Shops And Businesses

- 9.18 The phrase 'living over the shop' refers to the developments at the first-floor level and above, where the ground floor level is occupied by a development in one of the following use classes: E(a), E(b), E(c)(i), E(c)(ii), E(c)(iii), E(g)(i), F2(a).⁷ 'Living over the shop' can have a positive impact upon the vitality of town centres and other commercial areas. Once shoppers and workers depart, residential units to upper floors can provide a sense of life and occupation, which can add to a perception of security and vitality. 'Living over the shop' also helps to create a sense of place and mix of uses advocated by the NPPF.⁸
- 9.19 The preferred approach would apply to proposals including the uses listed above that fall outside of permitted development rights. For example, schemes that are larger than what is presently permitted or involve external alterations etc. The approach would also be geographically limited to identified centres (district and local).

POLICY LPRHOU3: RESIDENTIAL PREMISES ABOVE SHOPS AND BUSINESSES

1. The council will permit 'living over the shop' projects that meet the following criteria:
 - a. They are above deemed suitable premises (including uses in class E and F.2 of the use class order).
 - b. The premises are located in the identified town centre, district and local centres, or above existing village shops;
 - c. They accord with the relevant parking standards as set out in the Kent
 - d. Design Guide Review: Interim Guidance Note 3: RESIDENTIAL PARKING (2008)
 - e. They meet servicing requirements, such as bin storage/collections and deliveries; and;

⁷ Town and Country Planning (Use Classes) Order 1987 (as amended)

⁸ MHCLG, *National Planning Policy Framework*, paragraph, 86 (2021), p.25

- f. The proposal would not be negatively impacted by surrounding noise and air quality issues.
- 2. Change of use from residential accommodation in premises where the ground floor is (or last was) in class E or class F2 within town, district or local centres will be permitted, provided it can be shown that the accommodation is no longer suitable or is potentially unsuitable for residential occupation because of amenity issues caused by location, design, noise or air quality issues.

LPRHOU4: Residential Garden Land

- 9.20 Within the built-up areas of the borough's towns and villages, there is significant pressure for the development of residential garden land. Such development, typically involving the subdivision of existing residential curtilages, can often appear cramped and damage the existing pattern of development. The council wishes to only permit development where it can be absorbed within the existing character, pattern and layout of the built environment without detriment to visual amenity. All new development should respect the amenities of neighbouring occupiers and their quality of life. It should be designed to avoid an unacceptable loss of privacy, light or outlook and also excessive levels of noise from activities, processes and traffic movements.

POLICY LPRHOU4: RESIDENTIAL GARDEN LAND

Within the defined boundaries of the urban area, rural service centres and larger villages development of domestic garden land to create new buildings which meet the following criteria will be permitted provided:

- 1. The higher density resulting from the development would not result in significant harm to the character and appearance of the area;
- 2. There would be no significant loss of privacy, light or outlook for adjoining properties and/or their curtilages;
- 3. Access of an appropriate standard can be provided to a suitable highway;

4. There would be no significant increase in unacceptable impact on amenity by noise or disturbance from traffic gaining access to the development.
5. The scale, height, form, appearance and siting of the proposal would fit unobtrusively with the existing building where retained and the character of the street scene;
6. Any loss of biodiversity is to be offset elsewhere in line with policy LPRSP14(A).

LPRHOU5: Density Of Residential Development Policy

- 9.21 The development strategy for the borough is based on meeting future housing requirements through the best use of suitable, previously developed land before releasing other sites for development in order to protect the borough's valuable landscape and biodiversity assets. The setting of minimum densities for residential developments will help the council to achieve this and make best use of land, whilst also being in line with national planning policy (NPPF paragraph 125) and policy LPRSP10(B).

POLICY LPRHOU5: DENSITY OF RESIDENTIAL DEVELOPMENT

All new housing will be developed at a density that is consistent with achieving good design and does not compromise the distinctive character of the area in which it is situated. Development proposals that fail to make efficient use of land for housing, having regard to the character and location of the area, will be refused permission. Subject to these overriding considerations the following minimum densities are expected in the following locations:

1. At sites within the town centre new residential development will be expected to achieve a net density of 150 dwelling per hectare.
2. Sites within inner urban area (800 metres from the town centre) a net density of 75 dwellings per hectare.

3. Sites within outer urban area (within the urban boundary of Maidstone, but not within the inner urban area) a net density of 35 dwellings per hectare.
4. Sites within identified garden communities will be expected to achieve a net density of 40 dwellings per hectare.
5. At sites within or adjacent to the Rural Service Centres, Larger and Smaller Villages as defined under policies LPRSP1 to LPRSP-8 new residential development will be expected to achieve a net density of 30 dwellings per hectare where that is compatible with the individual settings of those sites.

LPRHOU6: Affordable Local Housing Need On Rural Exception Sites Including First Homes

- 9.22 Policy LPRSP10(B) seeks to set out the council's affordable housing need and the general requirements for it across the borough. However, in rural areas outside of the settlement boundaries and urban area, affordable housing can be in limited supply due to a lack of market housing allocated in rural locations. Rural Exception Sites are a way to bring forward affordable housing in rural locations where it would not normally be allowed.
- 9.23 Rural Exception Sites are defined in national planning policy.⁹ They refer to sites that are not allocated for residential use in the Local Plan, but that are proposed for affordable housing in perpetuity and address the identified needs of the local community in which they are proposed.
- 9.24 Market housing in the borough's rural settlements can be both expensive and in limited supply. Affordable housing, although addressing the issue of expense, can also be in limited supply and so Rural Exception Sites are a good way to allow people in rural communities to stay local rather than be forced to move elsewhere to find housing.
- 9.25 First Homes were introduced in 2021 as a new affordable home ownership product, and national policy requires that a minimum of 25% of new affordable homes are offered as this product, to eligible buyers, and at a minimum discount of 30% of market value or £250,000, whichever is the lesser. Policy LPRSP10(b) sets out the council's overall need and mix of affordable housing

⁹ MHCLG, *National Planning Policy Framework*, Annex 2 (2021), p.71

as 25% First Homes, and 75% social/affordable rented product, in line with the need identified in the Strategic Housing Market Assessment.

- 9.26 The Written Ministerial Statement (May 2021) supports the delivery of First Homes via Rural Exception Sites outside designated rural areas, where these are adjacent to existing settlements and First Homes make up 100% of the new units to be delivered. However, there is scope to introduce a limited amount of market housing where this is essential to enable delivery, and/or other types of affordable housing where there is a significant identified local need.
- 9.27 Unlike Rural Exception Sites, First Homes cannot be located in the National Landscape or Green Belt and therefore regard must be had to national policy and guidance to inform which locations are suitable for each affordable housing product.

POLICY LPRHOU6: AFFORDABLE LOCAL NEED HOUSING ON RURAL EXCEPTION SITES INCLUDING FIRST HOMES

1. Outside of the Maidstone urban area, the Rural Service Centres and Larger Villages, the council will work with parish councils and local stakeholders to bring forward affordable local needs housing for its rural communities in line with the latest government guidance. The council will grant planning permission subject to the following criteria.
2. Development has been proven necessary by a local needs housing survey approved by the council which has been undertaken by or on behalf of the parish council(s) concerned. In consultation with the parish council and prospective provider of social/affordable housing (registered provider or build to rent landlord).
3. The council in line with the requirements of national planning policy will determine the number, size, type and tenure of homes to be developed after assessing the results of the survey. The council will also use the housing register and SHMA to determine where there may be unmet housing needs.
4. In the first instance affordable local needs housing will remain available in perpetuity to meet the need for which it was permitted. This will be secured by planning conditions and/or legal agreements as appropriate. If this cannot be done, then the subsidy applied will be recycled into alternative affordable housing provision.

5. Sustainability of the site and its settlement will be a prime consideration in decision making. The council will give preference to settlements and communities where a range of community facilities and services, in particular school, health, and shopping are accessible from the site preferably on foot, by cycle or on public transport. The site must also be safely accessible to and from the public highway by all vehicles using the site at all times.
6. The scale of development must be in proportion to the context of the settlement where it is located.
7. Where a proposed development for First Homes lies adjacent to the existing settlement and is located outside the Green Belt and National Landscape.
8. Applications for First Homes will be required to deliver 100% First Homes, unless there is a significant identified local need for other types of affordable housing. Where it can be demonstrated that it is necessary to incorporate market housing to enable delivery of First Homes, any market housing element of the scheme should make up a limited proportion of the overall number of dwellings to be provided.
9. Where national landscape, ecological and heritage designations are affected by the proposed development, proposals must have regard to the designation and its purpose whilst complying with national policy and guidance. Development proposals shall have regard to areas of higher landscape sensitivity and heritage value.
10. Any loss of biodiversity is to be offset elsewhere in line with Policy LPRSP14(A).

The delivery of this policy is outlined further in the Affordable and Local Needs Housing Supplementary Planning Document 2020 or successor documents.

LPRHOU7: Specialist Residential Accommodation

- 9.28 The policy refers to accommodation for older and disabled persons. These have been grouped together to reflect the National Planning Practice Guidance.¹⁰ This policy will cover specialist residential accommodation (including nursing homes, care homes, and extra care accommodation) that fall within use class C2 providing some form of care package and communal facilities more than a lounge.
- 9.29 In line with national trends, the population of the borough is ageing, and this will result in an increasing demand for elderly accommodation over the time frame of the Local Plan. Population projections predict that by 2037, 23% of the borough's residents will be over 65 years of age compared with 19% in 2019.¹¹
- 9.30 Similar to the age profile of the borough's population, those persons with disabilities are increasing. From 2019-37 the number of persons with a long-term health problem or disability is likely to increase by 10,105 or 35%.¹²
- 9.31 The SHMA identifies three sub-categories of specialist residential accommodation types for older people:
- a. Retirement living or sheltered housing which comprises self-contained units with some shared facilities and on-site supportive management.
 - b. Enhanced sheltered housing which typically has 24/7 staffing cover and some shared meals.
 - c. Extra care which provides personal or nursing care. These facilities may include dementia care. These are counted as bedspaces.
- 9.32 The SHMA defines these as Housing with Support and Housing with Care. It identifies a total need of 2,142 speciality housing units as follows:

¹⁰ MHCLG, *National Planning Practice Guidance*, Paragraph: 006 Reference ID: 63-006-20190626 (2019)

¹¹ Iceni, *Maidstone Strategic Housing Market Assessment* (May 2021), p.82

¹² Iceni, *Maidstone Strategic Housing Market Assessment* (May 2021), p.84

Table 9-4: Special housing needs

	Rented	Leasehold	Total
Housing with Support	105	1,234	1,339
Housing with Care	371	432	803

9.33 The SHMA identifies an additional 1,228 care or nursing home bedspaces.

9.34 Because of the significant extent of need for this type of housing, the council will support proposals for the provision of housing to meet this need on appropriate sites, including site allocations. Regard will be had to the need to provide all types of specialist residential accommodation.

POLICY LPRHOU7: SPECIALIST RESIDENTIAL ACCOMMODATION

1. On land within or adjacent to the settlement boundaries, proposals for new retirement living, sheltered housing, enhanced sheltered housing and extra care facilities, through new build, conversion or redevelopment and for extensions to existing nursing and residential care homes which meet the following criteria will be permitted:
 - a. The site is located adjacent to the settlement boundary;
 - b. The proposal is sustainably located with accessibility by public transport;
 - c. The proposal will not adversely affect the character of the locality or the amenity of neighbouring properties including by means of noise disturbance or intensity of use; or by way of size, bulk or overlooking; and
 - d. Sufficient visitor and staff vehicle parking is provided in a manner which does not diminish the character of the street scene.
2. Proposals for specialist residential accommodation in unsustainable locations, and not within or adjacent to the defined boundaries of the Maidstone urban area, Rural Service Centres and Larger Villages will not be permitted.

3. Existing specialist residential accommodation will be protected from loss through either redevelopment or conversion where there is an identified need. Any change outside that permitted will need to demonstrate the lack of need for, or financial viability of, the facility within the borough.

LPRHOU8: Gypsy, Traveller And Travelling Showpeople Accommodation

- 9.35 Accommodation for Gypsies and Travellers is a specific type of housing that councils have the duty to provide for under the Housing Act (2004). Gypsies and Travellers historically resorted to the Maidstone area because of their involvement in agriculture, particularly hop and fruit picking. Now the borough has a significant number of Gypsy and Traveller pitches mostly on small, privately owned sites outside of the urban area. Going forward, the aim for the local plan is to contribute towards the creation of sustainable communities by making an appropriate scale of pitch provision which balances the reasonable need for lawful accommodation with the responsibility to protect the environment.
- 9.36 National guidance in 'Planning Policy for Traveller Sites' sets out the definitions of 'Gypsies and Travellers' and 'Travelling Showpeople' to be used for planning purposes.
- 9.37 The criteria in the policy below will guide the determination of planning applications and also the allocation of specific sites. It is preferable for sites to be located close to existing settlements where there are community facilities such as schools and health services. Frequently, because of land availability, more rural sites are proposed. Where such sites are proposed, the impact of development on the landscape and rural character is an important factor in respect of the wider objective of protecting the intrinsic character of the countryside. The council will produce separate, more detailed guidance through the planned Development Plan Document relating to the development of outbuildings associated with Gypsy and Traveller development.

POLICY LPRHOU8: GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE ACCOMMODATION

1. Planning permission for Gypsy and Traveller and Travelling Showpeople accommodation will be granted if the site is allocated for that use and

proposals comply with the site allocation criterion, or if the following criteria are met:

- a. Caravans to meet the definition of a caravan in the Caravan Sites and Control of Development Act (1960)¹³ and the Caravan Sites Act (1968)¹⁴;
- b. Local services, in particular school, health and shopping facilities, are accessible from the site preferably on foot, by cycle or on public transport;
- c. The development would not result in significant harm to the landscape and rural character of the area. Impact on these aspects will be assessed with particular regard to:
 - i. Local landscape character;
 - ii. Cumulative effect - the landscape impact arising as a result of the development in combination with existing lawful caravans;
 - iii. Existing landscape features - development is well screened by existing landscape features and there is a reasonable prospect of such features' long-term retention;
 - iv. Additional planting should be used to supplement existing landscaping but should not be the sole means of mitigating the impact of the development;
 - v. Prominent boundary treatments should be screened/softened by existing and/or proposed landscaping
- d. The site can be safely accessed to and from the highway by all vehicles using the site on a regular basis;
- e. The site is not located in an area at risk from flooding (zones 3a and 3b) based on the latest information from the Environment Agency or a specific Flood Risk Assessment which has been agreed by the Environment Agency; and

¹³ Caravans Sites and Control of Development Act 1960:

<https://www.legislation.gov.uk/ukpga/Eliz2/8-9/62>

¹⁴ Caravans Sites Act 1968: <https://www.legislation.gov.uk/ukpga/1968/52/contents>

- f. The ecological impact of the development has been assessed through appropriate survey and a scheme for any necessary mitigation and enhancement measures confirmed.
- 2. In addition to the above criteria the following applies to Travelling Showpeople accommodation only:
 - a. The site should be suitable for the storage and maintenance of show equipment and associated vehicles.
- 3. Applications for further ancillary development (including out buildings/dayrooms etc) on a Gypsy and Traveller and Travelling Showpeople site will be permitted if the following criteria are met:
 - a. Criteria 1 (C) (i-iii) of this policy is met; and;
 - b. The scale and form of any development respects its setting.

LPRHOU9: Custom And Self-Build Housing

- 9.38 Self-build plots are plots of land which are made available in order for individuals to design and build their own home. Custom build plots, on the other hand, are provided by site developers to the specification of individuals which may or may not follow a basic design pattern.
- 9.39 There is a legal responsibility to keep a register of individuals and interested associations of individuals that are seeking a plot of land to construct a self or custom build house as a sole or main residence.¹⁵ In submitting planning applications for self and custom housebuilding, regard shall be had to specific needs identified in the council's self and custom housebuilding survey and register.
- 9.40 As set out in Policy LPRSP10(B) the council supports the principle of self and custom build housing and aims to meet the needs of those identified on the registers that it keeps. However, it also needs to manage the development of this type of housing to make sure it is appropriate. It is important to ensure that larger schemes deliver design coherence and are carefully planned and managed to ensure clarity for individual plot holders. As with other windfall housing development, custom and self-build housing should primarily be

¹⁵ Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016)

located as per the settlement hierarchy, and therefore outside of the countryside unless site specific circumstances indicate otherwise.

POLICY LPRHOU9: CUSTOM AND SELF-BUILD HOUSING

1. The council will support self and custom build development that are in suitable and sustainable locations, conform to the other policies in the plan, and meet the following criteria:
 - a. On outline applications where there are five or more proposed custom build dwellings on a single site, the application must be accompanied by a Design Brief detailing: layout; design parameters, including the design code; phasing plan and; evidence to demonstrate how the scheme meets the definition of self and custom build.
 - b. All proposals for custom and self-build are supported by evidence of need, and applicants shall engage with the council to understand the requirements of the authority's self and custom build register in order to ensure effective delivery of sites.
2. The revision of self-build or custom build housing to open market housing will be permitted in the following circumstance:
 - a. Evidence is provided to the council that plots have been prominently marketed for sale to self or custom builders through the council's Self-Build and Custom Housebuilding Register and through any relevant organisations, and a buyer has not been found within a 12-month period.

LPRHOU10: Build To Rent Proposals

- 9.41 National policy and guidance support the diversification of the housing market in order to speed up the delivery of the residential accommodation. One way to do this is through support for the build to rent sector. This is supported by strategic policy LPRSP10(A) - Housing Mix that supports a range of housing tenures to come forward.

- 9.42 Since 2016 there has been a national growth in the build to rent market mainly aimed at younger age groups up to 35-years-old.¹⁶ In more recent years, this growth has been occurring in Maidstone borough, especially within the Maidstone urban area.¹⁷ One of the reasons for this are the higher-than-average rents that can be obtained from flatted development in Maidstone.¹⁸ Therefore, the council considers it prudent to adopt a new policy approach to manage this form of development.
- 9.43 The Planning Practice Guidance states that where a demand is identified, authorities should include a plan policy setting out their approach to promoting and accommodating build to rent housing.¹⁹ Build to rent developments will bring new providers into the UK housing market which will increase local competition. A build to rent scheme is long term and so where a sale of a build to rent scheme is proposed, there should not be a withdrawal of the affordable housing contribution. The accompanying S106 should set out what should happen if any homes within a build to rent scheme are sold/converted before the end of the covenant period.
- 9.44 The S106 should consider such scenarios and, in particular, include a mechanism to recoup or 'clawback' the value of the affordable housing provision that is withdrawn if affordable private rent homes are converted to another tenure. Build to rent schemes allows occupants to live at a property for longer. The NPPF glossary states that build to rent developers will usually offer longer tenancy agreements of three years or more. Whilst there is no requirement for authorities to apply national space standards to the borough, build to rent home schemes can bring higher quality and better managed accommodation to the private rental market. The process for managing affordable private rent units should also be set out in the S106. The Planning Practice Guidance outlines that *affordable* private rental homes within any particular scheme should be constructed and managed to the same high-quality standards as other private rental homes. The NPPF states that affordable housing on build to rent schemes should be provided by default in the form of affordable private rent and other affordable housing policies in the plan.

¹⁶ Iceni, *Maidstone Strategic Housing Market Assessment* (March 2021), p.103

¹⁷ Iceni, *Maidstone Strategic Housing Market Assessment* (March 2021), pp.103-104

¹⁸ Iceni, *Maidstone Strategic Housing Market Assessment* (March 2021), p.104

¹⁹ MHCLG, *National Planning Practice Guidance*, Paragraph: 001 Reference ID: 60-001-20180913 (2018)

POLICY LPRHOU10: BUILD TO RENT PROPOSALS

1. In line with recommendations of the SHMA (2021) and national planning policy and guidance the council has developed the following policy for build to rent proposals.
2. Planning permission will be granted for developments of self-contained, private rented homes which:
 - a. Are located in Maidstone Town centre, within close proximity, and larger strategic sites;
 - b. Are secured in single ownership providing solely for the rental market for an extended period minimum 20-year term with provision for clawback of affordable housing contributions should the covenant not be met;
 - c. Provide tenancies for private renters for an extended period above normal contract lengths with a break clause in the tenant's favour and structured and limited in-tenancy rent increases agreed in advance;
 - d. Provide a high standard on-site management of the accommodation; and
 - e. Provide for a mix of unit sizes in accordance with Policy LPRSP10(A);
 - f. Provide on-site affordable housing, in line with the requirements set out in the Affordable Housing SPD.

LPRHOU11: Rebuilding, Extending And Subdivision Of Dwellings In The Countryside

- 9.45 The intrinsic character and beauty of the countryside is an important asset of the borough, which is recognised by the NPPF and the Local Plan Review and which is highly sensitive to development. However, to support rural communities, a level of flexibility for certain forms of development in rural areas is required.
- 9.46 In appropriate circumstances, the council will support the rebuilding of a lawful residential dwelling, extension or subdivision to an existing dwelling in line with the NPPF.¹⁹ In considering such proposals, the council will have regard to the mass and visual prominence of the resulting building, including the cumulative

impact of such changes. The volume of new development will be more critical than its footprint.

- 9.47 The term 'original dwelling' refers to the dwelling as it was on 1st July 1948 or, if built later, as it was when first erected and granted planning permission.

POLICY LPRHOU11: REBUILDING, EXTENDING AND SUBDIVISION OF DWELLINGS IN THE COUNTRYSIDE

1. Outside of the Maidstone urban area, Larger Villages and Rural Service Centres as defined on the Policies Map, proposals for the replacement of a dwelling in the countryside which accord with national policy and meet the following criteria will be permitted:
 - i. The present dwelling has a lawful residential use;
 - ii. The present dwelling is not the result of a temporary planning permission;
 - iii. The building is not listed;
 - iv. The mass and volume of the replacement dwelling is no more visually harmful than the original dwelling;
 - v. The replacement dwelling would result in a development which individually or cumulatively is visually acceptable in the countryside;
 - vi. The replacement dwelling is sited to preclude retention of the dwelling it is intended to replace, or there is a condition or a planning obligation to ensure the demolition of the latter on completion of the new dwelling;
 - vii. The traditional boundary treatment of an area would be retained;
 - viii. Access points in number and width should be kept to a minimum to preserve the character of the countryside and rural lanes; and
 - ix. The replacement dwelling would not have a negative impact on neighbouring residential amenity (privacy, daylight, sunlight, overshadowing or overbearing).
2. Proposals to extend dwellings in the countryside which meet the following criteria will be permitted:

- i. The proposal is well designed and is sympathetically related to the existing dwelling without overwhelming or destroying the original form of the existing dwelling;
 - ii. The proposal would result in a development which individually or cumulatively is visually acceptable in the countryside;
 - iii. The proposal would not create a separate dwelling or one of a scale or type of accommodation that is capable of being used as a separate dwelling;
 - iv. Proposals for the construction of new or replacement outbuildings (e.g., garages) should be subservient in scale, location and design to the host dwelling and cumulatively with the existing dwelling remain visually acceptable in the countryside;
 - v. The proposal would not have a negative impact on neighbouring residential amenity (privacy, daylight, sunlight, overshadowing or overbearing).
3. Proposals for the subdivision of an existing residential dwelling should meet the following criteria:
- a. The proposal will ensure that any existing and proposed dwellings meet the minimum space standards.
 - b. Adequate off street parking access is maintained for existing and provided for new dwellings.
 - c. The development will preserve the amenity of neighbouring properties.
4. In all instances account should be taken of the Residential Extensions SPD.

Commercial Development

- 9.48 Building a strong, competitive economy and supporting a prosperous rural economy, as well as ensuring the vitality of town centres, are key parts of national policy and guidance. NPPF sections 6 and 7 set out that policies should help create the conditions in which business can invest, expand and adapt, as well as support the role that town centres play at the heart of local communities.

- 9.49 The Local Plan Review considers the strategic level drivers for economic, retail and leisure development in Policies LPRSP1 and LPRSP11. This section adds further detail to LPRSP1 and LPRSP11 through specifically looking at the following areas:
- a. Main town centre uses;
 - b. Primary shopping areas;
 - c. Leisure and community uses;
 - d. Rural worker accommodation and live work units;
 - e. Expansion of businesses;
 - f. Farm shops and equestrian development; and
 - g. Rural tourism, leisure and recreation.

LPRCD1: Shops, Facilities And Services

- 9.50 Maidstone has a very strong town centre, along with a network of much smaller but important district and local centres which, although overshadowed by the strength of Maidstone town centre, have a vital role in providing easy access to shops, services and facilities. It is important that this strategic network and hierarchy of centres is maintained to ensure that shops and services are as accessible as possible.
- 9.51 As the County town of Kent, Maidstone town centre is where the vast majority of commercial development should occur, in line with the NPPF's town centre first approach. Sequential tests and impact assessments will be required where proposals for main town centre uses are put forward outside of the defined centres.
- 9.52 For clarity, the definition of the main town uses and town centres adopted in this approach are those set out in the NPPF Annex 2: Glossary. As a result, town centres refer to city centres, town centres, district centres, and local centres.²⁰
- 9.53 Within the borough, the council has identified district and local centres (policy LPRSP11(C)) which fulfil the function of providing essential local facilities as a group. The council wishes to maintain the existing retail function together with

²⁰ MHCLG, National Planning Policy Framework, Annex 2: Glossary (2021), p.68

supporting community uses in these locations in the interests of securing sustainable, well-functioning communities.

Leisure and Community Uses

- 9.54 Allowing for a variety of leisure uses to meet growing and diversifying indoor leisure needs as well as more community uses such as health centres, creches and community uses within the defined centres will add to their diversity, providing centralised services and facilities, and will extend both their appeal and periods of activity throughout the day. Encouraging and supporting these types of uses could also increase the prospects of vacant premises being brought into use. It is important that where such proposals are located within defined centres, they are designed in such a way that establishes or maintains an 'active frontage' onto the street. This means creating interest and activity, and engaging those in the street, often through the use of glazing as opposed to blank walls or fences.
- 9.55 Outside of the defined centres, leisure and community uses may also be appropriate to meet local needs, however it will be important that such proposals are sustainably located and accessible by public transport.

Convenience Shops and Facilities

- 9.22 Local convenience shops and other such facilities outside of any defined centres can also play an important role in sustainable development by meeting the day-to-day needs of local communities. The NPPF seeks to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet such needs.

Farm Shops in the Countryside

- 9.56 The creation and expansion of rural businesses can contribute towards a prosperous rural economy. However, whilst promoting a strong rural economy, the NPPF also recognises the intrinsic character and beauty of the countryside which is a valuable asset. Retail development in the countryside, if not strictly managed, can also run counter to the objectives of sustainable development by creating additional journeys to rural locations and potentially impacting on village shops. It is therefore necessary to limit development to that which primarily actively supports the maintenance of land in agricultural and other appropriate land-based uses, such as farm shops primarily retailing produce at, and produced upon, their holding.

POLICY LPRCD1: SHOPS, FACILITIES AND SERVICES

Main Town Centre Uses

1. Maidstone town centre is the principal town centre in the borough. Proposals for main town centre uses will be directed sequentially to within the town's Primary Shopping Area (as defined on the Policies Map) but then to the wider town centre. After Maidstone, priority will be given to improving the retail, leisure and community facilities in the District Centres then Local Centres, as defined in the retail hierarchy (policy LPRSP11(C)).
2. Proposals for retail, leisure and other uses (including entertainment, cultural and tourist uses as well as other mixed-uses) that would support the vitality and viability of the centres in the retail hierarchy below Maidstone Town Centre will be directed sequentially to the District Centres, Local Centres, then to edge-of-centre location and, only if suitable sites are not available, to accessible out-of-centre locations, provided that:
 - i. By means of an impact assessment it is demonstrated that the proposal would not result in a significant adverse impact, cumulative or otherwise, on the vitality and viability of an existing centre or undermine the delivery of a site allocated for the use proposed (see criterion 5); or
 - ii. The development is in the countryside and is in accordance with criterion 6 of this policy or Policy LPRCD6; or
 - iii. The development is designed to only serve the needs of the neighbourhood.
3. Proposals located at the edge of an existing centre or in out-of-centre locations should not lead to unsustainable trip generation from outside their catchments. They should ensure the provision of specific measures to improve the quality and function of sustainable connections to the centre, in particular walking and cycling routes and public transport links and specific measures which will mitigate the impact of the proposal on the identified centre or centres. The nature, extent and permanence of the measures will be directly related to the scale of the proposal.
4. Proposals for leisure, community and other such uses should, wherever possible, establish or maintain an active frontage onto the street.

Impact assessment

5. Where an impact assessment is required, the following gross floorspace thresholds will apply:
 - i. Proposals over 2,500sqm within the Maidstone Urban Area as defined on the Policies Map
 - ii. Proposals over 400sqm beyond the Maidstone Urban Area as defined on the Policies Map

District and Local Centres

6. In seeking to maintain and enhance the existing retail function and supporting community uses in the District and Local Centres, new non-E or F class uses at ground floor level within the defined centres will generally be resisted.

Elsewhere in the borough

7. Outside of the defined network of centres, the following types of retail provision will be supported:
 - a. Small-scale ancillary uses within employment sites (see policy LPRSP11(A));
 - b. Small shops within residential areas to serve the local area; or
 - c. Sale of fresh produce at the point of production (or originating from the farm holding) where:
 - i. A significant proportion, based on annual turnover, of the range of goods offered for sale continues to be fresh produce grown and sold on the farm holding in question;
 - ii. The range of any additional sale goods would be restricted to local farm/holding produce and the offer for sale of other goods, including packaged or preserved food products, would not exceed a minimal level;
 - iii. The proposal would not demonstrably damage the viability of district centres and village shops; and

- iv. Re-use or adapt appropriate farm buildings where they are available; new buildings will only be considered exceptionally.
- 8. In granting planning permission for farm shops under criterion 7.c), the council may impose conditions and/or S106 obligations to restrict the amount of produce which originates outside the farm holding in which the proposed development is located and also to restrict the proportion of non-food and other items to be sold, unless the proposal provides for a more sustainable alternative for the local community.
- 9. Where proposals involve or require the loss of existing post offices, pharmacies, banks, public houses or class F2 shops selling mainly convenience goods outside local and district centres, consideration will be given to the following:
 - i. Firm evidence that the existing uses are not now viable and are unlikely to become commercially viable;
 - ii. The availability of comparable alternative facilities in the village or the local area; and
 - iii. The distance to such facilities, the feasibility of alternative routes being used, and the availability of travel modes other than by private motor vehicle.

LPRCD2: PRIMARY SHOPPING AREA

- 9.57 Town centres should provide a range and mix of complementary uses. A balance between retail, entertainment and leisure activity will help town centres compete with online shopping and ensure their continued vitality and viability. Maidstone town centre needs a good mix of uses that extend activity throughout the daytime and into the evenings. There is a need for new retail floorspace over the plan period as set out in policy LPRSS1. Additionally, a flexible approach to accommodating leisure and cultural uses ensures the town centre is responsive to the evolving market offer. Furthermore, it is recognised that offices and residential uses can also help support the vitality and vibrancy of the town centre by increasing footfall at all times of day and night and providing a sense of community.
- 9.58 The Primary Shopping Area is at the heart of Maidstone Town Centre and contains streets that are dominated by shops and have the greatest pedestrian footfall. It is important to retain the function of the Primary Shopping Area, as large numbers of shops in close proximity to each other are important for the

convenience of shoppers and to the attractiveness of the centre. This area can also play a vital social role as an accessible central place to meet other people.

- 9.59 The council will therefore seek to focus retail and leisure activity in the town centre and will resist their loss within the Primary Shopping Area. Proposals for ground floor uses outside Class E will only be allowed if the development does not harm the character of the areas that function as the heart of the town centre. On upper floors, there will be support for a more diverse range of uses, including residential.

POLICY LPRCD2: PRIMARY SHOPPING AREA

1. Within the Primary Shopping Area in Maidstone Town Centre, as shown on the Policies Map, the change of use from Class E at ground floor level to other uses will be acceptable if compatible with the focus of the Primary Shopping Area as the heart of the town centre. Proposals will also be assessed against the following:
 - i. The location and prominence of the premises within the Primary Shopping Area;
 - ii. The floor space and length of the frontage of the premises;
 - iii. The number, distribution and proximity to other non-class E premises, or with planning permissions for such use, within the Primary Shopping Area and throughout the town centre;
 - iv. The particular nature and character of the proposed uses, including the level of pedestrian activity associated with it;
 - v. The level of vacancies in ground floor properties; and
 - vi. Whether the proposed use will give rise to noise, smell or other environmental problems.
2. Outside of the Primary Shopping Area but within the town centre, the change of use from class E21 at ground floor level to a pub or drinking establishment, amusement centre/arcade, launderette, community use, leisure or recreational use, or residential use, will be acceptable in principle, provided that:
 - i. The overall town centre character is not undermined;

- ii. The proposed use contributes positively to the town centre as the focus of commercial or community life; and
- iii. There is no detrimental effect on the visual or other special character or amenities of the surrounding area.

LPRCD3: Accommodation For Rural Workers

- 9.60 The NPPF lends strong support to the rural economy and seeks to promote agricultural and land based rural businesses. It also recognises that residential development in the countryside may be justified when there is an essential need for a rural worker to live permanently at, or in the immediate vicinity of, their place of work.

POLICY LPRCD3: ACCOMMODATION FOR RURAL WORKERS

1. Proposals to site a caravan or other form of temporary housing accommodation for a rural worker outside of the settlement boundaries as defined on the Policies Map which meet the following criteria will be permitted:
 - a. The dwelling and its siting are essential for the efficient development and running of the enterprise there;
 - b. The need is for accommodation for a full-time worker;
 - c. There is clear evidence, such as a business plan, that the enterprise has been planned on a sound financial basis and that there is a firm intention and ability to develop it;
 - d. No other housing accommodation is already available locally to meet the need;
 - e. The necessary accommodation cannot be provided by the conversion of a building on the holding; and
 - f. The necessary accommodation would be sited with any farmstead or other group of rural buildings on the holding.

2. Where a temporary planning permission is granted for a dwelling, the council will:
 - a. Limit the permission to a term of no more than 3 years;
 - b. Limit the occupation of the accommodation to a person solely or mainly working, or last working in the locality in a rural occupation, or a widow or widower of such a person and to any resident dependents;
 - c. Require the removal of the temporary accommodation within 3 months after the expiry of the permission; and
 - d. Require the restoration of the site within 12 months after the expiry of the permission in accordance with a scheme agreed with the local planning authority unless a permission is granted for a permanent dwelling there.
3. Proposals for a new permanent rural occupation dwelling in the countryside outside defined settlement boundaries in support of existing rural activities on well-established units which meet the following criteria will be permitted:
 - a. There is a clearly established existing functional need for the dwelling;
 - b. The need relates to a full-time worker or one who is primarily employed in agriculture and does not relate to a part time requirement;
 - c. The unit and the activity have been established for at least 3 years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;
 - d. The functional need could not be fulfilled by another dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the worker(s) concerned; and
 - e. The new dwelling is no larger in size than is justified by the needs of the enterprise or more expensive to construct than the income of the enterprise can sustain.

4. The council will limit the occupation of any dwelling to a person solely or mainly working, or last working, in the locality in a rural occupation, or a widow/widower of such a person, and to any resident dependents.
5. In addition to the above criteria, account should be taken of the Kent Farmsteads Guidance and the Kent Downs National Landscape Farmstead Guidance.

LPRCD4: Live-Work Units

- 9.61 A live-work unit is defined as “the genuine and permanent integration of living and working accommodation within a single self-contained unit, where the principal occupier both lives at and works from the property.” In terms of the Use Classes Order live work is “sui generis”, in other words unique or “of its own kind”. Live work does not therefore fall neatly into any specific class within the Use Classes Order²². In practical terms it is a composite use that brings together, within a single unit, residential (use class C3) and workspace. Usually, this workspace is an office space, but the work element of live/work could conceivably include small scale light industrial use. In some instances, it might include uses such as a treatment room for an alternative health practitioner, or an artists’ studio.
- 9.62 As we adapt to different ways of working, with increased levels of homeworking, this policy sets out detailed criteria around the construction of a purpose built live-work unit.

POLICY LPRCD4: LIVE-WORK UNITS

1. Proposals for the development of new-build live-work units will be supported within the boundaries of the Urban Area, Rural Service Centres and Larger Villages as set out in the settlement hierarchy, subject to satisfying other relevant policies in the plan. New-build live-work units outside of the Urban Area, Rural Service Centres and Larger Villages settlement boundaries will not be permitted.
2. Proposals for the conversion of rural buildings to employment generating uses with ancillary living accommodation will be supported, subject to meeting the following criteria:

- i. The building is of a form, bulk and general design which is in keeping with its rural surroundings;
 - ii. The building is of permanent, substantial and sound construction and is capable of conversion without major or complete reconstruction;
 - iii. Any alterations proposed as part of the conversion are in keeping with the rural character of the building in terms of detailed design, form and materials;
 - iv. There is sufficient room in the curtilage of the building to park the vehicles of those who will live there without detriment to the visual amenity of the countryside;
 - v. No fences, walls or other structures associated with the use of the building or the definition of its curtilage or any sub-division of it are erected which would harm the visual amenity of the countryside;
 - vi. The proposals are well related to the existing road network with direct access off a public road, and will not require construction of a new long track to serve the building;
 - vii. The proposals will not create conditions prejudicial to highway safety;
 - viii. The building is not situated in an isolated location, relative to local services such as shops, schools and public transport;
 - ix. The domestic curtilage is minimal, unobtrusive and capable of being screened;
 - x. The building is of sufficient size to accommodate a genuine business use and that any residential accommodation will be ancillary to that use; The workspace element of the conversion should comprise at least 30% of the total floorspace; and
 - xi. The development is not situated in the farmyard of a working farm where conversion would prejudice the future operation of a farming business.
3. The council will impose a condition prohibiting occupation of the living accommodation until after the works necessary for the establishment of

an employment generating use have been completed. The council will also impose a condition which retains the workspace.

LPRCD5: New Agricultural Buildings And Structures

- 9.63 The NPPF lends strong support to the rural economy and seeks to promote agricultural and land based rural businesses. The maintenance of land in agricultural use generally aids the preservation of the rural character of the countryside and the rural economy.
- 9.64 Certain agricultural and forestry developments do not require planning permission provided that the development falls within one of the categories set out in the Town and Country Planning (General Permitted Development) Order 2015. However, most of these permitted developments need to be submitted to the council for their prior approval of siting, design and external appearance. Developments that are not covered by this Order require planning permission in the usual way.
- 9.65 This policy sets out the council's approach to assessing applications for agricultural buildings and structures where planning permission is required.

POLICY LPRCD5: NEW AGRICULTURAL BUILDINGS AND STRUCTURES

1. Proposals for new agricultural buildings or structures on land in use for agricultural trade or business which meet the following criteria will be permitted:
 - i. The proposal is proportionate and necessary for the purposes of agriculture;
 - ii. The proposal would not have an unacceptable impact on the amenity of existing residents; and
 - iii. The building or structure would be located within or adjacent to an existing group of buildings, in order to mitigate against the visual impact of development, unless it can be demonstrated that a more isolated location is essential to meet the needs of the holding. Where an isolated location is essential the site should be

chosen to minimise the impact of the building or structure on the character and appearance of the countryside.

2. In the case of developments for structures such as polytunnels or Cravo greenhouses, in addition to the above criteria, the council will expect proposals to address the following issues:
 - i. How surface water run-off will be dealt with and controlled within the boundaries of the site;
 - ii. The inclusion of a rotation programme for the covering/uncovering of the structures/frames, which explores the possibility of following the seasons; and
 - iii. The inclusion of a programme for the maintenance and enhancement of existing field
 - iv. margins in the interests of encouraging biodiversity.

LPRCD6: Expansion Of Existing Businesses In Rural Areas

- 9.66 There are already many industrial and business enterprises located in rural areas. Some are long established, others normally small-scale, have been granted planning permission to operate in disused rural buildings. Many of these enterprises will, over time, need to expand and/or diversify, further supporting a prosperous rural economy. While such expansion is desirable for job creation, it can radically change the nature of the enterprise and its impact on the local environment. It is therefore important to carefully weigh the advantages to the rural economy of job creation or an improved industrial/business facility against the potential for an adverse impact on the rural environment.

POLICY LPRCD6: EXPANSION OF EXISTING BUSINESSES IN RURAL AREAS

1. Planning permission will be granted for the sustainable growth and expansion of rural businesses in the countryside where:

- i. New buildings and proposed access thereto are appropriate in scale and provided the resultant development as a whole is appropriate in scale for the location and can be satisfactorily integrated into the local landscape;
 - ii. The increase in floorspace would not result in unacceptable traffic levels or types on nearby roads or a significant increase in use of an existing substandard access;
 - iii. The new development, together with the existing facilities, will not result in an unacceptable impact on the amenity of the area. In particular the impact on nearby properties and the appearance of the development from public roads will be of importance; and
 - iv. No open storage of materials will be permitted unless adequately screened from public view throughout the year.
2. Where significant adverse impacts on the rural environment and amenity would result from expansion, rural businesses requiring expanded premises should look to relocate to one of the Economic Development Areas identified in policy LPRSP11(A) or allocated employment sites as identified in policy LPRSP11(B), or to a site within Maidstone Urban Area or one of the Rural Service Centres.

LPRCD7: Equestrian Development

- 9.67 Horse riding remains a popular leisure activity in the borough. The NPPF advises that recreational facilities can make an important contribution to the health and wellbeing of communities. Whether planning permission is needed for the use of land and buildings for horses and equestrian activities depends on whether the horses are used for agricultural, recreational or commercial purposes. Where the land is no longer used for agricultural purposes but is used for the keeping of horses, planning permission is necessary for this change of use. This policy sets out the criteria for equestrian development where planning permission is required.

POLICY LPRCD7: EQUESTRIAN DEVELOPMENT

Proposals for domestic or commercial stables or associated equestrian development which meet the following criteria will be permitted:

1. The conversion of existing buildings would be used in preference to new built development;
2. New stables and associated buildings would be grouped with existing buildings on the site wherever possible, and are not of a degree of permanence that could be adapted for other use in the future;
3. The cumulative impact of the proposed equestrian development has been shown to be considered, and where appropriate this has been mitigated;
4. All new development is of a design which is sympathetic to its surroundings in terms of scale, materials, colour and details;
5. Proposals will include lighting only where it can be proven to be necessary;
6. The proposal is accompanied by an integral landscaping scheme including boundary treatments which reflect the landscape character of the area;
7. The proposal contains an appropriately sited and designed area for the reception of soiled bedding materials and provision for foul and surface water drainage;
8. Adequate provision is made for the safety and comfort of horses in terms of size of accommodation and land for grazing and exercising;
9. The site would have easy access to bridleways and/or the countryside; and
10. For proposals of 10 stables or more, adequate provision is made for the security of the site in terms of the location of the proposed development in relation to the manager or owner of the animals.

Tourism, Leisure and Recreation

9.68 The NPPF recognises the importance of sustainable tourism and leisure developments in supporting a prosperous rural economy. Maidstone borough is

fortunate to have a strong rural tourism offering, with agriculture, viticulture, countryside and river recreation opportunities. These policies aim to support the vitality of the rural tourism, leisure and recreation industry whilst balancing the need to protect the intrinsic characteristics of the countryside that make it an attractive place to visit.

LPRTL1: Mooring Facilities And Boat Yards

- 9.69 9.69 Mooring facilities and boatyards can provide tourism and recreation facilities which can contribute positively towards the economy. The River Medway, which runs through both the urban and rural parts of Maidstone borough, is an important asset that provides opportunities to enhance tourism and recreation facilities through additional and enhanced mooring facilities. The council wishes to safeguard existing boat yards, in order to protect water-based recreation facilities. The River Medway contributes positively towards a varied range of recreational facilities and this enhances the attractiveness and diversification of the borough for local communities and visitors.

POLICY LPRTL1: MOORING FACILITIES AND BOAT YARDS

1. Proposals for ancillary riverbank development associated with further small scale and short- term mooring facilities will be permitted at the following locations subject to the views of the Environment Agency:

- i. Allington;
- ii. Maidstone town centre;
- iii. Wateringbury;
- iv. East Farleigh;
- v. Yalding; and
- vi. Stoneham;

and provided that the following criteria are met:

- vii. There is no loss of flood plain or land raising;
- viii. The impact, including cumulative impact, shall preserve landscape quality, ecology and uses of the river and valley in the locality;

- ix. Proposals create no operational problems for other river users, including fishermen;
 - x. Facilities are provided for disposal of boat toilet contents;
 - xi. The site is capable of being adequately screened through provision of appropriate landscaping with indigenous species; and
 - xii. The presence of any similar uses in the locality and the combined effect of any such concentration would be acceptable in terms of environmental impact and highway safety.
2. The council will not permit the redevelopment to other uses of boat yards that are in use, or have the potential to be used, in connection with water-based recreation.

LPRTL2: Holiday Lets, Caravan And Camp Sites

- 9.70 9.70 With such a diverse rural tourism offer, it is important to provide alternative, diverse forms of accommodation to encourage visitors to stay for extended periods of time in the borough. However, the provision of tourist facilities must be balanced against the need to recognise the quality of the countryside for the sake of its intrinsic character and beauty. Proposals must also accord with the criteria set out under LPRSP14 in relation to Areas of Outstanding Natural Beauty and Green Belt. For the purposes of policy LPRTL2, the term 'holiday lets' does not include the construction of new permanent dwellings in the countryside.

POLICY LPRTL2: HOLIDAY LETS, CARAVAN AND CAMP SITES

- 1. Proposals for sites for the stationing of holiday lets, holiday caravans and/or holiday tents outside of the settlement boundaries as defined on the Policies Map will be permitted where:
 - i. The proposal would not result in an unacceptable loss in the amenity of the area. In particular the impact on nearby properties

and the appearance of the development from public roads will be of importance; and

- ii. The site would be unobtrusively located and well screened by existing or proposed vegetation and would be landscaped with indigenous species.
2. A holiday occupancy condition will be attached to any permission, preventing use of any unit as a permanent dwelling.

Sustainable Transport

- 9.71 The promotion of sustainable transport is a key part of national policy and guidance. NPPF section 9 'Promoting sustainable transport' sets out that transport issues should be considered 'from the earliest stages of plan-making'. This consultation has considered the strategic level drivers for the sustainable transport in Policy LPRSP12. This policy adds further detail to LPRSP12 through specifically looking at the following areas:
- a. Air quality;
 - b. Transport assessment;
 - c. Park and ride; and
 - d. Parking standards.

LPRTRA1: Air Quality

- 9.72 Pollution due to dust and poor air quality, resulting from either existing sites or proposed developments, has the potential to adversely affect human health and the environment in Maidstone borough. It is therefore essential that these issues are adequately assessed through the development management process.
- 9.73 The NPPF requires planning policies to sustain compliance with EU limit values or national objectives for pollutants and the cumulative impacts on air quality from individual sites in local areas. The council has a responsibility to work towards achieving these targets and does this through the Local Air Quality Management (LAQM) regime. Through this function, the council has identified one area currently exceeding guideline values (exceedance areas). It has an Air

Quality Action Plan (AQAP) in place to identify measures aimed at reducing air pollution at these locations.

- 9.74 The hotspot is located on Upper Stone Street, Maidstone. The Air Quality Management Area (AQMA), updated in 2017, covers the main arterial road network in Maidstone and a section of the M20 motorway in recognition of the nature of road networks and traffic movements. This action plan contributes to the delivery of the national air quality strategy.
- 9.75 The Maidstone Low Emission Strategy (LES) (2017) combines the air quality action plan and low emission strategy into one document. It identifies key partners and their responsibility for delivering measures to improve air quality in the exceedance areas and across the borough. Good progress has been made on many of the actions included in the Action Plan, including adopting new Air Quality Planning Guidance, and undertaking a feasibility study into a Low Emission Zone.
- 9.76 With this in mind the latest annual status report (2020) indicated that air quality in Maidstone has improved over recent years (2017-2019) to the extent that a number of areas previously identified as air quality 'hotspots,' for example, the High Street and Well Road, no longer appear to exceed the NO₂ annual mean objective.
- 9.77 A focus to improve air quality has been placed on achieving modal shift to walking, cycling and public transport and low emission transport. The council's Integrated Transport Strategy (ITS) is designed to address this objective. This policy will support the ITS and LES by:
 - a. Promoting infrastructure that encourages the use of modes of transport with low impact on air quality;
 - b. Locating development close to transport infrastructure and community services and facilities to minimise trip generation;
 - c. Installing charging points to facilitate expected increases in electric vehicle ownership;
 - d. Requiring developers to mitigate more effectively against emissions from new developments through soft measures such as landscaping and tree planting; and
 - e. Requiring developers to contribute to funding measures, including those identified in the air quality action plans and low emissions strategies, designed to offset the impact on air quality arising from new development.

- 9.78 The significance of any air quality impact arising from development can be affected by a number of factors including the scale, nature and location of development. For instance, a large housing development located outside of the AQMA may still have significant negative impacts on air quality within the AQMA, whereas a small-scale residential extension within the AQMA may not have any perceptible impact on air quality. Similarly, a single additional dwelling may have a negative impact on an exceedance area whilst major development located elsewhere in the borough may not impact the AQMA itself, but may generate significant negative impacts in other locations. The council will review the potential significance of the air quality impacts from new proposals taking account of these factors and ensuring they are in line with national guidance. However, in the first instance, the council will require air quality mitigation measures to be in place as standard.
- 9.79 Where an Air Quality Impact Assessment (AQIA) is required, development proposals will be necessary in order to assess the existing air quality in the study areas, to predict the future air quality without the development in place, and to predict the future air quality with the development, and mitigation, in place. As part of this process, the assessment should consider the potential cumulative impacts of development. The AQIA should also take into account how the impacts from the development relate to the principles and measures contained within the council's Air Quality Action Plan and other relevant strategic guidance documents. Where the need for mitigation measures is identified through an AQIA, the delivery of these measures will be secured through planning condition or through s106 planning obligations.
- 9.80 It is recognised that planning can play an important role in improving air quality and reducing individuals' exposure to air pollutants. Whilst planning cannot solve existing air quality issues, it can ensure that any likely impacts are effectively mitigated.
- 9.81 It is also important to ensure that these existing air quality issues, and the cumulative impacts of developments, are responded to in a proactive and effective way. In order to achieve this, the council uses the Maidstone Borough Council Air Quality Planning Guidance (2017) and Low Emission Strategy (2017). These documents provide a timely opportunity to address these long-standing issues, and the council will consider a wide range of options and measures, including further support for sustainable transport measures and the design principles and requirements, as part of this process. As well as the Air Quality Planning Guidance (2017) and the Low Emission Strategy (2017), forthcoming national policy changes are likely to have implications for the local plan policy.

POLICY LPRTRA1: AIR QUALITY

Proposals that have an impact on air quality will be permitted, subject to the following criteria being met:

1. Proposals for development which have the potential, by virtue of their scale, nature and/or location, to have a negative impact on air quality at identified exceedance areas, as defined through the Local Air Quality Management process, will be required to submit an Air Quality Impact Assessment (AQIA) to consider the potential impacts of pollution from individual and cumulative development, and to demonstrate how the air quality impacts of the development will be mitigated to acceptable levels;
2. Proposals for development which have the potential, by virtue of their scale, nature and/or location, to have a significant negative impact on air quality within identified Air Quality Management Areas will be required to submit an AQIA to consider the potential impacts of pollution from individual and cumulative development, and to demonstrate how the air quality impacts of the development will be mitigated to acceptable levels, even where there will be no negative impact at identified exceedance areas;
3. Other development proposals, where criteria 1 and 2 do not apply, but which by virtue of their scale, nature and/or location have the potential to generate a negative impact on air quality within identified Air Quality Management Areas will not be required to submit an AQIA, but should demonstrate how the air quality impacts of the development will be minimised; and
4. Development proposals which have the potential, by virtue of their scale, nature and/or location, to have a significant negative impact on air quality outside of identified Air Quality Management Areas will submit an AQIA to consider the potential impacts of pollution from individual and cumulative development, and to demonstrate how the air quality impacts of the development will be mitigated to acceptable levels.

LPRTRA2: Assessing The Transport Impacts Of Development

- 9.82 New developments have the potential to generate a considerable number of vehicular and pedestrian trips which can, in turn, have both direct and cumulative impacts on the transport network. Improvements to public transport, alternative methods of transport such as walking and cycling, and highway infrastructure may be required to ensure the increase in trips generated will not lead to severe residual transport impacts. To further mitigate these impacts, measures and initiatives must be incorporated into the design of development to minimise vehicular trip generation. The trip generation impacts of development will be considered in the context of any sustainable transport gains from the proposals. Transport Assessments and Travel Plans developed in accordance with KCC guidance will be expected to accompany all planning applications for new developments that reach the required threshold. Where appropriate, new development proposals will be expected to enter into legal agreements to secure the delivery of mitigation to address both their direct and cumulative impacts on the transport network. The council will also seek to secure Construction Management Plans in order to minimise impacts from new developments during construction.

POLICY LPRTRA2: ASSESSING THE TRANSPORT IMPACTS OF DEVELOPMENT

Development proposals must:

1. Demonstrate that the impacts of trips generated to and from the development are accommodated, remedied or mitigated to prevent severe residual highway safety or capacity impacts
 - a. Demonstrate that any measures necessary to mitigate the transport impacts (in terms of highway safety and capacity as well as air quality) of development are viable and will be delivered at the appropriate point in the proposed development's buildout. This will be ahead of first occupation for some measures and at an agreed trigger point for others.
 - b. Provide a satisfactory Transport Assessment for proposals that reach the required threshold and a satisfactory Travel Plan in accordance with the threshold levels set by Kent County Council's Guidance on

Transport Assessments and Travel Plans and in Highways England guidance; and

- c. Demonstrate that development complies with the requirements of policy LPRTRA1 for air quality and the guidance included in the Kent County Council Kent Design Guide.
2. Proposals for development will be permitted if adequate provision is made, where necessary and appropriate, within the overall design and site layout for the following facilities for public transport and active travel secured through legal agreements:
 - a. Priority or exclusive provision for public transport vehicle access to or through the proposed development area.
 - b. Safe and convenient passenger waiting facilities, information systems and signed pedestrian access routes to public transport services;
 - c. Suitable provision for disabled access to public transport waiting facilities from all parts of the development area; and
 - d. Suitable provision for disabled access onto buses from the waiting facilities.
 - e. Priority for pedestrians and vulnerable road users through design throughout the development.
 - f. Suitable provision for safe active travel connectivity connecting the site to the local area.
 3. Development proposals will be considered in the context of both their impacts in terms of motor vehicle movements and overall sustainability. The impacts of development on the functionality of the highways network will be considered in the context of any sustainable transport gains that are proposed to accompany them.

LPRTRA4: Parking

- 9.83 Vehicle parking standards ensure that new developments provide adequate off-street parking to accommodate for the need generated by the development and to protect the surrounding locality from adverse vehicle parking.

- 9.84 Kent County Council, as the Highways authority, set out current vehicle parking standards for residential developments within their document Interim Guidance Note 3 (IGN 3) to the Kent Design Guide. These apply to residential developments throughout Maidstone borough, setting maximum standards in town centre and edge of centre locations, and minimum standards in suburban areas and villages. These standards, however, do not refer to cycle or motorcycle parking provision which is instead set out in the former Supplementary Planning Guidance 4 (SPG 4) to the Kent and Medway Structure Plan. SPG 4 also sets out vehicle parking standards for new non-residential developments. Maidstone Borough Council currently rely on advice from Kent County Council for non-residential standards, of which SPG4 forms the basis for discussions, along with national policy on parking and sustainable transportation.
- 9.85 Maidstone Borough Council adopts a flexible approach to minimum and maximum parking standards to reflect local circumstances and the availability of alternative modes of transport to the private car. It also seeks to encourage innovative designs that can sufficiently demonstrate that a provision lower than the minimum standard is feasible and would not have any unacceptable adverse impacts on the surrounding locality.
- 9.86 Electric vehicle charging infrastructure can take the form of either active or passive provision. Active provision is the installation of fully wired and connected charging points which meets the immediate and short-term need for Electric Vehicle infrastructure. Passive provision provides the necessary underlying infrastructure, for example, the capacity to be connected to the electricity network on a space-by-space basis through the provision of ducting. Such passive provision allows for the futureproofing of new development so that it will be able to meet the need for emerging demand, and also allows for a flexible approach to account for future changes to technology.

POLICY LPRTRA4: PARKING

1. Car parking standards for new residential developments will be assessed against the requirements set out in KCC's Interim Guidance Note 3 (IGN3) to the Kent Design Guide or any subsequent revisions or superseding documents produced by the Highways Authority.
2. For all new non-residential developments, and for cycle and motorcycle parking in residential developments, provision for all types of vehicle parking should be made in accordance with advice by Kent County Council as Local Highway Authority. As a starting point of reference, consideration should be given to the standards set out in the former

Supplementary Planning Guidance 4 (SPG4) to the Kent and Medway Structure Plan.

3. The council may depart from established maximum or minimum standards to take account of:
 - a. Specific local circumstances that may require a higher or lower level of parking provision for reasons including as a result of the development site's accessibility to public transport, shops and services, highway safety concerns and local on-street parking problems;
 - b. the successful restoration, refurbishment and re-use of listed buildings or buildings affecting the character of a conservation area;
 - c. allow the appropriate re-use of the upper floors of buildings in town centres or above shop units;
 - d. innovative design that can sufficiently justify a reduced provision of vehicle parking
4. Any departure from the adopted standards will be informed by consultation with the Local Highways Authority.
5. Proposals for non-residential development which includes the provision of parking shall provide electric vehicle charging points at a minimum rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points.

Infrastructure

9.87 The timely delivery of infrastructure is critical in ensuring truly sustainable growth. This consultation has considered the strategic level drivers for the infrastructure delivery in policy LPRSP13. This section adds further detail to LPRSP13 by specifically looking at the following areas:

- a. Publicly accessible open space;
- b. Community facilities;
- c. Digital communications; and
- d. Utilities, specifically renewable and low carbon energy schemes

- 9.88 Matters relating to other infrastructure provision such as public realm and transport are detailed under their separate relevant thematic sections.

LPRINF1: Publicly Accessible Open Space And Recreation

- 9.89 High quality, publicly accessible open space can bring about opportunities for promoting social interaction and inclusion in communities. Sports and recreation areas and facilities can contribute positively to the wellbeing and quality of those communities. Open space can also have a positive impact upon the quality of the built environment and can be of ecological value.
- 9.90 The NPPF encourages the provision and retention of high-quality open spaces, a stance that the council strongly supports. The council will seek to secure publicly accessible open space provision for new housing and mixed-use development sites, in accordance with quantity, quality and accessibility standards set out in the below policy.

POLICY LPRINF1: PUBLICLY ACCESSIBLE OPEN SPACE AND RECREATION

Quantity standards

1. For new housing or mixed-use development sites, the council will seek to deliver the following quantum of each category of publicly accessible open space provision in accordance with the specified standards below:

Quantity standards		
Open space type	Standard (ha/1000 population)	Minimum size of facility (ha)
Amenity green space (e.g., informal recreation spaces, recreation grounds, village greens, urban parks, formal gardens and playing fields)	0.7	0.1
Provision for children and young people (e.g., equipped play areas, ball courts, outdoor basketball hoop areas, skateboard parks, teenage shelters and "hangouts")	0.25	0.25 excluding a buffer zone (*)

Publicly accessible outdoor sports (e.g., outdoor sports pitches, tennis, bowls, athletics and other sports)	1.6	To meet the technical standards produced by Sport England or the relevant governing bodies of sport.
Allotments and community gardens (e.g., land used for the growing of own produce, including urban farms. Does not include private gardens)	0.2	0.66
Natural/semi-natural areas of open space (e.g., woodlands, urban forestry, scrub, grasslands, wetlands, open and running water, banks to rivers, land and ponds, wastelands, closed cemeteries and graveyards)	Make a contribution towards maintaining the borough-wide target of 6.5 Ha of natural/ semi-natural open space per 1,000 head of population.	
* In cases where accessibility to children's and young people's provision is poor, for example outside a reasonable walking distance or where the crossing of major roads is necessary, smaller areas of open space may be justified on-site.		

Quality Standards

2. All new open spaces should meet the following general standards:
 - i. Be designed as part of the green infrastructure network in a locality, contributing to local landscape character, connecting with local routes and green corridors for people and wildlife as well as providing multi-functional benefits such as addressing surface water management priorities;
 - ii. Be designed to encourage physical activity to improve mental well-being and health inequalities;
 - iii. Provide a location and shape for the space which allows for meaningful and safe recreation and be sufficiently overlooked by active building frontages;
 - iv. Be easily found and accessible by road, cycleway, footpaths and public transport including by those with disabilities, with pedestrian crossings on roads where appropriate;

- v. Make the entrances accessible for all users, of appropriate size and inviting with a welcoming sign and directions/map where appropriate;
 - vi. Provide clearly defined boundaries with fences or hedges where needed to ensure safety of users;
 - vii. Where appropriate provide interest and activities for a wide range of users in particular meeting the needs of elderly and less able users as well as children, young people and families;
 - viii. Where appropriate provide seats, cycle furniture, litter bins and appropriate lighting to ensure safety of users without adversely affecting wildlife;
 - ix. Provide a range of planting, with appropriate mix of predominantly indigenous species, maintained to a good standard;
 - x. Promote biodiversity on-site through design, choice of species and management practices;
 - xi. Submit an Open Space Layout and Design statement, to incorporate ecological management measures for approval by the council; and
 - xii. Provide a Management Plan with adequate resources identified for on-going management and maintenance.
3. In improving existing open space provision, the council will have regard to these standards.

Accessibility Standards

4. If open space cannot be provided in full on development sites, due to site constraints, housing delivery expectations on allocated sites, or location, then provision should be provided off-site where it is within the distance from the development site identified in the accessibility standard.

Accessibility standards	
Open space type	Accessibility standard (radius from open space)

Amenity green space (e.g., informal recreation spaces, recreation grounds, village greens, urban parks, formal gardens and playing fields)	400m
Provision for children and young people (e.g., equipped play areas, ball courts, outdoor basketball hoop areas, skateboard parks, teenage shelters and "hangouts")	600m
Publicly accessible outdoor sports (e.g., outdoor sports pitches, tennis, bowls, athletics and other sports)	1000m
Allotments and community gardens (e.g., land used for the growing of own produce, including urban farms. Does not include private gardens)	1000m
Natural/semi-natural areas of open space (e.g., woodlands, urban forestry, scrub, grasslands, wetlands, open and running water, banks to rivers, land and ponds, wastelands, closed cemeteries and graveyards)	300m (2ha site) 2km (20ha site) 5km (100ha site) 10km (500ha site)

LPRINF2: Community Facilities

- 9.91 In order to build well-functioning, sustainable communities, it is essential that adequate community facilities are provided. The NPPF emphasises the importance of creating healthy, inclusive communities with appropriate facilities to create attractive residential environments. Community facilities comprise of open spaces, educational, cultural and recreational facilities, including schools, libraries, places of worship, pubs, meeting places, cultural buildings (such as museums and theatres) and sports venues.
- 9.92 The council seeks to resist the net loss of viable community facilities as this runs contrary to the aim of achieving sustainable development. Any loss will need to be provided elsewhere or sufficiently evidenced. Evidence will be expected to show a lack of need locally (use or over provision of similar uses), and no commercial viability (evidence of 'proper marketing' demonstrating a lack of interest in the site and not being financially sustainable). The council has taken the definition of 'proper marketing' from RICS Valuation – Global Standards (2020) or successor documents. This does not provide a definitive

timescale, but rather bases it on a project by project and general market conditions.

POLICY LPRINF2: COMMUNITY FACILITIES

Adequate accessibility to community facilities, including social, education and other facilities, is an essential component of new residential development.

1. Residential development which would generate a need for new community facilities or for which spare capacity in such facilities does not exist, will not be permitted unless the provision of new, extended or improved facilities (or a contribution towards such provision) is secured as appropriate by planning conditions, through legal agreements, or through the Community Infrastructure Levy.
2. Proposals requiring planning permission which would lead to a loss of community facilities will not be permitted unless:
 - a. It is evidenced that a need within the locality no longer exists, and it is not commercially viable (supported by audited financial reports and a reasonable level of proper marketing evidence);
 - b. or a replacement facility acceptable to the council is provided or secured.
3. Specific proposals affecting existing open space, sports and recreation assets requiring permission will not be permitted unless they accord with the relevant sections of the NPPF and Sport England's Playing Field Policy where relevant.
4. The council will seek to ensure, where appropriate, that providers of education facilities make provision for dual use of facilities in the design of new schools and will encourage the dual use of education facilities (new and existing) for recreation and other purposes.

LPRINF3: Renewable And Low Carbon Energy Schemes

- 9.93 In Maidstone borough, parts of the natural landscape features and resources mean that there is a technical suitability for the construction of renewable and

low carbon energy schemes such as solar farms, wind farms and biomass. In the longer term, opportunities for such developments may also present themselves in urban areas, particularly in relation to larger development schemes.

- 9.94 These schemes help to reduce regional and national carbon emissions and the council considers that, in the correct locations, such proposals are a benefit to the borough as a whole. Nevertheless, they need to be appropriately sited and not conflict with landscape character or existing uses. While the Council supports and encourages a low carbon future, the process of achieving this should not affect the existing amenity of residents and businesses in a harmful way. Living environments should remain appropriate and the operation of businesses should not be impeded.
- 9.95 Following its declaration of a climate change and biodiversity emergency in 2019, Maidstone Borough Council adopted its Climate Change and Biodiversity Strategy and Action Plan in 2020. In this strategy, the council committed to exploring the potential to support partners in the delivery of Combined Heat and Power and District Heating Scheme developments across the borough. In response to this strategy, Maidstone Borough Council will support the development of Combined Heat and Power and District Heating Schemes where they accord with policies elsewhere in the plan.

POLICY LPRINF3: RENEWABLE AND LOW CARBON ENERGY SCHEMES

1. Applications for larger scale renewable (as defined by the Planning Policy Advice Note (2014): Domestic and medium scale solar PV arrays (up to 50kW) and solar thermal; and Planning Policy Advice Note: Large scale (>50kW) solar PV arrays) or low carbon energy projects will be required to demonstrate that the following have been considered in the design and development of the proposals:
 - a. The cumulative impact of such proposals in the local area;
 - b. The landscape and visual impact of development;
 - c. The impact on heritage assets and their setting;
 - d. The impact of proposals on the amenities of local residents, e.g., noise generated;
 - e. The impact on the local transport network; and

- f. The impact on ecology and biodiversity including the identification of measures to mitigate impact and provide ecological or biodiversity enhancement.
2. Preference will be given to existing commercial and industrial premises, previously developed land, or agricultural land that is not classified as the best and most versatile.
3. Provision for the return of the land to its previous use must be made when the installations have ceased operation.
4. Proposals for Combined Heat and Power and District Heating Schemes will be supported where any above ground infrastructure is acceptable on amenity and design grounds, and where such developments accord with policies elsewhere in the plan.

LPRINF4: Digital Communications And Connectivity

- 9.96 Advanced, high-quality communications infrastructure plays a key role in sustainable economic growth, while digital technologies have been a major driving force in influencing and shaping commerce and society in recent years. The development of high-speed communication networks, including broadband and mobile technology, are also significant in enhancing the provision of local community facilities and services. The NPPF strongly promotes the expansion of such electronic communication networks, including telecommunications, high speed broadband, and digital services.
- 9.97 Whilst certain telecommunications works are not required to obtain planning permission from the local authority, it is important that where permission is required, applications can be assessed against a suitable policy.
- 9.98 For the council to support sustainable development in the borough, it feels it is important to provide a high level of digital connectivity through superfast broadband. One of the most efficient and effective ways of doing this is via fibre to the premise (FTTP) for new developments where appropriate. FTTP refers to fibre optically wired internet broadband connecting directly to a building (home, business or community facility etc.). These connections can provide speeds of up to 1Gbit per second, much faster than conventional copper cabling.
- 9.99 Other options are non-next general access technologies. These refer to options such as fibre to the cabinet and then a copper cable to the property via a satellite connection, or the mobile phone network.

- 9.100 At present 93.6% of premises in the borough are connected to superfast broadband (>30 Mbps) compared to an England average of 97.4%. A total of 22.47% of premises have a direct fibre optic connection slightly under the England average of 23.2%. However, there are pockets of poor connection in the rural areas of the borough.²¹

POLICY LPRINF4: DIGITAL COMMUNICATIONS AND CONNECTIVITY

The council wishes to enhance digital communications and connectivity and as such it will support proposals to improve the digital communications network in Maidstone borough allowing greater mobile connectivity and connectivity to properties and businesses.

Digital connectivity

1. To support the best digital connectivity and improve access to superfast broadband all residential and employment developments within Maidstone Urban Area, Rural Service Centres, Larger Villages and Garden Settlements, including site allocations promoted in this plan, will enable FTTP. In other areas, all residential developments over five dwellings and employment proposals of 500sqm or more (including through conversion) will enable FTTP.
2. For schemes under these thresholds, the council's expectation is that provision for FTTP will be achieved, where practical. Where it can be demonstrated that FTTP is not practical due to special circumstances, (such as issues of viability, the inability to provide the appropriate physical trench, and proximity to the nearest breakout point on the fibre network), then other non-Next Generation Access technologies, including wired and wireless infrastructure, providing all-inclusive internet access speeds in excess of 30Mbps, should be delivered wherever practical.

Mobile connectivity

3. Proposals for the enhancement of mobile connectivity including through the provision of mobile data networks (such as 5G mobile data), will be

²¹ <https://labs2.thinkbroadband.com/local/broadband-map#12/51.1989/0.4846/uso/nonsuperfast/>

supported, subject to compliance with relevant policies in this plan, and with national policy.

4. Where permission is required, proposals for new masts and antennae by telecommunications and code systems operators will be supported provided:
 - a. It has been demonstrated that mast or site sharing is not feasible and that the apparatus cannot be sited on an existing building or other appropriate structure that would provide a preferable environmental solution;
 - b. It has been demonstrated that an alternative, less environmentally harmful means of providing the same service is not feasible;
 - c. Every effort has been made to minimise the visual impact of the proposal;
 - d. Proposals adhere to current Government advice on the health effects of exposure to radio waves; and
 - e. Consideration has been given to the future demands of network development, including that of other operators.

Environment

9.101 National planning policy recognises that a key purpose of the planning system is to contribute to the conservation and enhancement of the natural and historic environment. ²⁶ The council's vision places a 'safe, clean and green' environment at the heart of its ambitions for Maidstone to 2045. Outlined in this section are policies relating to:

- a. Historic environment;
- b. Agricultural land; and
- c. Countryside and Landscapes.

LPRENV1: Historic Environment

9.102 As stated in Policy LPRSP14(B), Maidstone borough has a diverse range of heritage assets which are given protection via the NPPF and various other

forms of legislation. The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special architectural or historic interest. This policy applies to all heritage assets including Scheduled Monuments and Registered Parks and Gardens. In addition, the council will also seek to safeguard locally significant heritage (including non-designated heritage assets).

- 9.103 When making a decision concerning a listed building or its setting, the council must have regard for the desirability of preserving the building and/or its setting or any features of special architectural or historic interest which it possesses. The Act also places a duty on the council when making its decisions to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas in the borough.
- 9.104 Development proposals have the potential to impact on archaeological assets, including through instatement of drainage systems. This policy will ensure that an appropriate level of assessment is undertaken in investigation and development works.
- 9.105 In the determination of planning applications, this policy sets out the approach to development affecting a heritage asset.

POLICY LPRENV1: DEVELOPMENT AFFECTING HERITAGE ASSETS

1. Applicants will be expected to ensure that new development affecting a heritage asset incorporates measures to conserve, and where possible enhance, the significance of the heritage asset and its setting. This includes responding positively to views of and from that asset. This also includes the potential public benefits from development impacting a heritage asset.
2. Where appropriate, development proposals will be expected to respond to the value of the historic environment by the means of a proportionate Heritage Assessment which assesses and takes full account of:
 - a. Any heritage assets, and their settings, which could be impacted by the proposals;
 - b. The significance of the assets; and
 - c. The scale of the impact of development on the identified significance.
3. Where development is proposed for a site which includes or has the potential to include heritage assets with archaeological interest,

applicants must submit a proportionate assessment by way of an appropriate desk-based assessment and, where necessary, a field evaluation. This will be used to inform development and identify opportunities to enhance awareness, understanding and enjoyment of the historic environment to the benefit of the community.

4. The council will apply the relevant tests and assessment factors specified in the National Planning Policy Framework when determining applications for development which would result in the loss of, or harm to, the significance of a heritage asset and/or its setting. This includes applying this policy to non-designated heritage assets where a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
5. In the circumstances where the loss of a heritage asset is robustly justified, developers must make the information about the asset and its significance available for incorporation into the Historic Environment

LPRENV2: Change Of Use Of Agricultural Land To Domestic Garden Land

- 9.106 Changes in the agricultural industry sometimes result in vacant agricultural land being sold off as individual plots. In some cases, this land is simply retained as open pastureland. However, planning permission is required where agricultural land is used to form an enlarged domestic garden, for example, where land is regularly mown and laid to lawn or used as an outdoor seating and play area.
- 9.107 Significant swathes of the borough, particularly in the Medway valley and Greensand fruit belt, are graded as high-quality agricultural land under the DEFRA classification. The NPPF recognises the benefits of the best and most versatile agricultural land. Where agricultural land is highly graded (grade 1 or grade 2) and is functionally well located for agricultural purposes, such that future agricultural use is feasible, the council will seek to resist its irreversible loss to domestic use.
- 9.108 The change of use of agricultural land to domestic garden land is also, in principle, contrary to the objective of safeguarding the open, rural character of the countryside which is advocated by the NPPF. The domestication of the countryside, through the replacement of open pasture with lawns, domestic plants and garden furniture, is generally harmful to the integrity and character of rural landscapes. This policy will safeguard against inappropriate and excessive extensions to domestic gardens.

- 9.109 In some cases, applicants may seek development that results in the infill of an area between existing clear boundaries to existing built development. Where development constitutes such infilling and is in keeping with the layout of the existing built environment, the impact upon the countryside is likely to be minimised.

POLICY LPRENV2: CHANGE OF USE OF AGRICULTURAL LAND TO DOMESTIC GARDEN LAND

Planning permission will be granted for the change of use of agricultural land to domestic garden if:

1. There would be no harm to the character and appearance of the countryside; and
2. There would be no loss of the best and most versatile agricultural land

LPRENV3: Caravan Storage

- 9.110 It is often impractical to store private caravans within the curtilage of dwellings due to their size. However, open storage of caravans can be an intrusive feature of rural landscapes. Within Maidstone borough, there are some highly sensitive landscape areas such as the Kent Downs National Landscape and, as such, the council feels it is appropriate to have a policy to manage this scenario.
- 9.111 For the purpose of this policy, a caravan is considered to be "... any structure designed or adapted for human habitation which is capable of being moved from one place to another (whether by being towed or being transported on a motor vehicle or trailer) ...", as defined by section 29 of the Caravan sites and Control of Development Act 1960.

POLICY LPRENV3: CARAVAN STORAGE IN THE COUNTRYSIDE

Proposals for the open storage of private caravans outside of the settlement boundaries as defined on the Policies Map which meet the following criteria will be permitted where:

1. The site lies outside the Kent Downs National Landscape and its setting;
2. The site is already well screened year-round by buildings and/or planting and that screening is to be reinforced as necessary with planting by indigenous species;
3. Security arrangements would not be intrusive. In the case of lighting this will be used only where demonstrably required and will be directional so as to minimise light pollution;
4. The proposal would not result in a concentration of sites; and
5. The proposal is situated close to existing built development, including residential accommodation.

Quality and Design

9.112 The quality and design of places is key to national policy and guidance. The social objective of the sustainable development principle core to the NPPF outlines the need for a 'well-designed and safe built environment'. This is supported by section 12 of the NPPF 'Achieving well-designed and beautiful places'. Maidstone Borough Council strives to improve design build quality and has done work to support this through the production and use of design documents such as Maidstone Building for Life 12 (2018) and the Kent Design Guide (2005).

9.113 This section will focus on design relating to the following areas:

- a. Principles of good design;
- b. Sustainable design;
- c. Signage and frontage;
- d. Lighting;
- e. Design in the countryside;
- f. Technical standards; and
- g. Private amenity space.

LPRQD1: Sustainable Design

- 9.114 Recognition of climate change and its contributing factors will be an important consideration in the future of development across the borough. In 2019, the council declared a climate emergency and, in turn, announced that new developments should, wherever possible, incorporate mitigating measures while still achieving the high- quality designs that make the borough a desirable place to live and work.
- 9.115 Sustainable design refers to the way in which buildings of all uses will be developed across the borough to ensure longevity and mitigate the impacts of their development. This looks over the long-term life of the development as well and the short-term construction phase.
- 9.116 The Building Research Establishment Environmental Assessment Method (BREEAM) is the most appropriate/recognisable assessment method by which to judge and require increased sustainability standards in new non-residential developments.
- 9.117 In terms of energy efficiency and carbon emissions for residential development, this will be achieved through a strengthening of the energy performance requirements in Part L of the Building Regulations (incorporating carbon compliance, energy efficient fabric and services). For non-residential uses, proposals should achieve a minimum of the 'Very Good' BREEAM standard.

POLICY LPRQD1: SUSTAINABLE DESIGN

1. Applications for new development involving the erection or conversion of a building should demonstrate how sustainability has been incorporated into the design, construction, and operation of the development.
2. Proposals for new development shall demonstrate how the scheme has adopted a 'fabric first' approach to sustainable design, by incorporating energy efficiency measures into new buildings.
3. New dwellings should be built to ensure that wholesome water consumption is not greater than 110/litres/person/day.
4. Non-residential development, where appropriate and technically feasible and viable, should meet BREEAM Technical Standard (2018) Very Good

rating including addressing maximum water efficiencies under the mandatory water credits.

5. Proposals for new non-domestic buildings should achieve BREEAM Very Good for energy credits where appropriate and technically and financially viable. Should BREEAM be replaced, or any national standards increased, then this requirement will also be replaced by any tighter standard appropriate to the borough.
6. All developments will be expected to incorporate 10% on-site renewable or low carbon energy production where appropriate. This shall be measured as a percentage of overall consumption.
7. Where possible new development should be designed and orientated so as to ensure that it responds to or allows for future adaptation to the impacts of climate change over its lifetime.
8. New development proposals shall incorporate into the fabric of the building bird, bat and bee habitats, and shall provide the planting of native tree and shrub species, wildflower grasses, and habitats for insects and invertebrates where appropriate.
9. All development where on-site renewable energy is provided will be expected to incorporate battery energy storage where feasible.

LPRQD2: External Lighting

- 9.118 Lighting can be an important factor of good design. Appropriate types and levels of lighting can contribute positively towards a sense of place, whilst poorly designed lighting schemes can damage local amenity and biodiversity interests. National Policy and guidance seek to limit light pollution in locations which are particularly sensitive to light, such as intrinsically dark landscapes.
- 9.119 Light pollution or obtrusive light can have a negative impact on ecology and physiology and therefore should be minimized where possible. Glare from external lighting can intrude on the tranquillity of a place and should be avoided in certain landscapes and habitats. Particular consideration should be given to the dark skies of the Kent Downs National Landscape, as set out in the Kent Downs AONB Management Plan and to the dark skies of the High Weald National Landscape, as set out in the High Weald AONB Management Plan.
- 9.120 The policy applies to any proposals for external lighting schemes within the borough that are either individual or part of a larger, more comprehensive scheme.

POLICY LPRQD2: EXTERNAL LIGHTING

1. Proposals for external lighting schemes will be permitted if they meet the following criteria:
 - a. It is demonstrated by illuminance contour diagrams that the minimum number, intensity and height and timing of lighting necessary to achieve its locationally appropriate purpose is proposed;
 - b. The design and specification of the lighting would minimise glare and light spillage and would not dazzle or distract drivers or pedestrians using nearby highways;
 - c. The lighting scheme would not be visually detrimental to its immediate or wider setting, particularly intrinsically dark landscapes and would be of appropriate colour temperature for its location and ecological impact;
 - d. The impact on wildlife and biodiversity is minimised through appropriate mitigations;
 - e. Any development affecting protected species follows relevant specific guidance on lighting
2. Lighting proposals that are within or are near enough to significantly affect areas of nature conservation and landscape importance, e.g., Special Areas of Conservation, Sites of Special Scientific Interest, National Nature Reserves, County Wildlife Sites, Local nature Sites, and Areas of Outstanding Natural Beauty will only be permitted in exceptional circumstances and need to take account of any specific guidance on lighting that is relevant to these identified sites.

LPRQD3: Signage And Building Frontages

- 9.121 Signage and shop fronts have a significant impact upon the attractiveness and vitality of shopping and other commercial areas. The NPPF requires that new development integrates well into the built environment. Advertisements that are poorly placed can result in visual clutter which both detracts from the quality of the built environment and leads to a more confused and less coherent visual presentation. Unsympathetic shop fronts and fascias can also damage the character of their locality, especially in conservation areas.

- 9.122 This policy covers all developments – either independent or part of a comprehensive scheme, adjustments to or new signage, or building frontages of specific building types that would require planning permission.

POLICY LPRQD3: SIGNAGE AND BUILDING FRONTAGES

Proposals for new signage and for shop or other commercial fronts (use classes E and F), as well as new frontages for pubs and takeaways which meet the following criteria will be permitted:

1. The number, size, design, positioning, materials, colour, method and level of illumination of signage would not be detrimental to the character and appearance of the building or the surrounding area;
2. The proposal would not result in the loss of a traditional shop front or features and details of architectural or historic interest;
3. The proposal would be in sympathy with the architectural style, materials and form of the building(s) of which it would form part and the character of the neighbouring properties; and
4. Where a fascia is to be applied, it would be of an appropriate height which would be in scale with the overall height of the shop front and other elements of the building.

LPRQD4: Design Principles In The Countryside

- 9.123 The achievement of high-quality design in all developments is important. In addition to the requirements of policy LPRSP9, where development is proposed in the countryside, the design principles set out in policy LPRQD4 must be met.
- 9.124 National planning policy and guidance place a lot of emphasis on the design of development and its importance. The council is supportive of this approach and have adopted/endorsed appropriate design guidance, such as Maidstone Building for Life 12 (2018) and the Kent Design Guide (2005).
- 9.125 The town has a large rural hinterland that is home to some nationally and locally designated landscapes and numerous heritage assets which, along with their settings, need to be carefully managed. Account should be taken of the Kent Downs AONB Management Plan and the Maidstone Borough Landscape Character Guidelines Supplementary Planning Document, in addition to any

heritage assets (including designated assets and those locally identified) as defined by national policy.

- 9.126 The countryside also provides a habitat for a plethora of wildlife and biodiversity. This is useful to work with as the council seeks to the tackle climate change in the Borough.

POLICY LPRQD4: DESIGN PRINCIPLES IN THE COUNTRYSIDE

Outside of the settlement boundaries as defined on the Policies Map, proposals which would create high quality design, satisfy the requirements of other policies in this plan and meet the following criteria will be permitted:

1. The type, siting, materials and design, mass and scale of development and the level of activity would maintain, or where possible, enhance local distinctiveness including landscape features;
2. Impacts on the appearance and character of the landscape would be appropriately mitigated. Suitability and required mitigation will be assessed through the submission of Landscape and Visual Impact Assessments to support development proposals in appropriate circumstances;
3. Proposals would not result in unacceptable traffic levels on nearby roads; unsympathetic change to the character of a rural lane which is of landscape, amenity, nature conservation, or historic or archaeological importance or the erosion of roadside verges;
4. Where built development is proposed, there would be no existing building or structure suitable for conversion or re-use to provide the required facilities. Any new buildings should, where practicable, be located adjacent to existing buildings or be unobtrusively located and well screened by existing or proposed vegetation which reflect the landscape character of the area; and
5. Where an extension or alteration to an existing building is proposed, it would be of a scale which relates sympathetically to the existing building and the rural area; respect local building styles and materials; have no significant adverse impact on the form, appearance or setting of the building, and would respect the architectural and historic integrity of any adjoining building or group of buildings of which it forms part.

6. Where design, layout and landscaping has considered the need to respond and adapt to climate change.
7. Where possible, the design should include local and sustainable materials.
8. Where possible in consideration of other elements of this policy renewable energy generation methods should be included.

LPRQD5: Conversion Of Rural Buildings

- 9.127 Maidstone borough has a large and varied rural hinterland, with many buildings and structures having been constructed over the centuries to support the rural economy. Government advice in paragraph 84 of the NPPF supports the re-use of redundant buildings where an enhancement to their immediate setting would result. It also places emphasis upon the building of a strong, rural economy which the conversion of redundant rural buildings can support.
- 9.128 This policy is applicable to buildings located outside of the defined settlement boundaries and therefore fall within the scope of Policy LPRSP9 – The Countryside. ‘Rural buildings’ are those used in support of the rural economy and capture not just those used by agricultural industries, but also those for the purposes of tourism and leisure.
- 9.129 Policy LPRQD5 covers all forms of development where planning permission is required.

POLICY LPRQD5: CONVERSION OF RURAL BUILDINGS

1. The conversion of rural buildings will be permitted where the following criteria are met:
 - a. The building is of a form, bulk, scale and design which takes account of and reinforces landscape character;
 - b. The building is of demonstrable permanent, substantial and sound construction and is capable of conversion without major or complete reconstruction;

- c. Any alterations proposed as part of the conversion compliments the landscape and building character in terms of materials used, design and form;
- d. There is sufficient room in the curtilage of the building to park the vehicles of those who will live there without detriment to the visual amenity of the countryside; and
- e. No fences, walls or other structures associated with the use of the building or the definition of its curtilage or any sub-division of it are erected which would harm landscape character and visual amenity.
- f. In addition, and where relevant, account should be taken of the Kent Farmsteads Guidance and the Kent Downs AONB Farmstead Guidance.

Conversion for non-residential purposes

- 2. In addition to criteria 1(i – vi) above, proposals for the conversion of existing rural buildings for commercial, industrial, sport, recreation or tourism uses must also ensure that:
 - a. The traffic generated by the new use would not result in the erosion of roadside verges, and is not detrimental to the character of the landscape; and
 - b. In the case of a tourist use, the amenity of future users would not be harmed by the proximity of farm uses or buildings. For self-catering accommodation proposals, a holiday occupancy condition will be attached, preventing their use as a sole or main residence.

Conversion for residential purposes

- 3. In addition to criteria 1(i – vi) above, proposals for the conversion of existing rural buildings specifically for residential purposes will be permitted where the following criteria are met:
 - a. In the interest of supporting a prosperous rural economy, every reasonable attempt has been made to secure a suitable commercial re-use for the building;
 - b. Residential conversion is the optimal viable use of: a heritage asset; a listed building; an unlisted building of quality and traditional construction which is grouped with one or more listed buildings in such a way as to contribute towards the setting of the listed

building(s); or other buildings which contribute to landscape character or which exemplify the historical development of the Kentish landscape; and

- c. There is sufficient land around the building to provide a reasonable level of outdoor space for the occupants, and the building and outdoor space enhance the immediate setting.

LPRQD6: Technical Standards

9.130 In March 2015, the Government introduced new technical standards covering water usage, internal space requirements, accessibility, and adaptability.²²

9.131 Paragraph 135 of the NPPF states that local planning authorities should 'create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users'. The National Planning Practice Guidance further supports this by recommending that where a local planning authority wishes to require technical standards, they should do so by reference in their local plan.²³

POLICY LPRQD6: TECHNICAL STANDARDS

All new development will be expected where possible to meet the new technical standards as follows:

1. Internal space standards as set out below:

Number of bedrooms	Number of bed spaces (persons)	1 storey Dwellings (M ²)	2 storey Dwellings (M ²)	3 storey Dwellings (M ²)	Built-in storage (M ²)
1b	1p	39 (37)*	-	-	1.0

²² MHCLG, National Planning Practice Guidance, Paragraphs: Paragraph: 005 Reference ID: 56-005-20150327 to 019 Reference ID: 56-019-20150327 (2015)

²³ MHCLG, National Planning Practice Guidance, Paragraph: 002 Reference ID: 56-002-20160519 (2016)

	2p	50	58	-	1.5
2b	3p	61	70	-	2.0
	4p	70	79	-	
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0

2. Accessibility and adaptable dwellings standard M4 (2) or any superseding standards in line with evidence of the SHMA, national planning policy and guidance. Development proposals will be considered having regard to site specific factors (such as vulnerability to flooding, site topography, and other circumstances) which may make a specific site less suitable for M4(2) compliant dwellings, particularly where step free access cannot be achieved or is not viable.
3. Where the council has identified evidence of a specific need for a wheelchair accessible standard M4(3) property (for which the council is responsible for allocating or nominating a person to live in that dwelling) that is relevant to a site, this will be negotiated with the developer and secured by planning obligation, subject to consideration of viability and suitability.

LPRQD7: Private Amenity Space Standards

- 9.132 A private outdoor space is one which is not overlooked from the street or other public place. For a house or ground floor flat, a garden with direct access is the best solution. For other forms of flats this refers to a balcony, roof garden or patio. Privacy is important in design, with both the Kent Design Guide (2005) and Maidstone Building for Life 12 (2018) identifying it as an important consideration.
- 9.133 The quality, scale and existence of such spaces are also important considerations. In 2018, Maidstone Borough Council adopted the Maidstone Building for Life 12 standard as planning guidance to help decision makers and designers improve design quality in the Borough. It sets out twelve areas to review when a development is being formed. One of the twelve recommendations is around external storage and amenity space. Due to the success of this document in the planning applications process, the council considers it prudent to formalise the document contents within policy.
- 9.134 For houses, the space must be sufficient enough to provide the following: outdoor seating area, small shed, clothes drying area, area of play, and planting space (for trees and shrubs). This can be accommodated in a garden with a 10m depth and the width of the dwelling.
- 9.135 For a flatted scheme, the outdoor space must be of a scale to support the following: a clothes drying area and a small table and chairs to allow inhabitants and visitors to sit outside. This space should grow depending on the occupants of the flat, but a minimum of 5m² should be provided as standard.

POLICY LPRQD7: PRIVATE OPEN SPACE STANDARDS

All new dwellings created through subdivision, conversion or new build should have private amenity space that meets the following:

1. Be located adjacent to the dwelling unless exceptional circumstances are stated;
2. Have an external access to the private space;
3. For houses, the rear garden is at least equal to the ground floor footprint and not triangular in shape; and;

4. For flats, have a space (balcony or terrace) large enough for two persons to use and for drying clothes and which provides for sufficient privacy. Where it is not feasible to provide balconies for all flats, a quality private communal space must be provided for occupants to use (in addition to any necessary public open space provision).

10. MONITORING AND REVIEW

Introduction

- 10.1 Local plan policies will deliver sustainable growth to meet housing, employment and other identified needs, and associated infrastructure in a way that also aims to conserve the borough's built and natural heritage.
- 10.2 An effective and proportionate monitoring framework is essential to ensure that the plan delivers the amount and type of development that is required, in the right place and at the right time, and that any risks to the plan's delivery are highlighted promptly so that correcting action can be implemented in good time.
- 10.3 In developing the local plan allocations and policies, the council has been aware of the risks to delivery and has sought to mitigate these through its development strategy. The strategy allows a range of landowners and developers the opportunity to contribute to development in the borough; the promotion of sites which are known to be available; and understanding viability and operating a positive and flexible approach where it can be demonstrated that viability would hamper delivery.
- 10.4 The results of monitoring will enable the council to understand the progress being made towards the local plan's key objectives. A comprehensive monitoring framework is set out on the following pages and identifies targets for key policies in the plan, specific triggers that would indicate targets may not be met and, in such circumstances, the actions to be taken in response. A number of contextual indicators are also included which, whilst not linked directly to the application of the local plan's policies, will provide helpful understanding of broader trends at play in the borough. The outcomes of monitoring against the identified targets will be reported annually in the Authority Monitoring Report (AMR).

Topics

- 10.5 The overall performance of the plan's policies will be monitored through a review of appeal decisions and of applications granted as a departure from the local plan.
- 10.6 The NPPF sets out the Government's desire to "significantly boost the supply of homes" and hence there must be a strong focus on housing delivery in the

monitoring framework. The council will monitor delivery of past and anticipated future housing delivery including its housing trajectory and its 5-year supply position, as well as its supply of pitches to meet its need for Gypsy and Traveller accommodation.

- 10.7 Given its aspirations for growth, the council will also monitor the delivery of employment and retail opportunities including by measuring the net additional floorspace created either by new construction or change of use.
- 10.8 Key supporting infrastructure requirements are set out in the Infrastructure Delivery Plan which also indicates potential funding sources for each project. It is vital to monitor the delivery of identified schemes to ensure that the specific mitigation needed to support the plan's growth is coming forward during the plan period.
- 10.9 In addition to the above, there are a variety of further monitoring indicators addressing the full scope of the Local Plan Review (see the table that follows).

Indicator no.	Indicator	Target	Trigger	Action	Policy
General/ Whole Plan					
M1	Number and nature of departures from the Local Plan granted consent per year.	[no specific target]	Analysis of departures reveals a significant trend/ issue in the nature of departures obtaining consent.	Consider the need for changes to the Local Plan as part of a Local Plan Review.	Whole Plan
M2	Appeals lost against Local Plan policy per year.	[no specific target]	Analysis of appeal decisions reveals a significant policy omission/ issue.	Consider the need for changes to the Local Plan as part of a Local Plan Review.	Whole Plan
M3	Successful delivery of the schemes in the Infrastructure Delivery Plan (IDP) required to support the development in the Local Plan Review.	Timely delivery of the critical and essential schemes identified in the IDP.	<p>Annual update of the IDP identifies risks to the delivery of critical/ essential schemes, including:</p> <p>Risk of a shortfall in funding</p> <p>Risk to the timing of delivery.</p>	<p>Work with infrastructure providers to identify actions to overcome barriers preventing timely delivery of infrastructure.</p> <p>Consider the need for a review of the IDP.</p>	LPRSP13
Housing					
M4	Progress on allocated housing sites per annum.	Timely delivery of allocated sites.	Persistent shortfall in annual completions on allocated sites compared with target rates in the trajectory.	Review deliverability of housing sites and address barriers to delivery including bringing sites contained within the long-term trajectory forward, where necessary.	LPRSP4(a) LPRSP4(b) LPRSA policies

Indicator no.	Indicator	Target	Trigger	Action	Policy
M5	5-year housing supply (including NPPF buffer, where required).	The target meets the cumulative housing requirement for that 5-year period.	A 5-year housing land supply cannot be demonstrated considering previous delivery and future targets.	Review deliverability of housing sites and broad locations (as appropriate), including bringing sites contained within the long term trajectory forward. Consider reviewing the plan, starting with a call for sites.	LPRSS1
M6	Housing trajectory: Predicted housing delivery over the plan period.	The target is the annualised cumulative housing target for the plan period.	A supply of housing cannot be demonstrated for the remaining plan period.	Consider reviewing the plan, starting with a call for sites.	LPRSS1
M7	Windfalls: delivery of housing on unidentified sites.	Number of completions corresponds with windfall allowance. Location of all types of windfalls corresponds with spatial strategy.	Windfalls over phasing period (3-5 years) deviate significantly from the windfall allowance. Windfalls deviate significantly from the spatial strategy over phasing period (3-5 years).	Reconsider windfall allowance element of housing trajectory and its contribution to overall housing land supply. Consider whether policy changes are required to bring about greater consistency and limit greenfield development as part of the review of the Local Plan.	LPRSS1

Indicator no.	Indicator	Target	Trigger	Action	Policy
M8	Prior Notification office to residential conversions in the town centre.	The number of completions corresponds with the allowance made in the trajectory.	Completions over a phasing period (3-5 years) deviate significantly from the allowance made in the trajectory.	Reconsider this element of the housing trajectory and its contribution to overall housing land supply.	LPRSS1
M9	Prior notification uses classes falling under E to residential conversions in the primary shopping area and the wider town centre.	[no specific target] This is a contextual indicator to monitor wider changes in social housing demand.	[no specific trigger]	[no specific action]	LPRSS1
M10	Number of entries on the self-build register Number of plots for self-build units consented per annum.	Number of self-build plots consented over a phasing period (3-5 years) corresponds to the borough- specific interest on the self-build register.	Sustained low delivery of self-build plots over a phasing period (3-5 years) compared with registered interest.	Review approach towards self-build plot provision, including with Registered Providers and housebuilders.	LPRSP10(A)
M11	Number of dwellings of different sizes (measured by number of bedrooms) consented per annum.	Mix of dwellings consented corresponds to the dwelling size mix outlined in the SHMA.	Sustained and significant mismatch in the dwelling mix consented compared with that outlined in the SHMA over a phasing period (3-5 years).	Review interpretation of policy LPRSP10(A). Work with housebuilders to identify and address the mismatch.	LPRSP10(A)
M12	Number and tenure of affordable homes delivered (including starter homes).	Number and tenure of affordable homes completed and consented per annum matches policy requirement.	Affordable housing delivery over phasing period (3-5 years) falls significantly below annual requirement. Tenure of affordable	Work with Registered Providers to secure greater delivery or change to tenure of delivery. Promote council owned sites for affordable housing.	LPRSP10(B)

Indicator no.	Indicator	Target	Trigger	Action	Policy
			housing delivered over phasing period (3-5 years) deviates significantly from indicative policy target.	Review interpretation of approach regarding off-site contributions.	
M13	Affordable housing as a proportion of overall housing delivery in geographical policy areas consented and completed relative to policy LPRSP10(B) requirements. The geographical areas are: Low Mid High Springfield	LPRSP10(B) percentage requirements achieved on all qualifying developments in geographical areas.	Proportion of affordable housing delivered in the respective geographical areas over phasing period (3-5 years) deviates significantly from indicative policy targets.	Review approach towards affordable housing provision, including with Registered Providers.	LPRSP10(B)
M14	Density of housing development in policy LPRHOU5 and LPRSA policies.	Achievement of overall net housing densities specified in policy LPRHOU5 in / adjacent to the town centre, urban area, rural service centres and larger villages.	Evidence of a trend in achieved net densities significantly above/below the rates specified in policy LPRHOU5 and LPRSA policies.	Consider the need for a review of housing land supply (trajectory). Consider the need to revise indicative densities as part of a Local Plan Review.	LPRSA policies LPRHOU5
M15	Number of older people's units delivered.	Net numbers of housing support, housing with care, older persons care bedspace, over the next 5-year period matches requirement (including any backlog).	Evidence of policy not being effective in delivering additional places including: low numbers of places consented and completed relative to identified needs significant number of	Liaise with providers to identify barriers to delivery.	LPRHOU7

Indicator no.	Indicator	Target	Trigger	Action	Policy
			refused applications.		
M16	Number of applications on the Housing Register.	[no specific target] This is a contextual indicator to monitor wider changes in social housing demand.	[no specific trigger]	[no specific action]	
M17	Number of homeless households in the Borough.	[no specific target] This is a contextual indicator to monitor wider changes in social housing demand.	[no specific trigger]	[no specific action]	
M18	House price: earnings ratio	[no specific target] This is a contextual indicator to monitor wider changes in the local housing market.	[no specific trigger]	[no specific action]	
Employment					

Indicator no.	Indicator	Target	Trigger	Action	Policy
M19	Total amount of employment floorspace (E (g), B2, B8) consented and completed per annum.	Net increase in employment floorspace sufficient to meet identified needs by end of the plan period.	<p>Evidence of persistent under provision of employment land and/or Local Plan sites not meeting the economy's requirements including:</p> <p>Slow/ no delivery of allocated sites</p> <p>Significant employment land supply on windfall sites in addition to and/or in preference to the allocations/ EDAs</p> <p>Significant other floorspace (not E (g), B2, B8) being delivered on allocated sites/ EDAs</p> <p>Overall delivery falling short of identified requirements.</p>	<p>Identify if barriers to delivery can be overcome e.g., through the Development Management process, including resolving specific site constraints.</p> <p>Consider the need for changes to the employment land strategy as part of the Local Plan review.</p>	LPRSS1
M20	Amount of employment floorspace by type consented and completed within Economic Development Areas per annum.	Net increase in employment floorspace within EDAs.	As above.	As above.	LPRSP11(A)
M21	Amount of employment floorspace by type Consented and completed on allocated sites per annum.	Timely delivery of allocated sites.	As above.	As above.	<p>LPRSS1</p> <p>LPRSA policies</p>

Indicator no.	Indicator	Target	Trigger	Action	Policy
M22	Amount of employment land/ floorspace within Economic Development Areas and allocated sites and elsewhere lost to non-employment uses.	No net loss of employment (E (g), B2 and B8) floorspace within EDAs and allocated sites and elsewhere.	As above.	As above.	LPRSP11(A) LPRSA policies
M23	Percentage unemployment rate.	[no specific target] This is a contextual indicator to monitor wider changes in the local economy.	[no specific trigger]	[no specific action]	
M24	Number of jobs in the borough.	[no specific target] This is a contextual indicator to monitor wider changes in the local economy.	[no specific trigger]	[no specific action]	
Retail					
M25	Amount of additional comparison and convenience retail floorspace consented and completed per annum by area: Within the town centre Edge of centre Out of centre.	Net increase in convenience and comparison floorspace sufficient to keep pace with identified needs and in appropriate locations up to end of the plan period.	Evidence of Local Plan policies and/ or sites not meeting the identified need for additional retail floorspace, including: Slow/ no delivery of allocated sites Significant retail floorspace being delivered on sequentially less	Identify if barriers to delivery can be overcome e.g., through the Development Management process, including resolving specific site constraints. Consider the need for changes to the retail allocations/ policies as part of the Local Plan review.	LPRSS1

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Indicator no.	Indicator	Target	Trigger	Action	Policy
			<p>preferable sites in addition to/ in preference to allocations</p> <p>Pipeline supply of convenience/ comparison floorspace falling significantly below the forecast requirement over phasing period (5 years).</p>		
M26	Amount of convenience and comparison retail floorspace consented and completed on allocated sites per annum.	Timely delivery of allocated sites.	As above.	As above.	<p>LPRSS1</p> <p>LPRSA policies</p>
Gypsies, Travellers and Travelling Showpeople accommodation					
M27	Annual delivery of permanent pitches/ plots (allocated and unidentified sites).	<p>Net increase in permanent pitches/plots</p> <p>sufficient to keep pace with identified needs up to end of plan period.</p>	<p>The number of permanent pitches/ plots consents granted significantly above or below identified needs</p> <p>over phasing period (5 years).</p>	Consider the need for changes to the Local Plan Review allocations and/ or revising the allocation policies as part of a review.	<p>LPRSS1</p> <p>LPRSP10(C)</p> <p>LPRHOU8</p>

Indicator no.	Indicator	Target	Trigger	Action	Policy
M28	Delivery of permanent pitches on allocated sites.	Timely delivery of allocated sites.	Evidence of Local Plan Review sites not meeting the identified need for additional Gypsy and Traveller pitches including: Slow/ no delivery of allocated sites	Consider the need for changes to the Local Plan Review allocations and/ or revising the allocation policies as part of a review of the Local Plan/Development Plan Document.	LPRSS1 LPRSP10(C)
			Significant number of pitches permitted on unidentified sites in addition to/ in preference to allocations.		
M29	Five-year supply position.	Five-year supply of Gypsy pitches in place.	No confirmed five-year supply of Gypsy pitches.	The lack of a 5-year land supply will be a significant consideration in planning decisions when considering applications for the grant of temporary planning permission.	LPRSS1
M30	Number of caravans recorded in the bi-annual caravan count.	[no specific target] This is a contextual indicator to provide a snapshot of Gypsy provision in the borough.	[no specific trigger]	[no specific action]	
Heritage					

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Indicator no.	Indicator	Target	Trigger	Action	Policy
M31	Number of and nature of cases resulting in a loss of designated	No loss of designated heritage assets over the monitoring period as a result	Analysis of the relevant consents shows a loss of designated heritage assets over the monitoring period as a result of development.	Review reasons for loss to ensure correct application of Local Plan policies.	LPRENV1
M32	Change in the number of entries on Historic England's Heritage at Risk register.	Decrease in the number of entries from 2016 baseline.	Sustained increase in the number of entries from 2016 baseline.	Review approach towards interventions, including with potential stakeholders and landowners.	LPRSP14(B)
M33	Progress towards creating borough wide local listing register.	Annual progress.	No progress by end of calendar year.	Review priorities of conservation team.	LPRSP14(B)
M34	Number of conservation area appraisals and management plans adopted.	This is a contextual indicator to provide a snapshot of conversation appraisals/management plan adoption.	Not meeting the 3 a year target because lack of resources.	Review priorities of conservation team.	LPRSP14(B)
Natural Environment – Biodiversity					
M35	Loss of designated wildlife sites as a result of development (hectares).	No loss of designated wildlife sites as a result of development (hectares).	Analysis of the relevant consents shows a loss of designated wildlife sites over the monitoring period as a result of development.	Review reasons for loss to ensure correct application of Local Plan policies.	LPRSP14(A)

Indicator no.	Indicator	Target	Trigger	Action	Policy
M36	Loss of Ancient Woodland as a result of development (hectares).	No loss of Ancient Woodland as a result of development (hectares).	Analysis of the relevant consents shows a loss of Ancient Woodland over the monitoring period as a result of development.	Review reasons for loss to ensure correct application of Local Plan policies.	LPRSP14(A)
Agricultural Land					
M37	Loss of the best and most versatile agricultural land as a result of development (hectares).	No overall loss of the best and most versatile agricultural land as a result of consented development on non-allocated sites (major applications only).	Analysis of the relevant consents shows a significant overall reduction in the amount of the best agricultural land over the monitoring period as a result of consents for major development on non-allocated sites.	Review whether a specific change of approach is needed through the development management process and/or at a review of the Local Plan.	LPRSP9 LPRSP14(A)
Good Design and Sustainable Design					
M38	Number of qualifying developments failing to provide BREEAM very good standards for water and energy credits.	No qualifying developments fail to provide BREEAM very good standards for water and energy credits over the monitoring period.	Analysis of the relevant consents shows that qualifying developments are failing to comply with the terms of policy LPRQD1.	Review reasons for failure to comply, to ensure correct application of Local Plan policies.	LPRQD1
M39	Approved Developments granted on appeal after failing to achieve satisfactory standards on design Grounds.	No sustained failure in the application of policy LPRSP15 identified through appeals that are subsequently allowed on design grounds.	Analysis of review outcomes reveals a sustained failure in the application of policy LPRSP15 over the review period (5 years).	Review the application of policy LPRSP15 in the development management process.	LPRSP15
Open Space					

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Indicator no.	Indicator	Target	Trigger	Action	Policy
M40	Loss of designated open space as a result of development (hectares).	No loss of designated open space as a result of development (hectares).	Analysis of the relevant consents shows a loss of designated open space over the monitoring period as a result of development.	Review reasons for loss to ensure correct application of Local Plan policies.	LPRINF1
M41	Delivery of new or improvements to existing designated open space in association with housing and mixed-use developments.	Delivery of new or improvements to existing designated open space in accordance with policy LPRINF1 and, where appropriate, LPRSA policies.	Open space improvements and new open space is not delivered in accordance with LPRINF1 and, where appropriate, LPRSA policies.	Review reasons for failure to comply, to ensure correct application of Local Plan policies.	LPRSA policies LPRINF1
Flood Risk					
M42	Planning applications with a flood risk assessment in FZ2 or FZ3 or greater than 1ha.	100%	Development in FZ2, FZ3 or critical drainage area.	Review reasons for failure to comply, to ensure correct application of Local Plan policies.	LPRSP14(C)
M43	Development within FZ2 and FZ3 or critical drainage area.	Delivery of development minimised over FZ2 and FZ3.	Development in FZ2, FZ3 or critical drainage area.	Review strategic flood risk assessment as part of plan update to understand opportunities and risks associated with flooding.	LPRSP14(C)
Air Quality					

Indicator no.	Indicator	Target	Trigger	Action	Policy
M44	Progress in achieving compliance with EU Directive/ national regulatory requirements for air quality within the AQMA.	Improvement in air quality at identified exceedance areas measured from the 2011 baseline and from previous year. New "existing" baseline to also be established.	Evidence of worsening situation in respect of air quality at exceedance areas and/or elsewhere within the AQMA.	Review reasons for loss to ensure correct application of Local Plan policies. Identify if barriers to improving air quality can be overcome e.g., through the Development Management process, including resolving specific site constraints. Consider the need for updates to the Air Quality Action Plan and/or policies for sustainable transport and air quality as part of a review of the Local Plan.	LPRSP12 LPRTRA1 LPRTRA2
M45	Large scale applications accompanied by an Air Quality Impact Assessment (AQIA) which demonstrate that the air quality impacts of development will be mitigated to acceptable levels	All applications demonstrate compliance with policy LPRTRA1 requirements.	Applications being refused due to non-compliance with policy LPRTRA1.	Consider need for production of local planning guidance to provide further detail on the delivery and implementation of LPRTRA1. Consider the need for updates to the Air Quality Action Plan and/or policies for sustainable transport and air quality as part of a review of the Local Plan.	LPRTRA1
M46	Applications which demonstrate that the air quality impacts of development will be mitigated to acceptable levels.	All applications demonstrate compliance with policy LPRTRA1 requirements.	Applications being refused due to non-compliance with policy LPRTRA1.	Consider need for production of local planning guidance to provide further detail on the delivery and implementation of LPRTRA1. Consider the need for updates to the Air Quality Action Plan and/or policies for sustainable	LPRTRA1

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Indicator no.	Indicator	Target	Trigger	Action	Policy
				transport and air quality as part of a review of the Local Plan	
Infrastructure					
M47	Planning obligations – contribution prioritisation (LPRSP13).	Developer contributions are secured in accordance with policy prioritisation.	Analysis reveals that significant deviations from contribution prioritisation are occurring.	Identify reasons for deviation and consider the need to review the approach. Need a delivery team to report on this.	LPRSP13
M48	Planning obligations – number of developments with planning obligations secured.	Where infrastructure needs generated by development proposals are identified, all developer contributions sought are secured.	Analysis reveals that some/all contributions sought are not being secured in a significant proportion of cases despite the identification of needs arising.	Identify reasons for non-contributions and consider the need to review the approach and/or viability evidence. Need a delivery team to report on this.	LPRSP13
M49	Delivery of infrastructure through planning obligations/ conditions.	All measures/ financial contributions secured through planning obligations/ conditions are delivered/ spent or allocated to be spent.	Analysis reveals that measures secured through planning obligations/ conditions are not being delivered.	Identify reasons for non-delivery and consider the need to review the approach and/ or viability evidence. Need a delivery team to report on this.	LPRSP13 LPRSP1 – LPRSP8 LPRSP12 LPRTRA2

Indicator no.	Indicator	Target	Trigger	Action	Policy
M50	Review CIL Charging Schedule.	CIL will be reviewed following adoption of Local Plan Review.	Delay to timetable and/or Government changes to CIL framework.	Reconsideration of CIL review timing.	LPRSP13
M51	Garden Settlements: delivery of infrastructure.	This would have a target based around delivering sustainable development and the indicators would include the specific headline infrastructure for the site.	Analysis reveals that measures secured through planning obligations/ conditions are not being delivered.	Identify reasons for non-delivery and consider the need to review to review the approach and/ or viability evidence. Need a delivery team to report on this.	LPRSP4(A) LPRSP4(B)
M52	Number of infrastructure delivery planning conditions met vs conditions varied to delay delivery.	Infrastructure delivered in a timely manner.	Analysis reveals that measures secured through planning obligations/ conditions are not being delivered at the intended point (such as "ahead of occupation").	Identify reasons for delayed delivery and consider the need to review the approach and/ or viability evidence.	LPRSP13
M53	% of new development enabling FFTP; residential and employment.	All development within urban area, RSC, LV, and Garden Settlements. All developments over 5 dwellings or 500sqm of employment floorspace within the rural area.	Meeting 90% of the target.	Identify reasons for non-provision and consider review of approach.	LPRINF4
Transport					

Indicator no.	Indicator	Target	Trigger	Action	Policy
M54	Identified transport improvements associated with Local Plan site allocations.	Timely delivery of the identified transport improvements associated with Local Plan site allocations.	Identification of risks to the implementation of required schemes including: delivery delay potential funding shortfall.	Identify measures to overcome barriers to delivery. Consider the need to review the Integrated Transport Strategy.	LPRSP4(A) LPRSP4(B) LPRSP5(B)LPRSP5 (C) LPRSA policies
M55	Sustainable transport measures to support the growth identified in the Local Plan and as set out in the Integrated Transport Strategy (ITS); Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan.	Timely delivery of sustainable transport improvements to support the growth identified in the Local Plan Review. Achievement of the targets set out in paragraph 9.2 of the ITS.	Failure to identify specific measures to accord with Policy LPRTRA2. Failure to deliver the specific measures identified. Failure to achieve targets in paragraph 9.2 of the ITS.	Consider the need to review the ITS.	LPRSP12 LPRTRA2
M56	Provision of Travel Plans for appropriate development.	All qualifying development to provide a satisfactory Travel Plan.	Analysis reveals a significant number of qualifying developments failing to provide an adequate Travel Plan.	Identify reasons for non-provision and consider the need to review the approach.	LPRSP12 LPRTRA2

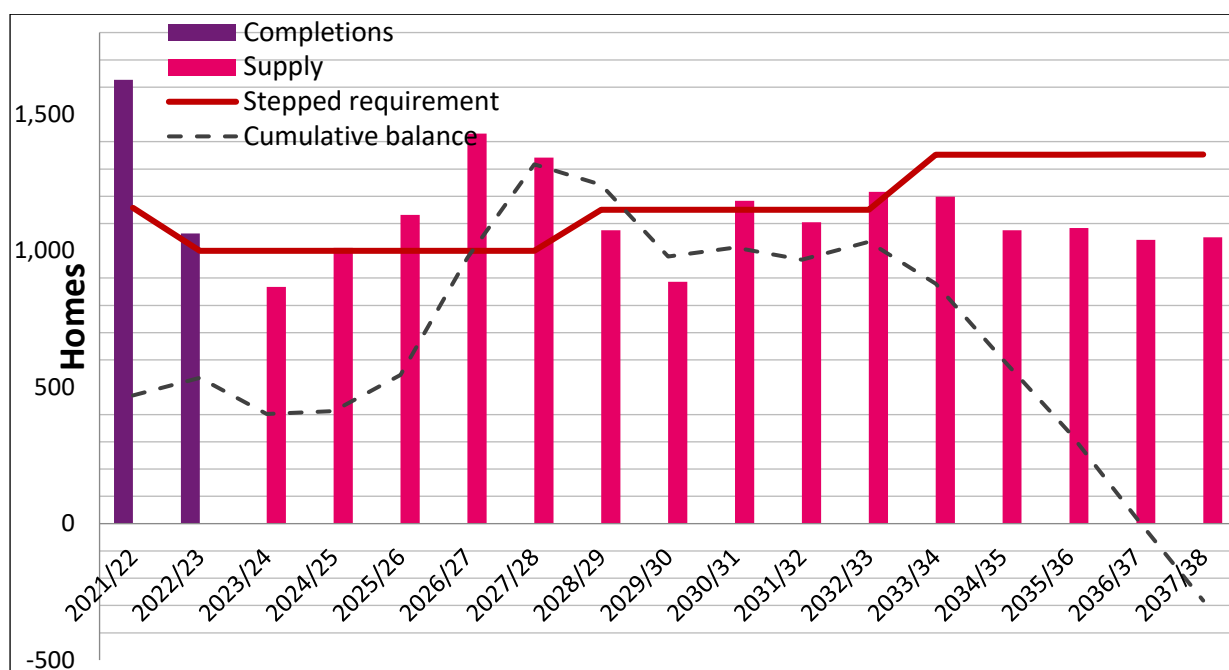
Indicator no.	Indicator	Target	Trigger	Action	Policy
M57	<p>Achievement of modal shift through:</p> <p>No significant worsening of congestion as a result of development</p> <p>Reduced long stay town centre car park usage</p> <p>Improved ratio between car parking costs and bus fares</p> <p>Increased number of cycles parked in shopping and employment areas, as well as at transport hubs.</p> <p>Increased levels of active travel reported through monitored Travel Plans and KCC</p> <p>School Travel Plans.</p>	Reduced reliance on the private motor vehicle, increased levels of active travel and reduced congestion.	Analysis reveals that indicators are not being achieved.	Review of the ITS, and/or Walking and Cycle Strategy.	LPRSP12

11. APPENDICES

Appendix 1: Housing Trajectory

Past years (completion)		Future trajectory (from plan adoption)														
2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/8
1,157	1,000	1,000	1,000	1,000	1,000	1,000	1,150	1,150	1,150	1,150	1,150	1,352	1,352	1,352	1,353	1,353
1,157	1,000	5,000					5,750					6,762				

Supply component	Supply balance	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/8	Total 2021/22 - 2037/38
ANNUAL REQUIREMENT		1,157	1,000	1,000	1,000	1,000	1,000	1,000	1,150	1,150	1,150	1,150	1,150	1,352	1,352	1,352	1,353	1,353	18,668
Completions	2,891	1,627	1,064																2,691
Exempt permission 10+ Total	3,798	-	-	662	972	712	563	325	177	118	72	40	40	21	-	-	-	-	3,606
Exempt permission <10 Total	518	-	-	186	193	132	9	-	-	-	-	-	-	-	-	-	-	-	518
LP17 Allocation Total	238	-	-	-	-	-	-	-	-	-	-	-	154	76	-	-	-	-	238
Lenham NP Total	895	-	-	-	-	40	40	40	16	-	248	190	115	80	80	54	-	-	895
Broad Location Total	567	-	-	-	-	-	34	34	33	33	33	-	-	60	60	90	90	100	567
DC 700 Total	215	-	-	-	-	-	-	-	-	-	-	-	-	43	43	43	43	43	215
Garden Settlement Total	2,898	-	-	-	-	-	-	-	60	100	180	300	355	360	375	380	390	390	2,898
Invicta Barracks Total	1,300	-	-	-	-	-	-	50	75	75	100	100	150	150	150	150	150	150	1,300
Broad Location - villages Total	365	-	-	-	-	-	-	-	-	-	-	-	-	73	73	73	73	73	365
Windfall large Total	1,355	-	-	-	-	-	-	-	90	90	90	90	90	181	181	181	181	181	1,355
Windfall small Total	1,356	-	-	-	-	-	113	113	113	113	113	113	113	113	113	113	113	113	1,356
LP8 Allocation Total	1,308	-	-	-	11	119	583	693	548	586	387	280	238	62	-	-	-	-	1,308
ANNUAL SUPPLY	18,390	1,627	1,064	848	1,174	1,003	1,340	1,255	1,112	915	1,215	1,113	1,254	1,218	1,075	1,084	1,040	1,050	18,296
		470	84	-152	174	3	340	255	-58	-235	85	-57	106	-133	-277	-268	-513	-503	
Cumulative balance		470	84	-152	174	3	340	255	-58	-235	85	-57	106	-133	-277	-268	-513	-503	



Appendix 2: Glossary

Acronym	Term	Description
	Affordable Housing	<p>The NPPF defines affordable housing as: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</p> <p>a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government’s rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable);</p> <p>(b) the landlord is a registered provider, except where it is included as part</p>

Acronym	Term	Description
		<p>of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</p> <p>Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.</p> <p>Discounted market sales housing is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</p> <p>d) Other affordable routes to home ownership is housing provided for sale that provides a route to ownership for those who could not achieve home</p>

Acronym	Term	Description
		ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision or refunded to Government or the relevant authority specified in the funding agreement.
AQMA	Air Quality Management Areas	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
AONB	Area of Outstanding Beauty	An area of outstanding natural beauty (AONB) is land protected by the Countryside and Rights of Way Act 2000 (CROW Act). It protects the land to conserve and enhance its natural beauty. From November 2023, AONBs are National Landscapes.
	Ancient Woodland	An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland (PAWS).
	Article 4 Direction	A direction made under Article 4 of the Town and Country Planning (General Permitted Development)

Acronym	Term	Description
		(England) Order 2015 which withdraws permitted development rights granted by that Order.
AMR	Authority Monitoring Report	The Monitoring Report provides a framework with which to monitor and review the effectiveness of local plans and policies.
	Brownfield Land	See Previously Developed Land
	Brownfield Register	Registers of previously developed land that local planning authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. Local planning authorities will be able to trigger a grant of permission in principle for residential development on suitable sites in their registers where they follow the required procedures.
	Clean Air Zones	A Clean Air Zone defines an area where targeted action is taken to improve air quality and resources are prioritised and coordinated in order to shape the urban environment in a way that delivers improved health benefits and supports economic growth.
CCG	Clinical Commissioning Group	See Integrated Care Board (ICB)

Acronym	Term	Description
CIL	Community Infrastructure Levy	The levy will help pay for the infrastructure required to support new development. This includes development that does not require planning permission. The levy should not be used to remedy pre-existing deficiencies unless the new development makes the deficiency more severe.
	Comparison retail (A1 use)	Retail items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc.)
	Convenience retail (A1 use)	The provision of everyday essential items, such as food.
	Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
	Development Plan	Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan unless the local planning authority decides that the neighbourhood plan should not be made.

Acronym	Term	Description
DPD	Development Plan Document	A DPD is a spatial planning document that is subject to independent examination. Under new regulations, DPDs are now known as local plans.
EIA	Environmental Impact Assessment	A procedure to be followed for certain types of projects to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
	Experian	Detailed monthly forecasts with supporting qualitative reports to help understand more about the UK economy - specifically how it will perform over the next cycle.
FEMA	Functional Economic Market Area	Key economic markets broadly corresponding to sub-regions or city regions.
	Garden Settlement	A holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy, and sociable communities. The main characteristics are: A purpose-built new settlement, or large extension to an existing town A community with a clear identity and attractive environment It provides a mix of homes, including affordable and self-build Planned by local authorities or private sector in consultation with the local community.

Acronym	Term	Description
	Geodiversity	The range of rocks, minerals, fossils, soils, and landforms.
	Green and blue Infrastructure	A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.
GEA	Gross external area	<p>Broadly speaking the whole area of a building taking each floor into account.</p> <p>GEA will include:</p> <p>Perimeter wall thickness and external projections</p> <p>Areas occupied by internal walls (whether structural or not) and partitions</p> <p>Columns, piers, chimney breasts, stairwells, lift wells etc.</p> <p>Lift rooms, plant rooms, tank rooms, fuel stores, whether or not above roof level Open-sided covered areas (should be stated Separately).</p>
HRA	Habitat Regulations Assessment	HRA tests the impacts of a proposal on nature conservation sites of European importance – Special Areas of Conservation and Special Protection Areas – and is also a requirement under EU legislation for certain plans and projects.

Acronym	Term	Description
	Heritage asset	A building, monument, site, place, area, or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).
HDT	Housing Delivery Test	Measure's net homes delivered in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.
ICB	Integrated Care Board	Integrated Care Boards are responsible for commissioning most of the hospital and community NHS services in the area they cover.
IDP	Infrastructure Delivery Plan	The Infrastructure Delivery Plan identifies the infrastructure schemes necessary to support the development proposed in the Local Plan and outlines how and when these will be delivered.
KMC	Kent Medical Campus	Refer to Policy RMX1 (1) – Newnham Park (Kent Medical Campus)
	Larger Villages	Most sustainable established settlements in Maidstone's settlement hierarchy after the town centre, urban area and rural service centres: East Farleigh, Eythorne Street (Hollingbourne),

Acronym	Term	Description
		Sutton Valence and Yalding.
	Leeds-Langley Relief Road	<p>The Relief Road has over recent years been contemplated as a 50mph single carriageway</p> <p>- where the design standards would be more sympathetic to the topography, land use and local hamlets - providing environmental benefits by removing through traffic from both villages. The scheme supports the Strategic Statement objectives of supporting existing businesses and encouraging economic activity with housing growth and job creation by reducing congestion and</p> <p>improving infrastructure and accessibility.</p>
	Local Green Space	<p>Land designated through local and neighbourhood plans which allows</p> <p>communities to identify and protect green areas of particular importance to them.</p>
LIS	Local Industrial Strategy	<p>Local Industrial Strategies will be long-term, based on clear evidence and aligned to the national Industrial Strategy. They should set out clearly defined priorities for how cities, towns and rural areas will maximise their contribution to UK productivity. Local Industrial Strategies will allow places to make the most of their distinctive strengths. They will better coordinate economic policy at the local level and ensure greater</p>

Acronym	Term	Description
		collaboration across boundaries.
LNR	Local Nature Reserves	Local nature reserves are formally designated areas. They are places with wildlife or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature or simply to enjoy it. (www.naturalengland.org.uk)
LP17	Maidstone Borough Local Plan	The Maidstone Borough Local Plan is the key document that sets the framework to guide the future development of the borough. It plans for homes, jobs, shopping, leisure and the environment, as well as the associated infrastructure to support new development. It explains the 'why, what, where, when and how' development will be delivered through a strategy that plans for growth and regeneration whilst at the same time protects and enhances the borough's natural and built assets. The plan covers the period from 2011 and 2031.

Acronym	Term	Description
	Main town centre uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
	Major Development	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m ² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
MSA	Minerals Safeguarding Area	An area designated by minerals planning authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.
	National Landscapes	National Landscapes are designated Areas of Outstanding Natural Beauty (AONB) - they are protected under the 1949 National Parks and Access to Countryside Act. Its protection is further enhanced by the Countryside and Rights of Way Act, 2000

Acronym	Term	Description
		(CRoW2000).
NPPF	National Planning Policy Framework	The NPPF was published in December 2023 and it sets out the government's planning policies for England and how these must be applied. Local plan policies must be in conformity with the NPPF.
	Neighbourhood Plan	A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.
PPG	Planning Practice Guidance	The PPG provides additional guidance on how the national policies in the National Planning Policy Framework should be interpreted and applied.
PDL	Previously Developed Land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments;

Acronym	Term	Description
		<p>and land that was previously developed but where the remains of the permanent structure or fixed surface structure have</p> <p>blended into the landscape.</p>
	Primary Frontage	<p>Primary frontages are likely to include a high proportion of retail uses which may include</p> <p>food, drinks, clothing and household goods.</p>
	Primary Shopping Area	<p>Defined area where retail development is concentrated.</p>
	Rural exception sites	<p>Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.</p>

Acronym	Term	Description
	Rural Service Centres	Most sustainable established settlements in Maidstone's settlement hierarchy after the town centre and urban area: Coxheath, Harrietsham, Headcorn, Lenham, Marden and Staplehurst.
	Schools Capacity Survey	The school capacity survey is a statutory data collection that all local authorities must complete every year. Local authorities must submit data about: school capacity (the number of places and pupils in a school year), pupil forecasts (an estimation of how many pupils there will be in future), capital spend (the money schools and local authorities spend on their buildings and facilities).
	Secondary Frontage	Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
S106	Section 106 legal agreements	Section 106 of the Town and Country Planning Act 1990 allows a local planning authority to enter into a legally binding agreement or planning obligation with a land developer in connection with the granting of planning permission for a development. The obligation is termed a Section 106 Agreement. The purpose of such agreements is to mitigate the impacts of the development proposed provided the matters being addressed are directly related to the development being permitted and can include sums of money.

Acronym	Term	Description
	Self-build and custom-build housing	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.
SSSI	Site of Special Scientific Interest	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
SME	Small and Medium Sized Enterprise	A category of micro, small and medium-sized enterprises which employ fewer than 250 persons and which have an annual turnover not exceeding 50 million euro, and/or an annual balance sheet total not exceeding 43 million euro.
SELEP	South East Local Enterprise Partnership	LEP = A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
SAC	Special Areas of Conservation	Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

Acronym	Term	Description
SEA	Strategic Environmental Assessment	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
SFRA	Strategic Flood Risk Assessment	A study carried out by one or more local planning authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk.
SHLAA	Strategic Housing Land Availability Assessment	The purpose of a Strategic Housing Land Availability Assessment is to establish realistic assumptions about the availability, suitability, and the likely economic viability of land to meet the identified need for employment over the plan period.
SHMA	Strategic Housing Market Assessment	A Strategic Housing Market Assessment assessed the local planning authority/s full objectively assessed need for new homes. This is expressed as the number of new homes needed over the time period the local plan covers. The SHMA also considers affordable housing needs and the need for additional care home places. The National Planning Practice Guidance advises that local planning authorities work with neighbouring authorities

Acronym	Term	Description
		where housing market areas cross administrative boundaries.
SPD	Supplementary Planning Documents	An SPD provides further detail to a policy or a group of policies set out in a local plan. An SPD can provide additional detail about how a policy should be applied in practice. SPDs are a material consideration in planning decisions but are not part of the development plan.
SA	Sustainability Appraisal	The SA is a tool for appraising policies to ensure they reflect sustainable development objectives, including social, economic, and environmental objectives.
	Sustainable Transport Modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.

Acronym	Term	Description
	Town Centre	<p>Area defined on the local authority's Policies Map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising, or including main town centre uses, do not constitute town centres.</p>
	Use classes	<p>The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.</p>
	Windfall sites	<p>A site which has not been specifically allocated in a development plan.</p>

Appendix 4: Strategic Policies

Policy reference	Policy Name
Local Plan Review	
LPRSS1	Maidstone borough spatial strategy
LPRSP1	Maidstone town centre
LPRSP2	Maidstone urban area
LPRSP3	Edge of the Maidstone urban area
LPRSP4(A)	Heathlands garden settlement
LPRSP4(B)	Lidsing garden community
LPRSP5	Strategic development locations
LPRSP5(B)	Invicta Park Barracks strategic development location
LPRSP5(C)	Lenham broad location for housing growth
LPRSP6	Rural service centres
LPRSP6(A)	Coxheath
LPRSP6(B)	Harrietsham
LPRSP6(C)	Headcorn
LPRSP6(D)	Lenham
LPRSP6(E)	Marden
LPRSP6(F)	Staplehurst
LPRSP7	Larger villages
LPRSP7(A)	East Farleigh
LPRSP7(B)	Eyhorne Street (Hollingbourne)
LPRSP7(C)	Sutton Valence
LPRSP7(D)	Yalding
LPRSP8	Smaller villages
LPRSP9	Development in the countryside
LPRSP10	Housing delivery
LPRSP10(A)	Housing mix
LPRSP10(B)	Affordable housing
LPRSP11	Economic development

Policy reference	Policy Name
LPRSP11(A)	Safeguarding existing employment sites and premises
LPRSP11(B)	Creating new employment opportunities
LPRSP11(C)	Town, District and Local centres
LPRSP12	Sustainable transport
LPRSP13	Infrastructure delivery
LPRSP14(A)	Natural environment
LPRSP14(B)	The historic environment
LPRSP14(C)	Climate change
LPRSP15	Principles of good design
Site Allocations	All site allocation policies are strategic policies
Maidstone Local Plan 2017	
GT1	Gypsy and traveller site allocations
OS1	Open space allocations
Site Allocations	All site allocation policies are strategic policies

Appendix 3: 2017 Local Plan policies not superseded

Maidstone Borough Council

Local Plan Review

Appendix 3

Policies from the
Maidstone Borough Local Plan 2017 that
are not superseded on adoption of the
Local Plan Review

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User guide

The Maidstone Borough Local Plan 2017 'LP17' contained six main policy categories:

- 1) Strategic overarching policies
- 2) Development management policies
- 3) Residential site allocations
- 4) Broad locations for housing growth policies
- 5) Retail and mixed-use site allocations
- 6) Employment site allocations

Section A of this document contains index tables for each of the six policy categories, setting out the action taken with each of the LP17 policies through the Local Plan Review 'LPR' process. Upon adoption of the LPR, LP17 policies will be one of the following:

- **Deleted** – no longer form part of the Development Plan;
- **Updated** – either minor or major updates. Form part of the Development Plan, will have the prefix 'LPR', and are included within the main body of the LPR; or
- **Retained** – no changes to the LP17 wording. Form part of the Development Plan and are included within this appendix document (Section B).

Section B sets out the retained LP17 site allocation policies, grouped by policy type.

SECTION A

Policy index tables

Strategic overarching policies

2017 LP17 policy:	What happened?	LPR policy:
SS1 – Maidstone Borough Spatial Strategy	Updated – major	LPRSS1 – Maidstone Borough Spatial Strategy
SP1 – Maidstone Urban Area	Updated – major	LPRSP2 – Maidstone Urban Area
SP2 – Maidstone Urban Area: North West Strategic Development location	Updated – major	LPRSP3 – Edge of the Maidstone Urban Area
SP3 – Maidstone Urban Area: South East Strategic Development Location	Updated – major	LPRSP3 – Edge of the Maidstone Urban Area
SP4 – Maidstone Town Centre	Updated – major	LPRSP1 – Maidstone Town Centre
SP5 – Rural Service Centres	Updated – major	LPRSP6 – Rural Service Centres
SP6 – Harriestsham Rural Service Centre	Updated – minor	LPRSP6(B) – Harriestsham
SP7 – Headcorn Rural Service Centre	Updated – minor	LPRSP6(C) – Headcorn
SP8 – Lenham Rural Service Centre	Updated – minor	LPRSP6(D) – Lenham
SP9 – Marden Rural Service Centre	Updated – minor	LPRSP6(E) – Marden
SP10 – Staplehurst Rural Service Centre	Updated – minor	LPRSP6(F) – Staplehurst
SP11 – Larger Villages	Updated – major	LPRSP7 – Larger Villages
SP12 – Boughton Monchelsea Larger Village	Deleted	LPRSP8 – Smaller Villages
SP13 – Coxheath Larger Village	Updated – major	LPRSP6(A) – Coxheath
SP14 – Eythorne Street (Hollingbourne) Larger Village	Updated – minor	LPRSP7(B) – Eythorne Street (Hollingbourne)
SP15 – Sutton Valence Larger Village	Updated – minor	LPRSP7(C) – Sutton Valence
SP16 – Yalding Larger Village	Updated – minor	LPRSP7(D) – Yalding
SP17 - Countryside	Updated – minor	LPRSP9 – Development in the Countryside
SP18 – Historic Environment	Updated – major	LPRSP14(B) – Historic Environment
SP19 – Housing Mix	Updated – minor	LPRSP10(A) – Housing Mix
SP20 – Affordable Housing	Updated – major	LPRSP10(B) – Affordable Housing
SP21 – Economic development	Updated – minor	LPRSP11 – Economic Development
SP22 – Retention of employment sites	Updated – major	LPRSP11(A) – Safeguarding existing employment sites and premises
SP23 – Sustainable transport	Updated – minor	LPRSP12 – Sustainable Transport
H1 – Housing site allocations	Deleted	N/A
H2 – Broad locations for housing growth	Deleted	N/A
OS1 – Open space allocations	Retain- unchanged*	N/A
GT1 – Gypsy and Traveller site allocations	Updated – major	LPRSP10(C) – Gypsy and Traveller site allocations
RMX1 – Retail and mixed use allocations	Updated – major	LPRSP11(B) – Creating new employment opportunities
EMP1 – Employment Allocations	Updated – major	LPRSP11(B) – Creating new employment opportunities
ID1 – Infrastructure Delivery	Updated – major	LPRSP13 – Infrastructure Delivery

* Unlike other site allocations, all OS1 open space allocations are listed under the single policy. Whilst the policy is to be retained in full, the completed OS1 allocations are

struck through as a factual update/minor modification.

Development Management policies

2017 LP17 'DM' policy:	What happened?	LPR policy:
DM1 – Principles of good design	Updated – minor (moved to strategic policies)	LPRSP15 – Principles of good design
DM2 – Sustainable design	Updated – minor	LPRQ&D1 – Sustainable design
DM3 – Natural environment	Updated – minor (moved to strategic policies)	LPRSP14(A) – Natural environment
DM4 – Development affecting designated and non-designated heritage assets	Updated – minor	LPRENV1 – Historic environment
DM5 – Development on brownfield land	Updated – minor	LPRHOU1 – Development on brownfield land
DM6 – Air Quality	Updated – minor	LPRTA1 – Air quality
DM7 – Non-conforming uses	Updated – minor (moved to strategic policies)	LPRSP15 – Principles of good design
DM8 – External Lighting	Updated – minor	LPRQ&D2 – External lighting
DM9 – Residential extensions, conversions, and redevelopment within the built-up area	Updated – minor	LPRHOU2 – Residential extensions, conversions, annexes and redevelopment in the built-up area
DM10 – Residential premises above shops and businesses	Updated – minor	LPRHOU3 – Residential premises above shops and businesses
DM11 – Residential garden land	Updated – minor	LPRHOU4 – Residential garden land
DM12 – Density of housing development	Updated – minor	LPRHOU5 – Density of residential development
DM13 – Affordable local needs housing on rural exception sites	Updated – minor	LPRHOU6 – Affordable local housing need on rural exception sites including first homes
DM14 – Nursing and care homes	Updated – minor	LPRHOU7 – Specialist residential accommodation
DM15 – Gypsy, Traveller and Travelling Showpeople accommodation	Updated – minor	LPRHOU8 – Gypsy, Traveller and Travelling Showpeople accommodation
DM16 – Town Centre uses	Updated – minor	LPRCD1 – Shops, facilities and services
DM17 – District centres, local centres and local shops and facilities	Updated – minor	LPRCD1 – Shops, facilities and services
DM18 – Signage and shop fronts	Updated – minor	LPRQ&D3 – Signage and building frontages
DM19 – Open space and recreation	Updated – minor	LPRINF1 – Publicly accessible open space and recreation
DM20 – Community facilities	Updated – minor	LPRINF2 – Community facilities
DM21 – Assessing the transport impacts of development	Updated – minor	LPRTA2 – Assessing the transport impacts of development
DM22 – Park and ride sites	Deleted	N/A
DM23 – Parking standards	Updated – minor	LPRTA4 – Parking
DM24 – Renewable and low carbon energy schemes	Updated – minor	LPRINF3 – Renewable and low carbon energy schemes
DM25 – Electronic communications	Updated – minor	LPRINF4 – Digital communications and connectivity
DM26 – Mooring facilities and boat yards	Updated – minor	LPRTL1 – Mooring facilities and boat yards
DM27 – Primary shopping frontages	Deleted	N/A
DM28 – Secondary shopping	Deleted	N/A

2017 LP17 'DM' policy:	What happened?	LPR policy:
frontages		
DM29 – Leisure and community uses in the town centre	Updated – minor	LPRCD1 – Shops, facilities and services
DM30 – Design principles in the countryside	Updated – minor	LPRQ&D4 – Design principles in the countryside
DM31 – Conversion of rural buildings	Updated – minor	LPRQ&D5 – Conversion of rural buildings
DM32 – Rebuilding and extending dwellings in the countryside	Updated – minor	LPRHOU11 – Rebuilding, extending and subdivision of dwellings in the countryside
DM33 – Change of use of agricultural land to domestic garden land	Updated – minor	LPRENV2 – Change of use of agricultural land to domestic garden land
DM34 – Accommodation for agricultural and forestry workers	Updated – minor	LPRCD3 – Accommodation for rural workers
DM35 – Live-work units	Updated – minor	LPRCD4 – Live-work units
DM36 – New agricultural buildings and structures	Updated – minor	LPRCD5 – New agricultural buildings and structures
DM37 – Expansion of existing businesses in rural areas	Updated – minor	LPRCD6 – Expansion of existing businesses in rural areas
DM38 – Holiday caravan and camp sites	Updated – minor	LPRTL2 – Holiday lets, caravan and camp sites
DM39 – Caravan storage in the countryside	Retain unchanged*	LPRENV3 – Caravan storage
DM40 – Retail units in the countryside	Updated – minor	LPRCD1 – Shops, facilities and services
DM41 – Equestrian development	Retain unchanged*	LPRCD7 – Equestrian development

* These policies, although 'retained unchanged', are published within the main body of the LPR under new headings, ensuring a consistent labelling approach for all LPR development management policies.

Housing site allocation policies

2017 LP17 'H1' policy:	What happened?	LPR policy:
H1(1) Bridge Nursery London Rd Maidstone	Complete – deleted	N/A
H1(2) East of Hermitage Lane	Retain unchanged	N/A
H1(3) West of Hermitage Lane	Complete - deleted	N/A
H1(4) Oakapple Lane Barming	Retain unchanged	N/A
H1(5) Langley Park Sutton Road B. Monchelsea	Complete – deleted	N/A
H1(6) North of Sutton Road Otham	Complete – deleted	N/A
H1(7) North of Bicknor Wood Gore Court Road Otham	Complete - deleted	N/A
H1(8) West of Church Road Otham	Retain unchanged	N/A
H1(9) Bicknor Farm Sutton Road Otham	Retain unchanged	N/A
H1(10) South of Sutton Road, Langley	Retain unchanged	N/A
H1(11) Springfield, Royal Engineers Road and Mill Lane Maidstone	Retain unchanged	N/A
H1(12) 180-188 Union Street Maidstone	Complete - deleted	N/A
H1(13) Medway Street Maidstone	Updated – major	LPRSA144 – Medway Street/High Street, Maidstone
H1(14) American Golf, Tonbridge Rd	Retain unchanged	N/A

2017 LP17 'H1' policy:	What happened?	LPR policy:
Maidstone		
H1(15) 6 Tonbridge Road, Maidstone	Retain unchanged	N/A
H1(16) Slencrest House 3 Tonbridge Road Maidstone	Retain - unchanged	N/A
H1(17) Laguna Hart Street Maidstone	Retain unchanged	N/A
H1(18) Dunning Hall (Fremlin Walk) Week Street Maidstone	Retain unchanged	N/A
H1(19) 18-21 Foster Street Maidstone	Retain unchanged	N/A
H1(20) Wren's Cross Upper Stone Street Maidstone	Complete – deleted	N/A
H1(21) Barty Farm, Roundwell, Thurnham	Complete - deleted	N/A
H1(22) Whitmore Street, Maidstone	Retain unchanged	N/A
H1(23) Bell Farm, North Street, Barming	Complete – deleted	N/A
H1(24) Postley Road, Tovil	Retain unchanged	N/A
H1(25) Bridge Industrial Centre Wharf Road Tovil	Retain unchanged	N/A
H1(26) Tovil Working Men's Club Tovil Hill	Complete – deleted	N/A
H1(27) Kent Police HQ, Sutton Road, Maidstone	Updated - major	LPRSA362 – Maidstone Police HQ
H1(28) Kent Police training school, Sutton Road, Maidstone	Retain unchanged	N/A
H1(29) West of Eclipse, Sittingbourne Road	Complete – deleted	N/A
H1(30) Bearsted Station, Goods Yard, Bearsted	Retain unchanged	N/A
H1(31) Cross Keys Bearsted	Retain unchanged	N/A
H1(32) South of Ashford Road Harrietsham	Complete – deleted	N/A
H1(33) Mayfield Nursery Ashford Road Harrietsham	Complete – deleted	N/A
H1(34) Church Road Harrietsham	Complete – deleted	N/A
H1(35) Old School Nursery Station Rd Headcorn	Complete – deleted	N/A
H1(36) Ulcombe Road and Mill Bank Headcorn	Retain unchanged	N/A
H1(37) Grigg Lane and Lenham Rd Headcorn	Complete – deleted	N/A
H1(38) (Gibbs Hill Farm) South of Grigg Lane Headcorn	Complete - deleted	N/A
H1(39) Knaves Acre Headcorn	Complete – deleted	N/A
H1(40) Land at Lenham Road Headcorn	Complete – deleted	N/A
H1(41) Tanyard Farm, Old Ashford Rd Lenham	Retain unchanged	N/A
H1(42) Glebe Gardens Lenham	Complete – deleted	N/A
H1(43) Howland Road Marden	Complete – deleted	N/A
H1(44) Stanley Farm Plain Road Marden	Complete – deleted	N/A
H1(45) The Parsonage Goudhurst Rd Marden	Complete – deleted	N/A
H1(46) Marden Cricket & Hockey Club Marden	Complete - deleted	N/A
H1(47) Land South of The Parsonage Goudhurst Road Marden	Complete – deleted	N/A

2017 LP17 'H1' policy:	What happened?	LPR policy:
H1(48) Hen & Duckhurst Farm Marden Road Staplehurst	Complete - deleted	N/A
H1(49) Fishers Farm Fishers Road Staplehurst	Retain unchanged	N/A
H1(50) Land to the North of Henhurst Farm, Pinnock Lane, Staplehurst	Retain unchanged	N/A
H1(51) Hubbards Lane and Haste Hill Rd B. Monchelsea	Complete – deleted	N/A
H1(52) Land at Boughton Mount Boughton Lane	Retain unchanged	N/A
H1(53) Land at Church St./Heath Rd B. Monchelsea	Complete – deleted	N/A
H1(54) Lyewood Farm, Green Lane. B. Monchelsea	Complete - deleted	N/A
H1(55) Hubbards Lane Loose	Complete – deleted	N/A
H1(56) Linden Farm Stockett Lane Coxheath	Complete – deleted	N/A
H1(57) Heathfield Heath Rd Coxheath	Complete – deleted	N/A
H1(58) Forstal Lane Coxheath	Complete – deleted	N/A
H1(59) Land North Of, Heath Road (Older's Field), Coxheath, Maidstone, Kent, ME17 4TB	Complete - deleted	N/A
H1(60) Clockhouse Farm Heath Road Coxheath	Complete – deleted	N/A
H1(61) East of Eythorne Street Hollingbourne	Complete – deleted	N/A
H1(62) W of Eythorne Street Hollingbourne	Complete – deleted	N/A
H1(63) Land adj The Windmill Eythorne Street Hollingbourne	Retain - unchanged	N/A
H1(64) Brandy's Bay South Lane Sutton Valence	Complete – deleted	N/A
H1(65) Vicarage Road Yalding	Complete - deleted	N/A
H1(66) Bentletts Yard Claygate Road Laddingford	Complete – deleted	N/A

Broad locations for housing growth policies

2017 'H2' LP17 policy:	What happened?	LPR policy:
H2(1) Maidstone Town Centre broad location for housing growth	Updated – major	LPRSP1 – Maidstone Town Centre
H2(2) Invicta Park Barracks, Maidstone broad location for housing growth	Updated – major	LPRSP5(B) – Invicta Park Barracks strategic development location
H2(3) Lenham	Updated – major	LPRSP5(C) – Lenham broad location for housing growth

Employment and Mixed-use site allocation policies

2017 LP17 'EMP1' or 'RMX1' policy:	What happened?	LPR policy:
EMP1(1) West of Barradale Farm, Maidstone Road,	Retain unchanged	N/A

2017 LP17 'EMP1' or 'RMX1' policy:	What happened?	LPR policy:
Headcorn		
EMP1(2) South of Claygate, Pattenden Lane, Marden	Retain unchanged	N/A
EMP1(3) West of Wheelbarrow Industrial Estate, Pattenden Lane, Marden	Complete – deleted	N/A
EMP1(4) Woodcut Farm, Ashford Road, Bearsted	Retain unchanged	N/A
RMX1(1) Newnham Park, Bearsted Road, Maidstone	Retain unchanged	N/A
RMX1(2) Maidstone East and former Royal Mail sorting office, Sandling Road, Maidstone	Updated – major	LPRSA146 – Maidstone East, Maidstone Town Centre
RMX1(3) King Street car park and former AMF Bowling Site, Maidstone	Retain unchanged	N/A
RMX1(4) Former Syngenta Works, Hampstead Lane, Yalding	Retain unchanged	N/A
RMX1 (5) Powerhub building and Baltic Wharf, St Peter's Street Maidstone	Updated – major	LPRSA148 – Maidstone Riverside, Maidstone Town Centre
RMX1(6) Mote Road, Maidstone	Updated – major	LPRSA151 Mote Road, Maidstone

Section B note:

Where there is a conflict between the supporting text (reasoned justification) to the below policies and the new policies contained within the Local Plan Review (LPR), the new LPR policies should take precedence. In addition, where reference is made in the below policies and supporting text to Local Plan 2017 (LP17) policies that are not saved, reference should instead be to any relevant new policies within the LPR.

For example: LP17 strategic policy H1, as referenced in all H1(x) detailed site allocation policies that follow is now deleted. All references to LP17 strategic policy H1 are superseded by relevant new policies contained in the LPR.

The Development Plan should be read as a whole.

SECTION B

Detailed site allocation policies for residential use

Policy H1(2) East of Hermitage Lane, Maidstone

Policy H1 (2)

East of Hermitage Lane, Maidstone

East of Hermitage Lane, as shown on the policies map, is allocated for development of approximately 500 dwellings at an average density of 40 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A 15 metres wide landscape buffer will be implemented between the identified area of ancient woodland and the proposed housing development, to be planted as per recommendations detailed in a landscape survey. Development will not be permitted within this area.
2. The root protection area of trees identified as in and adjacent to the area of ancient woodland will be maintained and kept free from development.
3. A buffer will be provided along the north eastern boundary of the site (rear of Howard Drive dwellings), incorporating existing protected trees, the details of which will be agreed with the council.
4. The wooded character of the footpath (KB19) running along the south eastern boundary of the site will be maintained.
5. Development will be subject to the results and recommendations of an archaeological survey.

Access

6. Access to the site will be taken from B2246 Hermitage Lane. Subject to the agreement of junction details, this access will be made in the vicinity of the land opposite the entrance to Hermitage Quarry.
7. An automated bus gate will be provided that allows buses and emergency vehicles to access the site from Howard Drive. Pedestrian and cycle access from Howard Drive will enable permeability to the site.
8. Where ownership of component land parcels differs, access for development purposes will not be impeded to or from these component parcels.

Air quality

9. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Open space

10. The ancient woodland on the south western boundary of the housing development will be retained as public open space.

11. The linear woodland, extending south and south east from the ancient woodland to the site boundary, will be retained as public open space.
12. The land currently used as a commercial orchard, north west of the restricted byway and extending as far as the borough boundary, will be retained for a combination of community infrastructure and public open space uses.
13. Provision of 12.95 ha of open space within the site comprising 6.62ha woodland/landscape buffers, 5.41ha amenity green space, 0.77ha of allotments (community orchard), 0.15ha of provision for children and young people and contributions towards outdoor sports facilities at Giddyhorn Lane. Development should maximise the use of the southern part of the site including Bluebell Wood and the "hospital field" for the provision of open space, making best use of existing features within the site.

Community infrastructure

14. Land will be transferred for primary education use, the details of which will be agreed with the local education authority.
15. A multi-functional community centre will be provided. The use of the north western part of the site (land to the north of the restricted byway and south of the borough boundary) for the siting of community infrastructure is strongly encouraged.

Highways and transportation

16. A direct pedestrian/cycle path, complementary to the current character of the orchard and open fields, will be provided alongside the western access to site.
17. Contributions will be made towards pedestrian and cycle links to existing residential areas, shops, schools and health facilities, including links through to Howard Drive and Queen's Road via Freshland Road.
18. Provision of pedestrian crossing facilities on Hermitage Lane to the north of the site.

Strategic highways and transportation

19. Interim improvement to M20 J5 roundabout including white lining scheme.
20. Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway.
21. Provision of an additional lane at the Coldharbour roundabout.
22. Capacity improvements at the junction of Fountain Lane and A26.
23. Provision of a circular bus route to serve the north west Maidstone strategic development area.
24. Provision of a new cycle lane along B2246 Hermitage Lane.

Utility infrastructure

25. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Minerals safeguarding

26. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1(4) Oakapple Lane, Barming

Policy H1 (4)

Oakapple Lane, Barming

Oakapple Lane, as shown on the policies map, is allocated for development of approximately 187 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The hedgerow on the eastern boundary of the site will be retained to form a natural break between housing allocations.
2. The hedgerow along the southern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and existing housing on Rede Wood Road and Broomshaw Road.

3. A 15 metre landscape buffer will be implemented adjacent to the ancient woodland at Fullingpits Wood in the north east of the site.

Access

4. Primary access will be taken from site H1(3) West of Hermitage Lane.
5. Secondary access will be taken from Rede Wood Road/Broomshaw Road.

Noise

6. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the operations at Hermitage Quarry.

Air quality

7. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development

Open space

8. Provision of 1.5ha of natural/semi-natural open space in accordance with policy OS1(1) together with any additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Strategic highways and transportation

9. Interim improvement to M20 J5 roundabout including white lining scheme.
10. Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway.
11. Provision of an additional lane at the Coldharbour roundabout.
12. Capacity improvements at the junction of Fountain Lane and A26.
13. Capacity improvements at A20 London Road junction with St, Laurence Avenue (20/20 roundabout)
14. Proportional contributions towards a circular bus route that benefits public transport users in and around the north west strategic location; this route will run via the town centre, B2246 Hermitage Lane, Maidstone Hospital, Howard Drive and the A20 London Road.

Utility infrastructure

15. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(8) West of Church Road, Otham

Policy H1 (8)

West of Church Road, Otham

West of Church Road, as shown on the policies map, is allocated for development of approximately 440 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The tree line along the western boundary of the site will be enhanced, to protect the amenity and privacy of residents living in Chapman Avenue.
2. An undeveloped section of land will be retained along the western boundary of the site, to protect the amenity and privacy of residents living in Chapman Avenue.
3. An undeveloped section of land will be retained along the eastern edge of the site in order to protect the setting of St Nicholas Church and maintain clear views of the Church from Church Road.
4. The Church Road frontage will be built at a lower density from the remainder of the site, to maintain and reflect the existing open character of the arable fields on the eastern side of Church Road and to provide an open setting to St Nicholas Church.
5. The hedge line along the eastern boundary of the site with Church Road shall be retained and strengthened where not required for access to the site.

6. Retain non-arable land to the north and east of St Nicholas Church, to protect its setting.
7. Retain discrete section of land at the south east corner of the site to provide a 15 metres wide landscape buffer to ancient woodland (bordering site at this location), to be planted as per the recommendations of a landscape survey.

Access

8. Access will be taken from Church Road only.

Air quality

9. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Open space

10. Provision of approximately 2.88ha of natural/semi-natural open space consisting of 1.4ha in accordance with policy OS1(16), and 1.48ha within the site, together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Community infrastructure

11. Contributions will be provided towards the expansion of an existing primary school within south east Maidstone to mitigate the impact of the development on primary school infrastructure.

Highways and transportation

12. Widening of Gore Court Road between the new road required under policy H1(6) and White Horse Lane.

Strategic highways and transportation

13. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
14. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.
15. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
16. Improvements to capacity at the A229/A274 Wheatsheaf junction.
17. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

Utility infrastructure

18. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(9) Bicknor Farm, Sutton Road, Otham

Policy H1 (9)

Bicknor Farm, Sutton Road, Otham

Bicknor Farm, as shown on the policies map, is allocated for development of approximately 335 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. An undeveloped section of land will be retained on the eastern part of the site to protect the parkland setting of Rumwood Court.
2. The provision of a 15 metre landscape buffer along the site's western boundary adjacent to the ancient woodland at Bicknor Wood.
3. Development should be sited in order to preserve the setting of the listed buildings, Bicknor Farmhouse, in the south west corner of the site, and Rumwood Court to the east.
4. Public footpath KM94 will be retained and improved, continuing the link between Sutton Road and White Horse Lane.

Access

5. Access will be taken from the A274 Sutton Road.
6. Pedestrian and cycle access will be taken through site H1(6) North of Sutton Road, and to site H1(7) North of Bicknor Wood.

Noise

7. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A274 Sutton Road.

Air quality

8. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Open space

9. Provision of a minimum of 1.23ha of open space within the site together with contributions towards off-site provision/improvements as required in accordance with policy DM19. Open space should be sited to maximise accessibility to new and existing residents.

Strategic highways and transportation

10. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
11. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.
12. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
13. Improvements to capacity at the A229/A274 Wheatsheaf junction.
14. Connections to the existing cycle network from Park Wood to the town centre, and by upgrading the PROW network to accommodate cycles.
15. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

Utility infrastructure

16. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(10) South of Sutton Road, Langley

Policy H1 (10)

South of Sutton Road, Langley

South of Sutton Road, as shown on the policies map, is allocated for development of approximately 800 dwellings at an average density of 24 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The majority of the natural/semi-natural open space required by criterion 14 below shall be provided on that part of the site lying to the east of PROW KH364. This area shall also incorporate SuDS surface water drainage mitigation.
2. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance, with particular emphasis on the Loose Stream/Langley Loch and Langley Church and other heritage assets adjacent to the site.
3. The proposals will be designed and laid-out to provide an appropriate and strong visual relationship between the new development and the hamlet of Langley Park, whilst preserving the setting of the existing listed buildings and protecting the amenity and privacy of existing residential properties.
4. Development should be sited in order to preserve or enhance the setting of the listed buildings surrounding the site.
5. A new pedestrian and cycle route will be provided running east-west from Sutton Road to Brishing Road connecting with the planned route through the adjacent site at Langley Park.

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

Access

7. Primary access will be taken from the A274 Sutton Road.
8. Secondary access will be taken through site H1(5) Langley Park subject to agreement with the Highways Authority and Borough Council.
9. A separate cycle and pedestrian access will be provided to site H1(5) Langley Park subject to agreement with the Highways Authority and Borough Council.

Noise

10. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A274 Sutton Road.

Air quality

11. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Drainage

12. Development proposals will demonstrate that any necessary new or improved foul and surface water including SuDS drainage infrastructure required to serve the development to ensure no increased risk of flooding off-site, will be delivered in parallel with the development, in consultation with Southern Water and the Environment Agency.
13. The provision of appropriate contributions as proven necessary will be sought for the improvement of flood mitigation impacting this site.

Open space

14. Provision of 14ha of natural/semi-natural open space in accordance with policy OS1(3) together with any additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Community infrastructure

15. The development will provide for a primary school within the developable area of the site, the details of which shall be agreed with the local education authority.

Highways and transportation

16. Provision of a new footway on the northern side of Sutton Road.
17. The provision of additional pedestrian and cycle crossings across the A274 in the vicinity of Langley Church/Horseshoes Lane and in the vicinity of Rumwood Court.

Strategic highways and transportation

18. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
19. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
20. Improvements to capacity at the A229/A274 Wheatsheaf junction.
21. Connections to the existing cycle network from Park Wood to the town centre, and by upgrading the PROW network to accommodate cycles.
22. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

Utility infrastructure

23. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(11) Springfield, Royal Engineers Road and Mill Lane, Maidstone

Policy H1 (11)

Springfield, Royal Engineers Road and Mill Lane, Maidstone

Springfield, as shown on the policies map, is allocated for development of approximately 692 dwellings at an average density of approximately 180 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A high density scheme will be developed reflecting that the site is in an edge of town centre location. The highest density development should be situated on the north eastern and south eastern parts of the site.
2. The landscaping scheme for the development will reflect the parkland character of the locality.
3. The historic nature of the site should be respected and listed buildings retained dependant on advice given by the Borough Council.

Access

4. Access will be taken from the A229 Springfield and A229 Royal Engineers roundabouts only.

Ecology

5. Subject to further evaluation of their value, retain trees subject to a (woodland) tree preservation order as per advice from the Borough Council.

Air quality

6. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

7. Development will be subject to the results and recommendations of a land contamination survey.

Open space

8. Provision of approximately 4.8ha of open space within the site, together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.
9. Provision of publicly accessible open space to include the provision of a pocket park to the rear (west) of the existing Springfield Mansion on the former tennis court/car park area in addition to the existing area of public open space shown on the policies map which shall be retained as part of the development and/or contributions.

Highways and transportation

10. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.
11. Complementary improvements to the eastern bank of the river towpath for pedestrian and cycle use.

Utility infrastructure

12. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Flood risk

13. Residential development should only occur outside flood zone 3 unless appropriate mitigation can be provided

Minerals safeguarding

14. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1 (14)

American Golf, Tonbridge Road, Maidstone

American Golf, as shown on the policies map, is allocated for development of approximately 60 dwellings at an average density of 75 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A high density scheme will be developed reflecting that the site is in a town centre location.

Access

2. Access will be taken from the A26 Tonbridge Road only.

Noise

3. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location.

Air quality

4. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

5. Development will be subject to the results and recommendations of a land contamination survey.

Highways and transportation

6. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.

Note: The council will encourage a joint development with the immediately adjacent Slencrest House site allocated under policy H1(16) to ensure a comprehensive and inclusive design approach.

Policy H1(15) 6 Tonbridge Road, Maidstone

Policy H1 (15)

6 Tonbridge Road, Maidstone

6 Tonbridge Road, as shown on the policies map, is allocated for development of approximately 15 dwellings at an average density of 150 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A high density scheme will be developed reflecting that the site is in a town centre location.

Access

2. Access will be taken from the A26 Tonbridge Road only.

Noise

3. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location.

Air quality

4. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

5. Development will be subject to the results and recommendations of a land contamination survey.

Highways and transportation

6. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.

Policy H1(16) Slencrest House, 3 Tonbridge Road, Maidstone

Policy H1 (16)

Slencrest House, 3 Tonbridge Road, Maidstone

Slencrest House, as shown on the policies map, is allocated for development of approximately 10 dwellings at an average density of 67 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The brick Victorian building 3 Tonbridge Road will be retained to maintain its relationship with no1 Tonbridge Road and to preserve the street scene.
2. The design of any development will reflect the exposed location of the site on the slopes of the Medway Valley in a prominent position overlooking the town centre and will be subject to the results and recommendations of a visual impact assessment that addresses the potential impact of any development from College Road and the All Saints area including the Lockmeadow footbridge.
3. The eastern/south eastern elevation shall be well articulated given the exposed location of the site.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.
5. A high density scheme will be developed reflecting that the site is in a town centre location.

Heritage

6. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the archaeological implications arising from the development and in particular the adjacent Roman cemetery site.

Landscape

7. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.

Contamination

8. Development will be subject to the results and recommendations of a land contamination survey.

Noise

9. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location and the adjacent railway.

Air Quality

10. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Note: The council will encourage a joint development with the immediately adjacent American Golf site allocated under policy H1(14) to ensure a comprehensive and inclusive design approach.

Policy H1(17) Laguna, Hart Street, Maidstone

Policy H1 (17)

Laguna, Hart Street Maidstone

Laguna, as shown on the policies map, is allocated for development of approximately 76 dwellings at an average density of 253 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A high density scheme will be developed reflecting that the site is in an edge of town centre location.

Access

2. Access will be taken from Hart Street only.

Air quality

3. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

4. Development will be subject to the results and recommendations of a land contamination survey.

Highways and transportation

5. Complementary improvements to the eastern bank of the river towpath for pedestrian and cycle use.

Utility infrastructure

6. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Minerals safeguarding

7. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1(18) Dunning Hall (off Fremlin Walk), Week Street, Maidstone

Policy H1 (18)

Dunning Hall (off Fremlin Walk), Week Street, Maidstone

Dunning Hall, as shown on the policies map, is allocated for development of approximately 14 dwellings at an average density of 467 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The development proposals shall show a building of a maximum of three to four storeys in height.
2. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.
3. The development shall provide for a replacement church hall for the United Reformed Church.
4. The development proposals include a construction management plan given the site's location.

Heritage

5. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the impact on adjacent designated and non-designated heritage assets and the archaeological implications of any development.

Contamination

6. Development will be subject to the results and recommendations of a land contamination survey.

Air Quality

7. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Policy H1(19) 18-21 Foster Street, Maidstone

Policy H1 (19)

18-21 Foster Street, Maidstone

18-21 Foster Street, as shown on the policies map, is allocated for development of approximately 5 dwellings at an average density of 125 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The development will respect the established 'building line' along Foster Street.
2. Should the development comprise houses these should be no more than two-storeys in height plus basements. Their design shall reflect the strong and unifying detailing of the existing dwellings on Foster Street with projecting bays at ground and basement level, centrally located entrances and the use of contrasting brick banding and quoins. The front gardens shall be bounded by a low brick wall surmounted by railings.
3. Should the development comprise apartments any block should be no higher than two to three storeys. Its design should also seek to incorporate elements of the unifying detailing currently found in Foster Street as indicated above.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Contamination

5. Development will be subject to the results and recommendations of a land contamination survey.

Air Quality

6. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Policy H1(22) Whitmore Street, Maidstone

Policy H1 (22)

Whitmore Street, Maidstone

Whitmore Street, as shown on the policies map, is allocated for development of approximately 5 dwellings at an average density of 50 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A medium density scheme will be developed reflecting the urban context of this allocation.

Access

2. Access will be taken from Whitmore Street only.

Air quality

3. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

4. Development will be subject to the results and recommendations of a land contamination survey.

Highways and transportation

5. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.

Policy H1 (24)

Postley Road, Tovil

Postley Road, as shown on the Policies Map, is allocated for development of approximately 62 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The western boundary of the site will be landscaped in order to screen the development from views from the west, and to protect the setting of the listed building, Bockingford House, and Loose Valley conservation area.
2. The western section of the site will be built at a lower density to reflect the existing open character of the countryside beyond.
3. The hedgerow along the eastern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and existing housing on Richmond Way to protect the amenity and privacy of residents.
4. The function of public footpath KB33A is to be retained, and consideration given to the safety of future users and occupiers of the development.

Access

5. Access will be taken from Postley Road only.

Air quality

6. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Open space

7. Provision of a play/amenity area within the site, together with contributions towards improvements at the publicly accessible areas of the Loose Valley Local Wildlife Sites and additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM19.

Highways and transportation

8. Complementary improvements to public footpath KB33A, connecting Postley Road to Teasaucer Hill and Cripple Street.

Policy H1 (25)

Bridge Industrial Centre, Wharf Road, Tovil

Bridge Industrial Centre, as shown on the policies map, is allocated for development of approximately 15 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. A medium-high density scheme reflecting the surrounding area's densities will be developed whilst acknowledging the site's location close to the River Medway and potential flood risk.
2. Development shall provide for a strong visual and functional relationship with the River Medway.
3. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Development proposals will address through appropriate design the issue of privacy for the occupiers of existing properties in Wharf Road and The Tail Race.

Access

4. Vehicular access will be taken from Wharf Road only. A secondary pedestrian and cycle access capable of being used as an emergency access will be provided from Lower Tovil.

Flooding

5. Development will be designed to take into account the recommendations of a comprehensive flood risk assessment which has been undertaken to a methodology agreed with the Environment Agency. The flood risk assessment must demonstrate measures to address egress and access and measures to reduce local flood risk.
6. Measures are secured to ensure adequate site drainage including through the implementation of sustainable drainage measures.

Contamination

7. Development will be subject to the results and recommendations of a land contamination survey.

Air Quality

8. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Community infrastructure

9. Appropriate contributions towards community infrastructure including improvement to medical facilities in Tovil Parish will be provided where proven necessary.

Policy H1(28) Kent Police training school, Sutton Road, Maidstone

Policy H1 (28)

Kent Police training school, Sutton Road, Maidstone

Kent Police training school, as shown on the policies map, is allocated for development of approximately 90 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A medium density scheme will be developed reflecting the urban context of this allocation.

Access

2. Access will be taken from Queen Elizabeth Square only.

Air quality

3. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Open space

4. Contributions towards improvements to Mangravet Recreation Ground, Queen Elizabeth Square play area, sports facilities at Parkwood Recreation ground or Mote Park Adventure Zone and additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Strategic highways and transportation

5. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
6. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.
Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
8. Improvements to capacity at the A229/A274 Wheatsheaf junction.
9. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

Policy H1(30) Bearsted Station goods yard, Bearsted

Policy H1 (30)

Bearsted Station Goods Yard, Bearsted

Bearsted Station Goods Yard, as shown on the policies map, is allocated for development of approximately 20 dwellings at an average density of 40 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The former Goods Shed and Weighbridge House which are Grade II designated heritage assets shall be restored and retained and as appropriate converted/re-used as part of the development. The development shall provide for an appropriate setting for these buildings.
2. The development shall provide for an increased provision of station parking spaces by a minimum of 10 spaces within the site as part of the proposals.
3. The proposals shall demonstrate that development would not have an adverse impact on the stability of the adjacent development fronting Ware Street on the higher ground to the south and west of the site, in particular the Methodist Church if changes to the existing banking and topography are proposed.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Landscape/Ecology

5. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
6. The development proposals are designed to take into account the result of a phase 1 habitat survey and any species specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.

Heritage

7. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the impact of the development on the character and setting of the designated heritage assets within the site and Bearsted conservation area.

Noise

8. The development will be subject to the results and recommendations of a noise survey to determine any necessary attenuation measures in relation to the adjacent railway line.

Contamination

9. The development will be subject to the results and recommendations of a land contamination survey.

Drainage and Flood risk

10. The development will be subject to the results of a detailed flood risk assessment and a surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding off-site.

Minerals safeguarding

11. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1(31) Cross Keys, Bearsted

Policy H1 (31)

Cross Keys Bearsted

Cross Keys, as shown on the policies map, is allocated for development of approximately 50 dwellings at an average density of 17 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The western part of the site other than the two existing lock-up garage sites and the proposed site access road from Cross Keys serving the development shall be maintained free of development as open land as shown on the policies map, to preserve existing heritage assets, in the interests of ecology and biodiversity and to ensure development does not take place in areas subject to flood risk.

2. The development proposals must be accompanied by a detailed long-term management plan for this undeveloped land to be prepared in the interests of preserving the biodiversity and ecology as well as the archaeology within the area, which shall include details of public access, if any, to the land.
3. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Landscape and ecology

4. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance. The assessment will specifically address the impact of the development on views to and from the North Downs escarpment and from the public access area on the higher land to the south of the site including from PROW KM75 and KM328.
5. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
6. The development proposals are designed to take into account the result of a phase 1 habitat survey and any species specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.

Heritage

7. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the impact on adjacent designated and non-designated heritage assets and the archaeological implications of any development.

Flooding and water quality

8. The submission of a comprehensive flood risk assessment which has been undertaken to a methodology agreed with the Environment Agency. The FRA must demonstrate measures to address egress and access and measures to reduce local flood risk.
9. Measures are secured to ensure adequate site drainage including through the implementation of sustainable drainage measures.

Air quality

10. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Access

11. The principal vehicular access to the development shall be taken from Cross Keys.

Open space

12. Provision of 2.4ha of natural/semi-natural open space in accordance with policy OS1(5).

Highways and transportation

13. Improvements to and provision of pedestrian and cycle links to the village centre.

Utility infrastructure

14. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Minerals safeguarding

15. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1 (36)

Ulcombe Road and Mill Bank, Headcorn

Ulcombe Road and Mill Bank, as shown on the policies map, is allocated for development of approximately 220 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. An undeveloped section of land will be retained along the southern part of the site, in order to restrict development to an area outside of any identified flood zones.
2. Retain and enhance hedges and trees along the northern boundary of the site in order to screen new housing from the adjacent open countryside.

Access

3. Primary access will be taken from Ulcombe Road.
4. Secondary access will be taken from Ulcombe Road.
5. Emergency/pedestrian and cycle access will be taken from Kings Road.

Open space

6. Provision of a minimum of 1.5ha of natural/semi-natural open space within the site together with contributions towards Hoggs Bridge Green play area. Open space should be sited to maximise accessibility to new and existing residents.

Highways and transportation

7. Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn.

Strategic highways and transportation

8. Signalisation of the Kings Road / Mill Bank junction, Headcorn.

Community infrastructure

9. Sufficient land shall be provided to allow expansion of Headcorn Primary School and transferred to the Local Education Authority (Kent County Council) for primary education use, the details of which will be agreed with the local education authority

Utility infrastructure

10. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

11. Emergency/pedestrian and cycle access will be taken from Kings Road.

Open space

12. Provision of a minimum of 1.5ha of natural/semi-natural open space within the site together with contributions towards Hoggs Bridge Green play area. Open space should be sited to maximise accessibility to new and existing residents.

Highways and transportation

13. Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn.

Strategic highways and transportation

14. Signalisation of the Kings Road / Mill Bank junction, Headcorn.

Community infrastructure

15. Sufficient land shall be provided to allow expansion of Headcorn Primary School and transferred to the Local Education Authority (Kent County Council) for primary education use, the details of which will be agreed with the local education authority

Utility infrastructure

16. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(41) Tanyard Farm, Old Ashford Road, Lenham

Policy H1 (41)

Tanyard Farm, Old Ashford Road, Lenham

Tanyard Farm, as shown on the policies map, is allocated for development of approximately 145 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The hedgerow and line of trees along the northern and southern boundaries of the site will be retained and substantially enhanced by new planting in order to protect the setting of the Kent Downs AONB, and to provide a suitable buffer between new housing and the A20 Ashford Road and Old Ashford Road.
2. The function of restricted byway KH433 is to be retained, and consideration given to the safety of future users and occupiers of the development.
3. The development proposals shall be designed so as to create a pronounced vista which would afford a clear view of the Lenham Cross from Old Ashford Rd. The axis of this vista shall be PROW KH433 and shall incorporate substantial public open space including an open drainage channel / swale.
4. Development proposals shall incorporate substantial areas of internal landscaping within the site to provide an appropriate landscape

framework for the site to protect the setting of the Kent Downs AONB. Development proposals will be of a high standard of design and sustainability reflecting the location of the site as part of the setting the Kent Downs AONB incorporating the use of vernacular materials.

5. The development proposals shall be designed to take into account the results of a landscape and visual impact assessment which should be undertaken in accordance with the principles of current guidance that particularly addresses the impact of development on the character and setting of the Kent Downs AONB.

Access

6. Access will be taken from Old Ashford Road only.

Noise

7. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A20 Ashford Road.

Highways and transportation

8. Extension of the 30 mph limit on the Old Ashford Road to the site and extension of the footway on the northern side of the road.

Flood risk and drainage

9. Development will be subject to the results of a detailed flood risk assessment and a sustainable surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding off-site.

Open space

10. Provision of 0.34 hectare of natural/semi-natural open space, otherwise known as the landscape vista, either side of PROW KH433, in accordance with Policy OS1(17) together with additional on-site and/or off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Utility infrastructure

11. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1 (49)

Fishers Farm, Fishers Road, Staplehurst

Fishers Farm, as shown on the policies map, is allocated for development of approximately 400 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. Retain and enhance hedges and trees along the northern and eastern boundaries of the site in order to screen new housing from the railway line and adjacent open countryside.
2. The eastern section of the site will be built at a lower density to reflect the existing open character of the countryside beyond.
3. The proposals will be designed to include areas of open space that retain the integrity and connectivity of the existing framework of ponds, hedgerows and trees within the site.

Access

4. Primary access will be taken from Headcorn Road subject to agreement with the Highways Authority.
5. Secondary and/or emergency access will be taken from Fishers Road subject to agreement with the Highways Authority.
6. Pedestrian and cycle access will be taken from Fishers Road and Hurst Close.
7. Pedestrian and cycle linkages will be provided, to ensure good linksto

existing residential areas and the village centre.

Noise

8. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the railway line.

Open space

9. Provision of a minimum of 4.47ha of natural/semi-natural open space within the site together with contributions towards off-site provision/improvements required in accordance with policy DM19. Should the site be sub-divided through the development management process proportionate provision/contributions will be required. Open space should be sited to maximise accessibility to new and existing residents.

Community infrastructure

10. Appropriate contributions towards community strategic infrastructure in particular foul water drainage will be provided where proven necessary so that there is nil detriment to existing infrastructure capacity.

Highways and transportation

11. Package of measures in north eastern Staplehurst including the provision of a pedestrian and cycle crossing on Headcorn Road, bus infrastructure improvements, extension of the 30 mph speed limit on Headcorn Road.

Strategic highways and transportation

12. Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road, Staplehurst.
13. Improvements to public and passenger facilities at Staplehurst Rail Station.

Utility infrastructure

14. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(50) North of Henhurst Farm, Staplehurst

Policy H1 (50)

North of Henhurst Farm, Staplehurst

North of Henhurst Farm, as shown on the policies map, is allocated for development of approximately 60 dwellings at an average density of 24 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The northern section of the site only as defined on the policies map, approximately 2.5ha, will be developed for residential purposes, to ensure the impact on the surrounding landscape is minimised.
2. The southern area as shown on the policies map will be retained undeveloped to provide open space and ecological mitigation areas and where proven necessary allotments and shall link with the ecological/open space area provided for the Oliver Road development.
3. The development will provide pedestrian/cycle path links to PROW KM312 and KM302A to provide enhanced connections to the village centre and facilities.
4. The woodland belt on the site's eastern boundary will be retained and an appropriate buffer to the woodland provided within the development.
5. A buffer of at least 15m with no development within it shall be provided to the western site boundary with the ecological area secured as part of the development at Oliver Road to the north of the site.
6. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Landscape/Ecology

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

Access

10. Vehicular access to the site will be from Oliver Road.
11. Emergency access will be via Bell Lane (PROW KM302A), which will require some upgrading.

Flood risk and drainage

12. Development will be subject to the results of a detailed flood risk assessment and a sustainable surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding off-site.

Open space

13. Provision of 1.22ha of natural/semi-natural open space in accordance with policy OS1(9) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19. Open space should be sited to maximise accessibility to new and existing residents.

Strategic highways and transportation

14. Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road, Staplehurst.
15. Improvements to public and passenger facilities at Staplehurst Rail Station.

Utility infrastructure

16. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(52) Boughton Mount, Boughton Lane, Boughton Monchelsea

Policy H1 (52)

Boughton Mount, Boughton Lane, Boughton Monchelsea

Boughton Mount, as shown on the policies map, is allocated for development of approximately 25 dwellings at an average density of 14 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. Built development will be restricted to the currently developed area (approx 1.8ha) north of the Ha-Ha and Folly and will exclude the area of the existing pond.
2. The layout shall show the retention and restoration of the Ha-Ha, The Folly, the water tower and barn, the walls surrounding the former walled garden and other ragstone walls within the site.
3. The layout shall show the restoration of the parkland/garden associated with the former house containing The Folly and Ha-Ha as publicly accessible open space.
4. Any application should be accompanied by a detailed viability assessment and appraisal showing that the development proposed is the minimum necessary to secure criteria 2 and 3 above.
5. An appropriate legal mechanism is entered into to secure the completion of the restoration/renovation works comprised in criteria 2 and 3 at an agreed point in the delivery of the development together with payment of a bond that will be repaid in stages once scheduled works are completed.

6. The proposed layout will retain and reinforce the existing woodland and planting along the site's northern boundary.
7. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Access

8. Vehicular access to the development shall only be from Boughton Lane.

Heritage Impact

9. Any application is accompanied by a detailed Heritage and Archaeological Impact Assessment that addresses the elements included in criteria 2 and 3 above and also addresses the archaeological impact/implications of the retained former cellars of the previous house.

Landscape/Ecology

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

Contamination

13. The development will be subject to the results and recommendations of a land contamination survey.

Drainage and Flood risk

14. The development will be subject to the results of a detailed flood risk assessment and a surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding along the River Loose at The Quarries and downstream from The Quarries.

Open space

15. Provision of 0.15ha of natural/semi-natural open space in accordance with policy OS1(14) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19. Open space should be sited to maximise accessibility to new and existing residents.

Strategic highways and transportation

16. Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road, as proven necessary.

Utility infrastructure

17. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Detailed site allocation policies for Open Space

Policy OS1 Open space allocations

Policy OS1

Open space allocations

The following sites, as shown on the policies map, are identified for the provision of publicly accessible open space to complement the growth identified in the local plan.

Policy reference	Site name, address	Approx. ha	Open space typology
(1)	Oakapple Lane, Barming	1.50	Natural/semi-natural open space
(2)	Langley Park, Sutton Road, Boughton Monchelsea	7.65	Informal open space (nature conservation area)
(3)	South of Sutton Road, Langley	14.00	Natural/semi-natural open space
(4)	Kent Police HQ, Sutton Road, Maidstone	1.60	Outdoor sports provision (3-5 sports pitches)
(5)	Cross Keys, Bearsted	2.40	Natural/semi-natural open space
(6)	South of Ashford Road, Harrietsham	1.37	Natural/semi-natural open space
		0.50	Allotments
(7)	Church Road, Harrietsham	0.91	Natural/semi-natural open space
(8)	The Parsonage, Goudhurst Road, Marden	2.16	Natural/semi-natural open space
(9)	North of Henhurst Farm, Staplehurst	1.22	Natural/semi-natural open space
(10)	North of Lenham Road, Headcorn	0.10	Amenity green space
(11)	South of Grigg Lane, Headcorn	1.18	Natural/semi-natural open space
(12)	North of Heath Road (Older's Field), Coxheath	1.12	Natural/semi-natural open space
(13)	Heathfield, Heath Road, Coxheath	0.50	Amenity green space
(14)	Boughton Mount, Boughton Monchelsea	0.15	Natural/semi-natural open space
(15)	Lyewood Farm, Boughton	0.15	Natural/semi-natural

Detailed site allocation policies for retail and mixed use

Policy RMX1(1) Newnham Park, Bearsted Road, Maidstone

Newnham Park is a 28.6 hectare site located to the north of the urban area adjacent to junction 7 of the M20 motorway. Newnham Court Shopping Village dominates the western part of the allocated site, and the Kent Institute of Medicine and Surgery (KIMS) hospital is located on the northern perimeter of the site served by a new access road. Expanded hospital facilities and associated development to form a medical campus will create a specialist knowledge cluster that will attract a skilled workforce to support the council's vision for economic prosperity.

Newnham Court Shopping Village has been developed (and continues to develop) in a piecemeal fashion over time and, consequently, the visual appearance of this site is poor. The inclusion of the Shopping Village with the medical campus as part of the allocation will deliver a comprehensively planned development that will provide quality buildings in a parkland setting.

A rectangular field of approximately three hectares to the south east of the development site is identified for new woodland planting, to be developed as a nature reserve and secured through a legal agreement to ensure its long term maintenance. This field offers the opportunity to provide for net gains in biodiversity and ecological connectivity between the large expanses of ancient woodland.

Newnham Park is located within the urban area and lies within the setting of the nationally designated Kent Downs Area of Outstanding Natural Beauty (AONB), where particular attention needs to be paid to conserving and enhancing the distinctive character of the landscape. Existing landscape features within the site boundaries should be retained where possible, and the site is subject to tree preservation orders. There are constraints to development particularly along boundaries adjacent to the Local Wildlife Site/ancient woodland where a landscape buffer of between 15m and 30m will be required, together with a minimum 15m landscape buffer to be planted each side of the stream running through the site. Most of the site is of limited ecological value, the areas of interest primarily focused at the edges of the site and along the stream.

Building heights will be restricted across the whole site to two storeys. Exceptionally there are two locations within the site where modestly higher buildings may be achievable. The first of these lies towards the north of the site, immediately west of the stream and south of the KIMS phase 1 development where the site topography would enable a building of up to 4 storeys to be achieved. The second location is at the entrance to the site where buildings of up to three storeys would be acceptable. Whilst the extant consent for the site (MA/13/1163) is less specific about the locations for 3/4 storey buildings, future proposals will be considered against the criteria in the policy. In all cases buildings should be designed and sited to respond to the site's undulating topography and should avoid any significant site levelling in the creation of development platforms for example by the use of terracing. Development will be entirely excluded from the 'grassy knoll' area shown on the policies map.

The medical campus will deliver up to 100,000m² of specialist medical facilities and associated uses, of which 25,000m² will provide for related offices and research and development. Appropriate uses on the site will include hospital or healthcare facilities, specialist rehabilitation services, medical related research and development, central laboratory facilities, and medical training.

The regeneration and revitalisation of Maidstone's town centre is a priority and the town centre will continue to be the primary retail and office location in the borough. Development will comprise replacement premises for the existing garden centre and for the shops already established (equating to some 14,300m²) at Newnham Court Shopping

Village within the vicinity of the existing retail footprint, as shown on the policies map. The town centre functions successfully due to the mix of uses in close proximity to each other. Consequently, new additional non-retail floorspace (i.e. that which does not fall within use class A1) at Newnham Park, such as cafés, restaurants and public houses, together with banks and estate agents, are unlikely to be acceptable. Proposals for any additional retail floorspace above 14,300m² and leisure uses will require sequential and impact assessments at the planning application stage. Restrictions on the type of goods sold and the class A and D2 uses operating may be required in relation to additional retail floorspace above 14,300m² and leisure uses to further ensure that impacts on the town and other centres can be controlled. The types of goods which may need to be controlled include clothing, footwear, accessories, jewellery and watches. The height and bulk of the retail units will need to be controlled in this sensitive landscape location and for this reason conventional retail warehouse style buildings will not be acceptable.

Critical to the successful development of Newnham Park is the provision of appropriate transport infrastructure. Vehicular access to the site will be taken from the New Cut roundabout, with bus and emergency access from the A249 Sittingbourne Road. A bus interchange will be provided as part of the retail development, together with a car park management plan. A Travel Plan will be required to accompany a planning application. Permeability is an important aspect of the site's development, and enhanced pedestrian and cycle links to the residential areas of Grove Green, Vinters Park and Penenden Heath, and to Eclipse Business Park, will be provided.

Policy RMX1 (1)

Newnham Park, Bearsted Road, Maidstone

Newnham Park, as shown on the policies map, is allocated for a medical campus of up to 100,000m², a replacement retail centre of up to 14,300m² and a nature reserve. A development brief, to be approved by the council, will detail the way in which medical facilities, retail redevelopment and the nature reserve, together with integral landscaping and supporting infrastructure, are delivered in an integrated and coordinated manner. Planning permission will be granted if the following criteria are met.

Design and layout

1. Phased provision of a maximum of 100,000m² of specialist medical facilities set within an enhanced landscape structure of which 25,000m² will provide for associated offices and research and development.
2. Provision of a replacement garden centre and replacement retail premises of up to 14,300m² gross retail floorspace. The retail floorspace shall be confined to the vicinity of the existing footprint of the current retail area as shown on the policies map. New additional non-A1 floorspace will not be appropriate. The retail development should include the provision of a bus interchange and a car park management plan.
3. Creation of a woodland nature reserve of approximately 3 hectares on land to the south east of the site, as shown on the policies map, secured through a legal agreement.
4. Construction of buildings of high quality design in a sustainable form that reflect the site's prime location as a gateway to Maidstone.
5. Mitigation of the impact of development on the Kent Downs Area of

Outstanding Natural Beauty and its setting through:

- i. The provision of new structural and internal landscaping to be phased in advance of development to accord with an approved Landscape and Ecological management plan for the site;
 - ii. The retention and enhancement of existing planting. Where the loss of selected existing planting is unavoidable, appropriate compensatory planting must be provided;
 - iii. The absence of built development within the area shown on the policies map;
 - iv. The restriction of building heights across the whole site to a maximum of two storeys. Exceptionally a building of up to 4 storeys could be accommodated on the land adjacent to the existing KIMS (phase 1) development to the immediate west of the stream and buildings of up to 3 storeys could be accommodated at the New Cut roundabout entrance to the site;
 - v. The use of low level lighting; and
 - vi. The use of green roofs where practical and avoidance of the use of light coloured or reflective materials.
6. For proposals which include retail floorspace additional to the existing 14,300m², submission of a sequential sites assessment and a retail impact assessment which demonstrate that the National Planning Policy Framework's sequential and impact tests are met. The retail impact assessment will clearly demonstrate no significant adverse impact on town, district and local centres including those in adjoining boroughs. Large scale retail warehousing style buildings will not be acceptable in this sensitive landscape location.
 7. Provision of a landscape buffer of between 15m and 30m in width along the northern and eastern boundaries of the site in order to protect Ancient Woodland, with tracts of planting extending into the body of the development.
 8. Provision of a landscaped buffer of a minimum 15m in width on both sides of the existing stream running north-south through the site (minimum 30m width in total), in order to enhance the amenity and biodiversity of this water body.
 9. Submission of a Landscape and Visual Impact Assessment to be approved by the council which includes assessment of the impact of the development on views to and from the Kent Downs AONB.

Access

10. Vehicular access to the site from the New Cut roundabout, with bus and emergency access from the A249 Sittingbourne Road if required.
11. Enhanced pedestrian and cycle links to the residential areas of Grove Green, Vinters Park and Penenden Heath, and to Eclipse Business Park.
12. Submission of a Travel Plan, to include a car park travel plan, to be approved by the Borough Council.

Archaeology

13. Provision of a watching archaeological brief in order to protect any heritage assets found on-site.

Ecology

14. Submission of an ecology survey and detailed mitigation measures.

Highways and transportation

15. Submission of a full Transport Assessment to identify those off-site highway improvements and sustainable transport measures necessary to serve the development, to be secured in a phased manner by the provision of infrastructure or through contributions by means of a signed legal agreement which is to be completed prior to the commencement of development. Development will contribute, as proven necessary through the Transport Assessment, to the following improvements:

- i. Capacity improvements and signalisation of Bearsted roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts;
- ii. Traffic signalisation of the M20 J7 roundabout, widening of the coast bound off-slip and creation of a new signal controlled pedestrian route through the junction;
- iii. Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout;
- iv. Increased frequency of 333/334 route to provide a bus service with 15 minute intervals between the site and the town centre, potentially to include the provision of bus priority measures on New Cut Road to include traffic signals at the junction with the A20 Ashford Road; and
- v. Improved buss links to the site from the residential areas of Grove Green and Penenden Heath.

Minerals Safeguarding

16. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy RMX1(3) King Street car park and former AMF Bowling Site, Maidstone

Policy RMX1 (3)

King Street car park and former AMF Bowling site, King Street, Maidstone

King Street car park and former AMF Bowling site, as shown on the policies map, is allocated for up to 1,400m² comparison and/or convenience retail floorspace and approximately 53 dwellings. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The provision of up to 1,400m² of comparison and/or convenience shopping floorspace at ground floor level and up to 53 dwellings. The submission of a retail impact assessment is required which demonstrates that the National Planning Policy Framework's impact test is met.
2. Development is designed to respond to the character and qualities of the conservation area to the north.

Noise

3. The submission of a noise assessment and the delivery of resultant noise attenuation measures.

Air quality

4. The submission of an air quality assessment and emissions reduction plan to be agreed with the council.

Land contamination

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

Public Realm

6. Footpath and public realm improvements on King Street between the junction of Wyke Manor Road and the site.

Policy RMX1(4) Former Syngenta Works, Hampstead Lane, Yalding

Policy RMX1 (4)

Former Syngenta Works, Hampstead Lane, Yalding

The council will support the redevelopment of the brownfield Former Syngenta Works Site, as shown on the policies map, provided that a comprehensive scheme of flood mitigation which addresses the identified flood risk will be delivered in association with the development. A comprehensive Flood Risk Assessment which has been undertaken to a methodology agreed by the Environment Agency will be required. The FRA must identify measures to address safe site egress and access and measures to address the flood risk. Contributions may be required for measures to reduce flood risk to dwellings in Yalding.

Subject to the findings of the FRA, potential suitable uses for the site could include employment (B classes), leisure, commuter car parking and open space. Planning permission will be granted if the following criteria are met:

Design and layout

1. Within the site boundary, an area of land to the south (13ha) is to be retained as a nature conservation area.
2. The significant landscape belt which lies to the south of the development area is retained and enhanced to provide a clear boundary to the developed parts of the site, to act as a buffer to the Local Wildlife Site and to screen views of development from the attractive countryside to the south and from the properties in Parsonage Farm Road.
3. The retention and enhancement of the landscape belts along the western boundary of the site, on both sides of the railway line, and along the eastern boundary adjacent to the canalised section of the river, to screen and soften the appearance of the development.

Access

4. Development should secure public rights of way improvements, including providing an alternative to the 'at grade' pedestrian footpath

crossing the railway.

Ecology

5. The site lies adjacent to the Hale Ponds and Pastures Local Wildlife Site. A survey which assesses the site's ecological potential must be submitted. Development proposals must provide for the delivery of appropriate habitat creation and enhancement measures in response to the survey findings including the creation and enhancement of wildlife corridors, and, if required, mitigation measures.

Site drainage

6. Measures are secured to ensure adequate site drainage, including through the implementation of sustainable drainage measures.

Land contamination

7. Demonstration that contamination of the site resulting from its previous use has been remediated to the satisfaction of the local authority and the Environment Agency.

Highways and transportation

8. Development will contribute, as proven necessary through a Transport Assessment, to requisite improvements to the highway network.

Utility infrastructure

9. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Minerals safeguarding

10. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Detailed site allocation policies for employment

Policy EMP1(1) West of Barradale Farm, Maidstone Road, Headcorn

Policy EMP1 (1)

West of Barradale Farm, Maidstone Road, Headcorn

West of Barradale Farm, as shown on the policies map, is allocated for development of 5,500m² employment floorspace (B1, B2, B8 use classes). Planning permission will be granted if the following criteria are met.

Design and layout

1. The proposals incorporate structural landscaping along the north-western boundary of the existing industrial complex to help screen both the existing and proposed development in views from the north.
2. The proposals incorporate substantial, enhanced landscape buffers along the western and south western boundaries of the site to reinforce the separation of the site from development to the south.

Access

3. Access will be taken from the A274.

Ecology

4. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures.
5. Landscaping belts should link to one another and to water bodies within the site to provide habitat connectivity.

Flooding and water quality

6. Surface water run off is managed using sustainable drainage techniques.

Highways and transportation

7. Provision of a footway along the A274 from the access to the site to connect with the existing footway to the south, and provide pedestrian access to the existing bus stops.

Minerals safeguarding

8. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy EMP1(2) South of Claygate, Pattenden Lane, Marden

Policy EMP1 (2)

South of Claygate, Pattenden Lane, Marden

South of Claygate, as shown on the policies map, is allocated for development 6,800m² employment floorspace (B1, B2, B8 use classes). Planning permission will be granted if the following criteria are met.

Design and layout

1. The proposals incorporate a landscaping scheme which enhances the planting along the eastern and southern boundaries to soften the appearance of the development in views from the east and to provide a landscape buffer to the railway line to the south.

Access

2. Access will be taken from Pattenden Lane only.

Ecology

3. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures.

Flooding and water quality

4. Surface water run off is managed using sustainable drainage techniques.

Policy EMP1(4) Woodcut Farm, Ashford Road, Bearsted

The site, which is some 25.8ha in total, is situated to the west of the A20/M20 junction (junction 8). It comprises the wedge of land lying between the M20 to the north east and the A20 to the south west. The site is agricultural land, divided into fields by hedgerows which predominately run in a north-south direction. The site is also bisected north-south by a watercourse which eventually runs into the River Len to the south of the A20. The land is undulating, the ground rising up from either side of the watercourse. To the south the site borders a number of dispersed properties which front onto the A20 (Ashford Road). To the south east the site is bounded by Musket Lane. To the north west lies Crismill Lane and a substantial tree belt which fronts onto this lane. The site boundary then follows the hedge belt which adjoins Crismill Lane approximately half way down its length and links to the complex of buildings at Woodcut Farm and turns south to the A20, running along the eastern boundary of the fields which front onto the Woodcut Farm access.

The site is located in the countryside and lies within the setting of the nationally designated Kent Downs Area of Outstanding Natural Beauty (AONB). The site falls within the White Heath Farmlands landscape character sub-area¹ where landscape condition is poor overall, partially because of the fragmentation caused by the existing highway infrastructure. Landscape sensitivity for the character sub-area is recorded as moderate, the landscape providing the setting of the Kent Downs (AONB).

The site itself has been specifically assessed in the Maidstone Landscape Capacity Study (2015). This finds that the site has a high degree of sensitivity in landscape terms and an accordingly low capacity to accommodate new employment-related development.

This being the case, development proposals must be planned with very careful attention to the site's visual and physical relationship with the AONB, responding to the site's topography and natural landscape features in terms of the scale, design, siting, use, orientation, levels and lighting of buildings and associated development, alongside infrastructure and landscaping requirements.

To achieve a high quality scheme in this prime location, a campus style development will be delivered in a parkland setting. This will be created through the retention and enhancement of existing tree and hedge belts, including those subject to Tree Preservation Orders no. 19 of 2007 and no. 17 of 2007, and substantial additional structural landscaping within the site in the form of shaws and woodland blocks. This should include the retention and reinforcement of the streamside vegetation. Landscape buffers will also be established along the principal site boundaries, including to help provide a setting to the Grade II listed Woodcut Farmhouse and to help secure the residential amenity of nearby residential properties.

Buildings will cover no more than 40% of the site. This figure excludes the western most field, of some 9ha in area, which is reserved as an undeveloped area to include an enhanced landscape buffer to establish a clear and strong boundary between the development and the wider countryside to the east of Bearsted. This area should be managed and structured as open woodland with associated biodiversity benefits and the potential to establish woodland pasture in the future.

The flatter area of the site, to the east of the stream, is better able to accommodate larger footprint buildings up to 5,000m² with heights restricted to a maximum of 12m. To the west of the stream the land rises and is suited to smaller footprint buildings of up to 2,500m² and up to 8m in height. The siting, scale and detailed design of development within this area must also have particular regard to the setting of Woodcut Farmhouse (Grade II listed). On the highest part of the site, as shown on the policies map, building footprints will be limited to 500m².

There are archaeological remains in the immediate vicinity of the site, including an Anglo-Saxon burial site. Measures appropriate to the actual archaeological value of the site, revealed by further survey as needed, will be addressed. There are no statutory or non-statutory sites of nature conservation importance within the site and the County Ecologist advises that the potential for impacts on designated sites is limited. As is normal practice for a proposal of this nature, an ecological scoping study will be required to establish the presence of, and potential for, any impacts on protected species.

Vehicular access to the site will be taken from the A20 Ashford Road and a Transport Assessment will identify the scope of improvements required to the junctions (and associated approaches) at:

- the M20 Junction 8 (including the west-bound on-slip and merge); the A20 Ashford Rd/M20 link road roundabout;
- the A20 Ashford Rd/Penford Hill junction;
- the A20 Ashford Rd/Eyehorne Street/Great Danes Hotel
- access; and the Willington Street/A20 Ashford Rd junction.

The site is located on a bus route (A20) but without significant additional dedicated measures it is highly likely that workers and visitors travelling to and from the site will be highly reliant on their private cars. A Travel Plan will be required to demonstrate how development will deliver significantly improved access by sustainable modes, in particular by public transport but this could also include cycling, walking and car share initiatives.

Policy EMP1(4)

Woodcut Farm, Ashford Road, Bearsted

Woodcut Farm, as shown on the policies map, is allocated for development for up to 49,000m² mixed employment floorspace (B1a; B1b; B1c; B2; B8). The site will deliver a genuine mix of B class uses in terms of type and range. Office type uses (B1a & b) will be a vital component of this mix and the site will provide at least 10,000m² of B1a/B1b floorspace as an absolute minimum. The mixed use employment, landscaping and infrastructure elements will be delivered in an integrated and co-ordinated manner that respect the site's visual and physical relationship with the Kent Downs AONB. Planning permission will be granted if the following criteria are met.

Design & layout

1. The proposals create a spacious parkland setting for development through the addition of substantial internal landscaping which will be sympathetic to the site's countryside context and which will help to break up the visual appearance of the development, in particular in views from the AONB including through the use of substantial tracts of planting extending into the body of the development to achieve clear visual separation between individual buildings and between parking areas. Buildings will cover not more than 40% of the developed site area.
2. The development proposals will respect the topography of the site by minimising the need for site excavation.
3. Landscape buffers of at least 35m in depth are established along the site's boundary to the M20 including a new native woodland shaw at least 15m to Musket Lane, at least 25m to the A20 including a planted bund, and at least 30m along the western boundary, which will also to help secure the setting to Woodcut Farmhouse (Grade II listed) and the amenity of residential properties at Chestnuts and White Heath. Tracts of structural landscaping will extend into development areas of at least 15m in width.
4. An area of 9ha to the north and north west of Woodcut Farm is secured as an undeveloped landscape area in the form of open woodland including the addition of a landscape buffer of at least 30m along the eastern boundary. Future management of this area will be secured by means of legal agreement and maintained in perpetuity.
5. Larger footprint buildings will be accommodated in the field to the east of the stream up to a maximum unit size of 5,000m² with building ridge heights not to exceed 12m. Units should be orientated end-on to predominant views to and from the AONB.

6. Development on the field to the west of the stream comprises smaller units of up to 2,500m² footprint. Graded building heights will take account of the site's topography with building ridge heights not to exceed 8m. On the highest part of the site at and above the 55m contour line as shown on the policies map, building footprints will be limited to 500m². The siting, scale and detailed design of development must have regard to the preservation of Woodcut Farmhouse (Grade II) and its setting.
7. The development proposals are designed to limit their visual impact including through the use of curved roofs on buildings, non-reflective materials, sensitive colouring, green roofs and walls on smaller footprint buildings (500m² and below), and sensitive lighting proposals. Buildings should include active frontage elements incorporating glazing, and address both the A20 and M20.
8. To the east of the stream, land to accommodate a minimum of 7,500m² of floorspace within Use Classes B1a and B1b will be provided. Land sufficient for at least 5,000m² of this floorspace will be provided with vehicular access and all necessary services including drainage and electrical power supply to the boundary of the plot/s prior to the first occupation of any units falling within Use Classes B1c, B2 or B8. The land which is provided for the minimum of 7,500m² of B1a and B1b will be safeguarded from any other uses until April 2026 or until otherwise allocated through a local plan review.
9. To the west of the stream, land to accommodate a minimum of 2,500m² of floorspace within Use Classes B1a and B1b will be provided. This land will be safeguarded from any other uses until April 2026 or until otherwise allocated through a local plan review.

Landscape and ecology

10. The development proposals are designed to take into account the results of a landscape and visual impact assessment (LVIA) undertaken in accordance with the principles of current guidance. The assessment will specifically address the impact of development on views to and from the Kent Downs AONB escarpment. This will include environmental enhancements of the wider landscape beyond the allocation boundaries through financial contributions using the mechanism of a S106 agreement.
11. The development proposals are designed to take account of the results of a phase 1 habitat survey and any species specific surveys that may as a result be necessary, together with any necessary mitigation and significant enhancement measures.

Archaeology

12. The proposals are designed to take account of the archaeological interest on the site as revealed through appropriate survey.

13. Vehicular access to the site will be from A20 Ashford Road.

Highways and transportation

- 14.Improvements to capacity at the A20/Willington Street junction.
- 15.Package of measures to provide bus stops, pedestrian refuges and improvements to the footway on the northern side of the A20 Ashford Road.
- 16.Development will contribute, as proven necessary through a Transport Assessment, to improvements at the following junctions:
 - i. The M20 Junction 8 (including the west-bound on-slip and merge);
 - ii. The A20 Ashford Rd/M20 link road roundabout;
 - iii. The A20 Ashford Rd/Penford Hill junction;
 - iv. The A20 Ashford Rd/Eyhorne Street/Great Danes Hotel access; and
 - v. The Willington Street/A20 Ashford Rd junction.
- 17.Development will deliver a significant package of sustainable transport measures to secure access to the site by a range of sustainable modes, including the provision of a subsidised bus route, and must be supported by the implementation of a Travel Plan.

Minerals safeguarding

- 18.This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

LOCAL PLAN REVIEW

POLICIES MAP

Adopted TBC 2024

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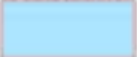

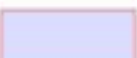

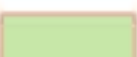











Local Plan Review Allocations

-  Local Plan Review Site Allocations
-  Garden Settlements
-  Employment


Adopted Local Plan 2017 Allocations

-  Housing Allocations
-  Retail Allocation
-  Employment Allocations (LPRSP11a)
-  RMX1 Allocations
-  Landscaped Area
-  Open Space Allocations
-  Open Space and Undeveloped Land Ecological Mitigation Allocations
-  Open Space and Undeveloped Land Allocations
-  Area Excluded From Built Development Allocations
-  Undeveloped Land Ecological Mitigation Allocations
-  Building Footprints Limited to 500sqm Allocations
-  Gypsy and Traveller Allocations

Adopted Local Plan 2017 Designations

-  Economic Development Areas
-  District and Local Retail Centre Designations

Adopted Local Plan 2017 Town Centre

-  Primary Shopping Area (Town Centre)

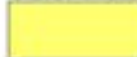
Minerals

-  KCC Minerals Safeguarding Areas




Environment

-  Kent Downs National Landscape
-  Metropolitan Green Belt
-  Landscapes of Local Value
-  North Downs Special Area of Conservation
-  Ancient Woodland
-  Sites of Special Scientific Interest
-  Local Nature Reserves
-  Local Wildlife Sites
-  Protected Roadside Verges
-  Conservation Areas
-  Scheduled Ancient Monuments
-  Registered Parks and Gardens
-  Marine Management Zone

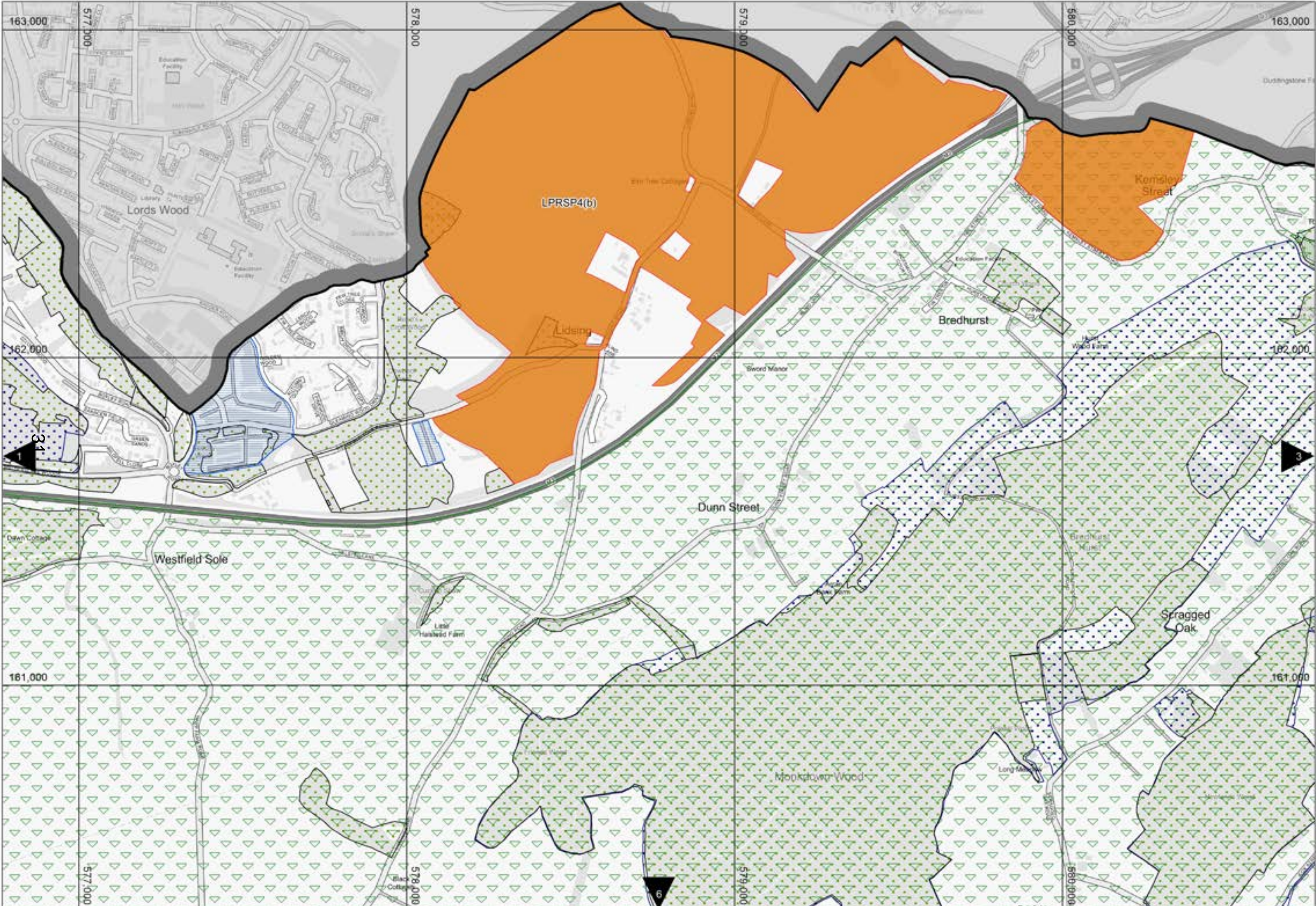
Adopted Local Plan 2017 Transport

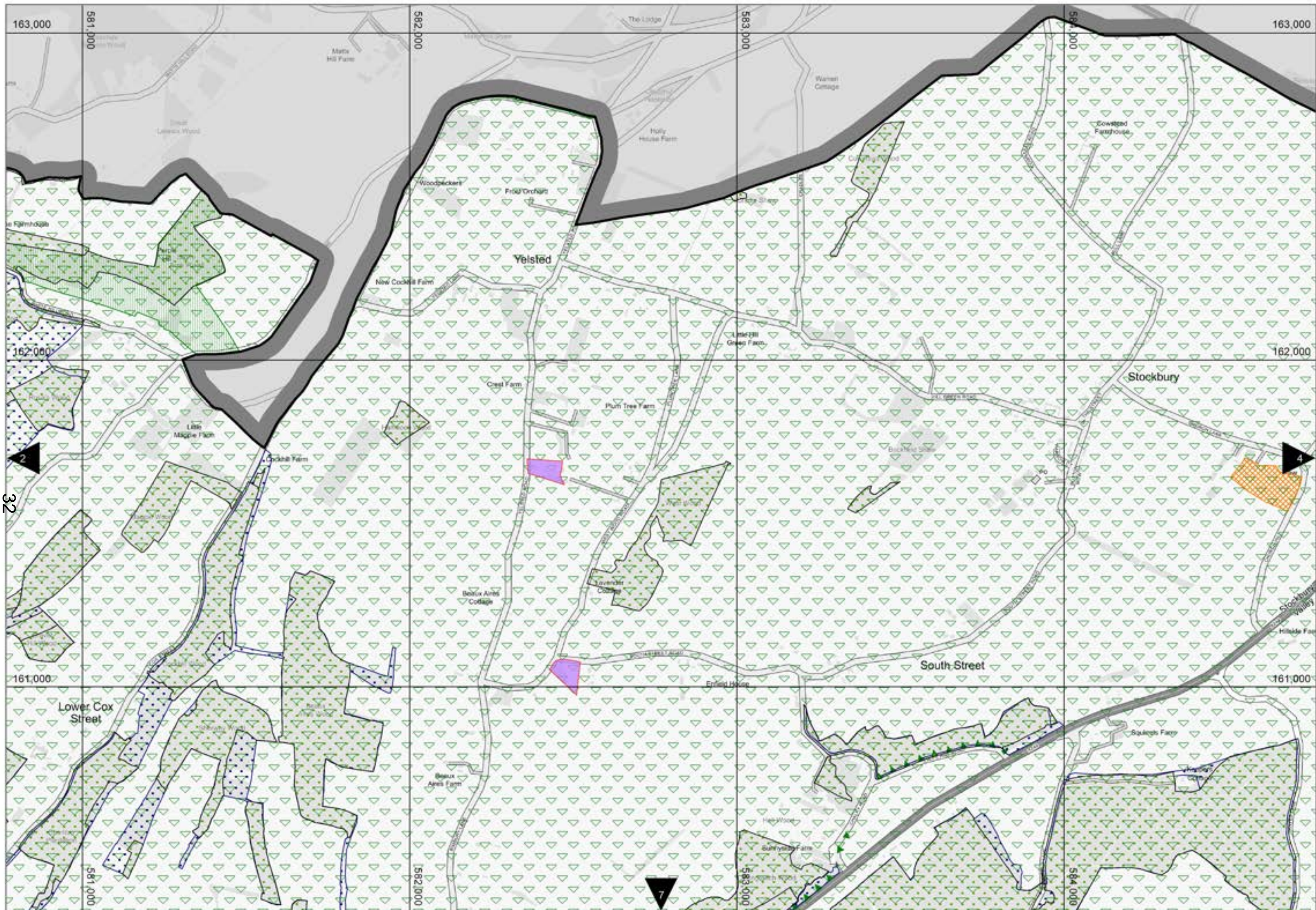
-  Public Transport Corridors

Boundaries

-  Town Centre Boundary
-  Urban Boundary
-  Settlement Boundary
-  Maidstone Borough Boundary

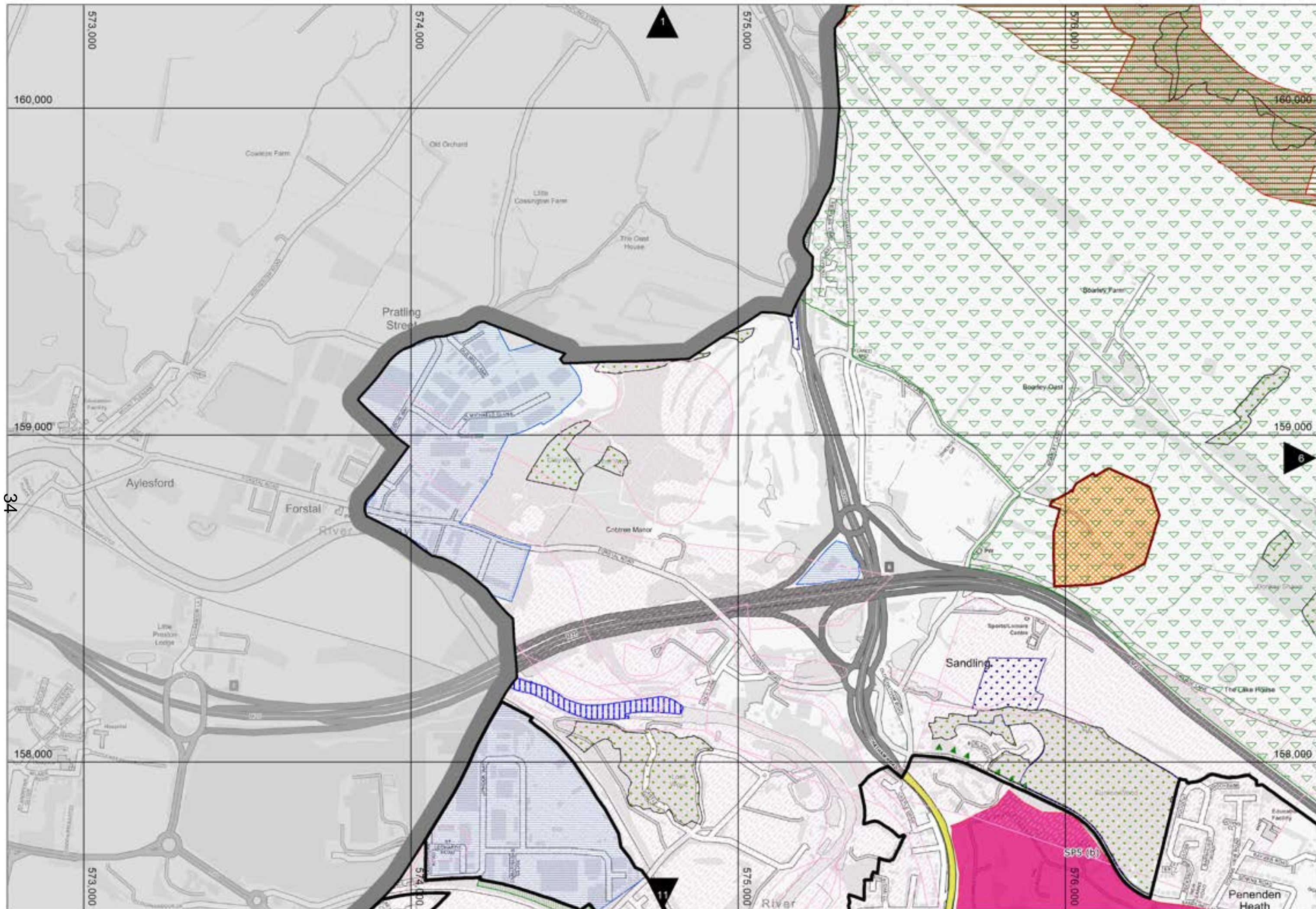




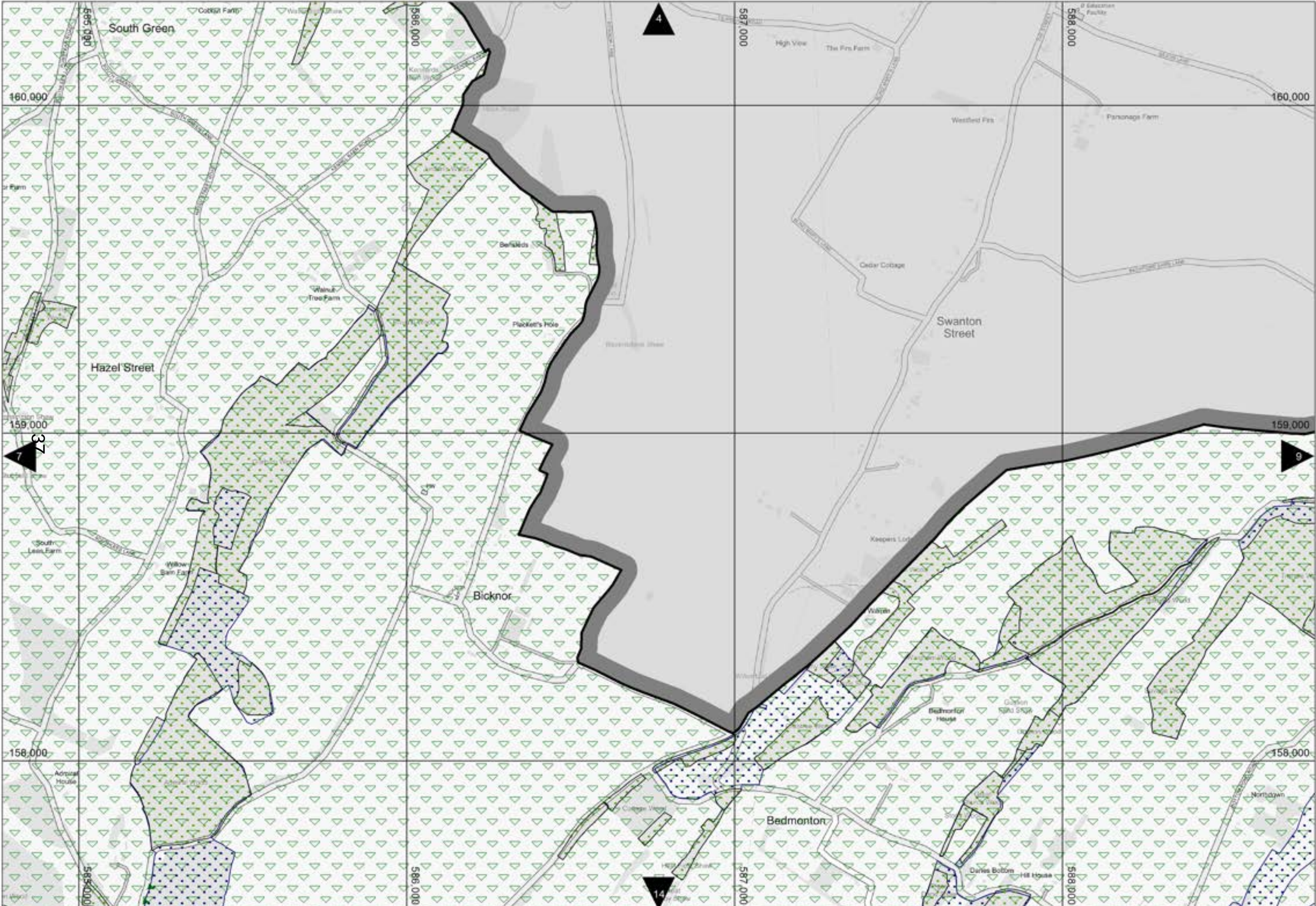




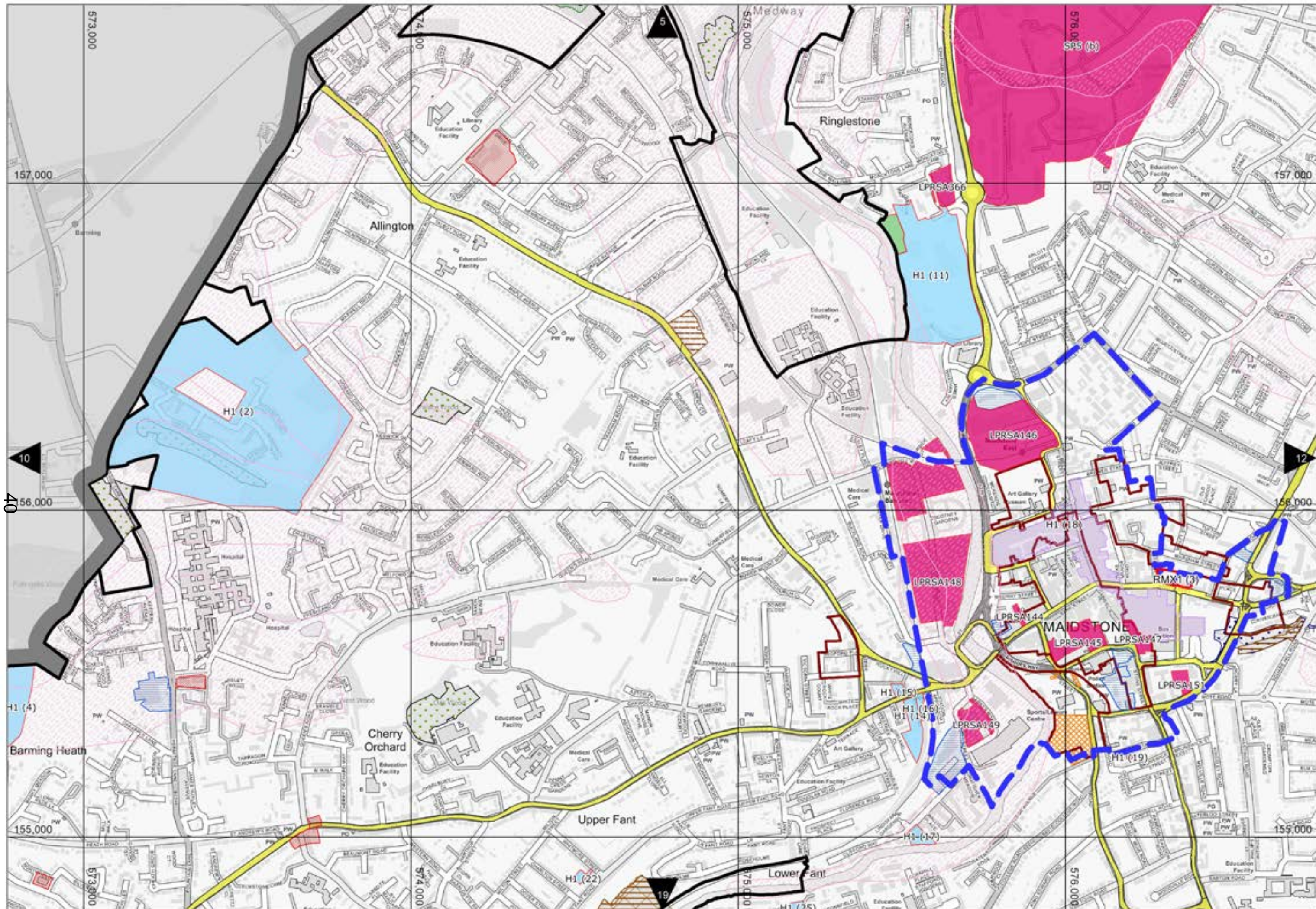
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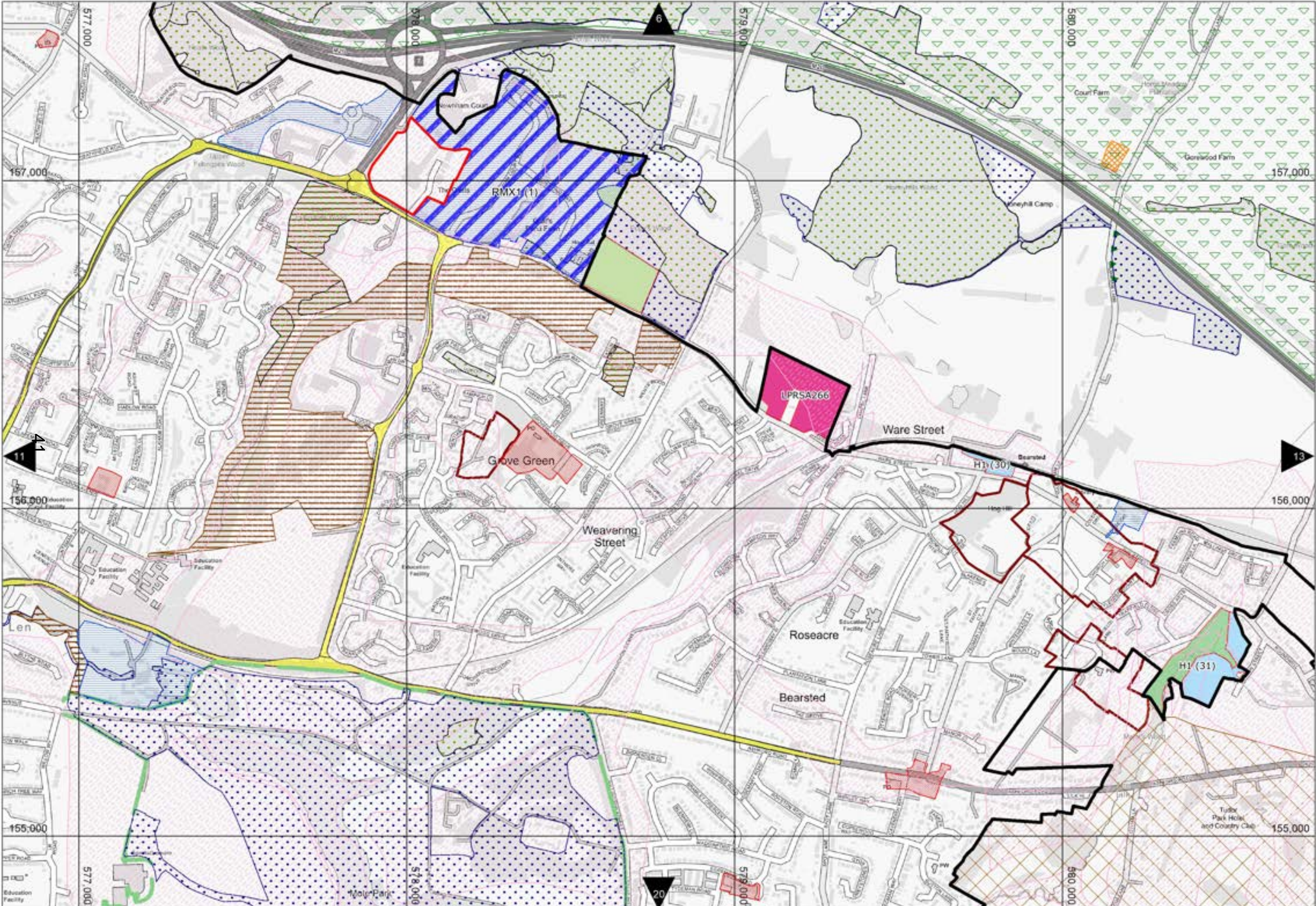


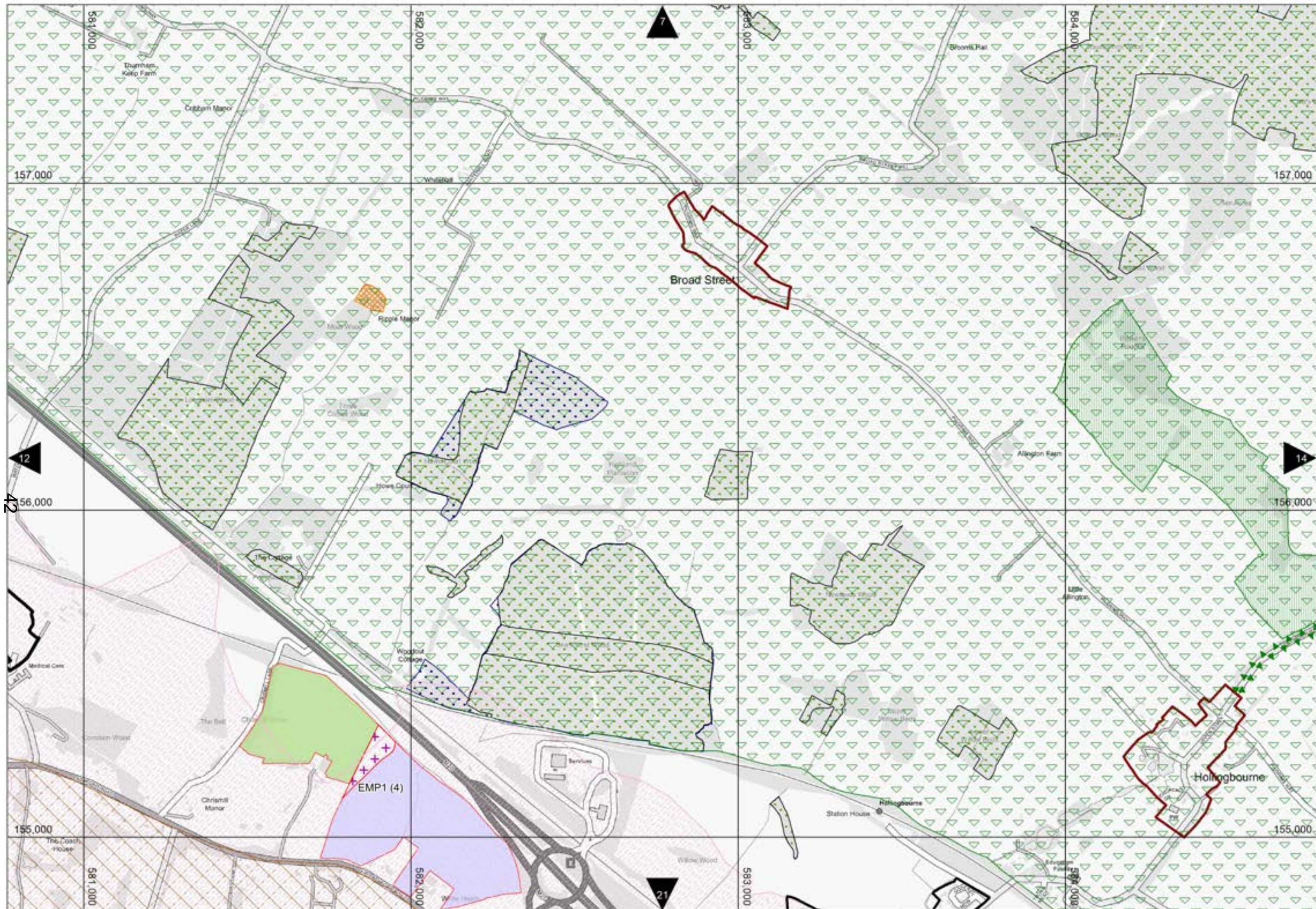


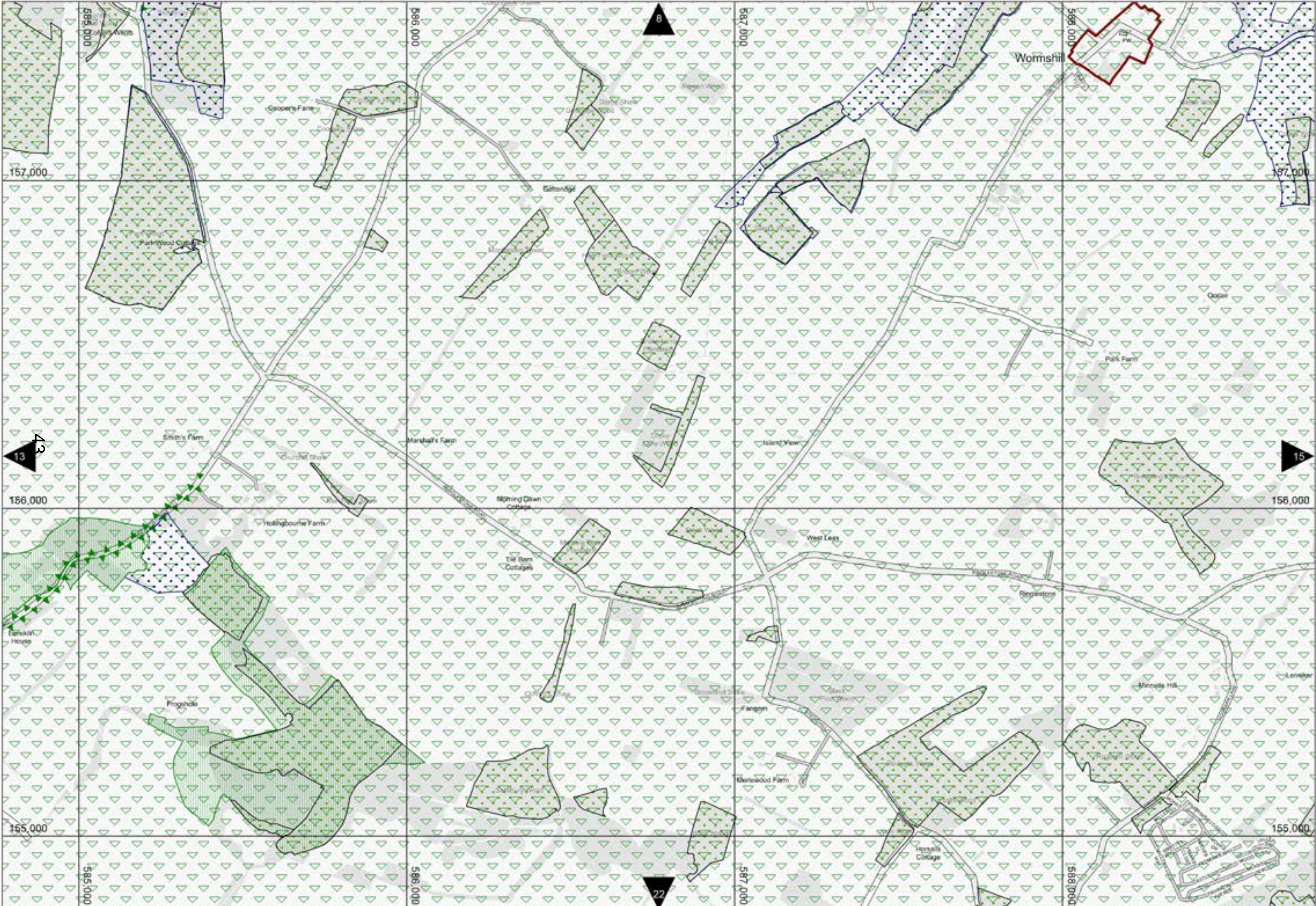


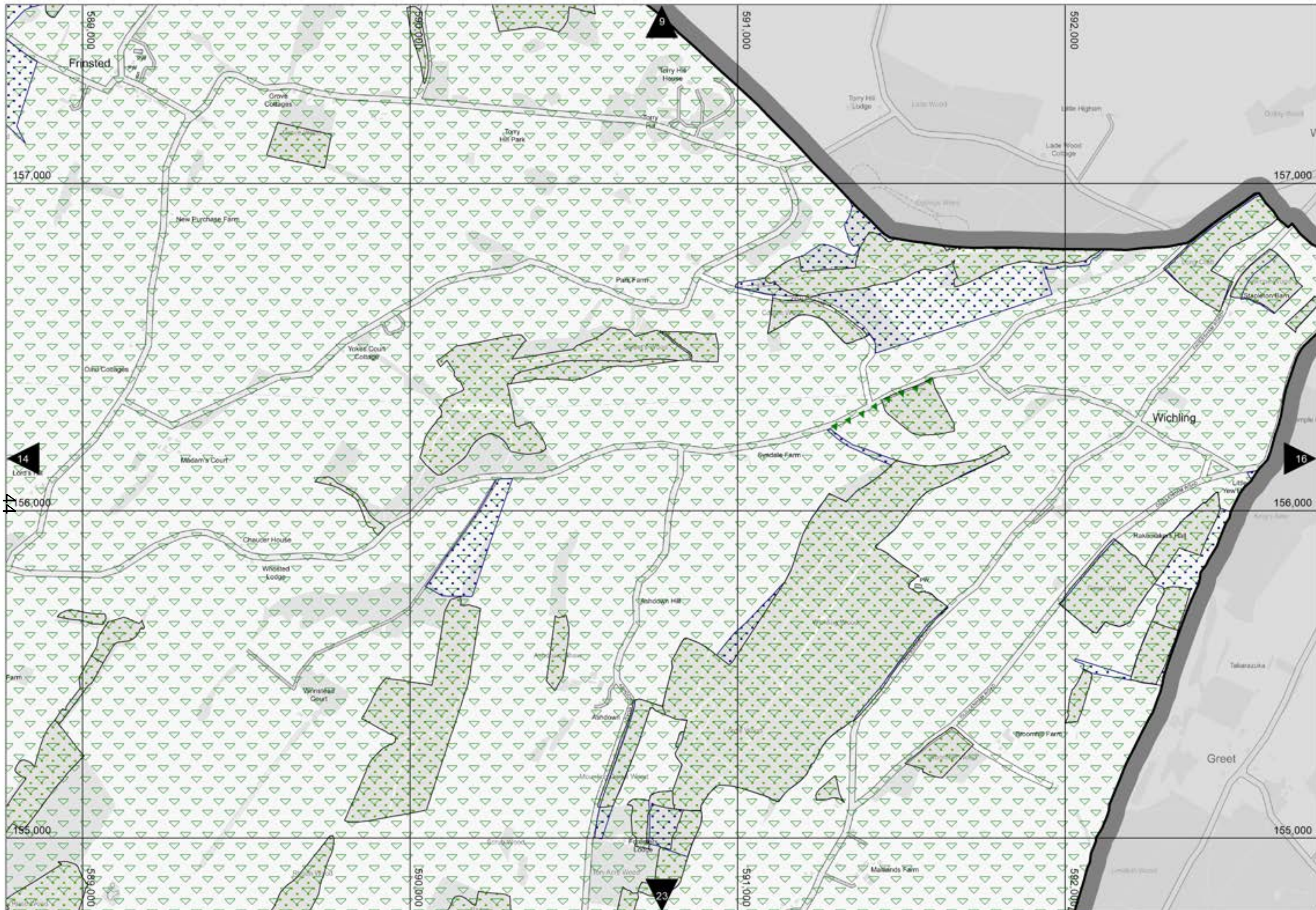


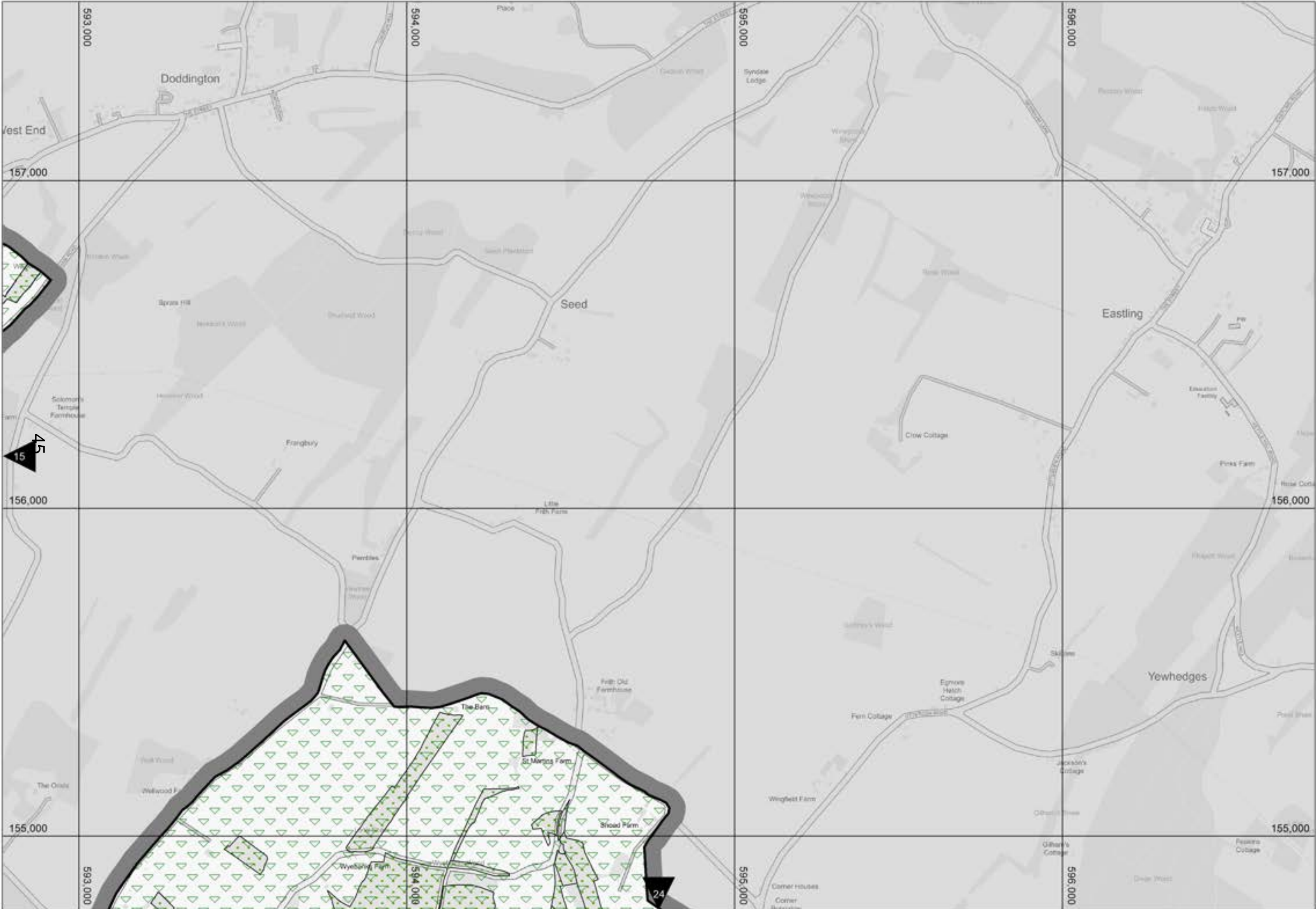


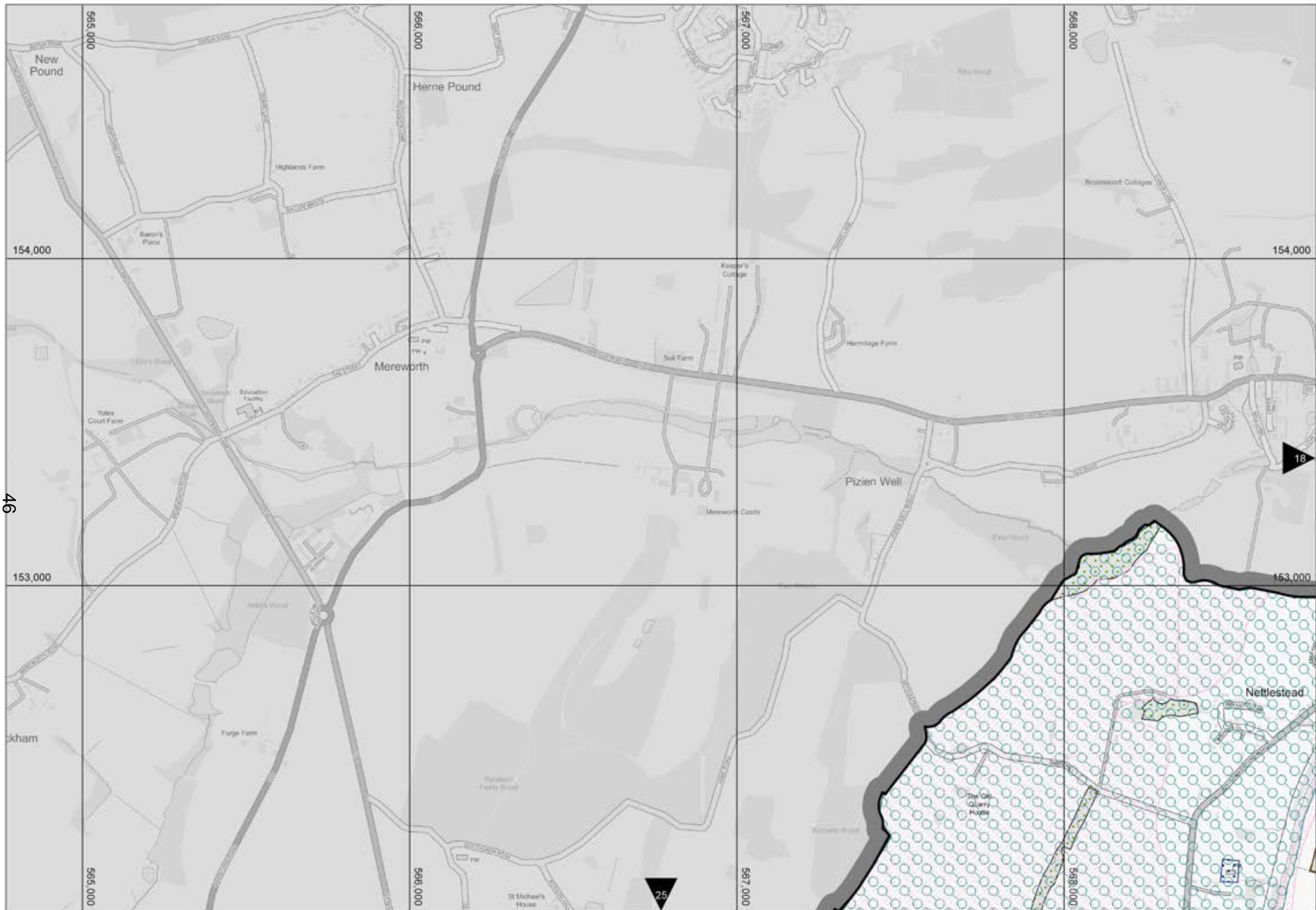


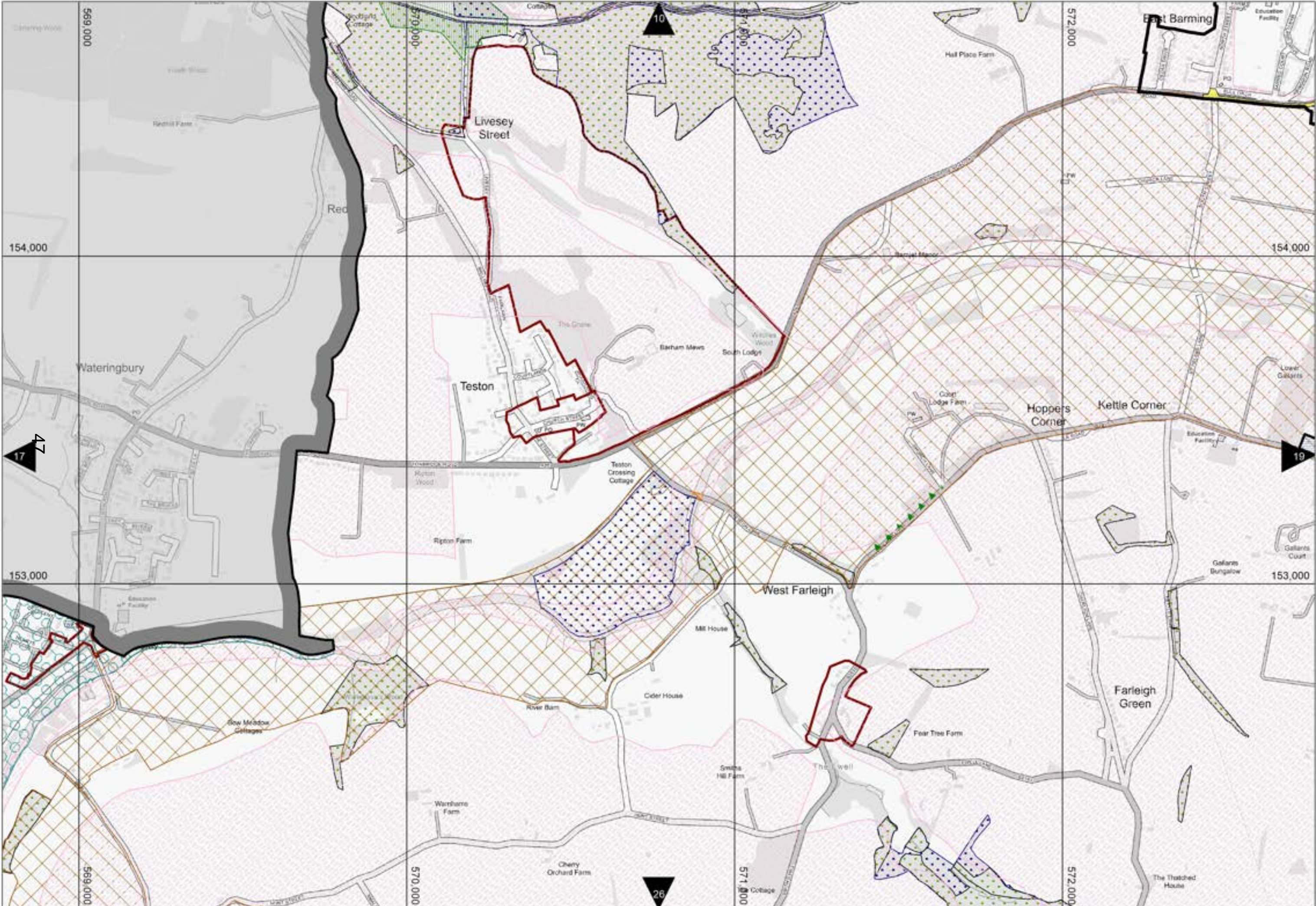


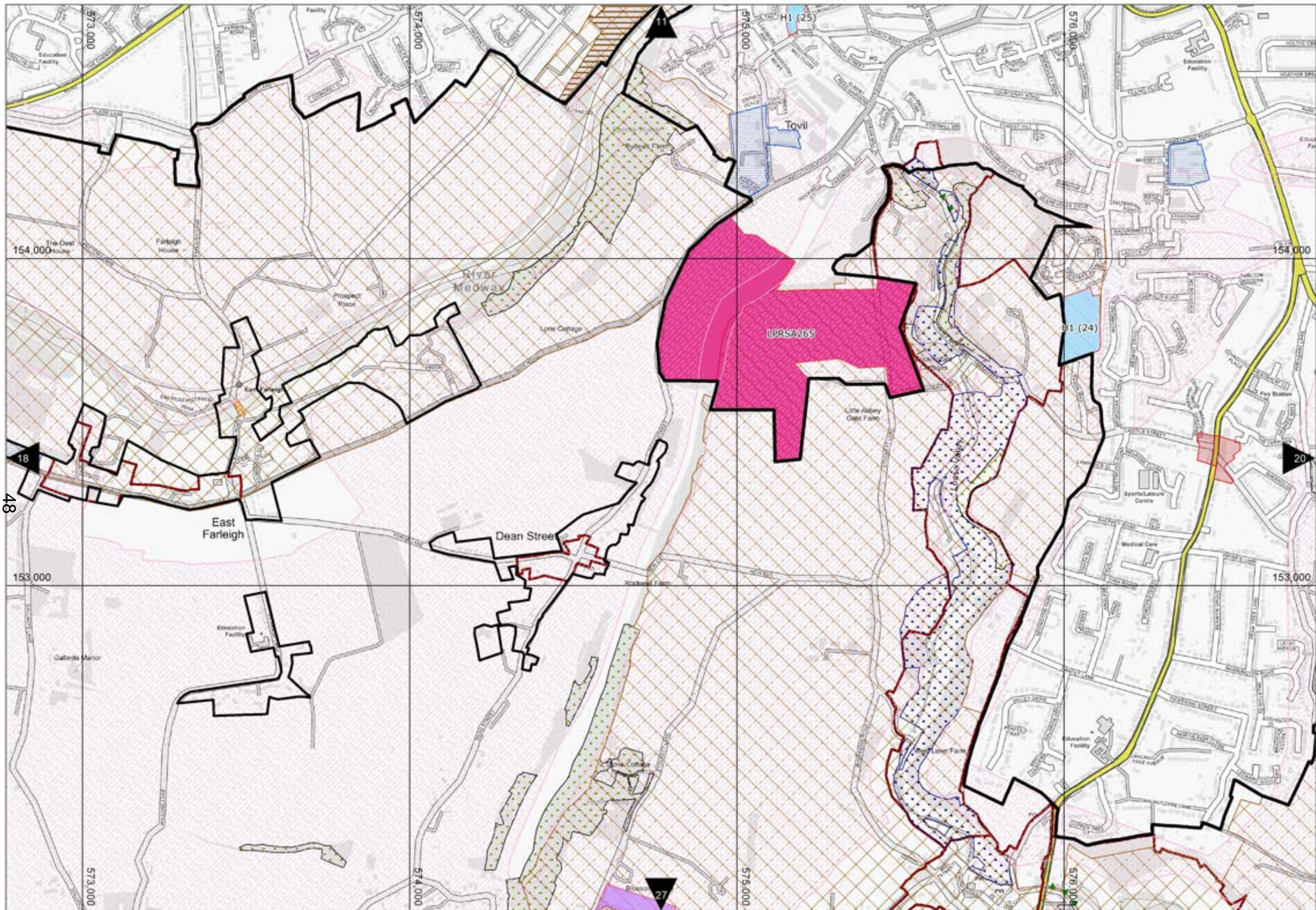


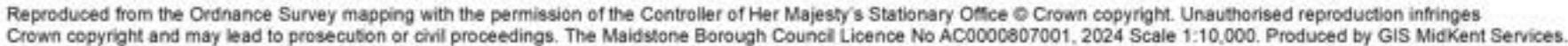


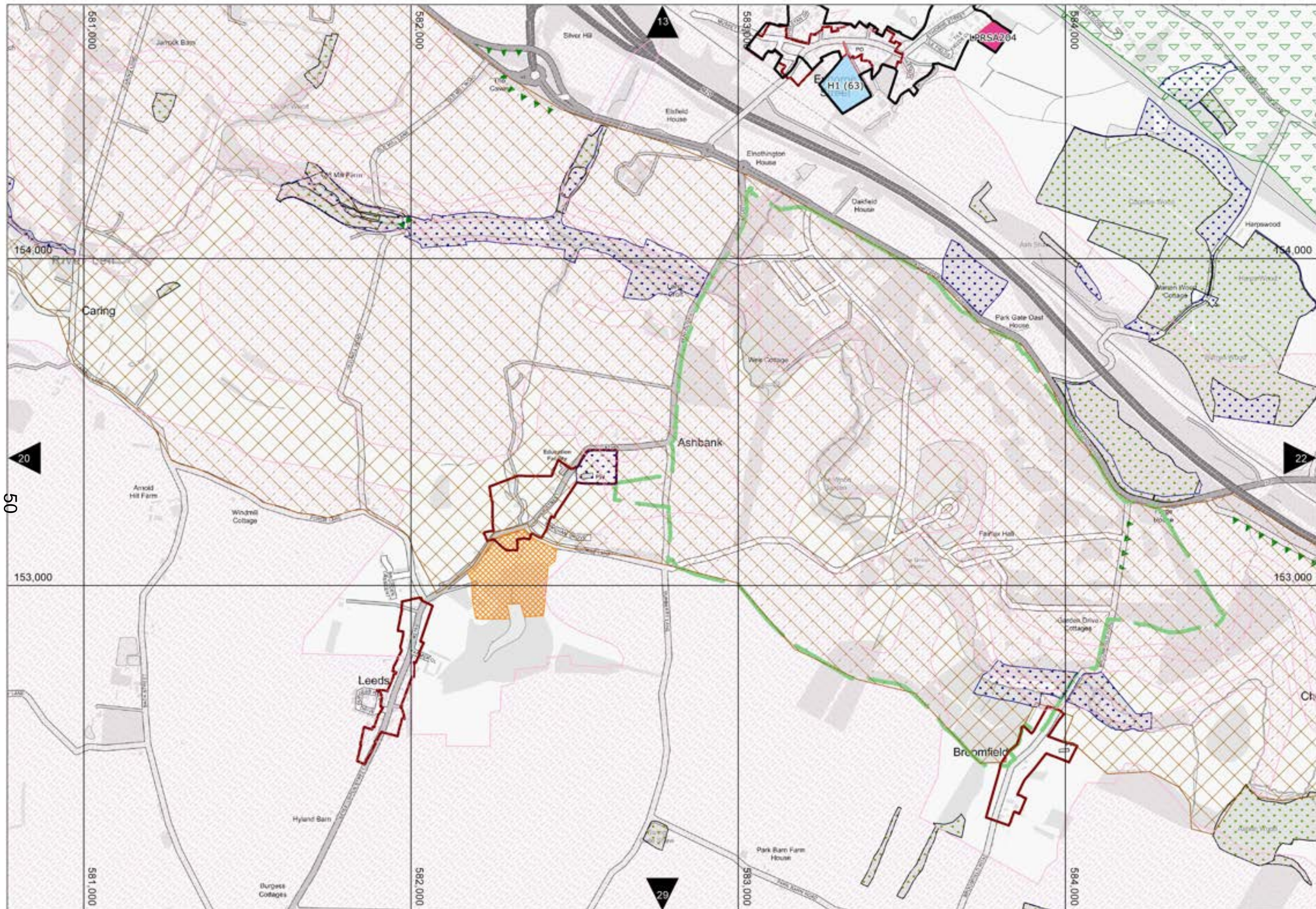


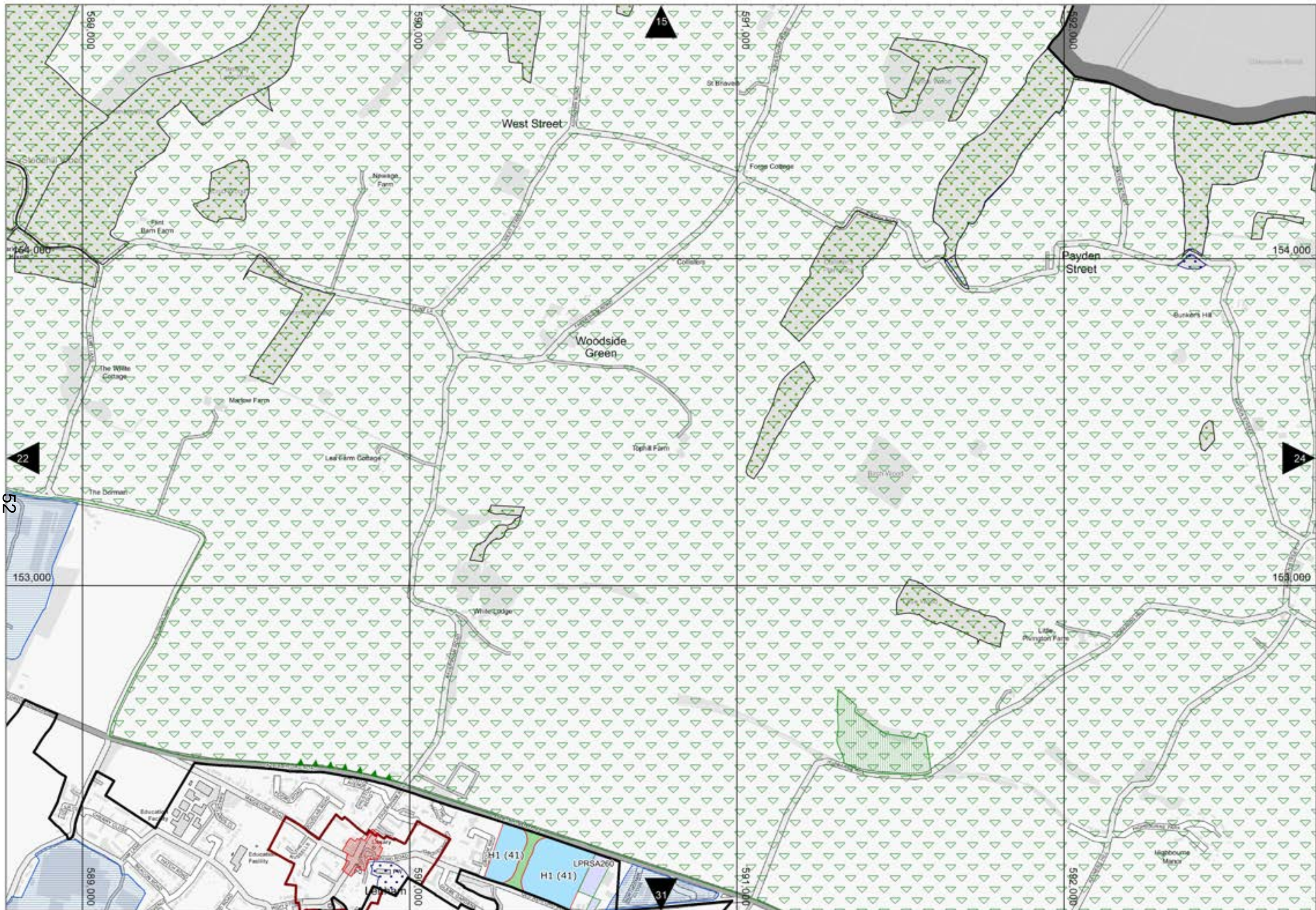


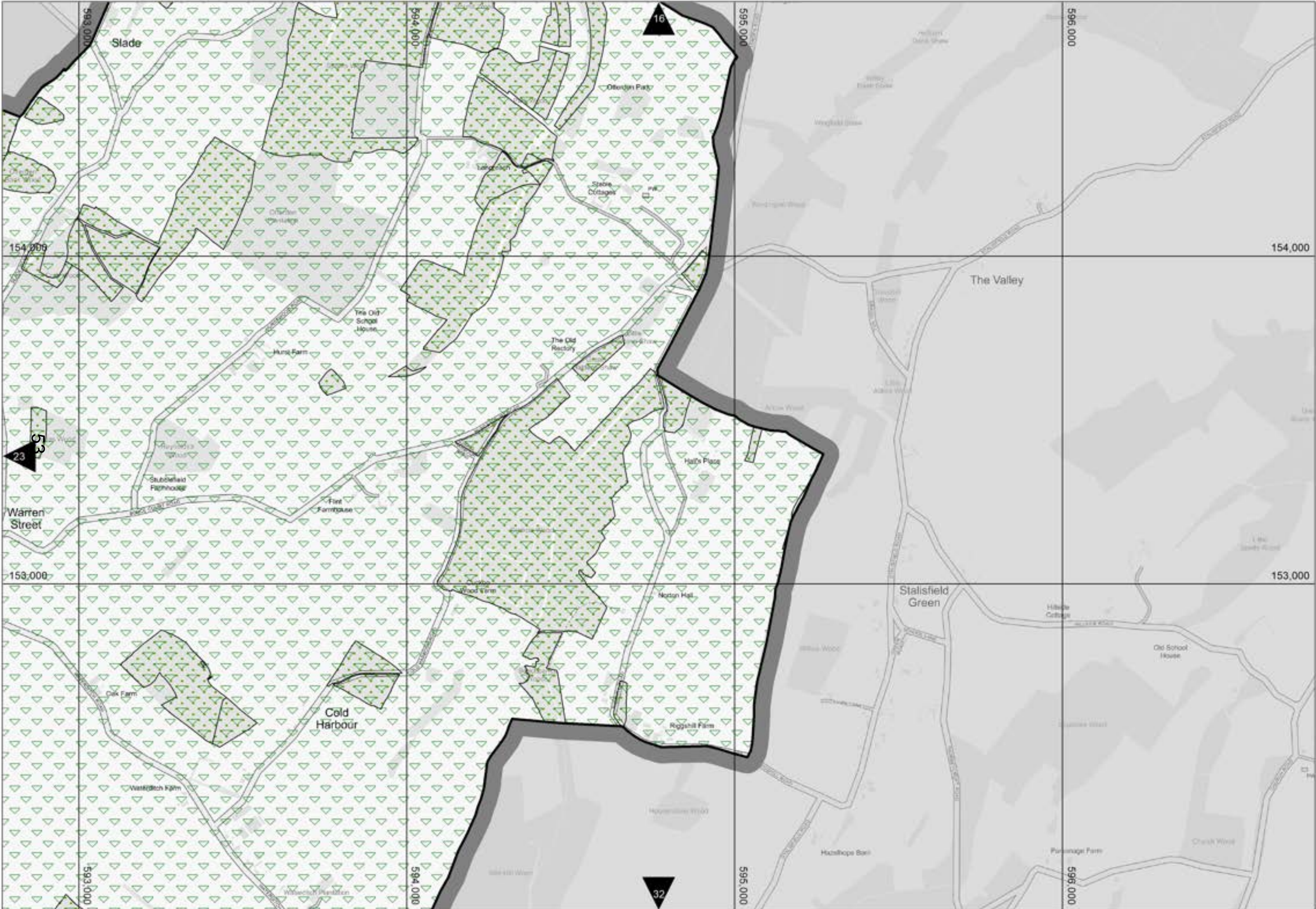


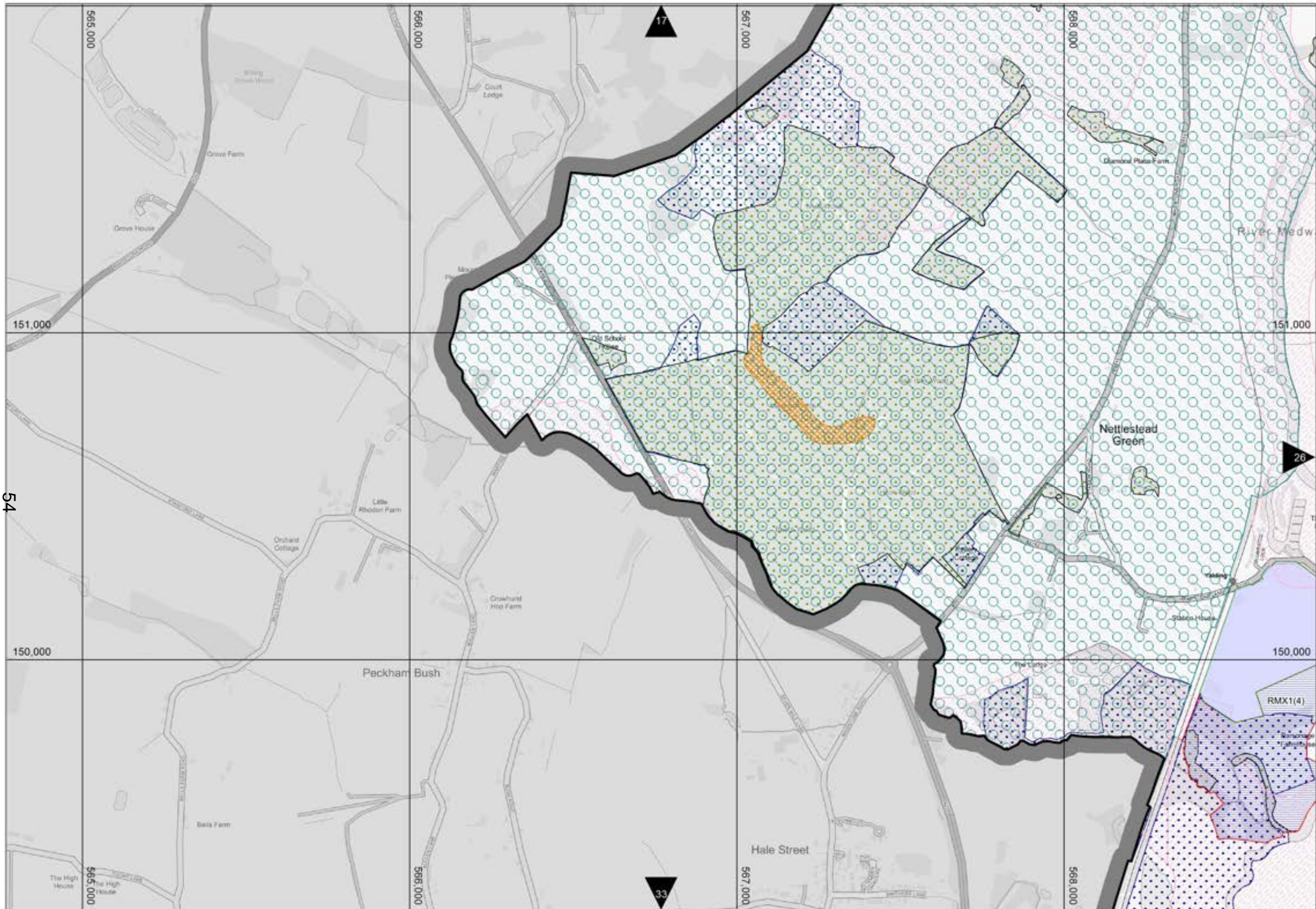


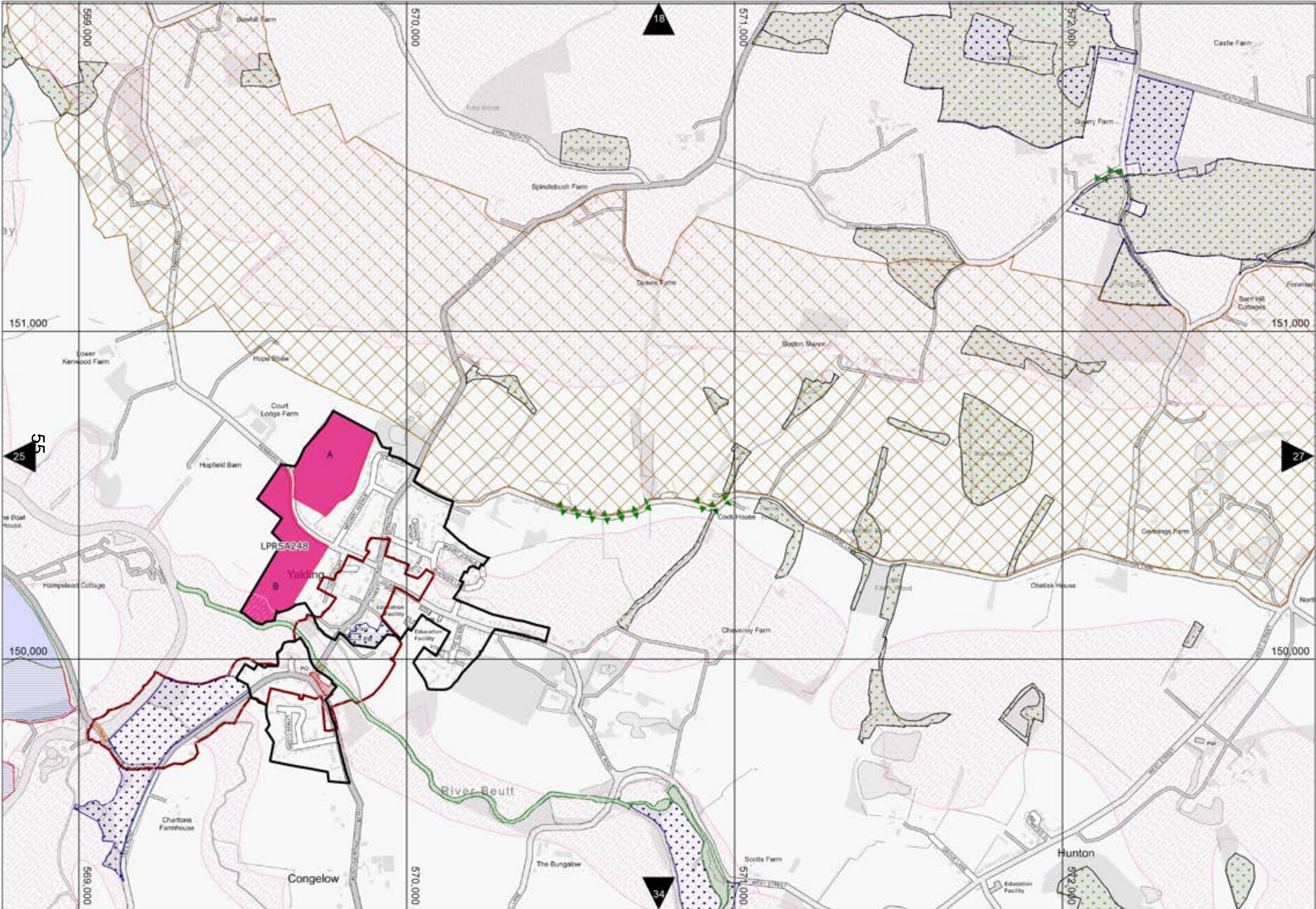


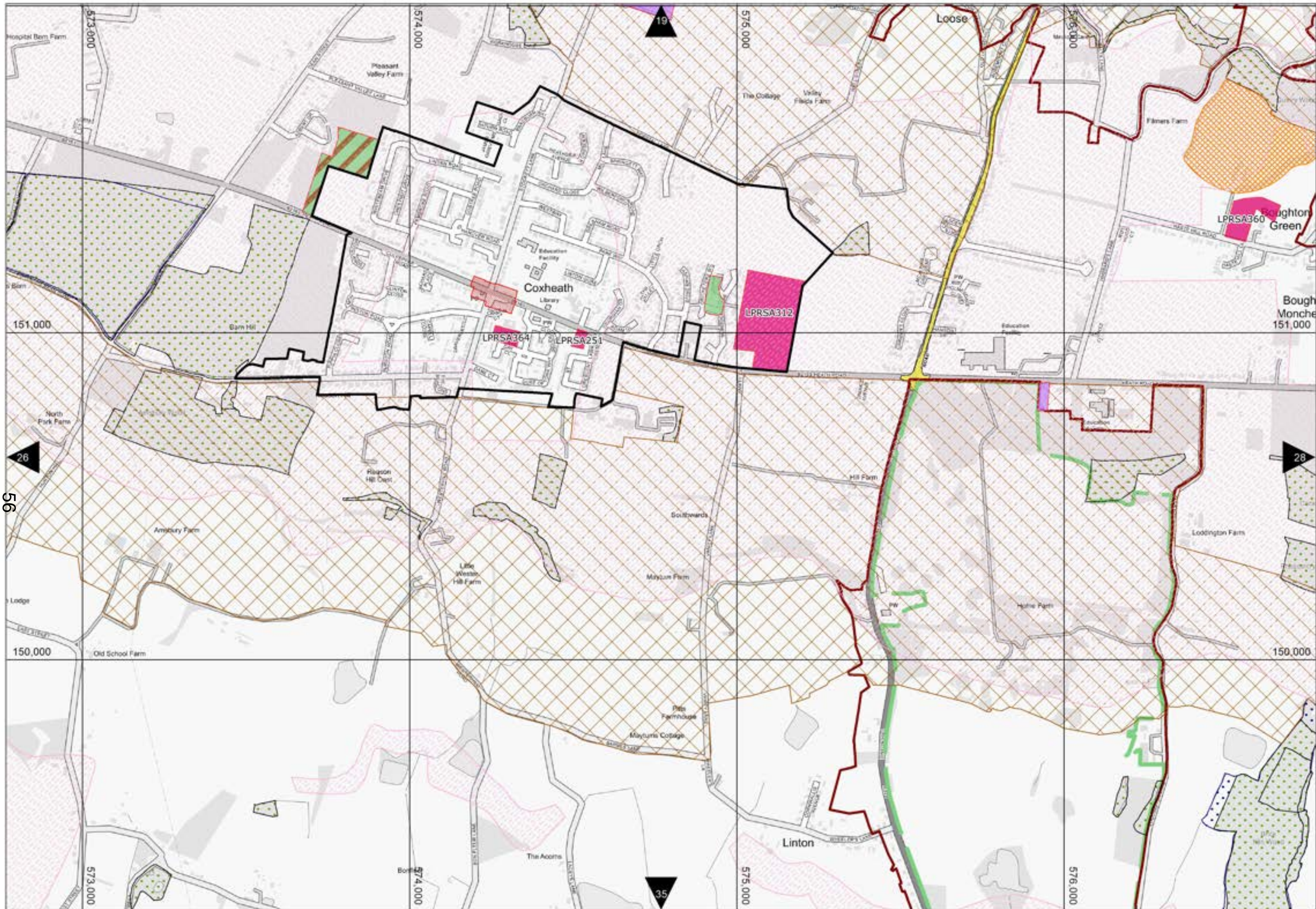


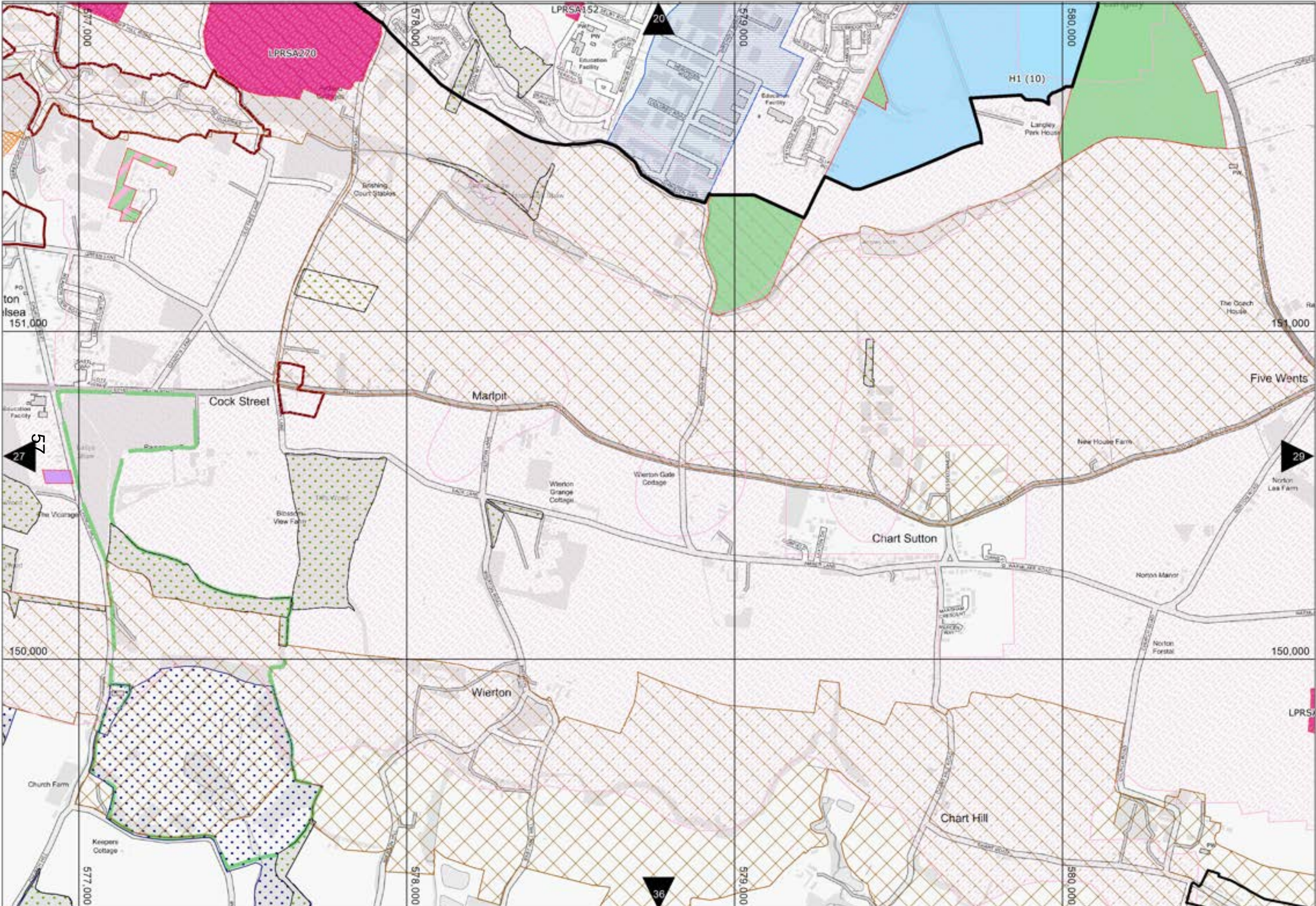




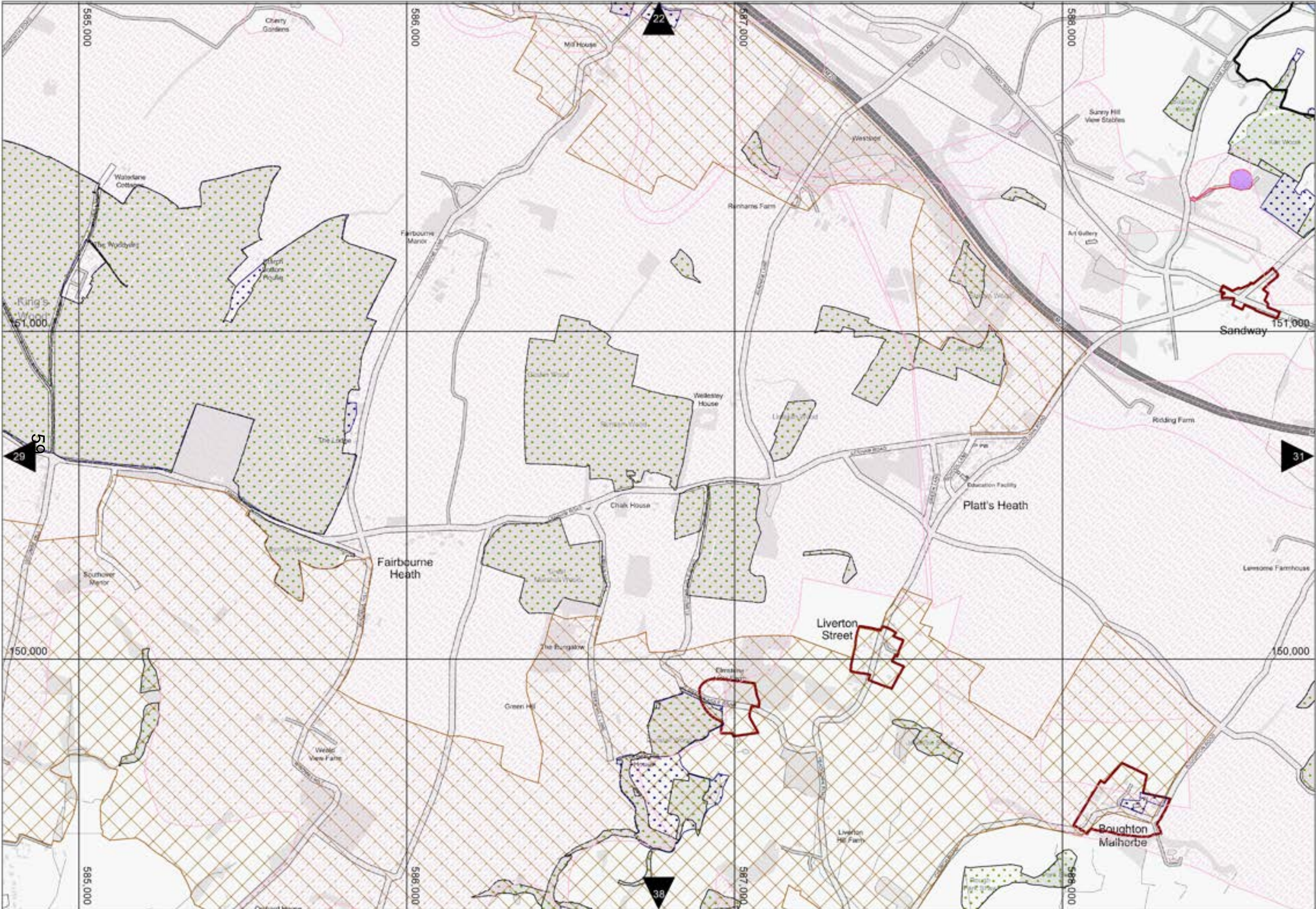


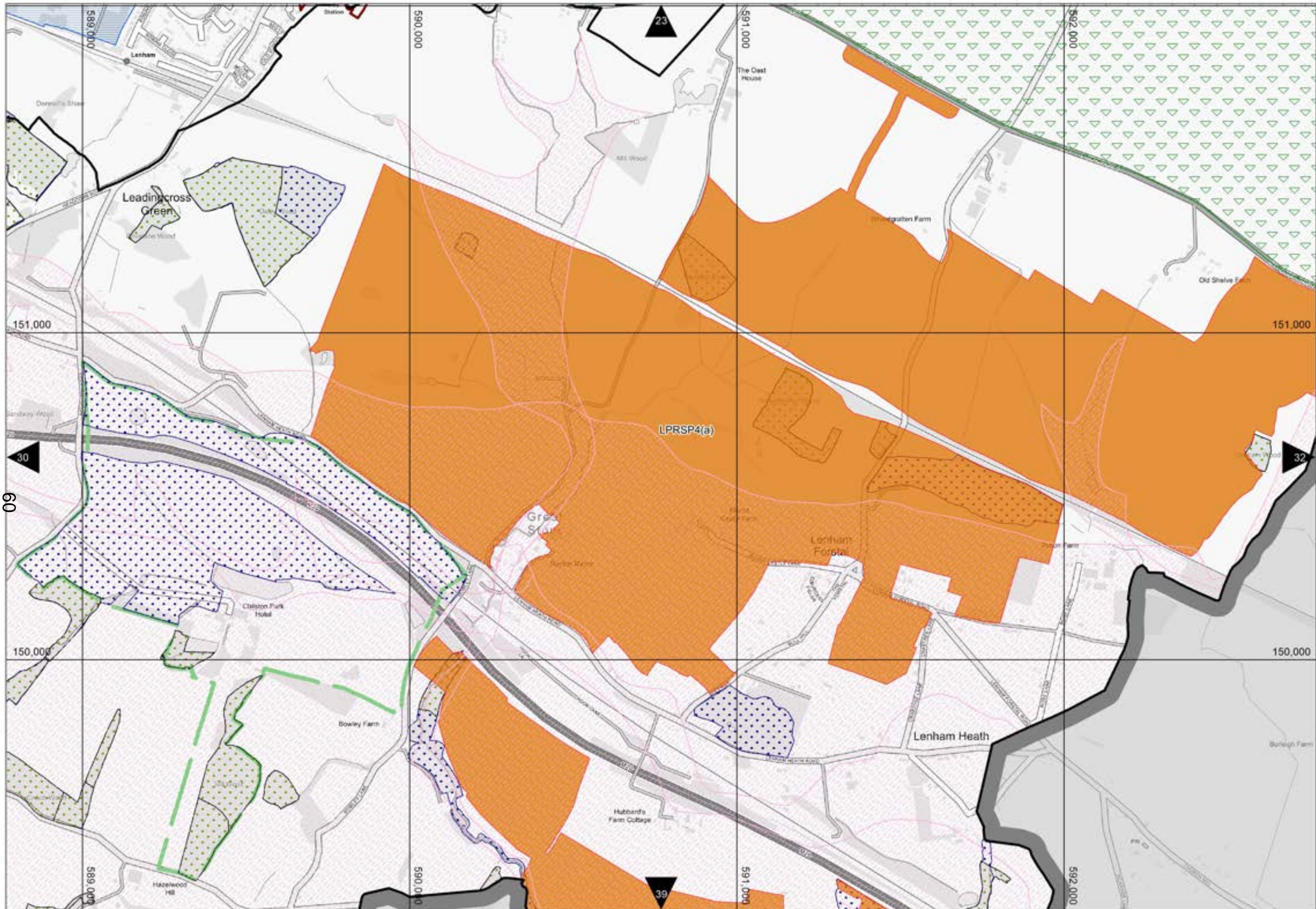


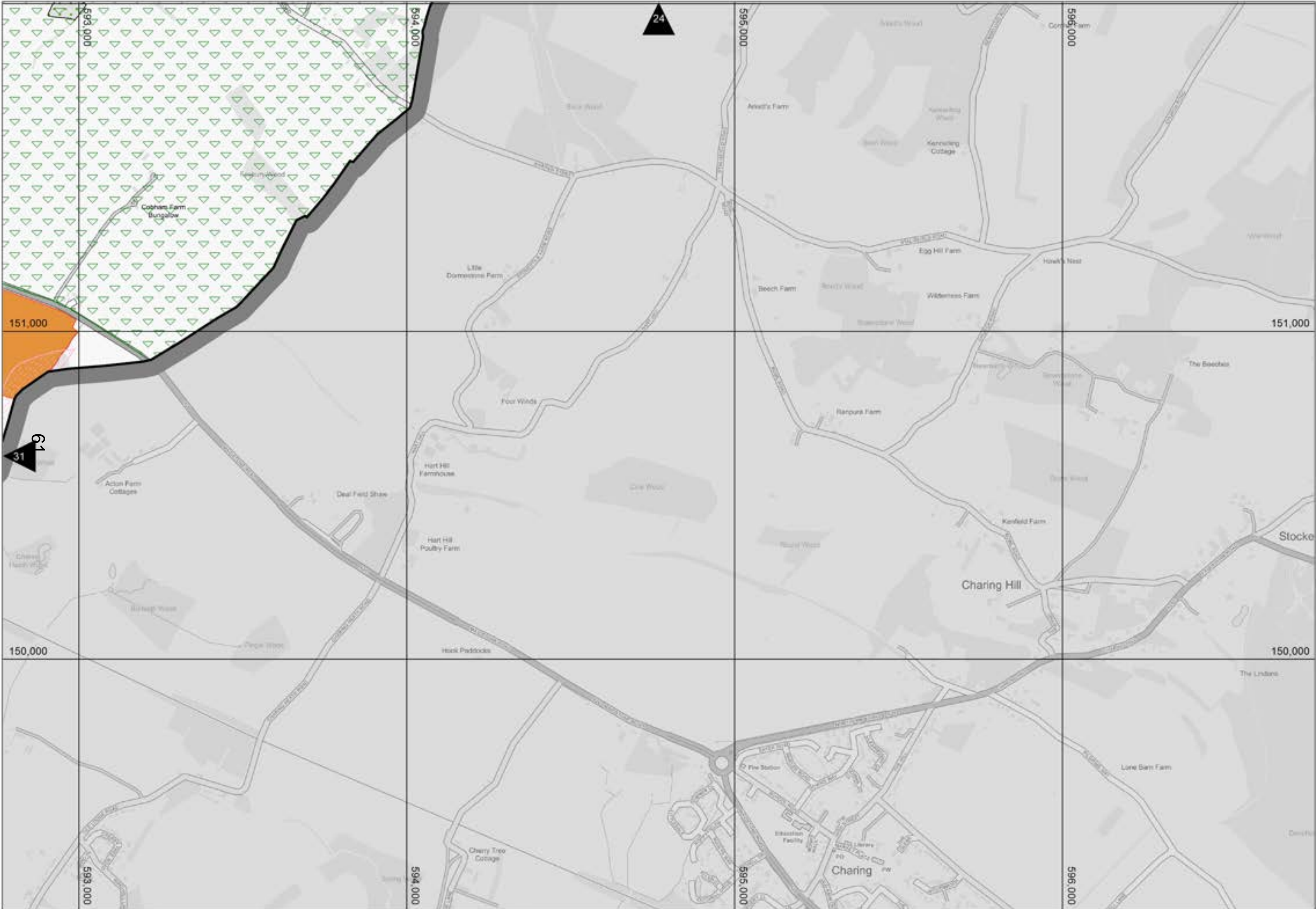


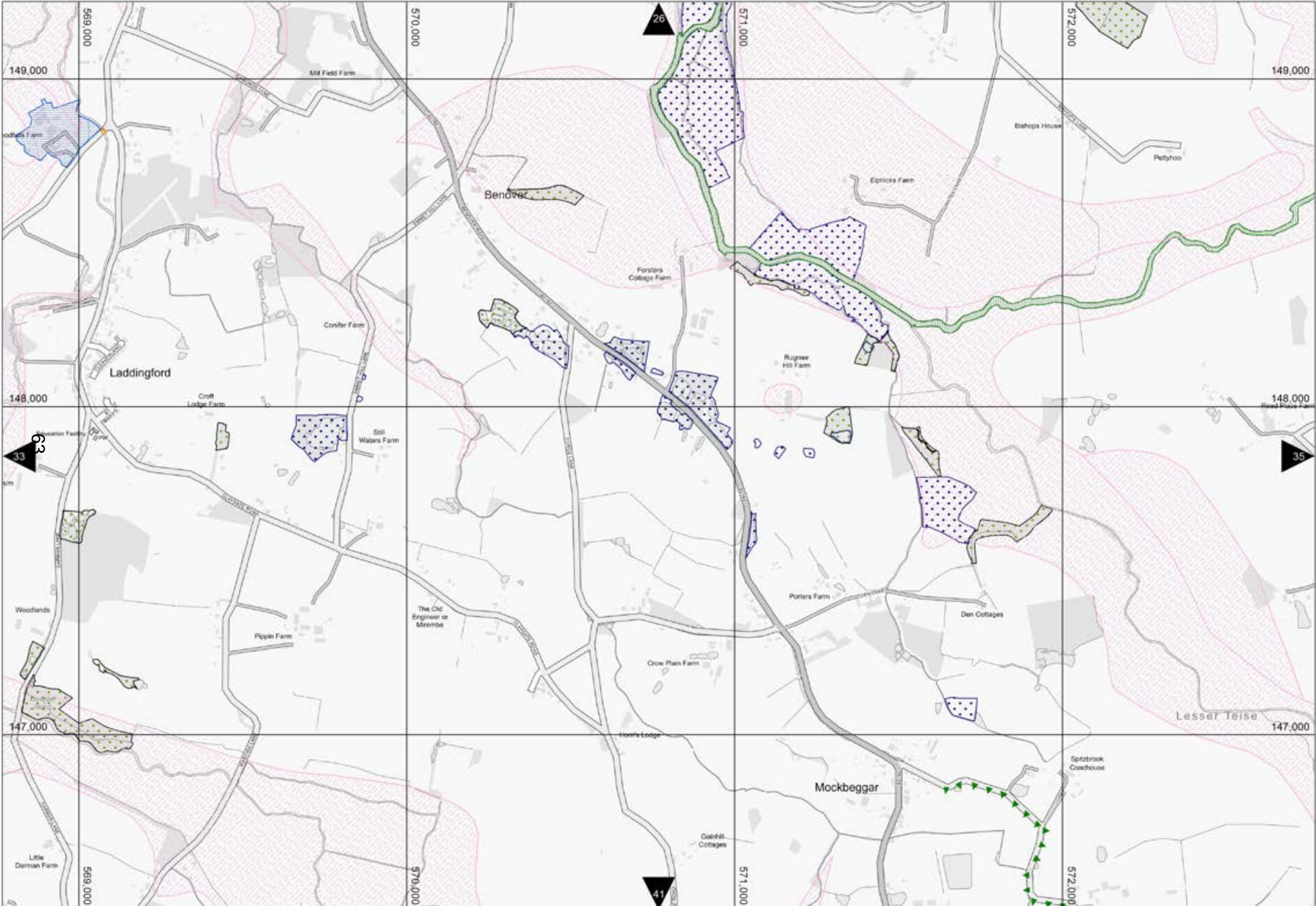






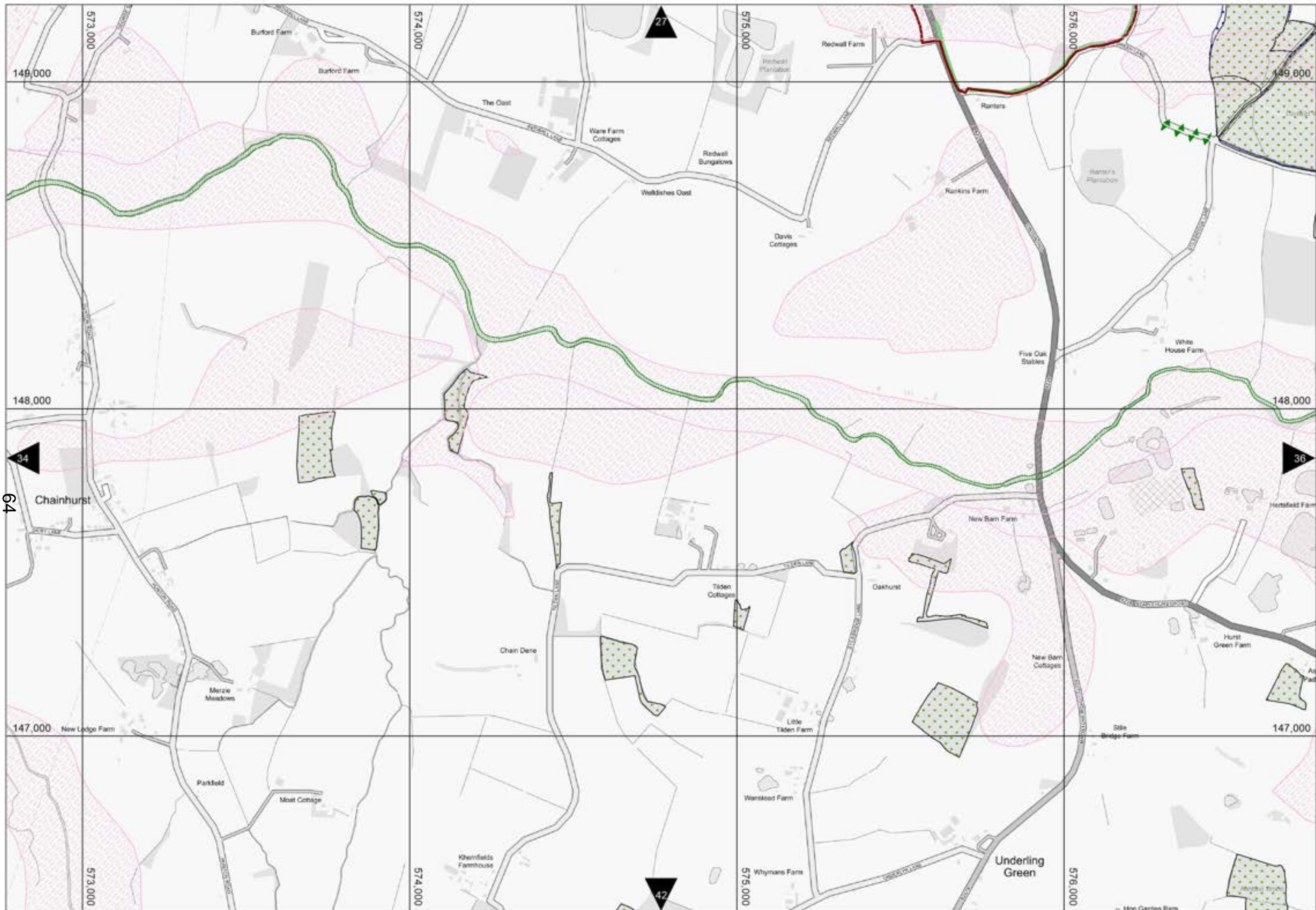


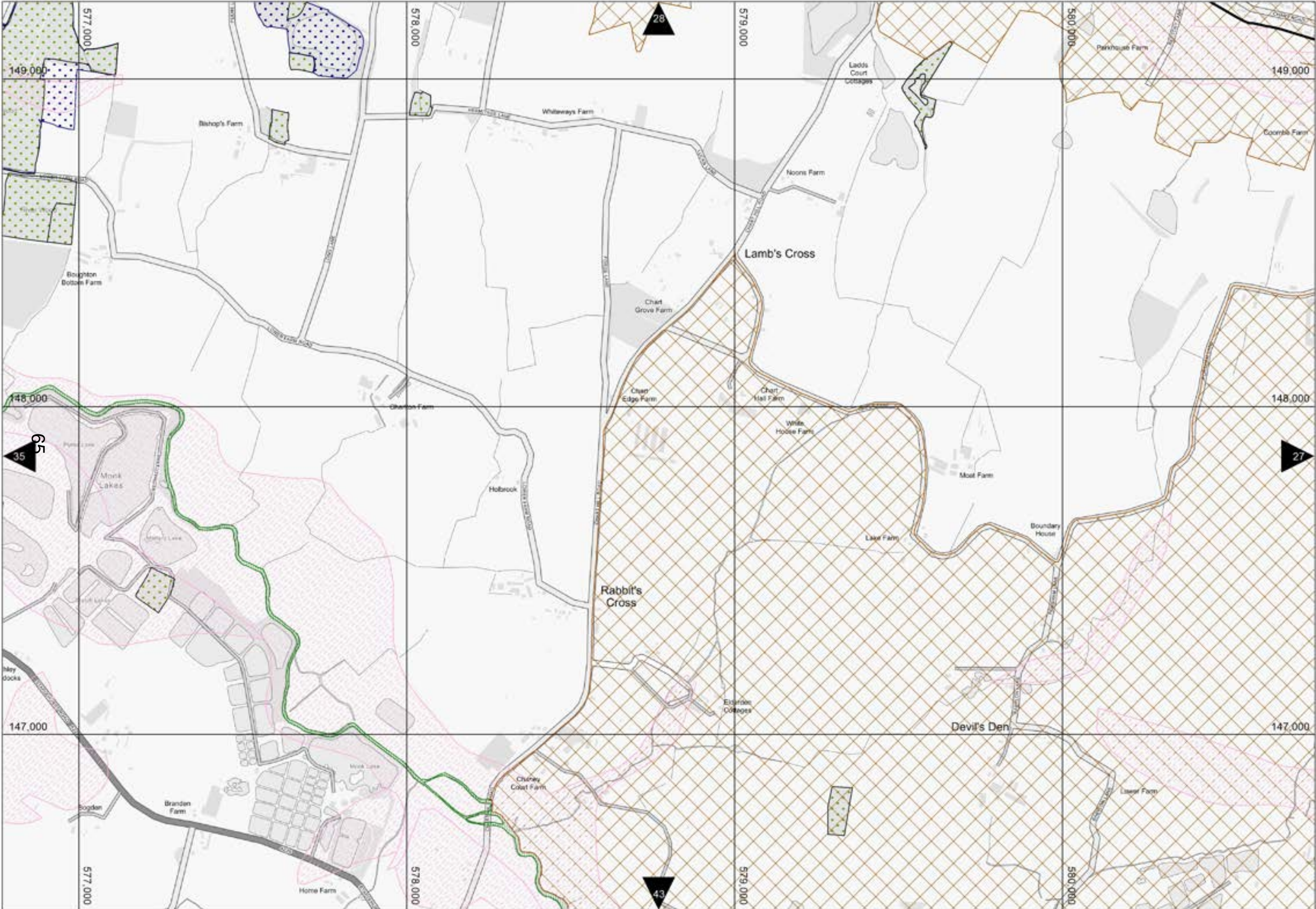


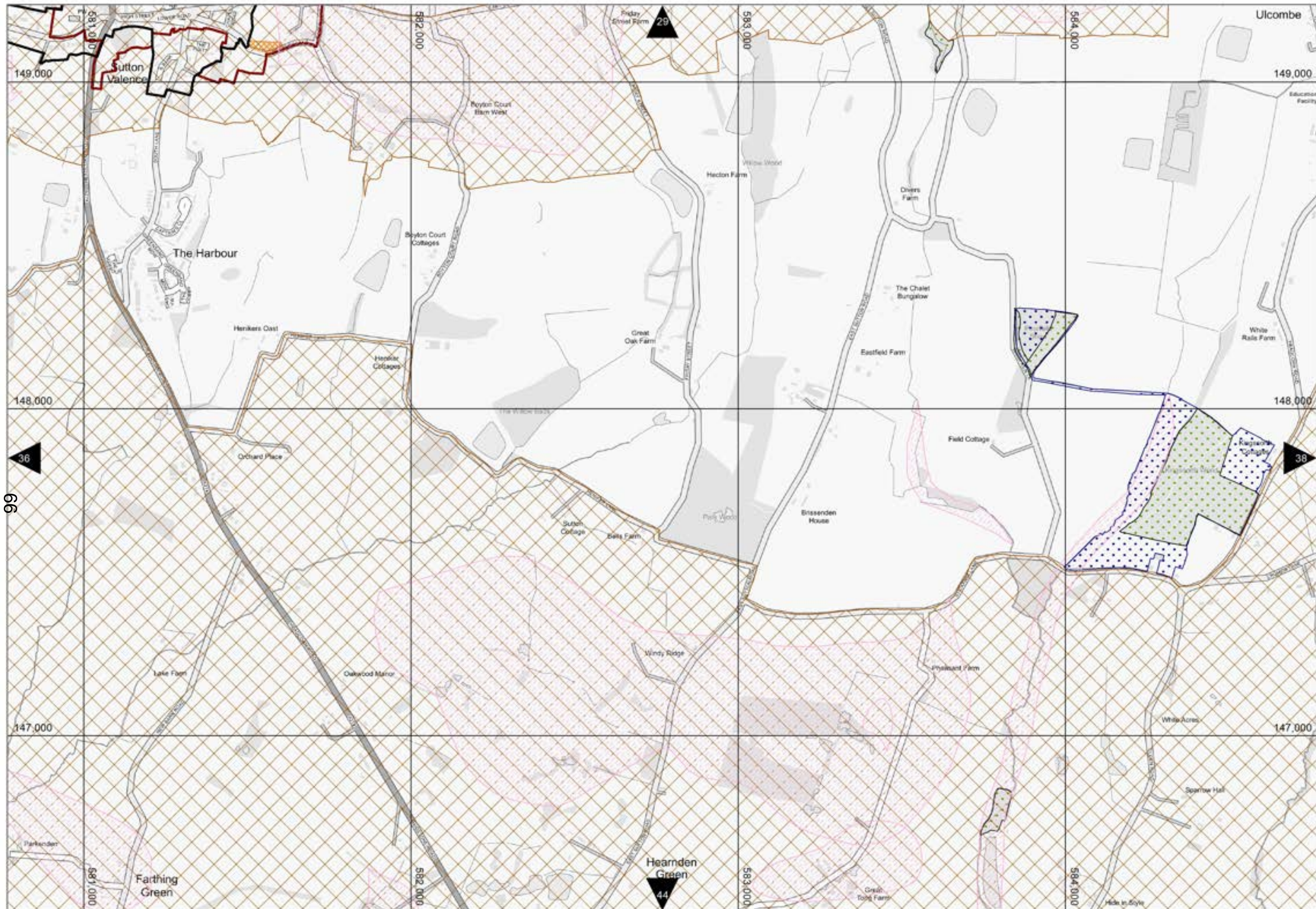


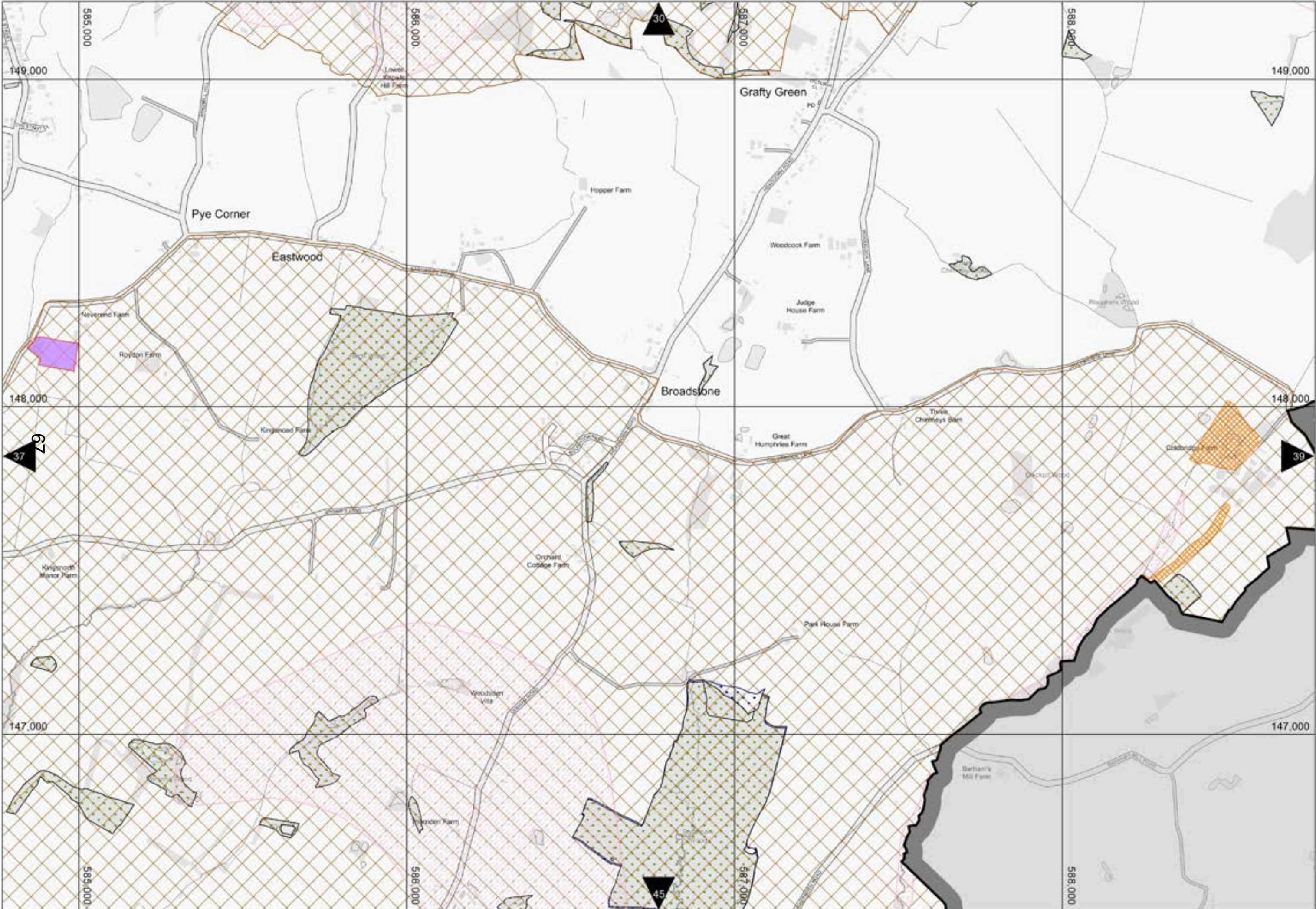
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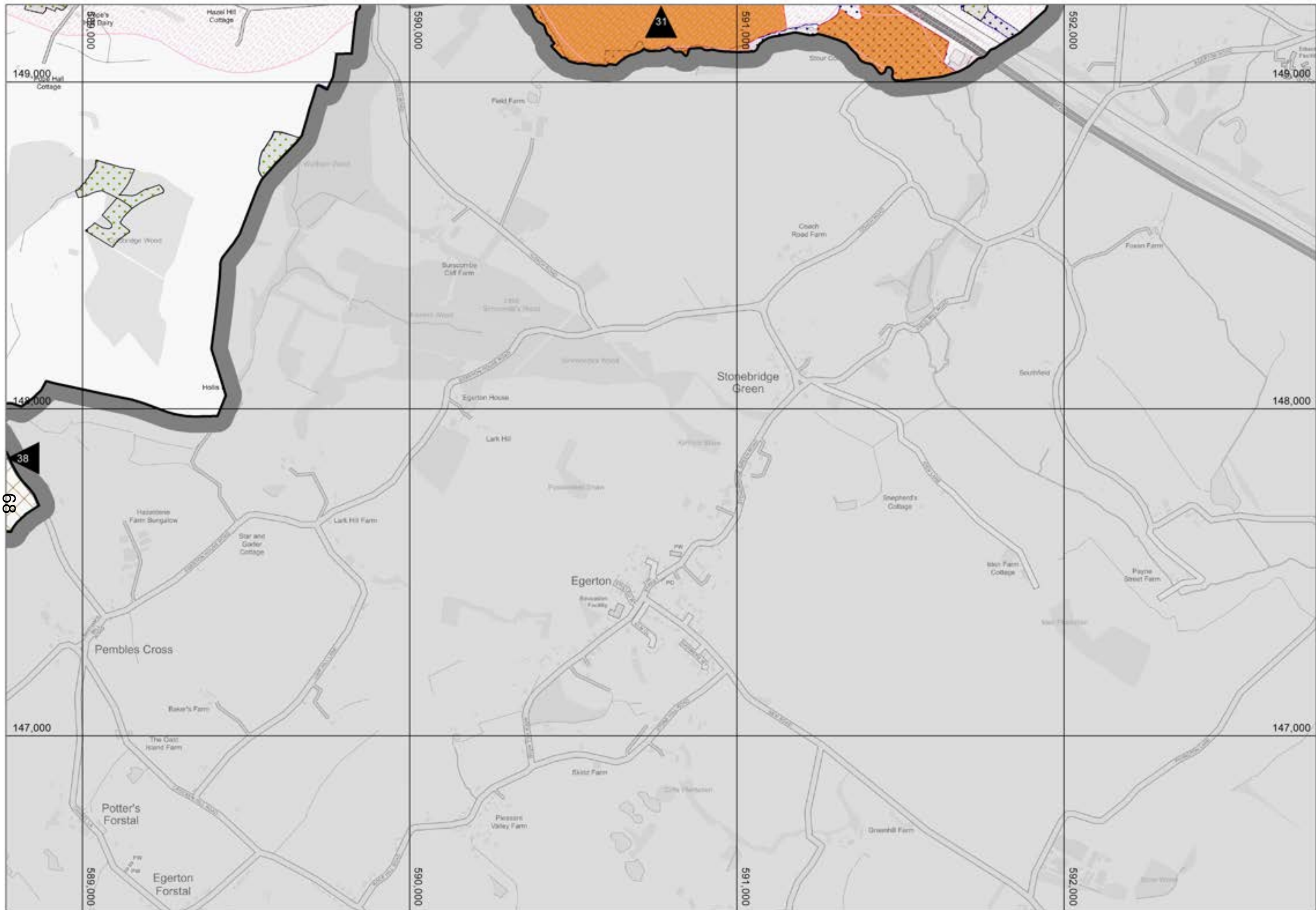
Map 34



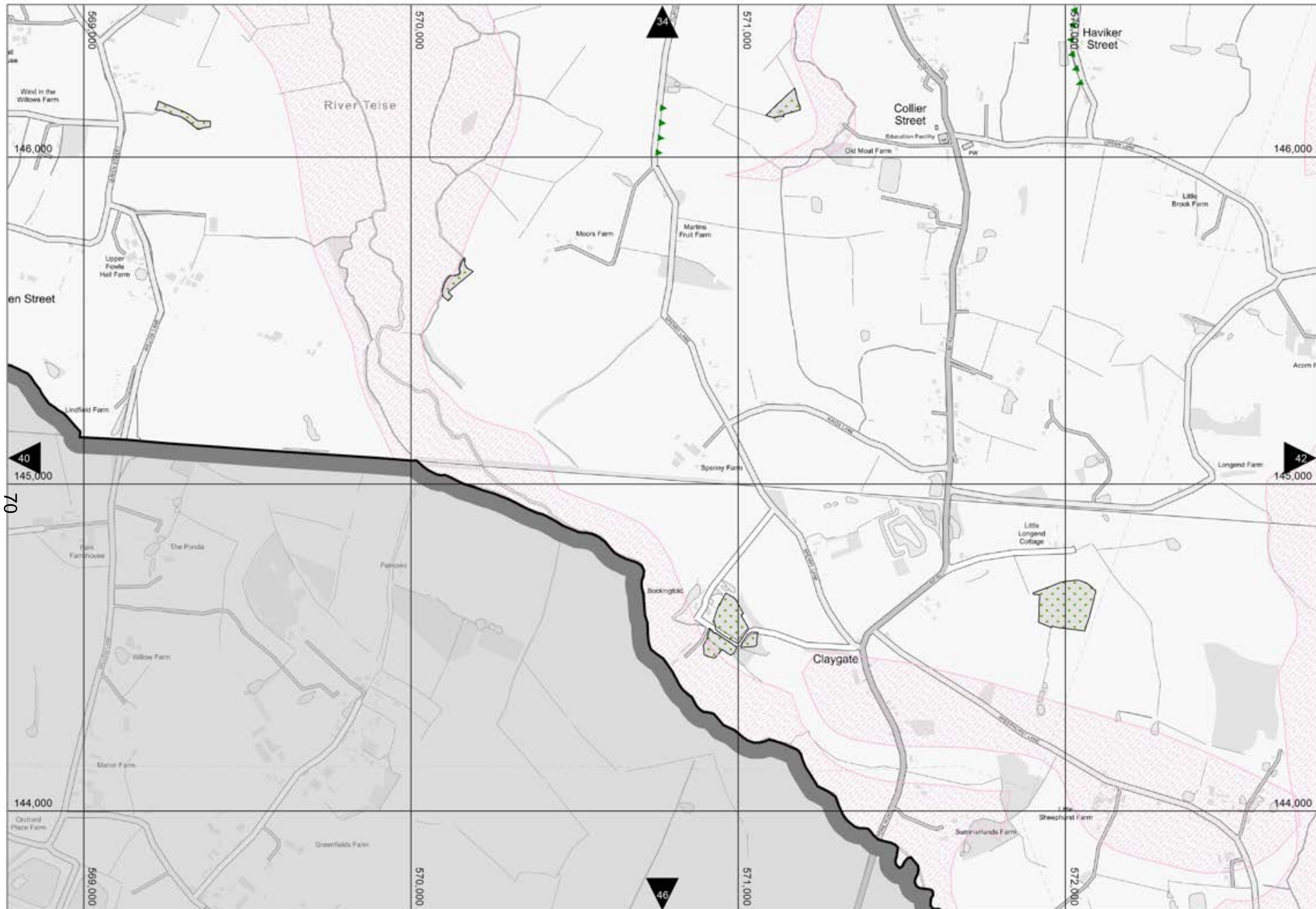


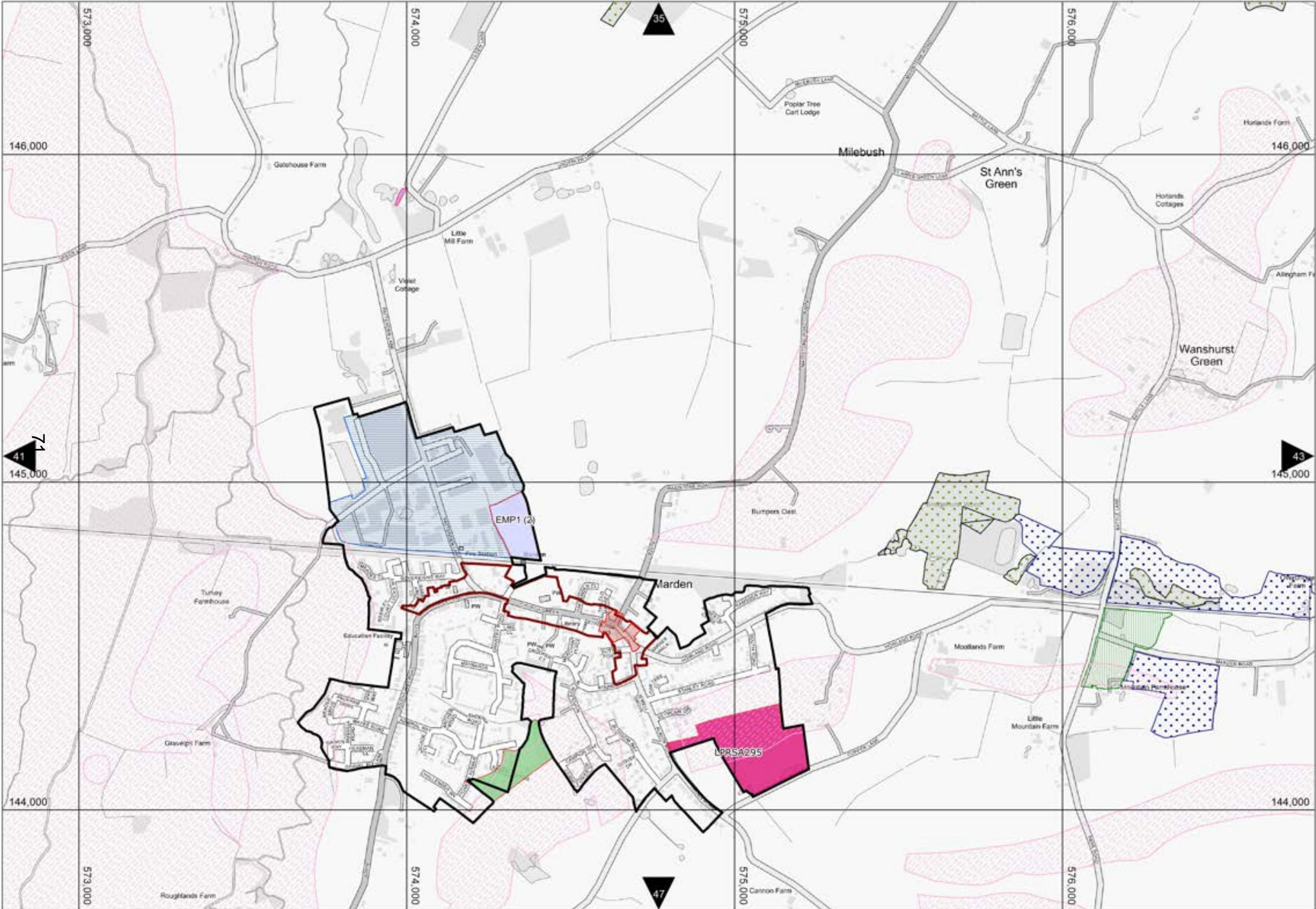


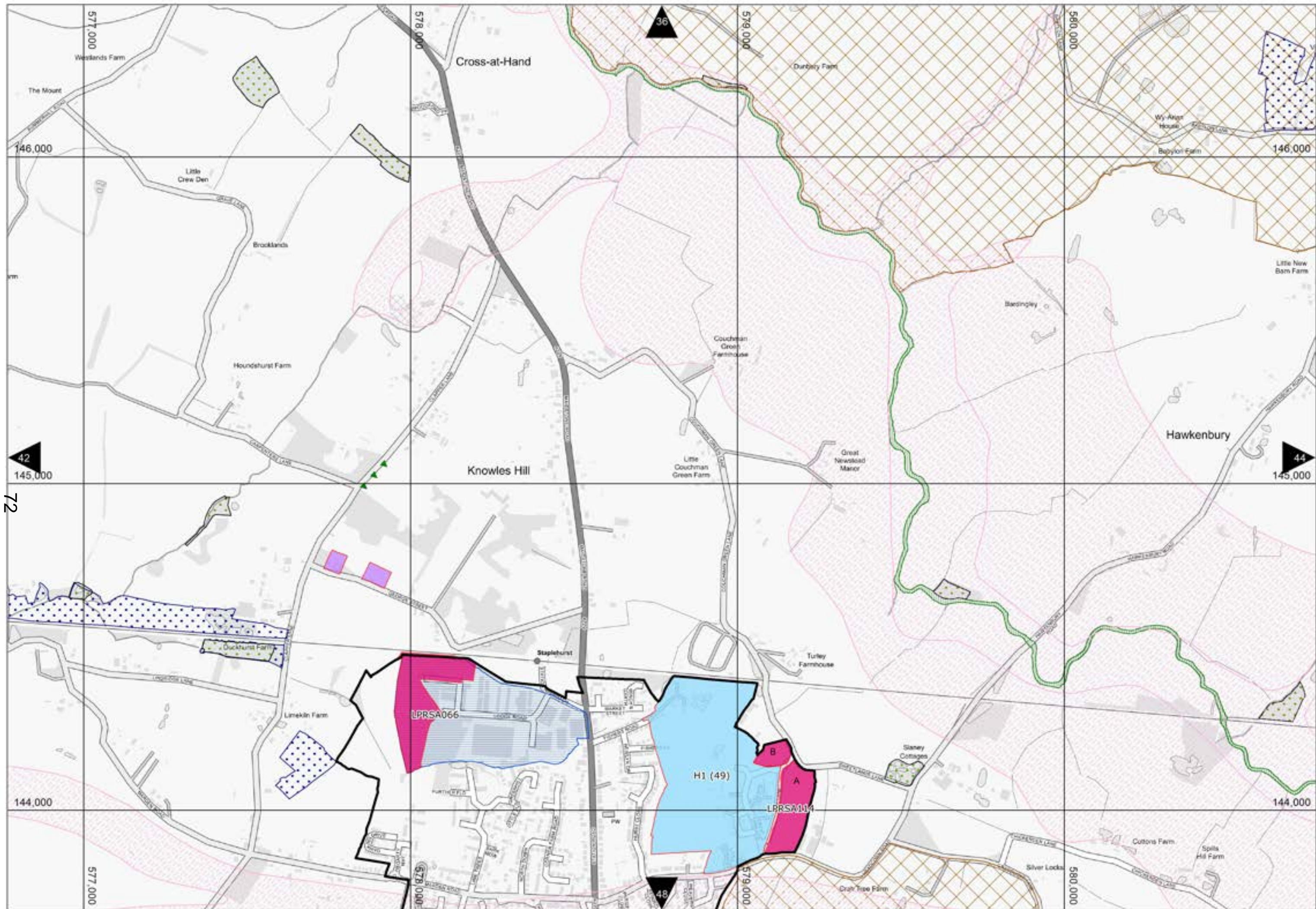


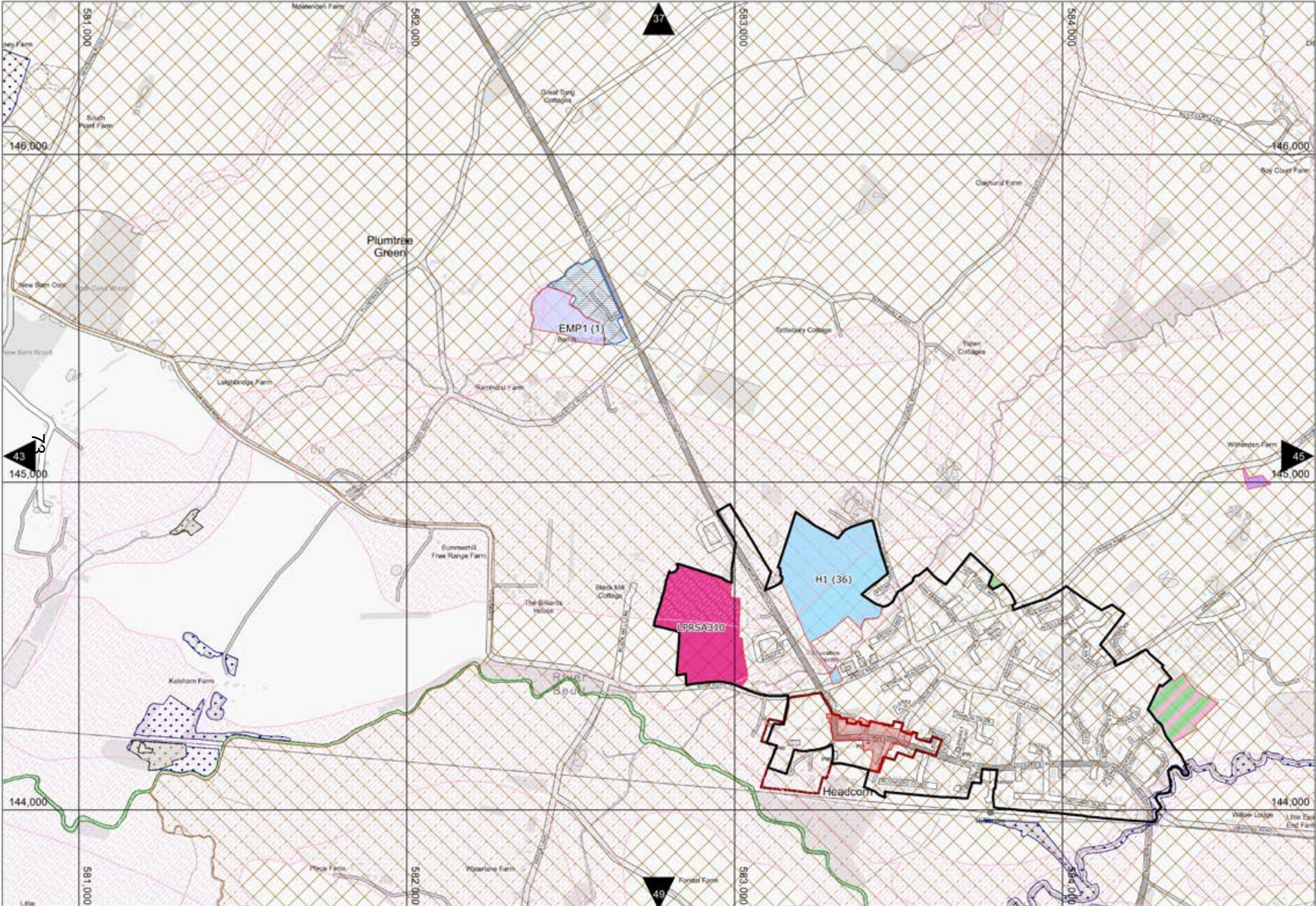


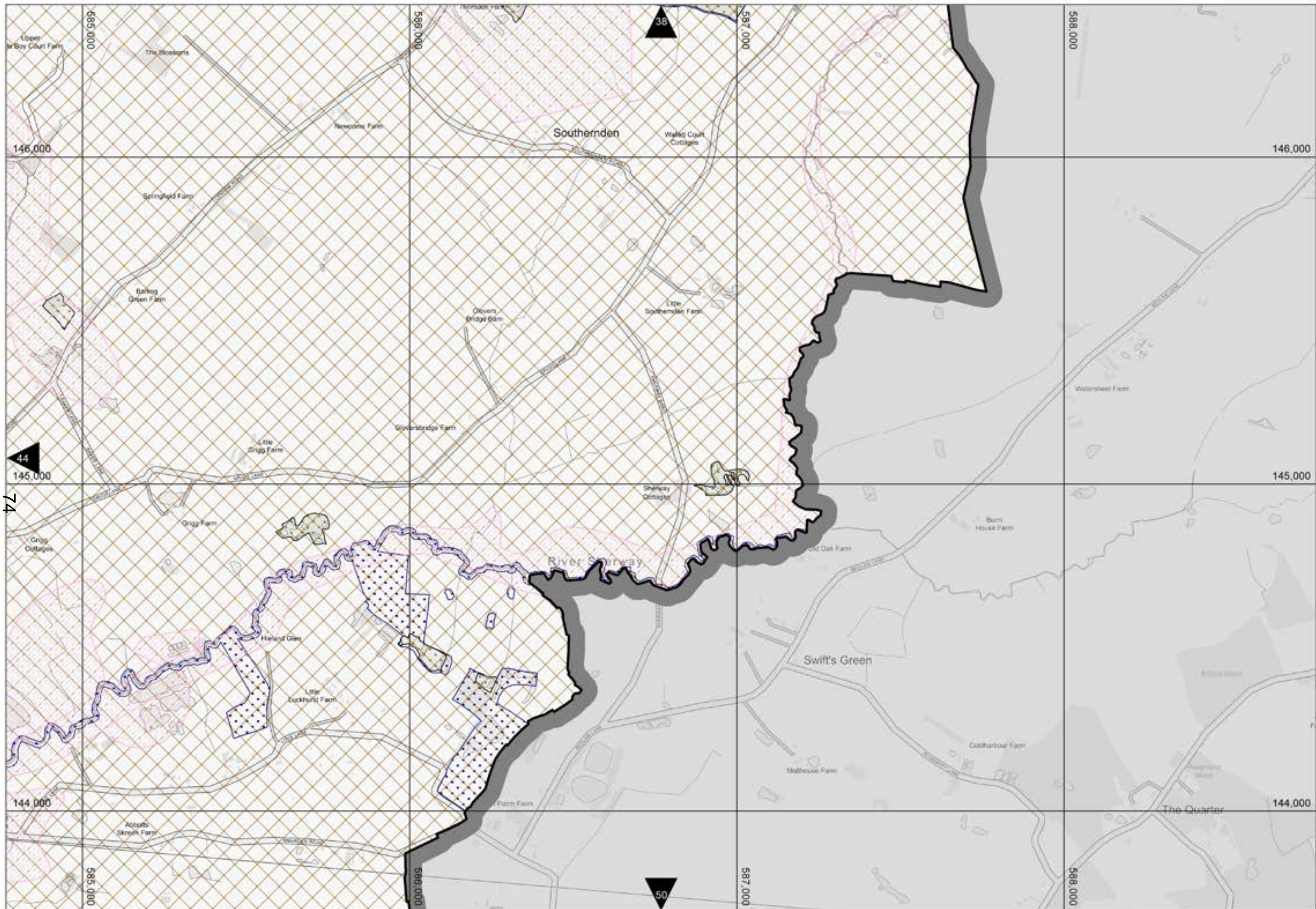




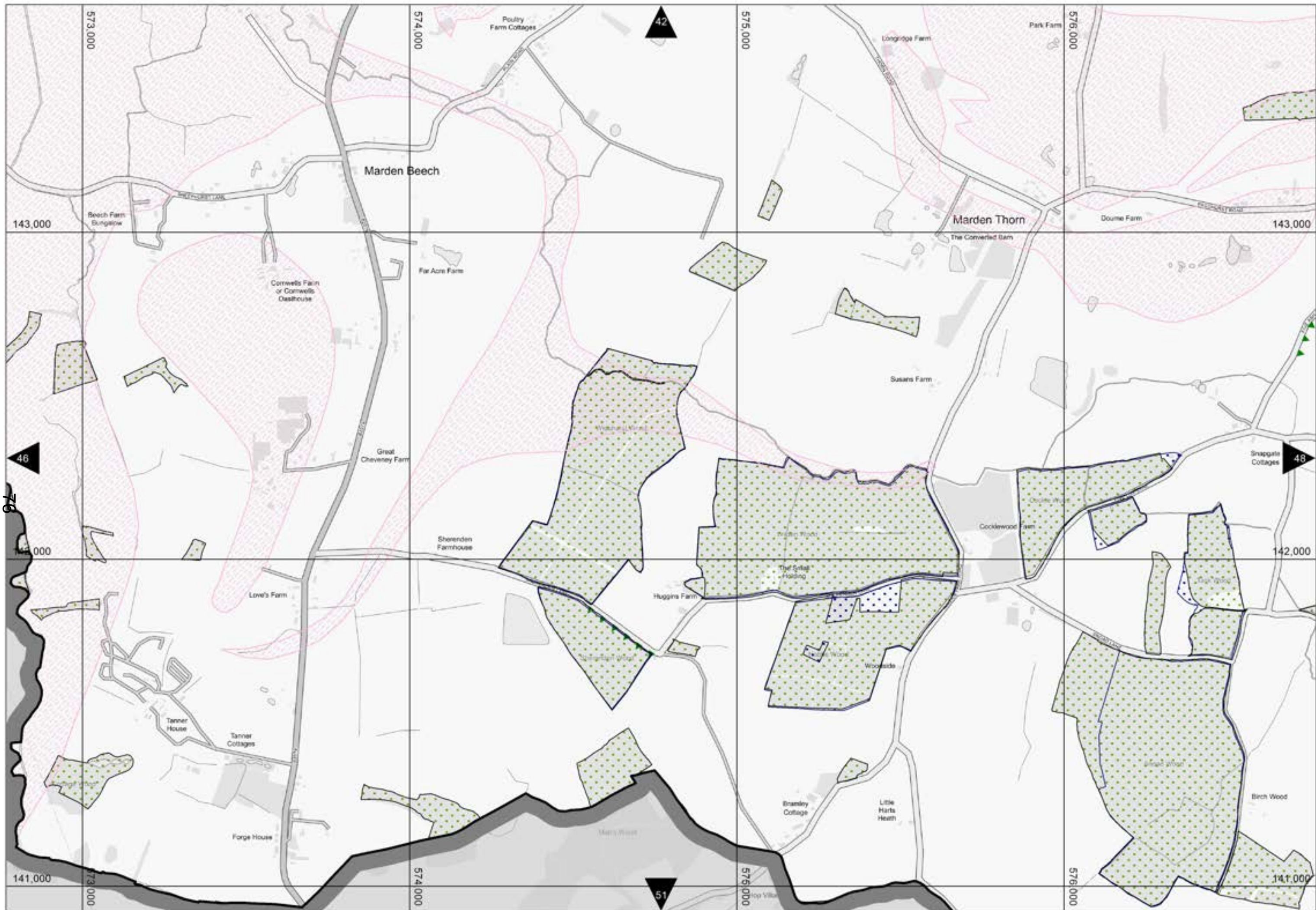


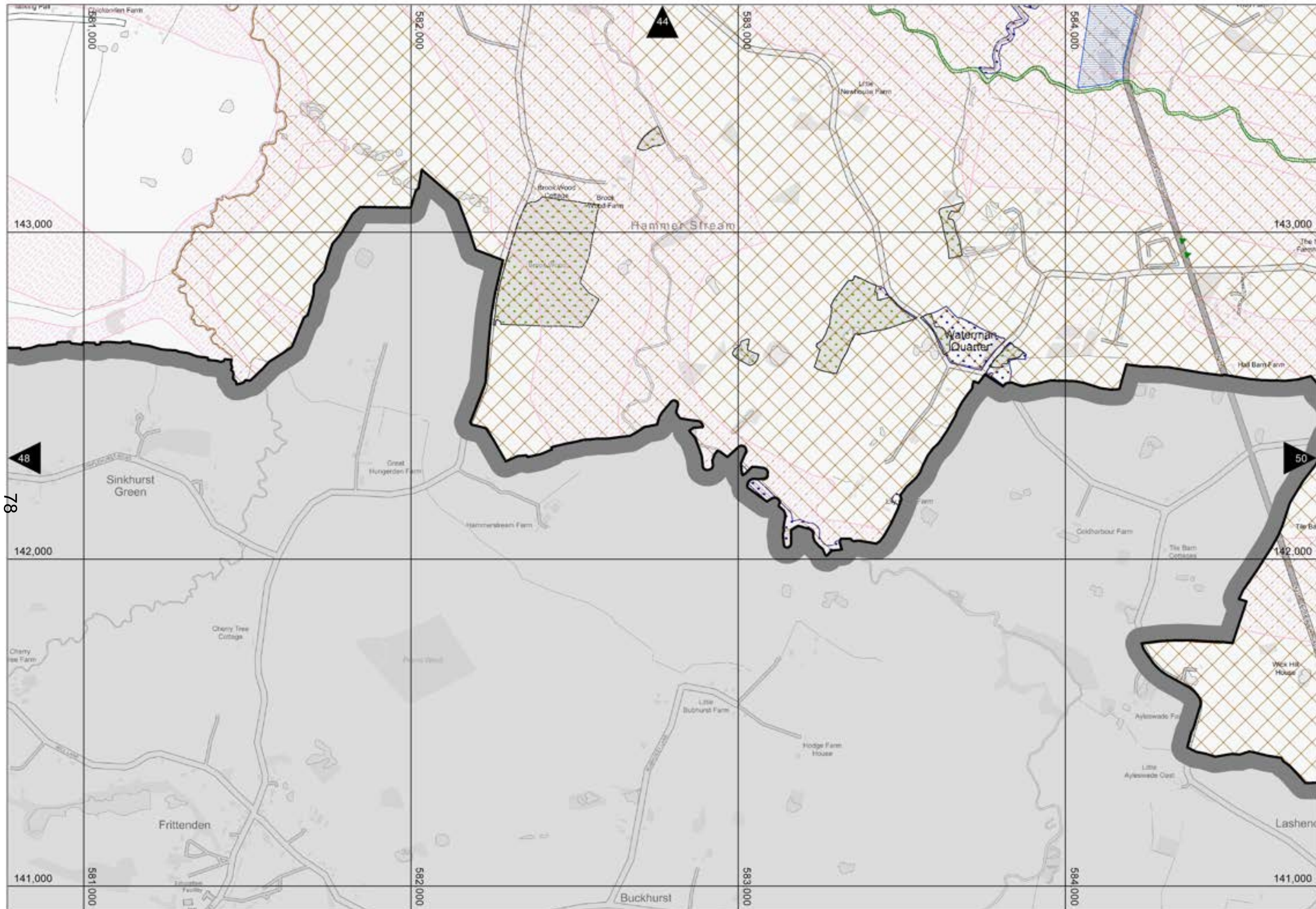


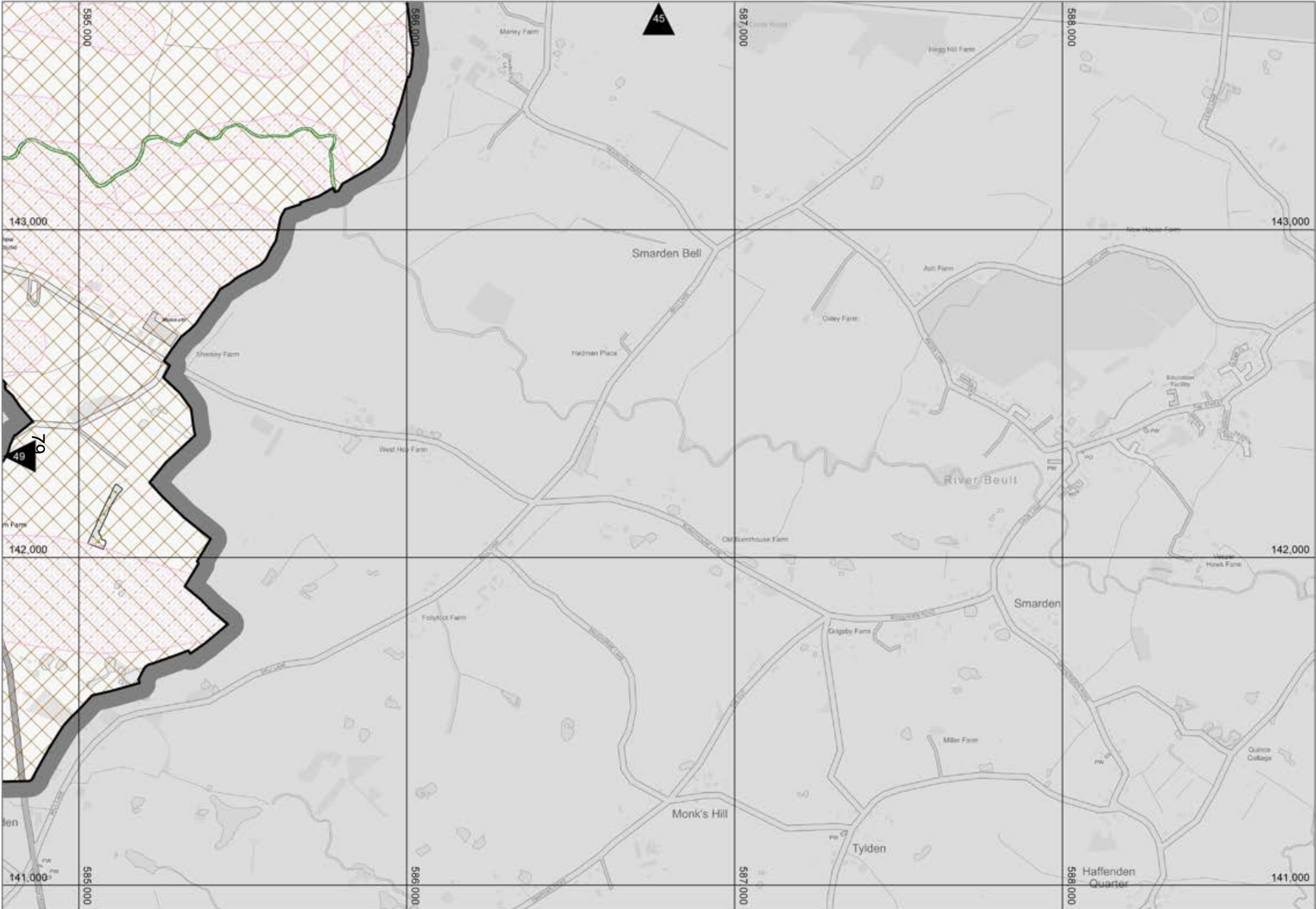




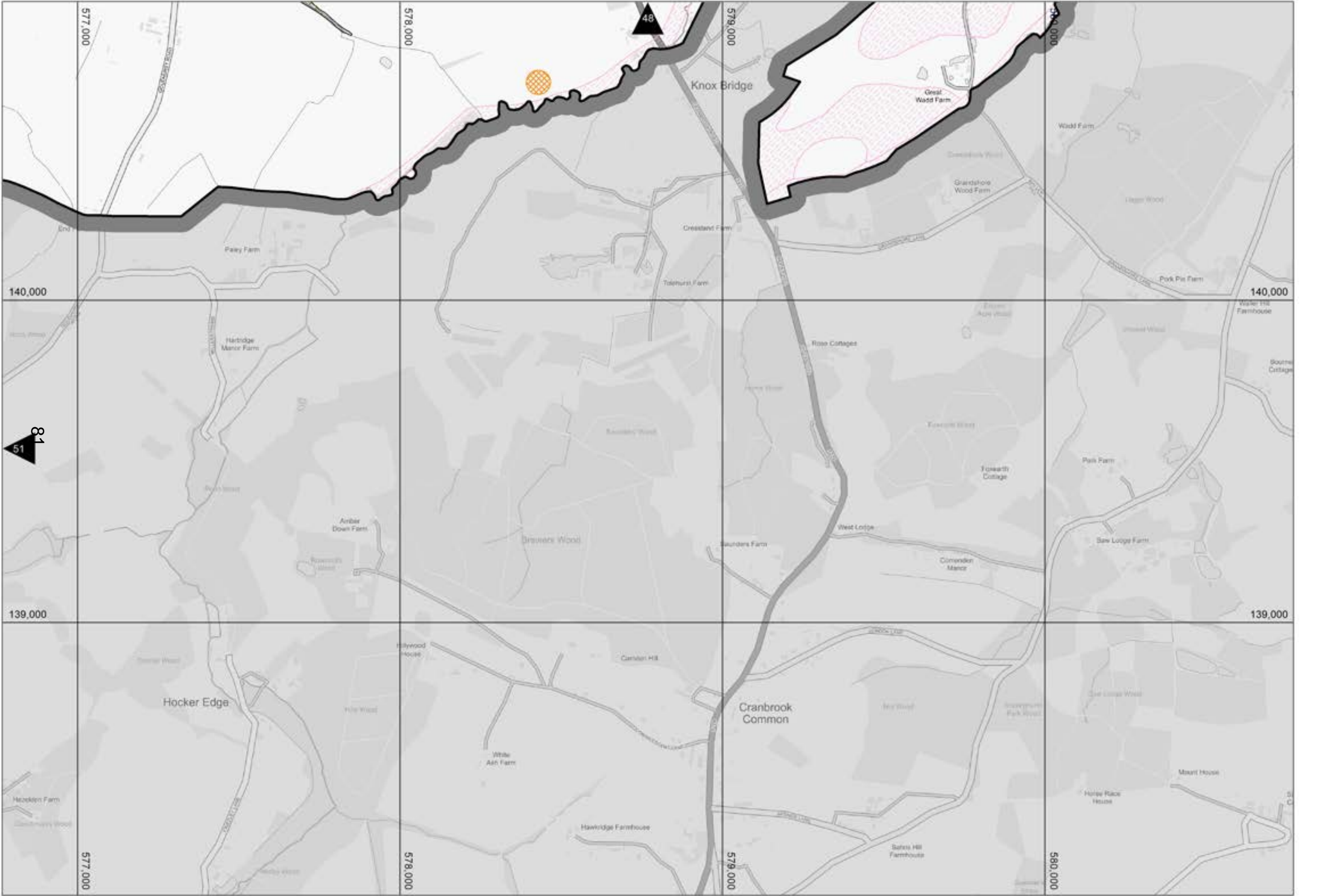












Maidstone Borough Council

**Maidstone Local Plan
Review Habitats
Regulations Assessment
HRA Report Addendum:
Amended Main
Modifications**

Final report

Prepared by LUC
March 2024



Maidstone Borough Council

**Maidstone Local Plan Review Habitats Regulations
Assessment
HRA Report Addendum: Amended Main
Modifications**

Project Number
10509

Version	Status	Prepared	Checked	Approved	Date
1.	Draft report	K. Sydney	J. Pearson	J. Pearson	07.03.2024
2.	Final report	K. Sydney	K. Sydney	J. Pearson	08.03.2024

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GIS & Visualisation
Transport & Movement Planning
Arboriculture



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Appendix A

Main Modifications A-1

Chapter 1

Introduction

1.1 This report sets out the implications of amendments to the Main Modifications to Maidstone's Local Plan Review on the Habitats Regulations Assessment (HRA).

1.2 Following the Local Plan Examination hearings, the Council prepared schedules of proposed Main Modifications intended to make the Plan sound and capable of being adopted, and LUC carried out Sustainability Appraisal (SA) and HRA of them. The Main Modifications and accompanying SA Addendum (September 2023) and HRA Addendum (September 2023) were subject to public consultation over a six-week period.

1.3 The Inspector recommended inclusion of all of these Main Modifications in the Plan after considering the SA and HRA and all the representations made in response to consultation on them. In some cases, the Inspector amended the detailed wording of the Council's proposed Main Modifications and/or added consequential modifications where necessary. The amendments to the Main Modifications that are the subject of this HRA addendum are those appended to the final Inspector's 'Report on the Examination of the Maidstone Local Plan Review' that was provided to the Council on 8 March 2024. LUC has reviewed all of these amendments and those that are considered relevant to the HRA are reproduced in **Appendix A** of this report and considered further in **Chapter 2**.

1.4 This report presents an assessment of the implications of the Inspector's amendments to the Main Modifications to Maidstone's Local Plan Review on the previous findings of the HRA. It therefore be read alongside the September 2023 HRA addendum, which assesses the originally proposed Main Modifications, for a full understanding of the HRA implications of all Main Modifications to the Local Plan Review.

Previous HRA work

1.5 LUC was commissioned by Maidstone Borough Council (MBC) to carry out an HRA of its Local Plan Review. The HRA of the Local Plan Review (Reg.19) was completed in September 2021 and published for consultation alongside the Local Plan Review.

1.6 Natural England, as statutory consultee, advised that additional information would be required to provide the required level of certainty (i.e. beyond reasonable scientific

doubt) to justify the Appropriate Assessment's conclusion that there would be no adverse effects on the integrity of:

- North Downs Woodlands Special Area of Conservation (SAC), due to air pollution from vehicles; and
- Stodmarsh SAC, Special Protection Area (SPA) and Ramsar site, due to a decrease in water quality from nutrient enrichment.

1.7 Work to conclude these issues was ongoing through the Examination period and up to the Main Modifications; and the Main Modifications included amendments to policy wording to embed mitigation required for the two issues within the Local Plan Review's policies.

1.8 The HRA addendum of September 2023 considered the technical work undertaken on air pollution and water quality since the Reg.19 HRA, consultation with Natural England, and the proposed amendments to the policy wording in the Main Modifications, to assess the implications for the HRA findings. The HRA addendum concluded that, with the additional detail on the proposed mitigation strategies and their incorporation into the Local Plan policies as Main Modifications, there would be no adverse effects on the integrity of North Downs Woodlands SAC or Stodmarsh SAC, SPA or Ramsar site.

Chapter 2

Assessment of amended Main Modifications

2.1 The amended Main Modifications that are relevant to the HRA are set out in **Appendix A** and assessed below.

Main Modifications with the potential for likely significant effects

2.2 None of the amendments to the Main Modifications have the potential for likely significant effects. The amendments are minor and do not alter the quantum or location of development.

2.3 The amendments to the policy wording do provide additional detail to mitigation measures, but this does not alter the findings of the HRA, as explained below.

Implications for previous HRA findings

2.4 The implications of the amendments to the Main Modifications are as follows:

- **LPR SP4a Heathlands Garden Settlement:** the amendments clarify that the required 'sufficient distance' from homes applies to any new or improved wastewater treatment works (removal of 'new'). This does not change or contradict the more detailed provisions in the policy relating the nutrient neutrality; there are no change to the HRA findings.
- **Policy LPR SP4b Lidsing Garden Community (air pollution):** the amendments introduce the requirement to consult with highways authorities on air pollution mitigation, where relevant. This is good practice and does not change the HRA findings.
- **Policy LPR SP4b Lidsing Garden Community (recreation pressure):** the amendments embed the requirements for natural/semi-natural open space provision within the list of infrastructure requirements for the policy. The site's provision of 31ha of semi natural open space is referred to in the Reg.19 HRA and contributes to that report's conclusion of 'no adverse effects on integrity' due to recreation pressure at Medway Estuary and Marshes SPA/Ramsar and Queendown Warren SAC (alongside the new link to Capstone Valley Country Park and on-site measures at the two European sites themselves). The amendments to the Main Modifications do not change the site's open space provision but ensure that it is included as

essential infrastructure; there are no changes to the HRA findings.

Conclusions

2.5 The amendments to the Main Modifications to the Maidstone Local Plan Review, as set out in the Inspector's March 2024 'final report are minor and do not alter the previous conclusions of the HRA (i.e. the September 2021 Reg.19 HRA as supplemented by the September 2023 addendum).

2.6 The Local Plan Review will not have any adverse effects on the integrity of any European sites.

Appendix A

Main Modifications

- A.1** Table A.1 summarises the amendments to the Local Plan Review Main Modifications that are relevant to the HRA and why.
- A.2** The first round of Main Modifications (September 2023) are shown in **black bold text**; amendments to Main Modifications (February 2024) are shown in **red bold text**.
- A.3** Amendments to Main Modifications that are not listed in this table have been reviewed and are not capable of affecting the HRA findings.

Appendix A
Main Modifications

Maidstone Local Plan Review Habitats Regulations Assessment
March 2024

Table A.1: Amended Main Modifications relevant to the HRA

Local Plan Review reference	Amended Main Modification	Relevance to HRA
Policy LPR SP4a Heathlands Garden Settlement 35	<p>Amend Policy LPRSP4(A) as follows:</p> <p>The Council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan:</p> <p>...</p> <p>5) Infrastructure</p> <p>...</p> <p>d) The delivery of an improved or new waste water treatment facility <u>covering the Greater Lenham / Upper Stour catchment, including sufficient distance being provided between the new Wastewater Treatment Works and residential development, taking account of the potential need for future expansion, and allow for adequate odour dispersion, on the basis of an odour assessment to be conducted in consultation with Southern Water;</u></p>	<p>Mitigation required to demonstrate nutrient neutrality and therefore avoid adverse effects on the integrity of Stodmarsh SAC and SPA/Ramsar.</p>
Policy LPR SP4b Lidsing Garden Community	<p>After paragraph 6.77 insert new paragraph as follows:</p> <p><u>The impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration, with reference to Policy LPRSP14(A). Traffic modelling of the proposed development will be required to quantify the predicted nitrogen deposition on roads passing the SAC. If nitrogen deposition exceeds the screening criteria set out in IAQM guidance (1% of the SAC's critical load for nitrogen deposition), then mitigation will be required. Mitigation measures must be set out in a Mitigation Strategy, to be agreed by the Council and Natural England, in consultation with the highway authorities, where relevant. Applications must clearly demonstrate through project-level HRA that the Mitigation Strategy is appropriate, can be feasibly implemented and will be sufficient to fully mitigate any identified adverse effects on the SAC. Mitigation measures may be provided on and/or off-site as appropriate and necessary.</u></p>	<p>Mitigation required to avoid adverse effects on the integrity of North Downs Woodlands SAC, due to air pollution.</p>
	<p>5) Infrastructure</p> <p>...</p> <p>d) A full suite of open space will be delivered in accordance with Policy INF1: This would indicatively comprise the provision of the open space typologies below, with further detail to be progressed through the SPD.</p>	<p>Contributes to the conclusion of no adverse effect on the integrity of Medway Estuary and Marshes SPA/Ramsar and Queendown Warren SAC due to recreation pressure.</p>

Appendix A
Main Modifications

Maidstone Local Plan Review Habitats Regulations Assessment
March 2024

Local Plan Review reference	Amended Main Modification	Relevance to HRA
	<ul style="list-style-type: none">i. 3.33 Ha Amenity green space,ii. 1.19 Ha Play spaceiii. 7.6 Ha sports provisioniv. 0.95 Ha of allotmentsv. 31 Ha natural/semi natural open space	

CABINET

19 MARCH 2024

3rd Quarter Finance, Performance & Risk Monitoring Report 2023/24

Timetable	
Meeting	Date
Corporate Services Policy Advisory Committee	13 March 2024
Cabinet	19 March 2024

Will this be a Key Decision?	No
Urgency	Not Applicable
Final Decision-Maker	Cabinet
Lead Head of Service	Mark Green, Director of Finance, Resources & Business Improvement
Lead Officer and Report Author	Paul Holland, Senior Finance Manager Carly Benville, Senior Information Analyst Alex Czabaniuk, Economic Development Officer Uche Olufemi, Emergency Planning & Resilience Manager
Classification	Public
Wards affected	All

Executive Summary

This report sets out the 2023/24 financial and performance position for the services reporting into the Corporate Services Policy Advisory Committee (CS PAC) as at 31st December 2023 (Quarter 3). The primary focus is on:

- The 2023/24 Revenue and Capital budgets; and
- The 2023/24 Key Performance Indicators (KPIs) that relate to the delivery of the Strategic Plan 2019-2045.
- Corporate Risk Register

The combined reporting of the financial and performance position enables the Committee to consider and comment on the issues raised and actions being taken to address both budget pressures and performance issues in their proper context, reflecting the fact that the financial and performance-related fortunes of the Council are inextricably linked.

Budget Monitoring

At the Quarter 3 stage the Council has incurred net expenditure of £12.131m against the approved profiled budget of £11.795m, representing an overspend of £0.337m. The projected year-end outturn position at this stage is an overspend of £0.239m.

Overall net expenditure at the end of Quarter 3 for the services reporting to CS PAC is £3.675m, compared to the approved profiled budget of £4.569m, representing an underspend of £0.895m.

At the Quarter 3 stage, the Council has incurred overall net expenditure of £18.430m against a budget allocation within the Capital Programme of £57.965m. The projected year-end expenditure is £29.236m.

Capital expenditure at the end of Quarter 3 for CS PAC was £1.574m against a total budget of £16.439m.

The budgets used in this report are the revised estimates for 2023/24.

Performance Monitoring

50% (1 out of 2) of the Key Performance Indicators for this Policy Advisory Committee achieved their Quarter 3 target. Across the other three Committees a number of targets were missed, mainly due to current issues with the economy, although there were improvements in a number of other areas.

UK Shared Prosperity Fund Update

An update on progress made against schemes using this funding is shown at Appendix 3.

Corporate Risk Update

Appendix 4 outlines all the Council's corporate risks. The corporate risk ratings and scores have remained largely consistent with the last report in September. There have however been significant changes in two corporate risks resulting in their elevation from red to black risks. These are a diminished local retail and leisure sector and the Council not fulfilling residential property health and safety responsibilities.

Procurement Levels

The council wishes to update its contract procedure rules to provide a consistent approach across the procurement partnership, and also to reflect increased costs from inflation since the levels were originally set in 2018/19. The proposed changes are set out in Appendix 6.

Purpose of Report

The report enables the Committee to consider and comment on the issues raised and actions being taken to address both budget pressures and performance issues as at 31st December 2023.

This report makes the following recommendations to the Cabinet: That

1. The Revenue position as at the end of Quarter 3 for 2023/24, including the actions being taken or proposed to improve the position, where significant variances have been identified, be noted;
2. The Capital position at the end of Quarter 3 for 2023/24 be noted;
3. The Performance position as at Quarter 3 for 2023/24, including the actions being taken or proposed to improve the position, where significant issues have been identified, be noted.
4. The UK Shared Prosperity Fund update, attached at Appendix 3 be noted.
5. The Risk Update, attached at Appendix 4 be noted.
6. The uncollectable Business Rates (NNDR) listed at Appendix 5 be approved for write-off; and
7. The new contract approval levels as shown at Appendix 6 be approved. These changes will then need approval by Democracy and General Purposes Committee before final approval by Council.

3rd Quarter Finance, Performance & Risk Monitoring Report 2023/24

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>This report monitors actual activity against the revenue budget and other financial matters set by Council for the financial year. The budget is set in accordance with the Council's Medium-Term Financial Strategy which is linked to the Strategic Plan and corporate priorities.</p> <p>The Key Performance Indicators and strategic actions are part of the Council's overarching Strategic Plan 2019-45 and play an important role in the achievement of corporate objectives. They also cover a wide range of services and priority areas.</p>	Director of Finance, Resources and Business Improvement (Section 151 Officer)
Cross Cutting Objectives	This report enables any links between performance and financial matters to be identified and addressed at an early stage, thereby reducing the risk of compromising the delivery of the Strategic Plan 2019-2045, including its cross-cutting objectives.	Director of Finance, Resources and Business Improvement (Section 151 Officer)
Risk Management	This is addressed in Section 5 of this report.	Director of Finance, Resources and Business Improvement (Section 151 Officer)
Financial	<p>Financial implications are the focus of this report through high level budget monitoring. Budget monitoring ensures that services can react quickly enough to potential resource problems. The process ensures that the Council is not faced by corporate financial problems that may prejudice the delivery of strategic priorities.</p> <p>Performance indicators and targets are closely linked to the allocation of resources and determining good value for money.</p>	Senior Finance Manager (Client)

	The financial implications of any proposed changes are also identified and taken into account in the Council's Medium-Term Financial Strategy and associated annual budget setting process. Performance issues are highlighted as part of the budget monitoring reporting process.	
Staffing	<p>The budget for staffing represents a significant proportion of the direct spend of the Council and is carefully monitored. Any issues in relation to employee costs will be raised in this and future monitoring reports.</p> <p>Having a clear set of performance targets enables staff outcomes/objectives to be set and effective action plans to be put in place.</p>	Director of Finance, Resources and Business Improvement (Section 151 Officer)
Legal	<p>The Council has a statutory obligation to maintain a balanced budget and the monitoring process enables the Committee to remain aware of issues and the process to be taken to maintain a balanced budget.</p> <p>There is no statutory duty to report regularly on the Council's performance. However, under Section 3 of the Local Government Act 1999 (as amended) a best value authority has a statutory duty to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness. One of the purposes of the Key Performance Indicators is to facilitate the improvement of the economy, efficiency and effectiveness of Council services. Regular reports on Council performance help to demonstrate best value and compliance with the statutory duty.</p>	Deputy Head of Legal
Information Governance	The recommendations do not impact personal information (as defined in UK GDPR and Data Protection Act 2018) the Council processes.	Policy and Information Team
Equalities	There is no impact on Equalities as a result of the recommendations in this report. An EqIA would be carried out as part of a	Equalities and Communities Officer

	policy or service change, should one be identified.	
Public Health	The performance recommendations will not negatively impact on population health or that of individuals.	Senior Public Health Officer
Crime and Disorder	There are no specific issues arising.	Director of Finance, Resources and Business Improvement (Section 151 Officer)
Procurement	Performance Indicators and Strategic Milestones monitor any procurement needed to achieve the outcomes of the Strategic Plan.	Director of Finance, Resources and Business Improvement (Section 151 Officer)
Biodiversity and Climate Change	Sufficient budget has been allocated for the Council's short to medium term financial commitment to addressing the biodiversity and climate issues stipulated in the Biodiversity and Climate Change Action Plan.	Biodiversity and Climate Change Manager

2. INTRODUCTION AND BACKGROUND

- 2.1 The Medium-Term Financial Strategy for 2023/24 to 2027/28 - including the budget for 2023/24 - was approved by full Council on 22nd February 2023. This report updates the Committee on how its services have performed over the last quarter with regard to revenue and capital expenditure against approved budgets.
- 2.2 This report also includes an update to the Committee on progress against its Key Performance Indicators (KPIs), and an updated covering corporate risks.
- 2.3 Attached at Appendix 1 is a report setting out the revenue and capital spending position at the Quarter 3 stage. Attached at Appendix 2 is a report setting out the position for the KPIs for the corresponding period. Attached at Appendix 3 is an update on progress against the Recovery & Renewal Plan and attached at Appendix 4 is a report providing an update on corporate risks, in response to the former Policy & Resources Committee's previous request for regular updates on this subject. Attached at Appendix

5 are the details of the uncollectable Business Rates (NNDR) being requested for approval to write off. Appendix 6 are details of new contract approval levels for the Committee to consider.

3. REVENUE AND CAPITAL BUDGETS

3.1 The tables below summarise the overall position as at 31st December 2023. Further details and an explanation of the significant variances are shown in Appendix 1.

Revenue Budget

Policy Advisory Committee	Full Year Budget (Revised) 2023/24 £000	Budget to 31 December 2023 £000	Actual £000	Variance £000	Year End Forecast £000	Year End Variance £000
Corporate Services	12,581	4,569	3,675	895	11,621	960
Planning, Infrastructure & Economic Development	540	636	657	-21	543	-3
Housing, Health & Environment	11,255	5,953	6,402	-449	11,861	-606
Communities, Leisure & Arts	1,401	636	1,397	-761	1,991	-590
Net Revenue Expenditure	25,777	11,795	12,131	-337	26,016	-239

Capital Budget

Policy Advisory Committee	Adjusted Estimate 2023/24 £000	Actual to December 2023 £000	Budget Remaining £000	Projected Slippage to 2024/25 £000
Corporate Services	16,439	1,574	14,865	12,958
Planning, Infrastructure & Economic Development	656		656	606
Housing, Health & Environment	39,438	16,572	22,917	14,622
Communities, Leisure & Arts	1,433	284	1,149	593
Total	57,965	18,430	39,586	28,780

4. PROCUREMENT LEVELS

4.1 **Contract Approval Level** - As part of the work of regularly reviewing procurement processes to ensure they remain fit for purpose and support the Council's priorities two new policies and one statement were discussed on 14th December 2022 at CS PAC and subsequently approved by Cabinet. These have subsequently been implemented as follows:

- Sustainable Procurement Policy
- Social Value Policy
- Modern Slavery Statement

- 4.2 As part of the continual review of procurement, and the underlying policies and processes which underpin the delivery of the service, it is proposed to update of the financial approval levels. This is to reflect a consistent approach across the procurement partnership, and to reflect the impact of inflation since the levels were originally set in 2018/19.
- 4.3 New approval levels are being recommended to streamline the procurement process for officers and the procurement team. Appendix 6 details the current and future approval levels. The changes can be summarised as :
- increasing the approval level at the high value from £75k to £100k
 - on all levels reducing the seniority of the approval
 - clarify the process at the lower end at under £10k.
 - this process also encourages the use of e-tendering to maximise competitiveness of any procurement requests.
- 4.4 During financial year 2022-23 of the 27 MBC procurements, 15 were over the current MBC ITT threshold of £75k. Of these 15, 13 were valued at over £100k – which is the proposed new threshold for a mandatory ITT process.
- 4.5 The proposed new procurement thresholds reflect more accurately the operational procurement being undertaken at MBC. These new thresholds will be supported by a new digital approvals process, which will allow us greater oversight and transparency of all procurement over £5,000 within the organisation. This will provide us with the following benefits:
- Efficiency for procuring officers
 - Efficiency for the procurement team
 - Greater oversight and scrutiny of spend
 - Aligned procurement processes and procedures across the procurement partnership.
- 4.6 These changes support procurement best practice and allow a consistent approach across the Procurement Partnership between Tunbridge Wells and Maidstone Borough Council. Note that the new approval levels will require a change to the Council's constitution and will therefore now be considered by the Democracy and General Purposes Committee and by Council.
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5. AVAILABLE OPTIONS

- 5.1 There are two matters for decision in this report. The Committee is asked to recommend the approval of the write off the uncollectable Business Rates and the new contract approval levels to Cabinet.
- 5.2 The Committee is asked to note the remaining parts of the report but may choose to comment.
-

6. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 6.1 In considering the current position on the Revenue budget, the Capital Programme, and the KPIs at the end of December 2023, the Cabinet can choose to note this information or could choose to comment.
 - 6.2 In the case of the decisions the Cabinet is asked to approve these decisions, noting the remaining content of the report.
-

7. RISK

- 7.1 This report is presented for information only and has no direct risk management implications.
 - 7.2 The Council produced a balanced budget for both revenue and capital income and expenditure for 2023/24. The budget is set against a continuing backdrop of limited resources and the continuation of a difficult economic climate. Regular and comprehensive monitoring of the type included in this report ensures early warning of significant issues that may place the Council at financial risk. This gives the Cabinet the best opportunity to take actions to mitigate such risks.
 - 7.3 Within the adverse variance reported to the Housing, Health and Environment PAC is a projected overspend close to £1 million in relation to the provision of temporary accommodation. Expenditure in this area is unpredictable, and whilst current projections are that this overspend can be mitigated substantially through underspends elsewhere around the Council, this area of spend continues to pose a very significant risk.
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8. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 8.1 The KPIs update ("Performance Monitoring") are reported to the Policy Advisory Committees (PAC) quarterly: Communities, Leisure & Arts PAC, Housing, Health & Environment PAC and Planning, Infrastructure & Economic Development PAC. Each committee also receives a report on the relevant priority action areas. The report was also presented to the Corporate Services PAC reporting on the priority areas of "A Thriving Place", "Safe, Clean and Green", "Homes and Communities" and "Embracing Growth and Enabling Infrastructure".
-

9. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 9.1 The Quarter 3 Budget & Performance Monitoring reports are being considered by the relevant Policy Advisory Committees during March 2024. The Cabinet will be informed of the PACs consideration of the Quarter 3 update ahead of its meeting.
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10. **REPORT APPENDICES**

- Appendix 1: Third Quarter Budget Monitoring 2023/24
 - Appendix 2: Third Quarter Performance Monitoring 2023/24
 - Appendix 3: UK Shared Prosperity Fund Update 2023/24
 - Appendix 4: Risk Update 2023/24
 - Appendix 5: Uncollectable Business Rates (NNDR)
 - Appendix 6: New Contract Approval Levels
-

11. **BACKGROUND PAPERS**

None.

APPENDIX 1 – THIRD QUARTER BUDGET MONITORING

Contents

Part A: Third Quarter Revenue Budget 2023/24

- A1) Revenue Budget: Council
- A2) Revenue Budget: Corporate Services (CS PAC)
- A3) CS PAC Revenue Budget: Significant Variances
- A4) Other Revenue Budgets: Significant Variances
- A5) Virements

Part B: Third Quarter Capital Budget 2023/24

- B1) Capital Budget: Council
- B2) Capital Budget: Corporate Services (CS PAC)
- B3) Capital Budget Variances

Part C: Third Quarter Local Tax Collection 2023/24

- C1) Collection Fund
- C2) Collection Rates
- C3) Business Rates Retention (BRR)

Part D: Reserves & Balances 2023/24

- D1) Reserves & Balances

Part E: Treasury Management 2023/24

- E1) Introduction
- E2) Economic Headlines
- E3) Council Investments
- E4) Council Borrowing

Part A - Third Quarter Revenue Budget 2023/24

A1) Revenue Budget: Council

Net Expenditure 2023/24 (@ 3rd Quarter): Analysis by PAC

Policy Advisory Committee	Full Year Budget (Revised) 2023/24 £000	Budget to 31 December 2023 £000	Actual £000	Variance £000	Year End Forecast £000	Year End Variance £000
Corporate Services	12,581	4,569	3,675	895	11,621	960
Planning, Infrastructure & Economic Development	540	636	657	-21	543	-3
Housing, Health & Environment	11,255	5,953	6,402	-449	11,861	-606
Communities, Leisure & Arts	1,401	636	1,397	-761	1,991	-590
Net Revenue Expenditure	25,777	11,795	12,131	-337	26,016	-239

Net Expenditure 2023/24 (@3rd Quarter): Analysis by PRIORITY

Priority	Full Year Budget (Revised) 2023/24 £000	Budget to 31 December 2023 £000	Actual £000	Variance £000	Year End Forecast £000	Year End Variance £000
Safe, Clean and Green	9,253	5,754	5,339	415	8,981	272
Homes and Communities	1,839	31	675	-644	2,918	-1,079
Thriving Place	1,556	1,238	1,579	-341	2,155	-599
Embracing Growth and Enabling Infrastructure	209	249	91	159	92	117
Central & Democratic	12,920	4,522	4,447	74	11,870	1,050
Net Revenue Expenditure	25,777	11,795	12,131	-337	26,017	-239

Net Expenditure 2023/24 (@ 3rd Quarter): Analysis by SUBJECTIVE SPEND

Subjective	Full Year Budget (Revised) 2023/24 £000	Budget to 31 December 2023 £000	Actual £000	Variance £000	Year End Forecast £000	Year End Variance £000
Employees	25,531	19,142	18,558	583	25,140	390
Premises	7,039	5,871	6,470	-599	7,773	-734
Transport	571	413	342	70	509	62
Supplies & Services	16,717	10,286	10,176	110	16,926	-209
Agency	8,905	5,396	5,210	186	8,905	0
Transfer Payments	34,159	21,976	23,676	-1,702	34,159	0
Asset Rents	1,892	0	0	0	1,892	0
Income	-69,037	-51,288	-52,302	1,015	-69,288	251
Net Revenue Expenditure	25,777	11,795	12,131	-337	26,017	-239

'Transfer payments' include payments of housing benefit, which are falling with the introduction of Universal Credit. The underspend on transfer payments is offset by a reduction in reimbursement income from central government.

Net Expenditure 2023/24 (@ 3rd Quarter): Analysis by CABINET MEMBER

Cabinet Member	Full Year Budget (Revised) 2023/24 £000	Budget to 31 December 2023 £000	Actual £000	Variance £000	Year End Forecast £000	Year End Variance £000
Leader of the Council	1,334	1,024	982	42	1,334	0
Planning, Infrastructure & Economic Development	-542	-299	-243	-56	-568	27
Communities, Leisure & Arts	1,473	636	1,397	-761	2,092	-619
Corporate Services	12,044	4,481	3,592	888	11,085	959
Housing & Health	2,968	833	1,621	-787	3,847	-879
Environmental Services	8,500	5,120	4,781	338	8,227	273
Net Revenue Expenditure	25,777	11,795	12,131	-337	26,017	-239

A2) Revenue Budget: Corporate Services PAC

A2.1 The table below provides a detailed summary of the budgeted net expenditure position for the services reporting directly into CS PAC at the end of Quarter 3. The financial figures are presented on an accruals basis (i.e. expenditure for goods and services received, but not yet paid for, is included).

The budgets used in this report are the revised estimates for 2023/24.

A2.2 This table now shows the variance split between expenditure and income to give more of an insight into the nature of the variance.

A2.3 These budget areas are all covered by the Cabinet Member for Corporate Services, with the exception of the two marked ** which are covered by the Leader of the Council.

CS Revenue Budget: NET EXPENDITURE (@ 3rd Quarter 2023/24)

Cost Centre	Approved (Revised) Budget for Year	Approved (Revised) Budget to 31 December 2023	Actual as at 31 December 2023	Variance as at 31 December 2023			Forecast March 2024	
	Net £000	Net £000	Net £000	Expenditure £000	Income £000	Net £000	Forecast Net £000	Forecast Variance £000
Maintenance of Closed Churchyards	6	5	0	5	0	5	6	0
Drainage	34	26	17	8	0	8	34	0
Climate change **	14	11	4	3	3	6	14	0
Street Naming & Numbering	-73	-55	-40	0	-15	-15	-73	0
Sandling Road Site	5	4	267	-231	-32	-264	375	-370
Maidstone House - Landlord	-140	-358	-359	177	-177	0	-140	0
Civic Occasions	47	43	54	-11	0	-11	47	0
Members Allowances	456	342	363	-21	0	-21	456	0
Members Facilities	18	14	14	-1	0	-1	18	0
Contingency	1,338	1,004	0	1,004	0	1,004	1,338	0
Corporate Projects	1	1	18	1	-18	-17	1	0
Corporate Management	461	180	205	-25	0	-25	461	0
Unapportionable Central Overheads	950	696	637	59	0	59	875	75
Council Tax Collection	68	61	84	-21	-2	-23	68	0
Council Tax Collection - Non Pooled	-331	89	86	5	-3	2	-331	0
Council Tax Benefits Administration	-140	24	24	0	-0	-0	-140	0
NNDR Collection	2	2	4	-5	2	-3	2	0
NNDR Collection - Non Pooled	-230	63	82	-19	0	-19	-230	0
MBC- BID	1	-3	-21	14	4	18	1	0
Registration Of Electors	68	62	92	-32	2	-29	68	0
Elections	164	164	250	-95	9	-85	250	-85
KCC Elections	0	0	-3	-54	57	3	0	0
General Elections	0	0	1	0	-1	-1	0	0
Emergency Centre	24	19	12	7	0	7	24	0
Upper Medway Internal Drainage Board	134	134	134	-0	0	-0	134	0
External Interest Payable & MRP	2,203	203	205	-2	0	-2	1,550	653
Interest & Investment Income	-150	-113	-565	0	453	453	-1,048	898
Palace Gatehouse	8	6	9	-0	-3	-3	8	0
Archbishops Palace	-2	0	113	-81	-32	-113	118	-120
Parkwood Industrial Estate	-314	-234	-244	7	3	10	-314	0
Industrial Starter Units	-41	-53	-52	-1	-1	-1	-41	0
Parkwood Equilibrium Units	-135	-150	-164	8	6	14	-135	0
Sundry Corporate Properties	7	10	-30	119	-78	41	-43	50
Phoenix Park Units	-239	-248	-243	-11	7	-4	-239	0
Granada House - Commercial	-92	-104	-78	-4	-23	-26	-92	0
MPH Residential Properties	-876	-657	-531	-82	-45	-126	-676	-201
Heronden Road Units	-210	-218	-253	-2	36	35	-250	40
Boxmend Industrial Estate	-118	-126	-157	-0	31	31	-118	0
Wren Industrial Estate	-135	-154	-169	-12	28	16	-135	0
General Fund Residential Properties	-53	-40	-36	-6	2	-4	-53	0
Pensions Fund Management	505	0	0	0	0	0	505	0
Non Service Related Government Grants	-4,661	-3,496	-3,481	0	-15	-15	-4,661	0

Cost Centre	Approved (Revised) Budget for Year	Approved (Revised) Budget to 31 December 2023	Actual as at 31 December 2023	Variance as at 31 December 2023			Forecast March 2024	
	Net £000	Net £000	Net £000	Expenditure £000	Income £000	Net £000	Forecast Net £000	Forecast Variance £000
Rent Allowances	-114	-68	-260	-1,452	1,644	192	-114	0
Non HRA Rent Rebates	-9	1,070	1,339	-270	0	-270	-9	0
Discretionary Housing Payments	0	174	153	21	0	21	0	0
Housing Benefits Administration	-286	-230	-231	-3	5	1	-286	0
Democratic Services Section	289	218	201	17	0	17	289	0
Mayoral & Civic Services Section	126	94	91	4	0	4	126	0
Chief Executive	195	146	146	-1	0	-1	195	0
Biodiversity & Climate Change **	103	78	79	-0	0	-0	103	0
Director of Strategy Governance and Insight	134	100	91	9	0	9	134	0
Revenues Section	531	503	508	-11	6	-5	531	0
Electoral Registration Section	95	72	69	3	-1	2	95	0
Benefits Section	512	458	477	-20	0	-19	512	0
Fraud Section	46	49	7	31	11	42	21	25
Mid Kent Audit Partnership	221	171	131	107	-68	40	179	42
Director of Finance, Resources & Business Imp	145	109	113	-1	-4	-4	145	0
Accountancy Section	896	692	605	81	6	87	821	75
Legal Services Section	659	495	442	71	-19	53	559	100
Director of Regeneration & Place	153	115	115	0	0	0	153	0
Procurement Section	119	-11	0	0	-11	-11	79	40
Property & Projects Section	472	358	276	77	5	82	472	0
Corporate Support Section	350	262	247	16	0	16	350	0
Transformation Section	254	190	290	-79	-20	-100	399	-145
Executive Support Section	100	75	75	-0	0	-0	100	0
Mid Kent ICT Services	621	465	454	57	-46	11	621	0
GIS Section	130	98	92	10	-5	6	130	0
Director of Mid Kent Services	46	11	15	-2	-3	-5	46	0
Mid Kent HR Services Section	423	317	305	19	-8	12	423	0
MBC HR Services Section	103	84	69	15	-0	15	103	0
Head of Revenues & Benefits	65	59	35	34	-9	25	65	0
Revenues & Benefits Business Support	156	137	113	27	-2	25	156	0
Dartford HR Services Section	-16	-12	-12	1	-1	-0	-16	0
Emergency Planning & Resilience	169	127	108	19	0	19	169	0
Head of Property and Leisure	118	88	99	-11	0	-11	118	0
Facilities Section	158	118	86	32	0	32	158	0
Town Centre Services Manager	66	49	48	1	0	1	66	0
Salary Slippage 1PR	-279	-209	0	-209	0	-209	-279	0
Town Hall	109	84	46	39	-0	38	109	0
South Maidstone Depot	225	182	243	-74	12	-61	285	-60
The Link	60	80	148	-13	-54	-68	105	-45
Maidstone House - MBC Tenant	480	481	555	-68	-6	-74	555	-75
Museum Buildings	278	218	216	1	1	2	278	0
I.T. Operational Services	664	484	491	-7	0	-7	664	0
Central Telephones	16	12	10	2	0	2	16	0
Apprentices Programme	74	45	23	22	0	22	54	20
Internal Printing	-1	2	-14	20	-4	16	-1	0
Debt Recovery Service	-19	31	-10	-5	46	40	-19	0
Debt Recovery MBC Profit Share	-83	-62	-68	0	6	6	-125	42
General Balances	-200	-200	-200	0	0	0	-200	0
Earmarked Balances	4,270	-392	-392	0	0	0	4,270	0
Appropriation Account	1,892	0	0	0	0	0	1,892	0
Pensions Fund Appropriation	-505	0	0	0	0	0	-505	0
Totals	12,581	4,569	3,675	-787	1,682	895	11,622	959

A3) CS Revenue Budget: Significant Variances

- A3.1 Within the headline figures, there are a number of both adverse and favourable net expenditure variances for individual cost centres. It is important that the implications of variances are considered at an early stage, so that contingency plans can be put in place and, if necessary, be used to inform future financial planning. Variances will be reported to each of the Policy Advisory Committees on a quarterly basis throughout 2023/24.
- A3.2 The tables below highlight and provides further detail on the most significant variances at the end of Quarter 3 for both this and the other PACs.

CS PAC Variances (@ 3rd Quarter 2023/24)

	Positive Variance Q3	Adverse Variance Q3	Year End Forecast Variance
Corporate Services	£000		
Sandling Road Site (including Cantium House) - Running costs are exceeding the budgets, mainly for utility costs and non-domestic rates. There is also a shortfall in the rental income that was anticipated. Additionally, this cost centre has picked up costs associated with Cantium House, acquired from KCC in January in anticipation of the redevelopment of the entire Maidstone East site.		-263	-370
Unapportionable Central Overheads - Pension contributions to the Kent County Council Pension Fund will be lower than forecast, which reflects the level of staff vacancies across the Council.	59		75
Elections – The majority of the overspend relates to staffing costs incurred as part of running the Borough Elections in May 2023.		-85	-85
External Interest & Minimum Revenue Position (MRP) - The variance on this budget relates to the MRP that is required to be made to cover the cost of borrowing for the capital programme. Slippage in the programme means that we have not borrowed as much as had been anticipated. The profiled budget assumes the MRP figure is charged at the end of the financial year.		-2	653
Interest & Investment Income - Due to the slippage in the capital programme and interest rates continuing to be high there is likely to be a significant increase in income received by the end of the financial year.	452		898
Archbishops Palace - Now the lease with Kent County Council has expired liability for the Business Rates now rests with Maidstone BC, but currently there is no budget for this. There is also a shortfall in the income budget now that the building has no tenant.		-112	-120
Maidstone Property Holdings (MPH) Residential Properties - The majority of the forecast variance relates to the temporary closure of Granada House for refurbishment works. Repair and maintenance costs are also higher than had been anticipated.		-126	-200
Accountancy Section – This variance relates mainly to staff vacancies during the year. These have all now been filled.	87		75
Legal Services Section – Contract costs chargeable to revenue are forecast to be lower than budgeted for this year. Note that a significant proportion of legal services costs are charged to capital projects and are not included here.	52		100
Improvement Section – The majority of this variance relates a Medium-Term Financial Strategy saving that has yet to be achieved.		-99	-145
Maidstone House (MBC Tenant) - Service charges costs for floors 5 and 6 are likely to be greater than forecast.		-73	-75

A4) Other Revenue Budgets: Significant Variances

Planning, Infrastructure & Economic Development PAC Variances (@ 3rd Quarter 2023/24)

	Positive Variance Q3	Adverse Variance Q3	Year End Forecast Variance
Planning, Infrastructure & Economic Development	£000		
PLANNING & ECONOMIC DEVELOPMENT			
Development Control Advice - Income from Planning Performance Agreements (PPAs) and pre-application planning advice generally continues to be significantly down as developers are waiting for the new Local Plan to be adopted before progressing with further applications. Fees have been increased for the final quarter so this should improve the position by the end of the financial year.		-100	-110
Development Control Majors - Income from major applications also continues to be significantly down this year, as with the Planning Performance Agreements developers are waiting for the new Local Plan to be adopted before progressing with further applications. Fees have been increased for the final quarter so this should improve the position by the end of the financial year.		-119	-150
Business Terrace (1st Floor Maidstone House) - Service charge costs are significantly higher than forecast, and there are also two units vacant meaning there is a shortfall in income.		-67	-90
Innovation Centre - These are the operating costs for the centre. The variance for the year to date is a combination of an overspend on running costs (business rates being the most significant element) and a shortfall of income. However, for the year as a whole Enterprise Zone business rates income will offset this.		-37	0
Mid Kent Planning Support Service - This team had a restructure earlier in the year with a number of posts being vacant. The new structure needed to embed before vacant posts were recruited to. Two posts are currently being held vacant with a view to recruit in April 2024.	47		65
Innovation Centre Section – These are the staffing costs for the section. There has been an underspend on the professional services budget which will continue to year end.	42		77

Given the continuing significantly negative variance between estimated income from major planning applications and PPAs based on a carry forward of the high estimates from previous business years, this has resulted in the deletion of the Major Projects Officer post and will result in the loss of the sole consultant in the Development Management service.

	Positive Variance Q3	Adverse Variance Q3	Year End Forecast Variance
Planning, Infrastructure & Economic Development	£000		
PARKING SERVICES			
Sandling Road Car Park – Running costs are lower than expected and will continue to be so for the final quarter. As agreed, when buying out KCC’s interest in Maidstone East for redevelopment, losses on the holding strategy for the site may be charged against Business Rates Pool balances which are currently held within earmarked reserves	46		61
Park & Ride - These are budgets that were used to fund the Business Rates and running costs for the site. They are no longer required and will be removed for 2024/25.	108		100

Housing, Health & Environment PAC Variances (@ 3rd Quarter 2023/24)

	Positive Variance Q3	Adverse Variance Q3	Year End Forecast Variance
Housing, Health & Environment	£000		
Dog Control – The number of stray dogs that need to be dealt with continues to be a significant issue. Growth has been provided for in the budget next year.		-38	-54
Commercial Waste Services – Income from blue sacks has been higher than forecast, and there is an underspend on staffing costs.	38		60
Homeless Temporary Accommodation - This continues to be a significant issue as the demand for the service continues to be high. The cost-of-living crisis and issues with getting people out of temporary accommodation are the main challenges at present. Further properties are being acquired to help alleviate the pressure on this budget. The variance has increased from that reported last month principally because of an allowance being made against non-recovery of rent. Although the rent would normally be covered by Housing Benefit, there are occasions due to the rapid turnover in temporary accommodation that occupants fail to make or complete their claim.		-747	-990
Environmental Protection Section – Recruitment has been an issue, with a number of vacant posts in the team, which has led to an underspend.	65		84
Depot Services Section – There have been a number of vacant posts in this team during the year.	88		90
Fleet Workshop & Management – Spend has been less than forecast on vehicle maintenance and hire. The service aims to keep the fleet up to date rather than keeping vehicles on the road longer than is cost-effective.	54		62

Communities, Leisure & Arts PAC Variances (@ 3rd Quarter 2023/24)

	Positive Variance Q3	Adverse Variance Q3	Year End Forecast Variance
Communities, Leisure & Arts	£000		
Leisure Centre - Under the terms of the current contract with the operator the Council is responsible for excess utility costs, and with utility prices continuing to be at a high level this is reflected in this overspend. The Council has recently been successful with a capital grant application which will help to improve energy efficiency.		-54	-80
Lockmeadow Complex - A number of units at the complex have fallen vacant during the period, leading to a shortfall against budget. However, progress has been made in identifying new tenants. A tenant offering virtual reality experiences has moved one of the vacant units. The former David Lloyd unit now operates as the Lockmeadow Health Club, under the same management as the council's leisure centre. The Club has built up membership numbers quickly although running costs are proving higher than expected. Head of Terms have been agreed with a prospective tenant at the former Frankie & Benny's and although there has been delays in finalising the lease it is expected that the unit will be occupied shortly. Work is under way to clear the former Feathers unit to make it more marketable. Note that the business case for the Lockmeadow acquisition anticipated that at the end of existing leases there would be a period during which these units would be non-income producing, so the adverse variance does not alter the overall financial basis of the acquisition.		-551	-280

A5) Virements

- A5.1 In accordance with the Council's commitment to transparency and recognised good practice, virements (the transfer of individual budgets between objectives after the overall budget has been agreed by full Council) are reported to the CS PAC on a quarterly basis.
- A5.2 Virements may be temporary, meaning that there has been a one-off transfer of budget to fund a discrete project or purchase, or permanent, meaning that the base budget has been altered and the change will continue to be reflected in the budget for subsequent years.
- A5.3 The virements made in Quarter 3 are presented in the table below.

Reportable Virements Quarter 3 2023-2024**Temporary Reportable**

Fund Town Centre Strategy	17,100
From Recovery and Renewal Reserve	-17,100

Part fund Officer Economic Development.	31,190
Contribution to MELA	5,000
Financial Contribution to Greater North Kent	14,000
From Business Rates Growth Earmarked Balances	-50,190

Permanent Reportable Virements

Transfer income budget from Maidstone Property Holdings	42,000
To Affordable Housing	-42,000

Part B - Third Quarter Capital Budget 2023/24

B1) Capital Budget 2023/24 (@ 3rd Quarter 2023/24)

Capital Programme Heading	Revised Estimate 2023/24 £000	Actual to December 2023 £000	Budget Remaining £000	Q4 Profile £000	Projected Total Expenditure £000	Projected Slippage to 2024/25 £000
Housing, Health & Environment						
Private Rented Sector Housing	4,039	44	3,995		95	3,944
1,000 Homes Affordable Housing Programme - Expenditure	9,917	5,847	4,121	715	6,562	3,355
Temporary Accommodation	15,879	9,306	6,574	700	10,006	5,874
Commercial Development - Maidstone East	356		356			356
Heather House Community Centre	138		138			138
Housing - Disabled Facilities Grants Funding	1,212	892	320	320	1,212	
Acquisitions Officer - Social Housing Delivery Partnership	52	39	13		39	13
Street Scene Investment	50	49	1	1	50	
Flood Action Plan	618	6	612		6	612
Continued Improvements to Play Areas	144	7	137	50	57	87
Parks Improvements	69	75	-5		75	-5
Gypsy & Traveller Sites Refurbishment	200	197	3	3	200	
Waste Crime Team - Additional Resources	25	4	21	21	25	
Section 106 funded works - Open Spaces	517		517	517	517	
Expansion of Cemetery	80	13	67	67	80	
Expansion of Crematorium	340	13	327	50	63	277
Purchase of New Waste Collection Vehicles	5,800		5,800	5,800	5,800	
CCTV Upgrade & Relocation		80	-80		80	-80
Total	39,438	16,572	22,916	8,243	24,867	14,571
Communities, Leisure & Arts						
Mote Park Lake - Dam Works	40	39	1	1	40	
Museum Development Plan	389	146	243	275	421	-32
Leisure Provision	699	73	626	250	323	376
Tennis Courts Upgrade	40	17	23	23	40	
Riverside Walk Works	250		250			250
Mote Park Kiosk Refurbishment & Extension	15	8	7	7	15	
Total	1,433	284	1,149	555	839	593

Capital Programme Heading	Adjusted Estimate 2023/24	Actual to June 2023	Budget Remaining	Q4 Profile	Projected Total Expenditure	Projected Slippage to 2024/25
	£000	£000	£000	£000	£000	£000
Corporate Services						
Asset Management / Corporate Property	626	173	453	154	327	299
Corporate Property Acquisitions	5,681		5,681			5,681
Kent Medical Campus - Innovation Centre	73	7	66		7	66
Lockmeadow Ongoing Investment	365	26	339	300	326	39
Garden Community	1,633	396	1,237	200	596	1,037
Infrastructure Delivery	2,000		2,000			2,000
Other Property Works	200	7	193	18	25	175
Biodiversity & Climate Change	2,961	249	2,713	664	912	2,049
Photovoltaic Panels	234		234	214	214	21
Feasibility Studies	81	83	-3		83	-3
Digital Projects	28		28	28	28	
Software / PC Replacement	413	163	250	100	263	150
Maidstone House Works	1,144	205	939	100	305	839
Automation Projects	185		185			185
New Ways of Working - Make the Office Fit for Purpose	31		31	31	31	
Fleet Vehicle Replacement Programme	633	213	420		213	420
Automation of Transactional Services	150	53	97	97	150	
Total	16,439	1,574	14,865	1,907	3,481	12,958
Planning, Infrastructure & Economic Development						
Bridges Gyrotory Scheme	206		206	50	50	156
Town Centre Strategy	450		450			450
Total	656		656	50	50	606
TOTAL	57,965	18,430	39,586	10,755	29,236	28,729

B2) Capital Budget Variances (@ 3rd Quarter 2023/24)

Corporate Services

Corporate Property Acquisitions - This budget is available for Commercial Property acquisition opportunities that may arise during the year. Expenditure therefore depends on whether any suitable acquisitions emerge. So far this year no such opportunities have proved to be worth pursuing further. Even if any opportunities were identified at this stage completion would probably not take place in the current financial year, so no spend is projected.

Garden Community - Work continues to develop this project, with any unused funding to be carried forward into 2024/25.

Infrastructure Delivery - This budget exists to enable major infrastructure schemes to go ahead. It is intended that it will be used where a top-up from MBC can make the difference between a scheme proceeding or not. No requirement to use the budget has been identified so far in 2023/24. Given the time required to work up proposals for suitable schemes, it is unlikely that the budget will be used in the current financial year.

Biodiversity & Climate Change - A number of projects have been identified and are being developed, including large scale tree planting, wetland restoration and works around the decarbonisation of the Council property estate. Unused funding will be carried forward to 2024/25 to fund other projects.

Maidstone House Works – The shortfall in spend is for works to the building that will not commence now until the next set of works (cladding, glazing and new plant) are completed in 24/25.

Communities, Leisure & Arts

Museum Development Plan – Further works are planned for the new Archaeology Gallery in the final quarter, which will take the cost of the project over the approved budget for the year in the capital programme. However, this was anticipated as external funding had been secured to cover these costs.

Leisure Provision – The extension to the contract for the management of the centre has now been agreed, and subject to signing it is anticipated that capital works can proceed as soon as possible, so there could be spend in the final quarter of the year, although this could slip into 2024/25.

Riverside Walk Works – This project has now been subsumed into plans for Town Centre improvement works, including upgrades to lighting in the Town Centre. The budget will therefore be carried forward to 2024/25.

Housing, Health & Environment

Private Sector Rented Housing/1,000 Homes Affordable Housing Programme - A number of schemes are at various stages of development at present. Some schemes will also contain elements of both private rented and affordable housing so the costs may change depending on the mix at the sites where this happens.

The projected slippage for the Maidstone East Commercial Development and the Heather House Community Scheme reflects that the progress on the wider schemes of which they are a part has not moved on as far as the initial programme anticipated. These budgets will be slipped into 2024/25.

Temporary Accommodation – There have been a significant number of acquisitions to date this year, and the team continue to seek suitable properties. A small number of further acquisitions are anticipated in the final quarter.

Continued Improvements to Play Areas – The projected slippage is a sum set aside for the refurbishment of the Penenden Heath play area, which is scheduled to take place in the first quarter of 2024/25.

Flood Action Plan - The flood action plan budget was set up to allow the Council to deliver, or contribute towards, schemes that would mitigate flood risk. At this stage, the only schemes that have been identified have been small scale natural flood management schemes. Officers are discussing with counterparts in the Environment Agency, Kent County Council and the Upper Medway Internal Drainage Board what can be done to promote appropriate and practical schemes in the future.

CCTV Upgrade & Relocation – This is an unbudgeted cost relating the scheme which took place in 2020. The contractor contacted the Council and advised us that there was a final payment due. Officers reviewed the position and agreed that this was the case, and the payment was made.

Planning, Infrastructure & Economic Development

Bridges Gyratory Scheme - Plans are in place for the construction of a flood barrier at the bottom of Medway Street as the final element of the Bridges Gyratory Scheme. It has unfortunately proved a slow process getting the necessary approvals for the barrier, as it will be situated on highways land. It is envisaged that construction will take place this summer.

Public Realm & Greening relating to the Town Centre - The current strategy is being developed and is likely to be adopted in early 2024, and it is unlikely there will be any spend in the final quarter of the year.

Part C – Third Quarter Local Tax Collection 2023/24

C1) Collection Fund

- C1.1 A large proportion of the Council's income is generated through local taxation (Council Tax and Business Rates), which is accounted for through the Collection Fund.
- C1.2 Due to the risk in this area, including the risk of non-collection and the pooling arrangements in place for Business Rates growth, the Council monitors the Collection Fund very carefully.
- C1.3 There are statutory accounting arrangements in place which minimise the in-year impact of collection fund losses on the general fund revenue budget, however, losses incurred in one year must be repaid in subsequent years so there is a consequential impact on future budgets and the medium-term financial strategy.

C2) Collection Rates & Reliefs

- C2.1 The collection rates achieved for local taxation are shown in the table below.

Local Tax Collection Rates (Q3 2023/24)

Description	Target Q3 2023/24	Actual Q3 2023/24
Council Tax	91.2	90.6
Business Rates	88.1	90.9

- C2.2 The amount of Council Tax collected is marginally lower than the quarter 2 target, whilst Business Rates is showing a higher level of collection compared to their target.

C3) Kent Business Rates Pool

- C3.1 The council will continue to participate with other Kent authorities during 2023/24 to maximise the proportion of business rates growth it is able to retain. Forecasts from those in the pool have been requested and we will have an update once we receive all Business Rate quarter 2 figures. As in previous years, any funding will be allocated to spending which supports the delivery of the council's Economic Development Strategy.
- C3.2 As part of the pooling arrangements, pool members share the risks, as well as the rewards of pool membership. Business rates retention scheme is extremely difficult to forecast, due to the number of unknowns e.g. the impact of the removal of expanded reliefs to businesses affected by Covid-19, and the longer term impacts on local, national and global economies.

Part D - Reserves & Balances 2023/24

D1) Reserves & Balances

D1.1 The combined total of the General Fund balance and Earmarked Reserves as at 1 April 2023 was £30.8 million. This includes £19.3 million set aside for specific purposes in Earmarked Reserves. The makeup of the balance, and the forecast movements during 2023/24 are presented in the table below.

D1.2 The closing balance enables a minimum general fund balance of £4.0 million to be maintained, as agreed by full Council in February 2023.

Reserves & Balances Quarter 3 2023/24

Earmarked Reserves and Balances	Balance as at 31/03/2023 £000	Contributions to/from Balances 2023/24 £000	Estimated Balance 31/03/2024 £000
Spatial Planning	(558)	558	0
Neighbourhood Planning	(77)	20	(57)
Planning Appeals	(229)	0	(229)
Trading Accounts	(0)	0	(0)
Civil Parking Enforcement	(370)	40	(330)
Future Capital Expenditure	(2,455)	0	(2,455)
Future Funding Pressures	(2,481)	(500)	(2,981)
Homelessness Prevention & Temporary Accommodation	(1,124)	135	(989)
Business Rates Earmarked Balances	(4,305)	451	(3,854)
Funding for Future Collection Fund Deficits	(2,504)	0	(2,504)
Commercial Risk	(500)	0	(500)
Invest to Save	(500)	0	(500)
Recovery and Renewal Reserve	(575)	350	(225)
Renewable Energy	(188)	(50)	(238)
Major Works Sinking Fund	(213)	(200)	(413)
Housing Investment Fund	(3,216)	0	(3,216)
Total Earmarked Reserves	(19,297)	804	(18,493)
Unallocated Balances	(14,832)	(1,325)	(16,157)
Carry Forwards fr 22/23 to 23/24	(200)	200	0
Unallocated Balances	(15,032)	(1,125)	(16,157)
Total General Fund Reserves	(34,329)	(321)	(34,650)

Part E - Treasury Management 2023/24

E1) Introduction

The Council has adopted and incorporated into its Financial Regulations, the Chartered Institute of Public Finance and Accountancy's Treasury Management in the Public Services: Code of Practice (the CIPFA Code).

The CIPFA Code covers the principles and guidelines relating to borrowing and investment operations. On 22nd February 2023, the Council approved a Treasury Management Strategy for 2023/24 that was based on this code. The strategy requires that Corporate Services Policy Advisory Committee should formally be informed of Treasury Management activities quarterly as part of budget monitoring.

E2) Economic Headlines

During the Quarter ended 31st December 2023, the Council's Advisors, Link Asset Services, reported:

- Bank Rate has been held at 5.25% from August 2023 ;
- CPI inflation continuing on its downward trajectory, from 8.7% in April to 4.6% in October, then again to 3.9% in November;
- Core CPI inflation decreasing from April and May's 31 years' high of 7.1% to 5.1% in November, the lowest rate since January 2022;
- A 0.3% month on month decline in real GDP in October, potentially partly due to unseasonably wet weather, but also due to the ongoing drag from higher interest rates. Growth for the second quarter, ending 30th September, was revised downwards to - 0.1% and growth on an annual basis was also revised downwards, to 0.3%;
- A sharp fall in wage growth, with the headline 3m year on year rate declining from 8.0% in September to 7.2% in October, although the Office of National Statistics "experimental" rate of unemployment has remained low at 4.2%.

E3) Interest Rates

The Council has appointed Link Group as its treasury advisor and part of their service is to assist the Council to formulate a view on interest rates. Their advice is set out in this section.

The latest forecast on 8th January 2024 sets out a view that short, medium and long-dated interest rates will be elevated for some little while, as the Bank of England seeks to squeeze inflation out of the economy.

The PWLB interest rate forecasts below are based on the Certainty Rate (the standard rate minus 20 bps) which has been accessible to most authorities since 1st November 2012.

Interest Rate Forecast

Link Group Interest Rate View 08.01.24													
	Mar-24	Jun-24	Sep-24	Dec-24	Mar-25	Jun-25	Sep-25	Dec-25	Mar-26	Jun-26	Sep-26	Dec-26	Mar-27
BANK RATE	5.25	5.25	4.75	4.25	3.75	3.25	3.00	3.00	3.00	3.00	3.00	3.00	3.00
3 month ave earnings	5.30	5.30	4.80	4.30	3.80	3.30	3.00	3.00	3.00	3.00	3.00	3.00	3.00
6 month ave earnings	5.20	5.10	4.60	4.10	3.70	3.30	3.10	3.10	3.10	3.10	3.10	3.10	3.10
12 month ave earnings	5.00	4.90	4.40	3.90	3.60	3.20	3.10	3.10	3.10	3.10	3.10	3.20	3.20
5 yr PWLB	4.50	4.40	4.30	4.20	4.10	4.00	3.80	3.70	3.60	3.60	3.50	3.50	3.50
10 yr PWLB	4.70	4.50	4.40	4.30	4.20	4.10	4.00	3.90	3.80	3.70	3.70	3.70	3.70
25 yr PWLB	5.20	5.10	4.90	4.80	4.60	4.40	4.30	4.20	4.20	4.10	4.10	4.10	4.10
50 yr PWLB	5.00	4.90	4.70	4.60	4.40	4.20	4.10	4.00	4.00	3.90	3.90	3.90	3.90

BANK RATE

- At its 14th December meeting, the Bank of England's Monetary Policy Committee (MPC) kept rates on hold for the third time in a row, pushing back against the prospect of near-term interest rate cuts. The vote in favour of keeping rates on hold was 6-3.
- However, recent softer wage and inflation data (annual CPI is currently 3.9%) mean that markets have moved significantly in the direction of Link's November interest rate forecast, pricing in a first rate cut in Q2 2024, a full quarter earlier than our own forecast which has only undergone a little fine-tuning today. Link now expects Bank Rate to be cut to 4.25% by the end of 2024 (4.5% previously) and 3% by the end of 2025. The low point of the interest rate cycle is also expected to be 3%
- In the upcoming months, our forecasts will be guided not only by economic data releases and clarifications from the MPC over its monetary policies and the Government over its fiscal policies, but also international factors such as policy development in the US and Europe, the provision of fresh support packages to support the faltering recovery in China as well as the on-going conflict between Russia and Ukraine, and Gaza and Israel.

PWLB RATES

- Regarding PWLB rates, movement in the short part of the curve has reflected the revised Bank Rate expectations to a large degree, whilst medium to longer-dated PWLB rates will remain influenced not only by the outlook for inflation, but by the market's appetite for significant gilt issuance. Indeed, although we have a slightly lower starting point for the envisaged reduction in short and medium dated gilts, we now forecast the 10, 25 and 50 years part of the curve to not fall quite as low as we thought in November.
- The short and medium part of the gilt curve has rallied since the start of November as markets price in a quicker reduction in Bank Rate through 2024 and 2025 than held sway back then. This reflects market confidence in inflation falling back in a

similar manner to that already seen in the US and the Euro-zone. At the time of writing there is c70 basis points difference between the 5 and 50 year parts of the curve.

E4) Annual Investment Strategy

The Treasury Management Strategy Statement (TMSS) for 2023/24, which includes the Annual Investment Strategy, was approved by the Council on 22nd February 2023. In accordance with the CIPFA Treasury Management Code of Practice, it sets out the Council's investment priorities as being:

- Security of capital
- Liquidity
- Yield

The Council will aim to achieve the optimum return (yield) on its investments commensurate with proper levels of security and liquidity, aligned with the Council's risk appetite. In the current economic climate, over and above keeping investments short-term to cover cash flow needs, there is a benefit to seek out value available in periods up to 12 months with high credit rated financial institutions, using the Link suggested creditworthiness approach, including a minimum sovereign credit rating and Credit Default Swap (CDS) overlay information.

The council held investments totaling £16.76m in the last quarter have increased to £18.185m on 31st December 2023. Average level of funds available for investment during the quarter was £21.138m. All investments were held in either short term notice accounts or money market funds, to be readily available to fund the Council's liabilities, including the capital programme.

A full list of investments held at this time is shown at the table below.

Short-Term Investments (3rd Quarter 2023/24)

Counterparty	Type of	Principal £	Start Date	Maturity Date	Rate of Return	MBC Credit Limits	
	Investment					Maximum Term	Maximum Deposit
Aberdeen Standard Liquidity Fund	Money Market Fund	7,590,000			5.27%		£10,000,000
Federated Hermes Short-Term Sterling Prime Fund	Money Market Fund	7,080,000			5.39%		£10,000,000
CCLA Public Sector Deposit Fund	Money Market Fund	3,515,000			5.35%		£10,000,000
Total Investments		18,185,000					

The average rate of investments during this quarter is 5.3% accumulating £565k in investment income.

Officers can confirm that the approved limits within the Annual Investment Strategy were not breached during the quarter ended 31st December 2023.

E5) Council Borrowing

The Council held external borrowing amounting to £9m since the last quarter. £2m was repaid. A breakdown is shown in the table below.

Council Borrowing (3rd Quarter 2023/24)

Counterparty	Type of Institution	Principal £	Start Date	Maturity Date	Interest Rate
Public Works Loans Board	Central Government	2,000,000	11/11/2021	11/11/2071	1.73%
Public Works Loans Board	Central Government	3,000,000	30/12/2021	30/12/2071	1.56%
North Northamptonshire Council	Local Authority	2,000,000	23/06/2023	23/02/2024	5.32%
Total Loans		7,000,000			

The Council has also committed to £80m future borrowing to fund the capital programme, currently forecasted at around £200m over the next 5 years. The loans were procured through a tendering process undertaken by Link Asset Service. Details of these can be found in the table below.

Committed Borrowing (3rd Quarter 2023/24)

Counterparty	Type of Institution	Principal £	Start Date	Maturity Date	Interest Rate
Aviva Life & Pensions UK Limited	Corporate Lender	20,000,000	13/02/2024	13/02/2064	2.87%
Aviva Life & Pensions UK Limited	Corporate Lender	20,000,000	13/02/2024	13/02/2074	2.87%
Aviva Life & Pensions UK Limited	Corporate Lender	20,000,000	13/02/2025	13/02/2075	2.87%
Aviva Life & Pensions UK Limited	Corporate Lender	20,000,000	13/02/2026	13/02/2076	2.87%
Total		80,000,000			

E6) Prudential and Treasury Indicators for 2023-24 as of 31st December 2023

The table below lists the Council's Prudential and Treasury Indicators showing budget for 2023/24 against the actual as at 31st March 2023.

Officers can confirm that the approved Treasury and Prudential limits within the Treasury Management Strategy Statement 2023/24 were not breached during the quarter ended 31st December 2023.





Prudential and Treasury Indicators




Treasury Indicators	2023/24 Budget £'000	31.12.23 Actual £'000
Authorised limit for external debt	60,000	10,000
Operational boundary for external debt	50,000	10,000
Gross external debt	45,000	10,000
Investments	22,882	18,185
Net borrowing	22,118	(15,810)
Maturity structure of fixed rate borrowing - upper and lower limits		
Under 12 months	4,000	4,000
5 years to 10 years	0	0
10 years to 20 years	0	0
20 years to 30 years	0	0
30 years to 40 years	0	0
40 years to 50 years	5,000	5,000
Upper limit for principal sums invested over 365 days		
Year 1	2,000	2,000
Year 2	2,000	2,000
Year 3	2,000	2,000
Total	6,000	6,000

Prudential Indicators	2023/24 Budget £'000	31.03.23 Actual £'000
Capital expenditure	41,924	18,430
Capital Financing Requirement (CFR)	110,511	87,017
Annual change in CFR	37,670	14,176
In year borrowing requirement	37,670	4,000
Ratio of financing costs to net revenue stream	(550.00)	(419.00)

APPENDIX 2 – THIRD QUARTER PERFORMANCE MONITORING

Key to performance ratings

RAG Rating	
	Target not achieved
	Target slightly missed (within 10%)
	Target met
	Data Only










Direction	
	Performance has improved
	Previous data not captured
	Performance has declined
N/A	No previous data to compare

Performance Summary

RAG Rating	Green	Amber	Red	N/A ¹	Total
KPIs	1	0	1	3	5
Direction	Up	No Change	Down	N/A	Total
Last Quarter	3	0	0	2	5
Last Year	1	0	1	3	5

- 50% (1 of 2) of the targetable quarterly key performance indicators (KPIs) reportable to this Committee achieved their Quarter 3 (Q3) target¹.
- Compared to last quarter (Q2 2023/24), performance for 100% (3 of 3) KPIs have improved, and there were no KPIs that declined¹.
- Compared to last year (Q3 2022/23), performance for 50% (1 of 2) KPIs improved, and 50% (1 of 2) KPIs have declined¹.

Corporate Services Q3 Performance

Performance Indicator	Q3 2023/24				
	Value	Target	Status	Short Trend (Last Quarter)	Long Trend (Last Year)
Percentage of households receiving Council Tax Support (CTS)	13%				N/A
Maidstone: Percentage of Non-domestic rates collected	82.86%	81.03%			
Maidstone: Percentage of Council Tax collected	81.50%	82.42%			
Percentage of vacant MBC - owned commercial space (excluding property for development)	Annual Indicator				

¹ PIs rated N/A are not included in the summary calculations.

Performance Indicator	Q3 2023/24				
	Value	Target	Status	Short Trend (Last Quarter)	Long Trend (Last Year)
Percentage Change of Carbon Emissions from MBC Buildings/Fleet (Scope 1 and 2)	Annual Indicator				










Comments (*where targets have been missed*)

The Key Performance Indicator (KPI) for "**Maidstone: Percentage of Council Tax collected**" has narrowly missed its target, falling short by less than 10%, with a specific shortfall of 0.92%. The team have taken steps to address this shortfall, which include:

- Taking cases to the magistrate's court, a strategy we anticipate will bolster collections throughout the remainder of the fiscal year.
- We are persistently issuing reminders to taxpayers, a measure expected to further align our collection efforts with our targets.

Despite these efforts, collection rates continued to slip in the quarter, a trend consistent across all Kent Billing Authorities for the 2023-24 period, also a reflection of the current economic climate. The team are optimistic about seeing an improvement in collection rates following the reintegration of Council Tax Support cases to Liability Order applications and the subsequent Attachment of Benefits (AOBs) and Attachments of Earnings Orders (AOEs).

KPIs across all Policy Advisory Committees, where targets have been missed by more than 10%

Performance Indicator	Q3 2023/24				
	Value	Target	Status	Short Trend (Last Quarter)	Long Trend (Last Year)
Housing, Health & Environment (HHE) PAC					
Number of affordable homes delivered excluding first homes (Gross)	2	50			
Percentage of household waste sent for reuse, recycling and composting	43.56%	53.00%			
Communities, Leisure & Arts (CLA) PAC					
Footfall at the Museum and Visitors Information Centre	8,235	12,500			

Comments (*where targets have been missed*)

Housing, Health and Environment (HHE) PAC Housing

The KPI tracking the "**Number of affordable homes delivered excluding first homes (Gross)**" missed its target by over 10%. This is largely outside of the Council's control in the Housing sector, as it directly correlates with the volume of new development projects within the borough. The team are aware that across the sector there are factors that are reducing the amount of affordable housing being delivered. This is a result of developers claiming that increased costs are reducing the amount of affordable housing being provided on each site,

and housing association partners reviewing their development portfolio in the light of increased pressure to invest in their existing housing stock.

As a result, the overall delivery of affordable housing for this financial year is significantly down compared to previous few years. On a positive note, there should be a considerably higher figure for Quarter 4 delivery, as the team are aware of a large new development being completed before year-end.

Waste Services

The KPI monitoring the “**Percentage of household waste sent for reuse, recycling and composting**” missed its target, achieving 43.56% against a target of 53.0%. The quarter three outcome is the lowest experienced for this KPI in several years. The reduction in the rate is usual for this quarter, due to garden waste suspension over the Christmas period. However, there has also been a notable reduction in the dry, mixed recycling (DMR) tonnage, which the team are asking Kent County Council to review (as the providers of the data). Should the data need correcting, an update will be provided at the next Committee.

Communities, Leisure and Arts (CLA) PAC

The Museum

The KPI tracking the “**Footfall at the Museum and Visitors Information Centre**” achieved a total of 8,235 visitors against a target of 12,500. This represents a shortfall of 4,265 visitors, or approximately 34% below the target. Since the planning and delivery of the new “Lives in our Landscape Gallery” began to take shape, the decision was taken by previous management to stop extra events, tours and other activities. This released staff-member resource to focus on the Gallery delivery. The Gallery project is on a very tight timescale with mainly existing staff being utilised to deliver the project. There was not capacity to continue to deliver the usual activities. This is having an effect on footfall numbers at present. However, we would expect to see much better figures in 2024/25, with some events coming back into the calendar and a brand-new gallery for visitors to explore.

UKSPF 2023/4 Quarter 3 Update:

In December 2023 the Department for Levelling up, Housing & Communities (DLUHC) confirmed that the Year 2 six-month progress report was approved and are happy with our approach to spending this year. Officers are continuing to work and complete projects for year 2, with new project leads identified for year 3 expenditure, which included a largest proportion of our UKSPF allocation.

Rural Fund: Following the allocation of £184,370 towards four successful bids for rural funding in 2023/24 a further 21 submissions have been received for funding in 2024/25. The panel conducted a review of submissions in February and awarded the remaining £359,920 to 12 bids from across the borough. These projects will commence in April 2024 with progress closely monitored by officers to ensure all are completed by March 2025.

Year 2 projects and an update:

Intervention	Project	Detail	2023/24 budget	Amount spent:	£ Committed	Q3 Update:
E6: Local arts, cultural, heritage & creative activities	Project A - Building Pride in Place through promotion of the Town Centre and Events.	Creative communities fund for local organisations and groups to support events	£35,830	£23,000	£6,500	Applications for Round 4 closed in November 2023. We received 17 applications and made 8 awards.
		Literature Festival	£15,000	£16,077	£0	The event was successfully held in October and saw large audiences of all ages coming along to enjoy the wide variety of authors and workshops using town centre venues including Maidstone Museum, Archbishops' Palace and All Saints Church. The overspend has been funded from the advertising budget
		Iggy Sculpture Trail	£60,000	£35,910	£25,100	The trail will be supported by a digital trail app which is being populated with information, this is expected to launch from April 2024
		Equipment purchases to support events	£2,751	£3083	£0	Purchases of a set of temporary exhibition walls, and 2 microphones have been completed. An underspend in Year 1 has been carried over for purchases this year

		Arts Carnival	£20,000	£20,000	£0	The Arts Carnival, which was rearranged due to adverse weather, took place on Saturday 9 th September 2023. The next Carnival will take place in 2025.
		Partner for Elmer 2	£40,000	£40,000	£0	Contract has been signed with the launch expected Summer 2024.
	Project C- A Community Arts Hub & Maker Space	Feasibility Study	£5,000	£5,000	£0	The final amended feasibility report was received in August with an MBC working group set up to action the results of the report. A separate report dealing with the outcome is on this agenda.
E8: Campaigns to encourage visits and exploring of local area	Project A - Building Pride in Place through promotion of the Town Centre and Events.	Advertising budget to promote events across all channels	£15,000	£8,440	£1,012	Advertising budget has been used to promote events throughout the autumn and will be used further with the Lunar events in the new year.
		Borough Insight Events and Town centre focussed	£30,000	£30,000	£0	This was spent on the Autumn edition of the magazine which was delivered to residents from October 2023.
		Promotional video for business and events in TC	£5,000	£5,000	£0	This video promoted the use of UKSPF funds to support the Town Centre over the first two years of funding and is now available online
E9: Impactful Volunteering and/or Social action Projects	Project B- A Safe and Attractive Town Centre achieved through Greening and Lighting	An externally commissioned green Volunteering Project to Improve Town Centre Green Spaces, Increase Volunteering and Improve Wellbeing.	£60,000	£45,000	£15,000	Five sites have been worked with throughout 2023/24 with 25 volunteers involved at 59 events. The sites are Maidstone Community Support Centre, Trinity House, Brenchley Gardens, Fairmeadow and planters in the Town Centre.
Management Overheads			£9,897	£7,423	£2,474	
Total:			£298,478	£238,933	£50,086	
				£289,019		



Third Quarter Risk Update 2023/24

February 2024
Corporate Service PAC
Report Author: Uche Olufemi
(Emergency Planning & Resilience Manager)

Introduction

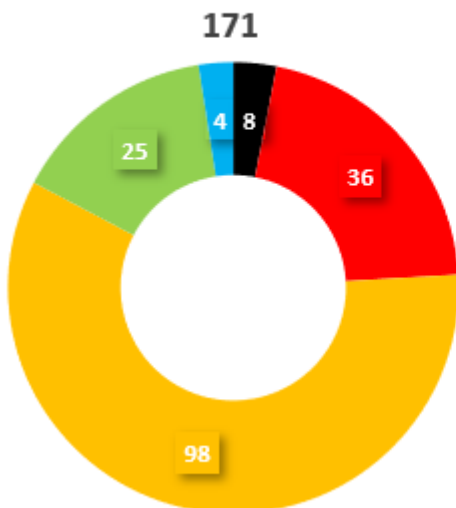
A key principle of good governance is managing the ***effect of uncertainties on the achievement of our objectives***. Having arrangements in place to identify and manage our risks increases the probability of achieving corporate and operational objectives by controlling risks in balance with resources. Good risk management also increases our ability to cope with developing and uncertain events and helps to instil a culture of continuous improvement and optimisation.

The Risk Management Framework sets out how the Council identifies, manages, and monitors risks. This includes the risk appetite statement, which articulates how much risk the Council is comfortable with and able to bear. The Council has recently updated the Risk Management Framework which will be shared with the Corporate Services Portfolio Holder.

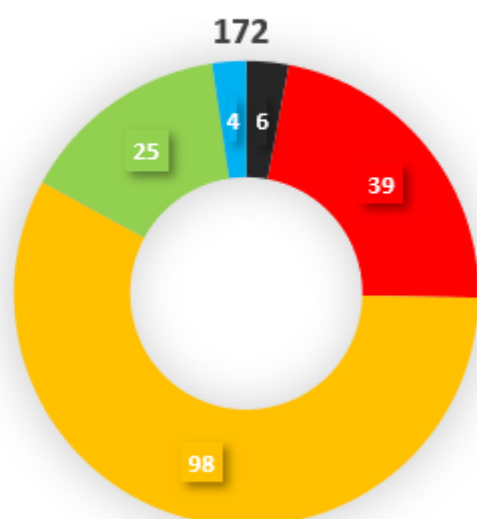
The purpose of this report is to provide an update on the council's risk information considering any changes to existing risk and highlighting emerging ones. This report sets out the Council's corporate risks, describes the risks 'on the horizon' and includes the Council's operational risk profile, detailing the most significant operational risks.

The Council's overall risk profile is pictured in the charts below. These show an increase in the overall number of risks following addition of one red operational risk.

Current Risk Rating (Nov' 23)



Current Risk Profile (Feb' 24)



Corporate Risks

The Council's corporate risks are reported quarterly to the Corporate Services Policy Advisory Committee to ensure effective oversight and monitoring. The risks are reviewed and updated by risk owners to include progress against any related risk actions.

The table below summarises the **15** risks on the corporate risk register. Further details on the corporate risks, including a description of the risk and details of existing and planned controls are included in Appendix A. Appendix B outlines the impact and likelihood scoring criteria.

No	Corporate risk	Nov' 23 Current Risk	Feb' 2024		Corporate Priority			
			Current Risk	Mitigated Risk				
1	Financial uncertainty	25	15	12	✓	✓	✓	✓
2	Election failure / challenge	20	20	16	✓	✓	✓	✓
3	Construction costs / contractor insolvency	20	20	16	✓		✓	✓
4	Housing pressures increasing	20	20	16	✓		✓	
5	Diminished local retail and leisure sector	20	20	16	✓			✓
6	Not fulfilling residential property health & safety responsibilities	20	20	12	✓		✓	
7	Environmental damage	16	16	16		✓	✓	✓
8	Cost of Living Crisis	16	16	12		✓	✓	
9	Major unforeseen emergency	15	15	9	✓	✓	✓	✓
10	Major contractor, supplier, or tenant failure	12	12	9	✓	✓	✓	✓
11	IT network failure	12	12	9	✓	✓	✓	✓
12	Ability to access / leverage new funding	12	12	9	✓	✓	✓	✓
13	Loss of workforce cohesion and talent	9	9	6	✓	✓	✓	✓
14	Reduced effectiveness of relationships with strategic partners	9	9	6	✓	✓	✓	✓
15	Governance changes	9	9	6	✓	✓	✓	✓



One corporate risk rating has been downgraded from black to red and a couple of mitigated risk ratings reduced to reflect increased control measures and current situation. Below are the affected risks:

1. **Financial Uncertainty:** The reduced risk rating from a black to red risk acknowledges the council's current positive financial position. The drop in the mitigated risk rating from 16 to 12 reflects the control measures and planned actions detailed in Appendix A of this report.
2. **Loss of Workforce Cohesion:** With an original rating of 9, the reduced mitigated risk rating of 6 reflects strategies, policies, procedures, and activities that are in place and effective controls to mitigate this risk. Details of these controls are captured in Appendix A of this report.
3. **Failure of Contractor:** While this continues to be a red risk, the mitigated rating is now reduced from 12 to 9. This change in rating reflects measures in place such as contract monitoring arrangements for major contractors, financial sustainability embedded in the procurement process, and on-going financial performance and resilience checks for our contractors and suppliers.

External Threats (horizon scanning)

Our horizon scanning process identifies external threats over which we have no direct control or ability to manage the impact on delivery of our priorities. Our response to these threats will be an important factor in how we develop our strategies, policies and how we translate that into service delivery.

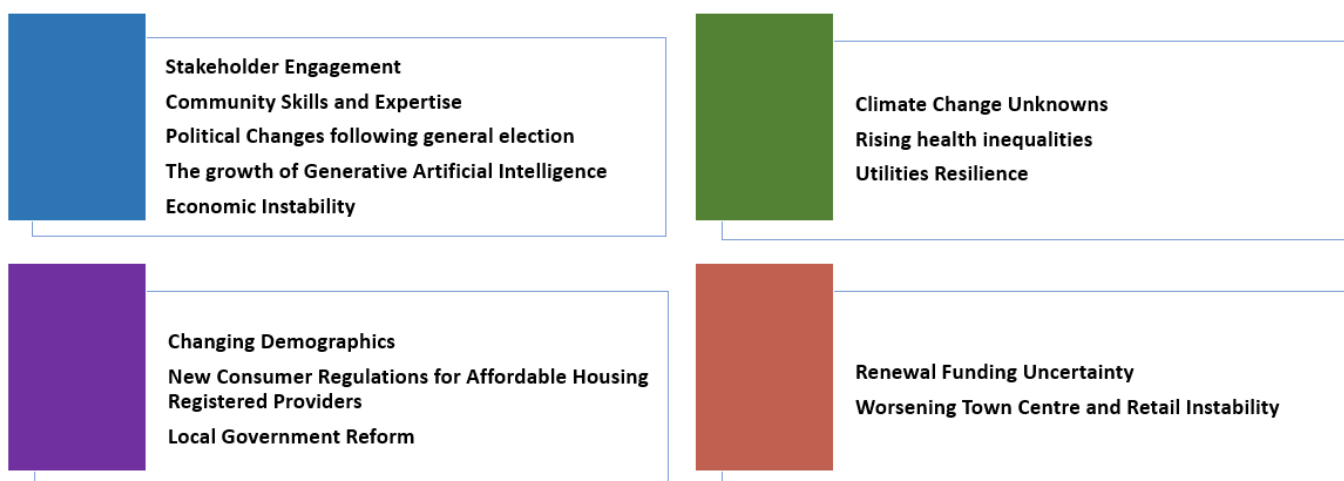
We will run a horizon scanning workshop in 2024 to further explore global risk reports and the latest thinking on emerging risks. This workshop will be aimed at inspiring conversations about emerging risks to enable us continue to build resilience.

We will keep monitoring these threats and continue to provide updates as part of the quarterly audit report.

The diagram below summarises the current external threats aligned to each of our priorities.

Embracing Growth & Enabling Infrastructure

Safe Clean & Green



Homes & Communities

Thriving Place

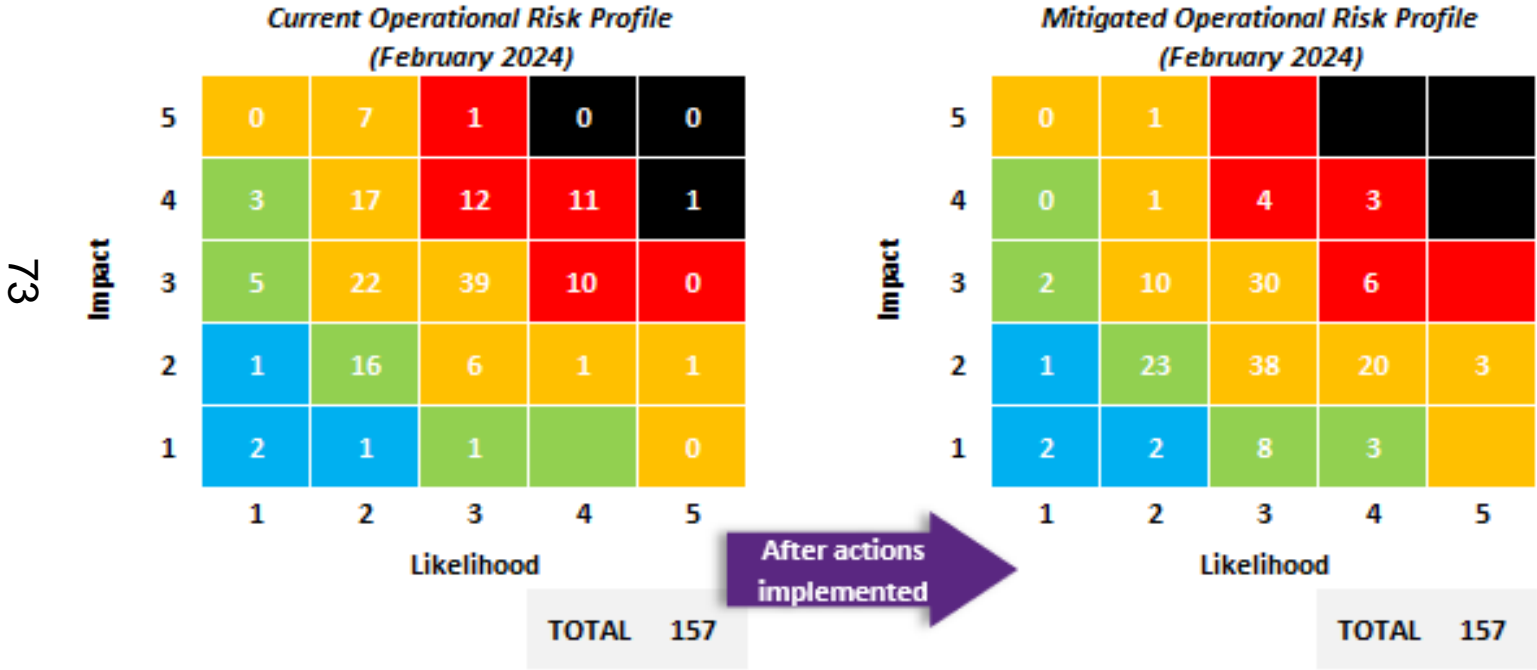
The following points provide some more detail on the threats outlined in the diagram above:

1. **Changing Demographics** – changes in local demographics as local residential development expands and census results become clearer, changes predicted to service provision.
2. **Climate change unknowns** – some of the implications of climate change are already captured within the corporate risk register. This reflects the possibility of other yet unknown implications from climate change. An emerging risk here is the rising carbon offsetting costs.
3. **Community skills and expertise** – decline in diversity of skills and expertise within communities.
4. **Economic Instability** – uncertainty around employment rates, interest rates and inflation increase, and the affect this will have on the local economy, residents' financial position and our operational and contractual costs and wage bill.
5. **Political Changes following general election** – uncertainty around the changes that could result from the general election.
6. **The growth of generative Artificial Intelligence** – the growing interest in the use of AI comes with potential threats. A team is in the process of exploring this further and developing an AI policy for the council.
7. **Rising health inequalities** – increasing inequality in access to health care provisions.
8. **Stakeholder engagement** – heightened sensitivity to Council plans leading to increased intolerance and complaints.
9. **Utilities Resilience** – loss of water, electricity, or telecoms over a wide area in the Borough.
10. **Worsening Town Centre and Retail Instability** – Uncertainty around how many more major retailers could potentially leave the town centre and the resulting impact.

11. **New Consumer Regulations for Affordable Housing** - As the council pursues the 1,000 affordable homes programme, there will come a point where we will be a registered provider and subject to the new consumer standards. New consumer standards will go live in April 2024.
12. **Local Government Reform** – the potential implications of implementing local government reforms.

Operational Risks

The following matrix sets out the operational risk profile of the Council including shared service risks. It shows the ‘business as usual’ position (*current risk*) and the position once all planned actions are implemented (*mitigated risk*). Compared to November 2023, the overall number of operational risks has increased by 1 from 156 to 157.



The single black operational risk is detailed below:

1. Unable to provide Building Control Service if staff are not licensed with the HSE by 1 st April 2024 in accordance with the new Building Safety Act.				
Service Area: Building Control		Ownership: Robert Wiseman		Current Score: 15 x L4 20
Causes Insufficient number of licensed surveyors to carry out the operational duties. Consequences Inability to deliver the service or train staff A need for agency staff leading to increased costs Inability to carry out statutory functions.		Existing Controls <ul style="list-style-type: none">All staff being supported and working towards attaining accreditation by April 2024Arrangements in place to recruit agency staff if neededTrainee/ Apprenticeship programme to recruit and train new staff		Risk Response <ul style="list-style-type: none">We now have a clear understanding of the implications of the Building Safety ActStaff on training courses to achieve the accreditation
Next Risk review: October 2024		Risk direction over time: Reduced mitigated risk profile from 12		Mitigated Score: 13x L4 12

Appendix A Corporate Risk Register

The following table shows details of the Council's Corporate Risks including the current rating and the rating after the introduction of planned controls (the mitigated rating).

Risk (title & full description)	Risk Owner	Key Existing Controls	Current rating (I x L)	Planned Actions	Mitigated rating (I x L)
General financial uncertainty . Unexpected changes to government funding, failure to achieve income or savings targets, and increases in inflation and contractor costs and deteriorating economic environment places further financial restrictions on the Council resulting in difficulty maintaining standards or meeting aims.	Mark Green	<ul style="list-style-type: none"> Agreed work programmes in transformation and commissioning Budget monitoring in place MTFS in place and monitored Scenario planning in budget setting Strategies for maintaining income (e.g. pricing policies and proactive management of property portfolio) Holding reserves to mitigate impact of financial restrictions Robust risk assessment of new business opportunities Cost recovery through bidding for additional government support for one-off costs and strategic investments Maximise Council Tax to referendum limit Early start to budgetary process for 24-25 to agree key areas 	(3 x 5) 15	<ul style="list-style-type: none"> Lobbying to avoid unfavourable financial changes to government funding Identifying measures to address future budget gaps 	(4 x 3) 12
Elections Act 2022 implications in terms of Voter ID, Postal Votes and Overseas Voters could lead to greater challenge or failure for a general election in the next year	Angela Woodhouse	<ul style="list-style-type: none"> All usual election risk mitigations are in place including project planning, contingency planning, and risk assessments. DES Manager on DLUHC BCN group working on Elections Act 2022 implementation and liaising with AEA. Several actions completed around increasing the number of elections staff (including having staff on standby) and more targeted training. Targeted communication plans and training for staff plus increasing the number of staff with electoral administration knowledge 	(5 x 4) 20	Contingency planning for post-election challenge impacts.	(4 x 4) 16

Risk (title & full description)	Risk Owner	Key Existing Controls	Current rating (I x L)	Planned Actions	Mitigated rating (I x L)
<p>Changes to national shopping patterns and other economic impacts leading to Diminished local retail and leisure sector, limiting the appeal of Maidstone town centre threatening business rates income.</p>	William Cornall	<ul style="list-style-type: none"> • Regular network meetings with town centre retailers • Public realm improvement work • Supporting One Maidstone Business Improvement District • Work commissioned to promote Maidstone as business destination • Planning Guidelines documents have now been approved by SPI for the Five town Centre Opportunity sites. Planning permissions have now been granted on two of these and pre-application advice given in respect of land parcels on Maidstone Riverside. • Active management of Lockmeadow to enhance the local economy • Support delivered to the sector through Business Rates grants and assistance grants • Town Centre Opportunity guidance published and actively being used • Successful bid to the safer streets fund which has secured £565k investment for community safety in the town centre. • Acquisition of key property (Grenada House) 	(4 x 5) 20	<ul style="list-style-type: none"> • Development of a Town Centre strategy to guide the reallocation of land uses within the Town Centre (including retail). • The Council has now received a circa £1.2m Shared Prosperity Fund allocation for the next three years. Officers are in the process of preparing a draft investment plan for the monies for consideration by Members • Town Centre Strategy now underway with "We Made That" appointed and work scheduled to complete by Dec 2024. • Commencement of Grenada House refurbishment works in Q4 2023/24 	(4 x 4) 16

Risk (title & full description)	Risk Owner	Key Existing Controls	Current rating (I x L)	Planned Actions	Mitigated rating (I x L)
<p>Inflation continues to rise and a significant economic event (e.g. further pandemic impacts, BREXIT, supply chain issues) causes significant changes in construction costs which may also result in a contractor insolvency, as they are generally locked into delivering schemes at a fixed price, and so need to manage their exposure to rising costs in their supply chain. For the Council, this leads to a narrowing gap between build price and end of property values, increased costs to the Council and a possible time lag in delivery of 1000 affordable new homes, owing to a lack of capacity in the construction sector.</p>	William Cornall	<ul style="list-style-type: none"> • Use of "off-site" and other Modern Methods of Construction where possible to ensure schemes are delivered efficiently • Designing buildable efficient schemes • Financial stability and overall exposure checks for contractor • Performance bonds and quality monitoring • Realistically set financial scheme approval hurdle rates • Appointment of a single architect, employers' agent and development management specialist as a consistent professional team to support the Council in its delivery of the 1,000 homes programme • Internal team has been strengthened by the creation of and recruitment into three new roles 	<p>(4 x 5)</p> <p>20</p>	<ul style="list-style-type: none"> • Exploration of suitable contractor frameworks to access. • Managing exposure levels to different contractors as the programme gathers momentum. • Delaying the letting of key contracts if tendering does not yield VFM proposals that are financially robust. • Careful scheme design evolution to enhance the "buildability" of new projects. 	<p>(4 x 4)</p> <p>16</p>

Risk (title & full description)	Risk Owner	Key Existing Controls	Current rating (I x L)	Planned Actions	Mitigated rating (I x L)
<p>Increased impacts from climate change (including flooding, severe storms, heatwaves, and drought) causes environmental damage reducing residents' quality of life and increasing adaptation support required from the Council.</p>	Angela Woodhouse	<ul style="list-style-type: none"> Air Quality Action Plan in place Emergency planning arrangements in place Parks and open spaces strategy to reduce risk of damage from trees and nature-based mitigation of climate impacts Budget available to deliver actions and additional funding allocated Communication / engagement activities to increase resilience and awareness of residents and businesses for adverse weather events Use of Severe Weather Impacts Monitoring System (SWIMS) to understand impacts of severe weather in borough Member of the Kent Climate Change Network Permanent Biodiversity and Climate Change Manager in post Permanent Biodiversity and Climate Change engagement officer in post to support public and business adaptation to climate change Part of Medway Flood Partnership and Kent Resilience Forum Strong governance arrangements in place with operational board chaired by Director of Strategy Insight and Governance, Fortnightly oversight meetings with the Leader and quarterly reports to Corporate Leadership Team, Policy Advisory Committee, and the Executive KPIs in place and a dashboard of performance has also been developed 	(4 x 4) 16	<ul style="list-style-type: none"> Implementation of the B&CC strategy and action plan to engage with public and businesses to adapt to and mitigate impacts of climate change Review of our own estate in line with ambition to be carbon neutral by 2030, and work with partners to reduce carbon, implement a Nature Recovery Strategy to reduce surface run off and increase natural solutions, enhance, and expand wetland coverage to mitigate impacts of climate change and pollution. Partner with KCC, other Kent districts and private landowners on widescale tree planting and nature recovery to mitigate impacts of climate change Conduct Borough Climate Impact Assessment and work with Medway Flood Partnership to identify and develop actions, including natural flood management (nature-based solutions and sustainable urban drainage), which can help to reduce flooding, drought, and urban hotspot. Ensure Local Plan review considers level of current and future projected flood/drought risk and that new developments are planned accordingly. Work with the Kent Resilience Forum, spatial planners and other partners to enhance adaptation and emergency planning contingencies for severe weather and other climate impacts. 'Strengthening' of power and water supply and other critical infrastructure should be a priority alongside ensuring more resilient settlements 	(4 x 4) 16

Risk (title & full description)	Risk Owner	Key Existing Controls	Current rating (I x L)	Planned Actions	Mitigated rating (I x L)
<p>The broader housing and cost-of-living crisis leads to housing pressures increasing on the Council, affecting both costs associated with homelessness and ability to meet wider housing needs in the borough.</p>	William Cornall	<ul style="list-style-type: none"> • Homelessness prevention team in place with increased resource • Closer working with private sector & housing associations • Key policies are in place: Temporary Accommodation Strategy • Implementation of Housing Management Team • We work closely with the voluntary sector and community partners • New Housing Strategy adopted • Undertaking roadshows with colleagues from Revs & Bens and other stakeholders to support those in financial/housing difficulty • Use of government grants specifically to support households in financial difficulty because of cost-of-living crisis <ul style="list-style-type: none"> • Maximise use of government grants to assist those in financial difficulty • Increase the use of OneView to identify households who may become homeless • Trinity now open offering Mon-Fri services for immediate intervention and support/guidance • Officers have appointed BEAM to help secure move-on accommodation in the PRS • The Cabinet has now approved for the council to enter into a grant funding agreement with Homes England and the council has received firm allocations for grant funding on our net 5 schemes. 	(4 x 5) 20	<ul style="list-style-type: none"> • Leader of Council ambition to build 1000 new Council homes as soon as possible and plans to meet this aspiration have been approved and the programme is underway with the second major new land acquisition. Around 40% of the required plots are now either acquired or approved by the Executive. • Improve access to private rented sector through the MBC incentive scheme • The Council continues to work with Homes England to promote the 5,000 home Heathlands Garden community through the Local Plan Review, with a view to the project delivering new homes from the late 2020's. • Review of the Home Finder Scheme offer to landlords to increase the supply of stock at our disposal. • Capital programme for 23/24 allows for c30 TA units to be acquired this year. 	(4 x 4) 16

Risk (title & full description)	Risk Owner	Key Existing Controls	Current rating (I x L)	Planned Actions	Mitigated rating (I x L)
80 Major unforeseen emergency with national / international impact (e.g. new pandemic, environmental disaster)	Alison Broom	<ul style="list-style-type: none"> • Strong existing emergency planning framework • Active engagement with Local Resilience Forum • Flexible and committed workforce appropriately trained in various roles to support the council's response to incidents. • Quarterly oversight & monitoring through the Emergency Planning & Business Continuity Group chaired by the Director for Finance, Resources & Business Improvement. • Some financial reserves • Good partnership working as demonstrated during Covid-19 pandemic • Continued update to Business Continuity Plans and arrangements • Regular reports to CLT on improvements to the business continuity arrangements • Embedded arrangements over the quarterly review of emergency threats and risks through the Emergency Planning and BC Group including horizon scanning and early warnings. • Plans in place for dealing with different types of major emergencies and their impacts. • Business Continuity Management Policy • Increased resilience for the Emergency Planning & Resilience team by the recruitment of a permanent Resilience Officer. • Annual Business Continuity exercise • Annual Winter Preparedness workshop and briefing to key responders (including Corporate Leadership Team) • Annual refresher courses for Emergency Planning Responder roles 	(5 x 3) 15	<ul style="list-style-type: none"> • Continue to collaborate with partners within the Kent Resilience Forum to implement good practice and strengthen mutual aid arrangements. 	(3 x 3) 9

Risk (title & full description)	Risk Owner	Key Existing Controls	Current rating (I x L)	Planned Actions	Mitigated rating (I x L)
Security breach or system weakness leading to IT network failure results in wide-spread system unavailability, increased legal and financial liability and reputational damage.	Georgia Hawkes	<ul style="list-style-type: none"> • Regular backup programmes • External testing of IT security by specialists –resulting findings and actions are implemented and tested • ICT policies & staff training, including disaster recovery plan • Mandatory cyber security training was rolled out and completed • CLT monitoring of performance indicators, including ICT incidents • Nessus scanning software reporting daily on system vulnerabilities • New firewall tested and installed • Ongoing programme of awareness raising through Cyber events, training, and tests • Ongoing programme of IT campaigns including phishing • IT Business Continuity Plan which prioritises the systems that need to be brought back online. • Bulk messaging system to ensure adequate communication lines available. Gov.notify used and an awareness campaign run to encourage staff to sign up. • Cyber Security Incident BC Exercise undertaken in November 2022 and a power outage/loss of systems exercise in November 2023 • New role of Security manager is now in post to support the implementation of the Zurich Cyber Security report. • Business Impact Assessments have been reviewed and updated. These have been used to update BC Plans 	(4 x 3) 12	<ul style="list-style-type: none"> • Continue to keep up to date and investigate best practice in the corporate approach for dealing with and responding to cyber incidents when they occur. 	(3 x 3) 9

Risk (title & full description)	Risk Owner	Key Existing Controls	Current rating (I x L)	Planned Actions	Mitigated rating (I x L)
82 Insufficient awareness / expertise leads to not fulfilling residential property and health and safety responsibilities resulting in possible health & safety breaches.	William Cornall	<ul style="list-style-type: none"> • New Contractors appointed DMS (repairs and voids) and Clareglow (gas) to deliver a more tailored service for the Council • Faithfull Farrell & Timms have been retained as a critical friend to allow the new housing management function to up skill. • The MBC residential portfolio is now being managed by a single team within Housing & Communities, where previously it was split between Housing & Property. • H&S KPIs are now recorded and reported through a permanent software solution. • The H&S KPIs are reported monthly to Corporate Leadership Team. • Good level of awareness from officers around H&S obligations and compliance • Excellent levels of compliance being reported to the CLT monthly. • New Residential Portfolio Manager, and associated team appointed and in place since Sept 22, working exclusively on housing management and compliance. 	(4 x 5) 20	<ul style="list-style-type: none"> • Eventual goal of real time reporting in terms of gas safety • Review of existing resources and skills underway to support the housing portfolio and management of properties. • Implementation of new specialist housing management software to support the growing portfolio. • The Council has almost completed a significant re-investment package of works of its two publicly owned G&T sites and works nearing completion. • Staff being supported to obtain the required HSE accreditation. 	(4 x 3) 12
Failure of a major contractors, suppliers or tenants: As a result of market pressures one of the Councils contractors goes into liquidation / administration or seeks to negotiate an increase in the cost of the contract. Leading to disruption and increased costs.	Mark Green	<ul style="list-style-type: none"> • Regular contract monitoring and communication with major contractors • Procurement expertise made available through the Partnership with Tunbridge Wells • Financial performance and sustainability embedded into the procurement process • Contractor business continuity plans in place and alternative contractors may be available • 'Exit plan' included as a requirement in the ITT document for all relevant contracts • Ongoing financial performance and resilience checks of our suppliers and contractors 	(4 x 3) 12	<ul style="list-style-type: none"> • Risk register being completed for each of the Council's strategic contracts • Increased consideration of in-house provision or alternative commissioning routes • Explore additional resource dedicated to contract monitoring 	(3 x 3) 9

Risk (title & full description)	Risk Owner	Key Existing Controls	Current rating (I x L)	Planned Actions	Mitigated rating (I x L)
83 Difficulties in recruiting and retaining the right skills and adapting to hybrid working leads to a loss of workforce cohesion and talent . This results in a loss of productivity.	Georgia Hawkes	<ul style="list-style-type: none"> • Workforce strategy updated • Training & development programme • Occupational health, employee support and HSE Stress Survey • Recruitment process that includes ability to adjust pay and market supplement for hard to recruit jobs • Rewards package reviewed regularly • Commissioning specialist external support as required • Online onboarding of new staff • Use of ClearReview to encourage continuous conversations and clear objective setting • Hybrid Policy in place • Market Supplement Policy reviewed and updated • graduate microsite has been created to allow the council to recruit graduates in less skilled roles to provide the training to increase skill levels to progress in the role • Obtaining information on best practice on recruitment processes and options for hard to recruit roles 	(3 x 2) 6	<ul style="list-style-type: none"> • Use results of 2024 staff survey to feed into staff motivation and retention activities and strategies. 	(3 x 2) 6
Uncertainties relating to the Council's ability to access new funding and availability of PWLB loans increases difficulty securing and leveraging funding to help stabilise and support the delivery of our capital programme.	Mark Green	<ul style="list-style-type: none"> • Access to professional networks to identify opportunities for funding • Experienced officer capacity • Good relationships with funding partners, e.g. Homes England • Obtaining forward borrowing • Maintaining good financial standing to ensure the council has good credit rating. • Investment of one-off resources for putting together funding bids 	(3 x 4) 12	<ul style="list-style-type: none"> • Investigate alternative sources of funding. 	(3 x 3) 9

Risk (title & full description)	Risk Owner	Key Existing Controls	Current rating (I x L)	Planned Actions	Mitigated rating (I x L)
<p>As a result of significant changes to the Councils' governance (including moving to executive model and the boundary review) sound governance processes may not be maintained during the change or poor processes may be introduced.</p> <p>Leading to delays in decision making, reputational damage or legal implications.</p>	Angela Woodhouse	<ul style="list-style-type: none"> Monitoring Officer in place to oversee Council activities and provide advice Code of Conduct Timeline agreed for the Local Government Boundary Commission review and work overseen by the Director of Finance and Business Improvement Software to facilitate consultation on ward boundaries Templates and system for agendas and decision publication updated New constitution agreed and in place Training carried out with Officers and Members on the new governance arrangements 	(3 x 3) 9	<ul style="list-style-type: none"> Recruit two additional officers into Democratic Services to support the new model Log of issues kept by Democratic Services – contributed to by the Monitoring Officer, Democratic Services and Director of Strategy, Insight and Governance 	(3 x 2) 6

Risk (title & full description)	Risk Owner	Key Existing Controls	Current rating (I x L)	Planned Actions	Mitigated rating (I x L)
<p>Reduced effectiveness of relationships with strategic partners</p> <p>Financial constraints and requirements from Government or regulators change the priorities or commitments of our strategic partners or their capacity to work with us. This causes a dislocation with our work and increases Member pressure to highlight concerns.</p>	Alison Broom	<ul style="list-style-type: none"> • Participation in Kent One Public Estate Board • Maidstone Inclusion Board • Good integration with County-wide networks • Regular programme of Anchor Institutions and stakeholder meetings. • Collaboration agreement with Homes England for the proposed Heathlands Garden Community • Umbrella agreement with Homes England concerning grant support for affordable and social rent housing • Strategic engagement with health partners including the West Kent Health and Care Partnership and the ICP primary care and estates teams • Participation in the Medway Valley Countryside Partnership to complement our parks and open spaces service • Mid Kent Services and associated collaboration agreements • Collaboration agreement with Ashford and Swale borough councils concerning waste collection • Professional team for regeneration projects in place and contractors in place for delivery of 2024/5 programme • Relationships established and working well with the Department for Work and Pensions • Implementation of shared arrangement for emergency planning and resilience with Swale BC 	(3 x 3) 9	<ul style="list-style-type: none"> • Continue to explore ways to develop, grow and strengthen partner relationships • Dialogue with West Kent Authorities on scope for future working together options • Reduced participation in the Kent Resource Partnership • Review of agency agreement for parking enforcement • Review of inter authority agreement between MBC as waste collection authority and KCC as waste disposal authority. • Implementation of decision to extend the Mid Kent Services' shared Revenues and Benefits Service • Dialogue with licensing partnership authorities to agree common internal audit approach • Seeking improvements to working arrangements with the Valuation Office and Hm Courts and Tribunal Service (to strengthen MKS Revenues and Benefits service) 	(3 x 2) 6

Risk (title & full description)	Risk Owner	Key Existing Controls	Current rating (I x L)	Planned Actions	Mitigated rating (I x L)
<p>More residents moving from comfortable and making ends meet into financial crisis. If the current cost of living crisis continues and potentially intensifies there will be an increase in the need for support and demand for services. Leading to Increased financial pressures for residents of the Borough; Homelessness increased; Resident debt increased; Increased stress and mental health problems; Increased demand for support from us and the voluntary and community sector</p>	Angela Woodhouse	<ul style="list-style-type: none"> Anchor Institutions Partnership established and meeting regularly Working with the VCS on volunteering and fund-raising initiatives Investment has been made in Trinity Foyer and it has opened as a Community Hub Love Where You Live & Get Involved project has been launched and continues to be delivered Financial Inclusion Strategy The Community resilience fund Agreed part funding with the Citizens Advice Bureau for a Debt Management post Community Sector newsletter established VCS repository is live and under review to ensure it is kept up to date An action plan is in place – a welfare post has been appointed to and a hardship fund created LIFT Dashboard in place – using available data to proactively reach out and offer support to resident in financial crisis or at risk Quarterly Inclusion Board 	(4 x 4) 16	<ul style="list-style-type: none"> Review of the financial inclusion strategy Initiatives focussed on prevention, sign posting and advice as well as reactive measures using Household Support Fund and our Community Resilience Grant. Plan is to bring this work together under a new strategy and action plan, with identified and coordinated resourcing Pursuing 'No Wrong Door Campaign Increasing proactive community liaison work to ensure strength of engagement between council and VCS 	(4 x 3) 12

Appendix B Impact and Likelihood Definitions

Risks are assessed for impact and likelihood. So that we achieve a consistent level of understanding when assessing risks, the following definitions were agreed and have been used to inform the assessment of risks on the risk register.

RISK IMPACT

Level	Service	Reputation	H&S	Legal	Financial	Environment
Catastrophic (5)	Ongoing failure to provide an adequate service	Perceived as a failing authority requiring intervention	Responsible for death	Litigation almost certain and difficult to defend Breaches of law punishable by imprisonment	Uncontrollable financial loss or overspend over £500k	Permanent, major environmental or public health damage
Major (4)	Failure to deliver Council priorities Poor Service, 5+ days disruption	Significant adverse national publicity	Fails to prevent death, causes extensive permanent injuries or long term sick	Litigation expected and uncertain if defensible Breaches of law punishable by significant fines	Financial loss or overspend greater than £250k	Long term major public health or environmental incident (1+ yrs)
Moderate (3)	Unsatisfactory performance Service disrupted 3-5 days	Adverse national publicity of significant adverse local publicity	Fails to prevent extensive permanent injuries or long term sick	Litigation expected but defensible Breaches of law punishable by fines	Financial loss or overspend greater than £50k	Medium term major public health or environmental incident (up to 1 yr)
Minor (2)	Marginal reduction in performance Service disrupted 1-2 days	Minor adverse local publicity	Medical treatment required Long term injuries or sickness	Complaint or litigation possible Breaches of regulations or standards	Financial loss or overspend greater than £10k	Short term public health or environmental incident (weeks)
Minimal (1)	No performance reduction Service disruption up to 1 day	Unlikely to cause adverse publicity	First aid level injuries	Unlikely to cause complaint Breaches of local procedures	Financial loss or overspend under £10k	Environmental incident with no lasting detrimental effect

RISK LIKELIHOOD

Level	Probability	Description
Almost Certain (5)	90% +	Without action is likely to occur; frequent similar occurrences in local government / Council history
Probable (4)	60% - 90%	Strong possibility; similar occurrences known often in local government / Council history
Possible (3)	40% - 60%	Might occur; similar occurrences experienced in local government / Council history
Unlikely (2)	10% - 40%	Not expected; rare but no unheard of occurrence in local government / Council history
Rare (1)	0% - 10%	Very unlikely to occur; no recent similar instances in local government / Council history

APPENDIX 5

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Business Name	Property Address	A/C ref	Fin. Year	O/S debt	Costs	Total to be written off	Reason for write off	Action taken
PASTA PASTA LTD	203 WATER LANE	3315231	2021/22	£8,344.92	£200.00	£30,731.31	Dissolved	Companies House shows company dissolved via compulsory strike off 26.09.2023 returned from bailiff no chance of dividend.
	CHEQUERS CENTRE		2022/23	£13,972.00	£200.00			
	MAIDSTONE ME15 6AR		2023/24	£7,814.39	£200.00			
PLAY CENTRES LTD	UNITS G10 G11 G11A G12 & G12A	329529X	2019/20	£13,636.51	£0.00	£34,112.39	Administration	Debt was with Enforcement Agent, company went into administration 06.06.2023 - notice of no dividends received and company to move to dissolution.
	POWERHUB BUSINESS CENTRE		2021/22	£5,664.64	£200.00			
	ST PETERS STREET		2022/23	£13,056.00	£0.00			
	MAIDSTONE KENT		2023/24	£1,555.24	£0.00			
	ME16 OST							
KENT PUB CO LTD	THE ZOO	3298400	2018/19	£15,581.06	£0.00	£17,556.31	Liquidation	Company in liquidation 23.05.2019, no dividend paid and company dissolved 07.07.2022
	MARKET BUILDINGS		2019/20	£1,975.25	£0.00			
	MAIDSTONE							
	ME14 1HP							
Total				£82,400.01				

APPENDIX 6 - Contract Approval Levels.

Current Levels	Proposed Levels	Benefit
<p>Less than £10k</p> <ul style="list-style-type: none"> – at least 1 quote (local supplier if possible) – if non-standard request support from legal. – Head of Service (HofS) approves. – Over £5k advise procurement. – Responsible officer to ensure contract manager in place. 	<p>Under £5K</p> <ul style="list-style-type: none"> – 1 quote (must demonstrate value – must be a local supplier) – Line manager/ budget holder sign off 	<p>Simpler process as the current one has differing rule over £5k. New rules make this clearer.</p> <p>A lower level of budget sign off to increase accountability and speed of purchasing.</p> <p>Mandates that we contract with local suppliers unless evidence can be provided as to why a local company cannot deliver the requirement.</p>
	<p>£5-10K</p> <ul style="list-style-type: none"> – Minimum of 2 quotes (1 from local supplier where possible) – must notify procurement and send copy of contract – e-tendering platform advised – Line manager/ budget holder sign off – HofS Notified 	<p>A lower level of budget sign off to increase accountability and speed of purchasing.</p> <p>e-tendering advised and approval lower with HofS being notified.</p>
<p>£10 – 25K</p> <ul style="list-style-type: none"> – Minimum 3 quotes (1 from local supplier where possible) – Director Sign off 	<p>£10 – 25K</p> <ul style="list-style-type: none"> – Minimum 3 quotes (1 from local supplier where possible) – e-tendering platform mandatory – HofS Sign off 	<p>Same financial levels, but a lower level of sign off – now at HofS. Use of the e-tendering platform will be mandatory.</p>
<p>£25 – 75K</p> <ul style="list-style-type: none"> – Mandatory consultation with procurement and agree sourcing plan – Director sign off. 	<p>£25 – 100K</p> <ul style="list-style-type: none"> – Mandatory consultation with procurement and agree sourcing plan – e-tendering platform mandatory – HofS Sign off – Notification to Director and Head of Finance (HofF) 	<p>A small increase in the upper limit.</p> <p>Reduced level of authority for sign off.</p>
<p>Over £75k</p> <ul style="list-style-type: none"> – Procurement must run exercise on behalf of Service area – Director FR&BI to sign off. 	<p>Over £100K</p> <ul style="list-style-type: none"> – Procurement must run exercise on behalf of Service area – tender mandatory via e-tendering platform – Director Sign off and Notification to HofF. 	<p>A small increase in the upper limit.</p> <p>Reduced level of authority for sign off.</p>

Note : any changes will need to be included into the Constitution.

Agenda Item 20

Cabinet

20 March 2024

Key Performance Indicators 2024/24

Timetable	
Meeting	Date
Communities Leisure and Arts Policy Advisory Committee	5 March 2024
Planning, Infrastructure and Economic Development Policy Advisory Committee	6 March 2024
Housing, Health and the Environment Policy Advisory Committee	12 March 2024
Corporate Services Policy Advisory Committee	13 March 2024
Cabinet	20 March 2024

Will this be a Key Decision?	No
Urgency	Not Applicable
Final Decision-Maker	CABINET
Lead Head of Service	Head of Insight, Communities and Governance
Lead Officer and Report Author	Carly Benville, Information and Analytics Manager
Classification	Public
Wards affected	All

Executive Summary

Committee are provided with an update on performance management arrangements for 2024/25 including to recommend to Cabinet the draft key performance indicators for 2024/25.

Purpose of Report
Decision

This report makes the following recommendation to the Cabinet;

1. To agree the draft Performance Indicators at Appendix A to D, and note the changes to reporting arrangements.

Key Performance Indicators 2024/24

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>The four Strategic Plan objectives are:</p> <ul style="list-style-type: none"> • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place <p>Accepting the recommendations will materially improve the Council's ability to achieve its priorities as the Key Performance Indicators and strategic actions are aligned with the Council's overarching Strategic Plan 2019-45 and play an important role in the achievement of corporate objectives. They also cover a wide range of services and priority areas.</p>	Anna Collier - Head of Insight, Communities and Governance
Cross Cutting Objectives	<p>The four cross-cutting objectives are:</p> <ul style="list-style-type: none"> • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected <p>The report recommendation(s) supports the achievement(s) of all cross-cutting objectives as the Key Performance Indicators and strategic actions are aligned with the Council's overarching Strategic Plan 2019-45.</p>	Anna Collier - Head of Insight, Communities and Governance
Risk Management	Already covered in the risk section.	Anna Collier - Head of Insight, Communities and Governance
Financial	The proposals set out in the recommendation are all within already approved budgetary headings and so need no new funding for implementation. Performance indicators and targets are closely linked to the allocation of resources and determining good value for money. The financial implications of any	Section 151 Officer & Finance Team

	proposed changes are also identified and taken into account in the Council's Medium-Term Financial Strategy and associated annual budget setting process. Performance issues are highlighted as part of the budget monitoring reporting process.	
Staffing	We will deliver the recommendations with our current staffing. Having a clear set of performance targets enables staff outcomes/objectives to be set and effective action plans to be put in place.	Anna Collier - Head of Insight, Communities and Governance
Legal	There is no statutory duty to report regularly on the Council's performance. However, under Section 3 of the Local Government Act 1999 (as amended) a best value authority has a statutory duty to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness. One of the purposes of the Key Performance Indicators is to facilitate the improvement of the economy, efficiency and effectiveness of Council services. Regular reports on Council performance help to demonstrate best value and compliance with the statutory duty.	Team Leader (Contentious and Corporate Governance)
Information Governance	The recommendations do not impact personal information (as defined in UK GDPR and Data Protection Act 2018) the Council Processes.	Information Governance Officer
Equalities	The recommendations do not propose a change in service therefore will not require an equalities impact assessment.	Equalities & Communities Officer
Public Health	The performance recommendations will not negatively impact on population health or that of individuals.	Senior Public Health Officer
Crime and Disorder	There are no implications to Crime and Disorder.	Anna Collier - Head of Insight, Communities and Governance
Procurement	There are no procurement implications.	Anna Collier - Head of Insight, Communities

		and Governance Section 151 Officer
Biodiversity and Climate Change	The implications of this report on biodiversity and climate change have been considered and there are no direct implications on biodiversity and climate change.	Biodiversity and Climate Change Manager

2. INTRODUCTION AND BACKGROUND

- 2.1 Performance management is a key tool to ensuring that the Council is delivering on its priorities, as set out in our strategic plan, and which indicates whether action is required to ensure that we improve our services, give value for money and good outcomes for the residents of Maidstone.
- 2.2 Performance Management has undergone a few evolutions both nationally and locally, with a general reduction in emphasis on performance monitoring. Nationally there has been a recent increase in focus. In July 2023, the Office of Local Government (OFLOG) launched a beta-version of a new online tool, which brings together a range of existing metrics across local government service areas, to provide authoritative and accessible data and analysis about the performance of local government and support its improvement.
- 2.3 The online Local Authority Data Explorer can be found here: <https://oflog.data.gov.uk/>. The following relevant indicators, split by PAC, have been released so far on the tool:

Communities, Leisure & Arts PAC

- None so far

Planning, Infrastructure & Economic Development PAC

- Percentage of major planning applications decided on time
- Percentage of non-major planning applications decided on time
- Percentage of non-major planning applications overturned on appeal
- Percentage of major planning applications overturned on appeal
- Date when a Local Plan was formally adopted by an authority

Housing, Health & Environment PAC

- None so far

Corporate Services PAC

- Percentage of Ombudsman complaints upheld
- Number of upheld Ombudsman complaints per 10,000 population
- Council tax collection rates
- Non-domestic rates collection rates
- Level of band D council tax rates
- Non-ringfenced reserves as percentage of net revenue expenditure
- Non-ringfenced reserves as percentage of service spend
- Debt servicing as percentage of core spending power
- Total debt as percentage of core spending power

- 2.4 The government have committed to ensuring that OFLOG will develop all future metrics by July 2025, and under their current proposed future services, they fall under the following policy advisory committees:

Communities, Leisure & Arts PAC

- Sport, Leisure & Recreational Services (inc. Libraries)

Planning, Infrastructure & Economic Development PAC

- Employment Rate

Housing, Health & Environment PAC

- Homelessness and rough sleeping
- Public Health
- Animal Welfare
- Anti-social behaviour
- Environment
- Housing
- Neighbourhood Crime
- Parks and Green Spaces

Corporate Services PAC

- None so far

Draft Key Performance Indicator Set 2024/25

- 2.5 Proposed key performance indicators for consideration for the period 2024/25 are outlined in the tables over the page. Indicators have been developed based upon:

- New and potential Oflog indicators as described above,
- Current Strategic Priorities,
- Feedback from members over the course of the year,
- Advice from Head of Services and key managers.

- 2.6 Seventy-nine indicators are proposed in total, across all PACs, split as follows:

- Communities, Leisure & Arts – 7
- Planning, Infrastructure & Economic Development – 24
- Housing, Health & Environment – 35
- Corporate Services - 13

- 2.7 Seven indicators are proposed to be dropped in total, across all PACs, split as follows:

- Communities, Leisure & Arts – 2
- Planning, Infrastructure & Economic Development – 0
- Housing, Health & Environment – 5
- Corporate Services - 0

- 2.8 Twenty-nine new indicators are proposed in total, across all PACs, split as follows:

- Communities, Leisure & Arts – 1
- Planning, Infrastructure & Economic Development – 7
- Housing, Health & Environment – 13
- Corporate Services - 8

Reporting

- 2.9 Reporting will change in 2024/25 to increase transparency of the Council's performance. Dashboards of performance will be developed for each committee, which will be refreshed monthly for members.
 - 2.10 In addition to the monthly dashboard, Committee can request more detail about performance from Heads of Service or Managers at committee on any aspect of the performance to feature on the Committee agenda.
 - 2.11 A formal summary of performance will be reported biannually, with the annual report providing a more in-depth analysis including trends and benchmarking data.
-

3. AVAILABLE OPTIONS

- 3.1 Cabinet Members can choose to approve the draft key performance indicator set, as it set out at appendices A to D.
- 3.2 Alternatively, Members can decide to remove or add any indicators suggested as they feel are relevant for the committees.
- 3.3 Members could recommend that performance is not monitored at all, but this is not recommended. Performance management is a cornerstone of a well-performing authority and this would reduce transparency and oversight of the Council's services and overall performance.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 That Cabinet Members agree the draft indicators at appendix A to D, as this has been developed based upon aligning to national data sets, strategic priorities and expert officer advice.
-

5. RISK

- 5.1 The risks associated with this proposal, including the risks if the Council does not act as recommended, have been considered in line with the Council's Risk Management Framework. The recommended approach reduces the risk to the Council. We are satisfied that the risks associated are within the Council's risk appetite and will be managed as per the Policy.

6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 6.1 Key Performance Indicators are presented to committees and cabinet throughout the year and feedback is continually collected and fed into the indicator review process at the end of the municipal year.
- 6.2 Meetings have been had with Corporate Leadership Team, Heads of Service and key Managers which has led to the draft set presented to committee today.

- 6.3 These Key Performance Indicators have been discussed at CLA PAC and PIED PAC. The PIED PAC recommended that the Cabinet approve the report recommendations, and the CLA PAC made the following recommendations:

RESOLVED to RECOMMEND to the CABINET: That

1. The draft Key Performance Indicators (KPIs) at Appendix 1 be agreed subject to consideration being given to the feasibility of splitting Footfall at the Museum and Visitors' Information Centre into two separate KPIs; and
 2. The changes to the reporting changes be noted.
- 6.4 At the time of this report's publication, the additional PACs (Housing, Health and Environment and Corporate Services) were still to consider the draft Key Performance Indicators. The outcome will be reported to the Cabinet ahead of the meeting.

7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 7.1 The development of a performance dashboard is currently underway and will continue once the final set of indicators is approved.
- 7.2 Once the dashboard is at a stage of user-testing, the Chair and Vice-Chair of this committee will be invited to feedback on the contents and outputs of the dashboard, which will contribute towards its final view.

8. REPORT APPENDICES

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

- Appendices A-D: Draft Key Performance Indicators 2024/25

9. BACKGROUND PAPERS

None

Draft Indicators 2024/25 for comment
Communities, Leisure and Arts Policy Advisory Committee

Thriving Place			
Indicator	Responsible Officer	Committee	Current/New KPI?
Footfall at the Maidstone Leisure Centre	Katie Exon	Communities, Leisure and Arts	Current
Footfall at the Museum and Visitors Information Centre	Natalie Moor	Communities, Leisure and Arts	Current
Footfall at the carriage museum	Natalie Moor	Communities, Leisure and Arts	New
Percentage of tickets sold at the Hazlitt	Katie Exon	Communities, Leisure and Arts	Current
Number of outreach projects/work undertaken by the Hazlitt	Katie Exon	Communities, Leisure and Arts	Current
Market Hall Occupancy Percentage	Alexa Kersting Woods	Communities, Leisure and Arts	Current

Homes and Communities			
Indicator	Responsible Officer	Committee	Current/New KPI?
Number of households at risk of (or in) financial crisis (LIFT data)	Anna Collier	Communities Leisure and Arts	Current

Draft Indicators 2024/25 for comment
Planning, Infrastructure & Economic Development Policy Advisory Committee

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Thriving Place			
Indicator	Responsible Officer	Committee	Current/New KPI?
Percentage of unemployed people in Maidstone (out-of-work benefits) [NOMIS]	Karen Britton	Planning Infrastructure Economic Development	Current
Number of youths unemployed (18-24) (claiming unemployment benefits)	Karen Britton	Planning Infrastructure Economic Development	Current
NEETs – Number of 16-18-year-olds not in education, employment or training.	Karen Britton	Planning Infrastructure Economic Development	New
Births of new enterprises	Karen Britton	Planning Infrastructure Economic Development	New
Survival rate of new enterprises	Karen Britton	Planning Infrastructure Economic Development	New
Footfall in the Town Centre	Karen Britton	Planning Infrastructure Economic Development	Current
Percentage of vacant retail units in the town centre	Karen Britton	Planning Infrastructure Economic Development	Current

Embracing Growth Enabling Infrastructure			
Indicator	Responsible Officer	Committee	Current/New KPI?
Processing of planning applications: Major applications (NI 157a)	Rob Jarman	Planning Infrastructure Economic Development	Current
Processing of planning applications: Minor applications (NI 157a)	Rob Jarman	Planning Infrastructure Economic Development	Current
Processing of planning applications: Other applications (NI 157c)	Rob Jarman	Planning Infrastructure Economic Development	Current
Percentage of major planning applications overturned on appeal	Rob Jarman	Planning Infrastructure Economic Development	New
Percentage of non-major planning applications overturned on appeal	Rob Jarman	Planning Infrastructure Economic Development	New

MBC Success rate at planning appeals within a rolling 12-month period	Rob Jarman	Planning Infrastructure Economic Development	Current
Date adopted local plan	Karen Britton	Planning Infrastructure Economic Development	New
Percentage of priority 1 enforcement cases dealt with in time	Rob Jarman	Planning Infrastructure Economic Development	Current
Percentage of Priority 2 enforcement cases dealt with in time	Rob Jarman	Planning Infrastructure Economic Development	Current
Number of enforcement complaints received	Rob Jarman	Planning Infrastructure Economic Development	Current
Open planning enforcement cases (as at start of month)	Rob Jarman	Planning Infrastructure Economic Development	Current
Number of enforcement cases closed	Rob Jarman	Planning Infrastructure Economic Development	Current
Number of enforcement actions taken in the period	Rob Jarman	Planning Infrastructure Economic Development	New
New additional homes provided (NI 154)	Karen Britton	Planning Infrastructure Economic Development	Current
Number of affordable homes delivered (gross)	John Littlemore	Planning Infrastructure Economic Development	Current
Affordable homes as a percentage of all new homes	John Littlemore	Planning Infrastructure Economic Development	Current
Percentage of onsite renewable energy generation in new developments 10% adopted standard	Rob Jarman	Planning Infrastructure Economic Development	Current
Number of Electric Vehicle Charging Points Installed	Jen Stevens	Planning Infrastructure Economic Development	Current
Percentage of planning applications meeting Biodiversity Net Gain 20% adopted standard	Rob Jarman	Planning Infrastructure Economic Development	Current

Draft Indicators 2024/25 for comment
Housing, Health & Environment Policy Advisor Committee

Homes and Communities			
Indicator	Responsible Officer	Committee	Current/New KPI?
Percentage of rent arrears (as a percentage of total rent roll) of properties managed by MBC's Accommodation Team	John Littlemore	Housing Health and Environment	New
Percentage of void residential properties managed by MBC's Accommodation Team (re-lets)	John Littlemore	Housing Health and Environment	New
Percentage of repairs completed within 21 Days (on residential properties managed by MBC's Accommodation Team)	John Littlemore	Housing Health and Environment	New
Percentage of gas safety certificates in place on residential properties managed by MBC's Accommodation Team	John Littlemore	Housing Health and Environment	New
Percentage of electrical safety certificates on residential properties managed by MBC's Accommodation Team	John Littlemore	Housing Health and Environment	New
Percentage of Fire Risk Assessments in place for residential properties where this is a requirement under the Fire Safety Order (2005) (properties managed by MBC's Accommodation Team)	John Littlemore	Housing Health and Environment	New
Number of Homeless Applications made	John Littlemore	Housing Health and Environment	Current
Number of homeless cases where the cause of homelessness is domestic abuse	John Littlemore	Housing Health and Environment	Current
Number of households prevented or relieved from becoming homeless	John Littlemore	Housing Health and Environment	Current
Number of applicants where S195(2) Prevention Duty ended as applicant became homeless and S189B(2) Relief Duty accepted	John Littlemore	Housing Health and Environment	Current
Number of Rough Sleepers accommodated by the Council on the last night of the month	John Littlemore	Housing Health and Environment	Current

Number of households living in temporary accommodation last night of the month (NI 156 & SDL 009-00)	John Littlemore	Housing Health and Environment	Current
Number of households living in nightly paid temporary accommodation last night of the month	John Littlemore	Housing Health and Environment	Current
Number of completed Disabled Facilities Grants	John Littlemore	Housing Health and Environment	Current
Number of private sector homes improved through PSH interventions	John Littlemore	Housing Health and Environment	Current
Number of affordable homes delivered (gross)	John Littlemore	Housing Health and Environment	Current
Affordable homes as a percentage of all new homes	John Littlemore	Housing Health and Environment	Current

Safe Clean Green			
Indicator	Responsible Officer	Committee	Current/New KPI?
The percentage of relevant land and highways that is assessed as having acceptable levels of litter	Jen Stevens	Housing Health and Environment	Current
The percentage of relevant land and highways that is assessed as having acceptable levels of detritus	Jen Stevens	Housing Health and Environment	Current
Missed bins per 100,000 collections	Jen Stevens	Housing Health and Environment	Current
Tonnage of household waste produced per household	Jen Stevens	Housing Health and Environment	Current
Percentage of household waste sent for reuse, recycling and composting	Jen Stevens	Housing Health and Environment	Current
Contaminated tonnage (rejected) as a percentage of tonnage of household waste sent for reuse, recycling or composting	Jen Stevens	Housing Health and Environment	Current
Fly-tipping fixed penalty notices issued per incident	Jen Stevens	Housing Health and Environment	New
Fly-tipping fixed penalty notices percent paid	Jen Stevens	Housing Health and Environment	New
Fly-tipping fixed penalty notices paid per incidents	Jen Stevens	Housing Health and Environment	New

Fly-tipping enforcement actions per incident	Jen Stevens	Housing Health and Environment	New
Number of Green Flag Parks	Jen Stevens	Housing Health and Environment	Current
Percentage of Animal licensed establishments rated 4* or above	John Littlemore	Housing Health and Environment	New
Improvement in Air Quality	John Littlemore	Housing Health and Environment	Current
Borough wide carbon emissions reduction (Government Data)	Anna Collier	Housing Health and Environment	Current
Size of areas rewilded through MBC schemes (volume of land)	Anna Collier	Housing Health and Environment	New
Number of trees planted (through MBC planting initiatives)	Anna Collier	Housing Health and Environment	New
Number of Community Protection Warnings (CPWs) in period	John Littlemore	Housing Health and Environment	Current
Number of Community Protection Notices (CPNs) in period	John Littlemore	Housing Health and Environment	Current

Draft Indicators 2024/25 for comment
Corporate Services Policy Advisory Committee

Additional Measures			
Indicator	Responsible Officer	Committee	Current/New KPI?
Percentage of Ombudsman complaints upheld	Anna Collier	Corporate Services	New
Number of upheld Ombudsman complaints per 10,000 population	Anna Collier	Corporate Services	New
Council tax collection rates	Zoe Kent	Corporate Services	Current
Non-domestic rates collection rates	Zoe Kent	Corporate Services	Current
Level of band D council tax rates	Adrian Lovegrove	Corporate Services	New
Non-ringfenced reserves as percentage of net revenue expenditure	Adrian Lovegrove	Corporate Services	New
Non-ringfenced reserves as percentage of service spend	Adrian Lovegrove	Corporate Services	New
Debt servicing as percentage of core spending power	Adrian Lovegrove	Corporate Services	New
Total debt as percentage of core spending power	Adrian Lovegrove	Corporate Services	New
Percentage of households receiving Council Tax Support (CTS)	Zoe Kent	Corporate Services	Current
Percentage of vacant MBC - owned commercial space (excluding property for development)	Katie Exon	Corporate Services	Current
Percentage reduction in carbon emissions - Buildings (scope 1 and 2)	Anna Collier	Corporate Services	New
Percentage reduction in carbon emissions - Fleet	Anna Collier	Corporate Services	New

CABINET

19 MARCH 2024

Consideration of Lighting and Greening Initiatives for Maidstone Town Centre

Timetable	
Meeting	Date
Planning, Infrastructure and Economic Development Advisory Committee	6 March 2024
Cabinet	19 March 2024

Will this be a Key Decision?	Yes
Urgency	Not Applicable
Final Decision-Maker	Cabinet
Lead Director	Angela Woodhouse – Director of Strategy, Governance and Insight
Lead Officers and Report Authors	Katie Exon – Head of Property and Leisure. Jennifer Stevens - Head of Environmental Services & Public Realm
Classification	Public
Wards affected	Borough-wide

Executive Summary

Report to consider the proposed Lighting and Greening projects for Maidstone Town Centre and phase 1 of a programme of work to achieve the strategic aims and through this delivery of the council's commitments for the UK Shared Prosperity Fund for 2024/5.

Purpose of Report

Recommendation

This report makes the following recommendations to the Cabinet: That

1. The programme of works for 2024/5 to bring MBC's existing lighting infrastructure in the town centre to modern standards and to improve lighting in the town centre as set out section 3 of the report, be approved;

2. The programme of works for 2024/5 to improve greening and the public realm in the town centre as set out in section 4 of the report, be approved;
3. A budget totalling £600,000 for the programme of lighting and greening works as set out in section 5 of the report, be approved;
4. Delegate responsibility for delivering the programme of works and projects be given to the Director of Strategy, Governance and Insight in consultation with the Leader of the Council; and
5. It be noted that officers will continue to develop a further programme of work for lighting, greening and open spaces in the town centre consistent with the relevant strategy and identify further funding opportunities.

Consideration of Lighting and Greening Initiatives for Maidstone Town Centre

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>The four Strategic Plan objectives are:</p> <ul style="list-style-type: none"> • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place <p>Accepting the recommendations will materially improve the Council's ability to achieve these strategic objectives specifically for the town centre to be safe, green and thriving.</p>	Head of Property and Leisure.
Cross Cutting Objectives	<p>The four cross-cutting objectives are:</p> <ul style="list-style-type: none"> • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected. <p>The report recommendations support the achievement of the cross-cutting objectives.</p>	Head of Property and Leisure
Risk Management	Please refer to risk paragraph in the report	Head of Property and Leisure
Financial	Funding is available for the £600K cost of the works proposed, as set out in section 5 of the report. The ongoing maintenance cost will be forecast and a growth item proposed in 2025/26 budget with a sinking fund for future need.	Section 151 Officer & Finance Team
Staffing	We will deliver the recommendations within our current staffing, overseeing the project management of the proposed schemes and	Head of Property and Leisure

	instructed contractors.	
Legal	Acting on the recommendations is within the Council's powers.	Director of Strategy, Insight & Governance
Information Governance	The recommendations do not impact personal information (as defined in UK GDPR and Data Protection Act 2018) the Council Processes.	Information Governance Team
Equalities	The recommendations do not propose a change in service therefore will not require an equalities impact assessment	Senior Policy and Communities Officer
Public Health	We recognise that the recommendations will positively impact on population health or that of individuals.	Public Health Officer
Crime and Disorder	The recommendations if approved will lead to improved lighting to the town centre, making routes safer	Head of Property and Leisure
Procurement	On accepting the recommendations, the Council will procure the necessary works and services We will conduct these processes in line with financial procedure rules.	Head of Property and Leisure & Section 151 Officer
Biodiversity and Climate Change	The projects should improve biodiversity and have a positive impact in relation to climate change, with regard to Action 6.7 to "Increase borough canopy cover expanding ancient forests and reconnecting of existing woodland including urban woods, and greening town centres" of the Council's Action Plan.	Biodiversity and Climate Change Manager

2. INTRODUCTION AND BACKGROUND

Context

- 2.1 MBC is developing a town centre strategy. This is needed to guide future development, including diversifying the economic base, ensuring that any housing growth is balanced by employment opportunities and complemented by new infrastructure, that sustainability and environmental quality are improved and to provide a canvas for activity and events to enhance the experience for town centre residents and businesses, the borough's communities more widely and visitors.
- 2.2 Work to prepare the draft Town Centre Strategy to date has included a thorough interdisciplinary baseline assessment and work on four strategies covering lighting, green and open spaces, movement and community infrastructure. These will all form the evidence

base for the draft Town Centre Strategy and when all work is completed in due course, that evidence will be made available as background information via the council's web site, sitting alongside the draft strategy.

- 2.3 The process so far has included extensive research and engagement with a wide range of stakeholders; it has enabled a better understanding of challenges and potential routes to sustaining and improving the town centre and at the same time served to demonstrate that further research, exploration of options for the future and targeted engagement would be helpful before a draft Strategy is formulated for wide public consultation. The workstreams to achieve this were agreed by Cabinet in December 2023.
- 2.4 Notwithstanding this there is a need to improve lighting and the quality of our green and open spaces in the town centre to support the town centre economy and elevate the experience of residents and visitors now as well as in the medium to long term. This report sets out work to date, proposals and high-level costings for a programme of works and projects on lighting and greening to improve the Town Centre.

Lighting in the Town Centre

- 2.5 It has been recognised that the Maidstone scenography has three layers, with each being accentuated or reduced in any given scene.
- The lighting 'baseline palette' supports the adoption of a coordinated best practice approach to illuminance levels, colour temperatures and the mounting heights of public light equipment.
 - Accent lighting supports wayfinding along key routes, using subtle visual triggers and motifs to offer intuitive guidance to help navigate the town centre after dark. Accent lighting is proposed along three routes that provide key connections between different parts of the town centre - along the town centre spine (Week Street and Gabriel's Hill), around County Hall and along the Riverside.
 - Special lighting treatments allow for the broadening of lighting to help elevate the distinctiveness of Maidstone town centre through lighting to buildings and structures (including Archbishop's palace) and to public spaces (including around the All-Saints complex) and to complement this there are areas of planned darkness – including the River Len, court complex.
- 2.8 The inherently dark corridors of the Rivers Medway and Len divide the different areas of Maidstone, representing the largest open spaces in the town centre. All lighting schemes adjacent to these areas should conform to the ILP/BCT guidance on minimising obtrusive light towards habitats. The Environment Agency will also require assessment of any changes to lighting in terms of river biodiversity including impacts for fish.
- 2.9 Drawing on the strategic assessment and local knowledge it is proposed that initial projects are prioritised as described below:
- Updating MBC's existing lighting infrastructure
 - Implementing a digital management system to improve management and maintenance of MBC's lighting infrastructure.
 - Projects to enhance safety.

- Projects to elevate the quality of the night time experience with a focus on heritage assets
- Projects to complement open space/greening improvements

2.10 Section 3 sets out proposed actions.

Green and Open Spaces

2.11 The key aims of the projects proposed are to improve open space and green infrastructure to support town centre regeneration, elevate the experience of living in and visiting Maidstone and enhance biodiversity.

The main opportunities focus on

- Enhancements to the waterway network
- Improved east-west connections with a green character – linking town centre streets with the river Medway.
- Upgrading existing green spaces including Benchley Gardens and the All-Saints area as a vital component of creating two heritage anchors
- Improvements to open space and green infrastructure
- Public realm improvements including at Earl Street and in the vicinity of Sessions House/Maidstone East
- Creation of a network of green streets to enhance beauty, improve the setting of town centre and residential streets e.g., through increased planting including trees, introduction of SUDs where possible and improving pedestrian and cycle connections in the town so that streets are healthier, quieter and safer.
- Creating a skein of characterful small routes and alleys accentuating existing alleys and where needed upgrading them to create an attractive place which supports the independent retail and hospitality offer
- Adding quality and vitality to our town centre streets and open spaces including street furniture, events, opportunities for play and meanwhile uses

2.13 Apart from this it should also be remembered that green and open spaces are also a key theme contained in adopted policies for MBC's town centre opportunity sites.

2.14 MBC has secured several S106 contributions for investment in open spaces in and around the town centre which currently total around £404k. £360k of this funding is already spent or committed with investment being made predominantly in Benchley Gardens (£150k) (to improve access, pathways and reinstallation of a water feature) and Whatman Park (£200k) (to improve play, repair the tree top walk and pathway network) in accordance with the legal agreements.

2.15 Taking into account the green and open space strategic objectives, feedback from stakeholders and members it is proposed that the next phase of improvements is focussed in the heart of the town centre with the objectives of enhancing and softening the hard landscaped areas. In practice civil engineering work needed to create open and green space in the town centre is heavily constrained e.g., by the presence of utilities. As a result, the projects proposed for this phase of improvements is intended to test innovative methods of achieving greening in our streets and squares.

- 2.16 What is presented in this report is the concept, the “look and feel” of the greening proposals and the expected outcome. The proposals are also designed to be scalable with opportunities to continue to build upon or move with portability (where possible) as the town evolves with the needs and demands of Maidstone’s residents and visitors. It is important to recognise that the full scale of what can be achieved within the budget will not be known until exploratory work is undertaken.
- 2.17 These programmes of work go very much hand in hand and although distinctive should come forward together, to work together. Lighting can enhance greening and vice versa, it is the intention to operate these as separate workstreams and one is not reliant on the other in coming forward, both strategies should complement and intertwine with the other. There are consistencies with priority areas and the overall ambition is the same, to enhance the town centre and improve user experience.
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3. Lighting Proposals

- 3.1 There are approximately 200 lighting assets owned by the Borough Council within the town centre area (these include traditional lighting columns, down and up lighters, lighting on buildings). The proposed lighting prework will in the first instance identify what is currently not working and ensure where possible our current assets are fully working.
- 3.2 The assets have been surveyed to establish their condition and any repair and renewals required to ensure that our current infrastructure is to modern standard and working. The provisional cost to achieve this is **£140,000**. This work includes painting of all lighting apparatus to MBC colours, replacement of columns that cannot be refurbished, replacement lanterns where refurbishment is not an option.
- 3.3 There is an ambition to install a CMS (Central Management System) for the whole of the lighting assets owned by the Borough Council within the town centre. Such a system would give control to enable lights to be remotely turned on, dimmed, light in different colours and effects. The benefit of a CMS is that it allows for remote dynamic control over every individual lighting asset connected, this allows for energy consumption to be monitored, delivering optimum operational and energy efficiency, reducing carbon emissions. The CMS would also be used to monitor maintenance issues and reduce “manual” scouting for faults. The provisional cost of installing a CMS is **£50,000**, there would be ongoing future programme costs for the system of circa £5,000 pa.
- 3.4 Turning to lighting improvement projects. There are two areas already scheduled for remedial works, Gabriel’s Hill and the Victoria Monument. Works to the monument, which include cleaning, repair of the actual monument and remedial works to the lighting attached and surrounding the monument, commenced in January 2024. Works to Gabriel’s Hill will include fitting solar powered lanterns to the existing columns that fall within the Council’s ownership. To further enhance the lighting in Gabriel’s Hill a planning application is to be submitted that if granted would allow for the installation of three lantern style lights to be attached to a premises in Gabriel’s Hill. Both the work to the Victoria Monument and Gabriel’s Hill will be funded from existing planned maintenance budgets. It should be noted that our initial research suggests that solar powered lighting apparatus is more difficult to connect to a CMS; however, this challenge will be thoroughly explored through the procurement process with the intention of having a totally comprehensive approach.

- 3.5 Lighting re-engages people with the unloved parts of a town and can turn underused areas into new outdoor social spaces which are safe, attractive, and inclusive. Several areas have been identified for improvement and prioritised. The ambition is to create a safe trail, connecting areas of the town and having the ability to “signpost” a town trail, where the public can follow areas of interest and economy through the town and along both sides of the river nearest to the town centre.

Location/Scheme	Proposal	Funding required
Heritage assets – Archbishops Palace, Maidstone Museum, Hazlitt Theatre and Town Hall	Down lighters (colour changing ability) to spotlight our heritage assets and update lighting	£ 37,000
Millennium Bridge and Blue Bridge	Projection lights to improve appearance and perception of safety	£45,000
Whatman Park	Restoration and replacement of existing lighting. The power supply in this area is cost prohibitive to restore. The lighting in this scheme would be solar powered.	£42,000
Total		£124,000

- 3.6 The costs described above are provisional and there is a degree of uncertainty. To manage this risk, it is proposed to allow a contingency provision of £50k (approximately 15%) and provision for fees of £15k, bringing the cost to a total of £380k.
- 3.7 With greater investment in lighting in the town centre additional resource will be required for the ongoing maintenance and energy costs. Based on the projects set out above it is recommended that a growth item is included in revenue budget planning for 2025/6 this will be identified in 2024/25 as part of budget planning.

4. Greening Actions

- 4.1 The Town Centre, particularly Week Street, High Street and Gabriel’s Hill, has become dominated by hard surfacing and due to the positioning of utilities, the incorporation of trees into the regeneration improvements was challenging, and in most cases could not be achieved. In addition, established trees have been lost because of environmental conditions, disease and anti-social behaviour.
- 4.2 Seasonal planting has been incorporated in the Town Centre and has been well received. Whilst these offer temporary introductions of colour, they do not offer any significant lasting benefits to biodiversity or the environment.
- 4.3 Jubilee Square offers a wide expanse for gatherings or events, with three permanent granite seating areas nestled between the square and the highway. There is very little shade in this area, and it can become very barren in the peak of Summer.
- 4.4 At the top end of Week Street there is Brenchley Gardens, a historic and highly maintained green space. However, this is surrounded by a densely populated area of the Town Centre

with several roads intersecting Week Street. Several trees exist in this expanse of hard surfacing, however there are no green connections between the park and this part of the Town Centre.

- 4.5 The concept for greening the Town Centre is to create green “pockets” that spread throughout the Town Centre, with a consistent appearance that offers natural and more varied textures and colours to the hard surface. This will be interlaced with larger de-paved areas of greening where connections can be made between the existing trees and where people may choose to sit. Examples of this concept are included in Appendix A
- 4.6 This will largely be concentrated into four key areas:
- Jubilee Square
 - Remembrance Square
 - Gabriel’s Hill
 - Week Street junctions with Brewer Street, St Faiths Street and Union Street.
- 4.7 The pockets will create different height levels to incorporate green “carpets” with new trees where possible and additional height through green climbers or small tree clusters. It is proposed to implement this approach in four key areas and review; potentially, subject to there are more opportunities with more funding to expand the concept further.

Location	Proposal	Allocated Budget
Week Street	Seating and planting at the junctions of Brewer Street, Union Street and St. Faiths Street. Permanent closure of the junctions.	£75,000
Jubilee Square	Planting in tree bases and around the existing seating areas	£50,000
Gabriel’s Hill	Planters at entrance with The Mall and where possible leading up to Jubilee Square. Reintroduction of some seating.	£50,000
Remembrance Square	Refresh planting scheme and plant in the tree bases	£25,000
A contingency provision of £20,000		
TOTAL		£220,000

- 4.8 With greater investment in the green and open spaces in the town centre additional resource will be required for the ongoing maintenance. Based on the initial proposal it is recommended that an additional part time resource is introduced into the Town Centre at a cost of £20k per annum. This operative would be able to tend to the new greening areas, support litter removal in the green spaces and support the working already being undertaken in Brenchley

Gardens, Archbishops Palace and along the river. This will be introduced as a growth item in the revenue budget planning for 2025/6.

5. Finance

5.1 The cost of the proposed programme for lighting and greening/public realm improvement schemes to be delivered in 2024/5 is estimated at £600k. Members should also be aware that these works will be subject to a tender process and due to a current environment of rising costs could increase further.

5.2 Funding is available to progress actions from the UK Shared Prosperity Fund. The UK Shared Prosperity Fund was introduced with effect from 2022/3 for the period to 2024/5 to support the UK Government's commitment to level up all parts of the UK. The primary goal of the UK Shared Prosperity Fund is to build pride in place and increase life chances across the UK. The Local Investment plan allocated the following for greening and lighting projects to be delivered in 2024/25:

- Intervention E1 Improvements to town centres and High Street – Project Lighting and greening the town centre £396,186
- Intervention E2 Creation of and improvements to local green spaces – Project links from the town centre to Lockmeadow £111,298 (£66,500 has been assigned to callisthenic equipment)

5.3 MBC has secured £275k in S106 agreements for improvements to the town centre. This is in addition to the S 106 funding for open spaces described in section 2 above. Improvements to lighting, greening and open space fall within the definition of eligible expenditure. There is also a further £250k in the council's capital programme for lighting along the river that could be utilised to support this project, but this would require borrowing and based on the funding projections is not needed for the projects outlined here.

5.4 Taken together funding from UKSPF and S106 agreements and the funding allocated in the capital programme for lighting along the river is sufficient to fund a significant programme of works in 2024/25 as detailed above and as illustrated in the table below:

	£000
UK SPF Lighting and Greening	396
UK SPF Creation of and improvements to local green spaces (net of contribution to callisthenic equipment)	55
Balance to be funded from Town Centre Section 106 agreements	149
Total available funding	600

6. OPTIONS FOR CONSIDERATION

6.1 **Option 1.** Approve and fully fund the programmes of works for lighting and greening/public realm in sections 3 and 4. This option is recommended for the reasons set out in the narrative above.

6.2 **Option 2.** Approve a reduced programme of works for lighting and greening/public realm with funding limited to that available through the UKSPF. If this option is preferred it is recommended that work is undertaken to bring current lighting up to standard, implement a CMS system to enable its management and the green/public realm projects programme is

progressed except for Remembrance Square. This option is not recommended. It would not lead to demonstrable improvement to lighting of the town centre, although there would be the opportunity to improve the condition and management of existing infrastructure.

- 6.3 **Option 3.** Do not progress works to improve lighting and greening/public realm at this time. This option is not recommended because of the consequences which include forgoing the opportunity for environmental improvements and support for the local economy and jeopardising MBC's UKSPF funding. The allocation from UKSP was approved by the Department of Levelling Up Communities and Housing as part of the council's investment plan which in turn was compliant with the funding criteria; any proposed amendment to the investment plan risks losing the funding.

7. RISK

- 7.1 Members need to consider that there is a risk that costs will increase at the tender stage, although officers are confident that the costs given in this report are accurate at the current time.
- 7.2 It must be remembered that the Borough Council do not control or indeed own most of the lighting (columns and lights on buildings) within the town centre and have limitations over the space within their control for greening.

8. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

The Town Centre User Group received high level information in the latter part of 2023 on the approach to greening and lighting. The UKSPF projects were identified following consultation with key stakeholders prior to the Investment Plan's submission to government in 2022.

The matter was considered by the Planning, Infrastructure and Economic Development Policy Advisory Committee on 6 March 2024, with it recommended that the Cabinet approve the report recommendations.

9. NEXT STEPS: Programme

PIED PAC	6/3/24
Cabinet	20/3/24
Lighting	
Site Surveys	Estimated completed 24 th February
Design	March
Procurement	April - June
Works Commence -	August
Defects / snagging period	Nov– December 24
Completion	January 2025
Greening	
Design of schemes	April
Procurement	May - June

Works Commence	August
Completion	November

10. REPORT APPENDICES

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

- Appendix A: Above Ground Greening Proposals

Appendix A – Above Ground Greening Proposals

The concept for greening the Town Centre is to create green “pockets” that spread throughout the Town Centre, with a consistent appearance that offers natural and more varied textures and colours to the hard surface. This will be interlaced with larger de-paved areas of greening where connections can be made between the existing trees and where people may choose to sit.

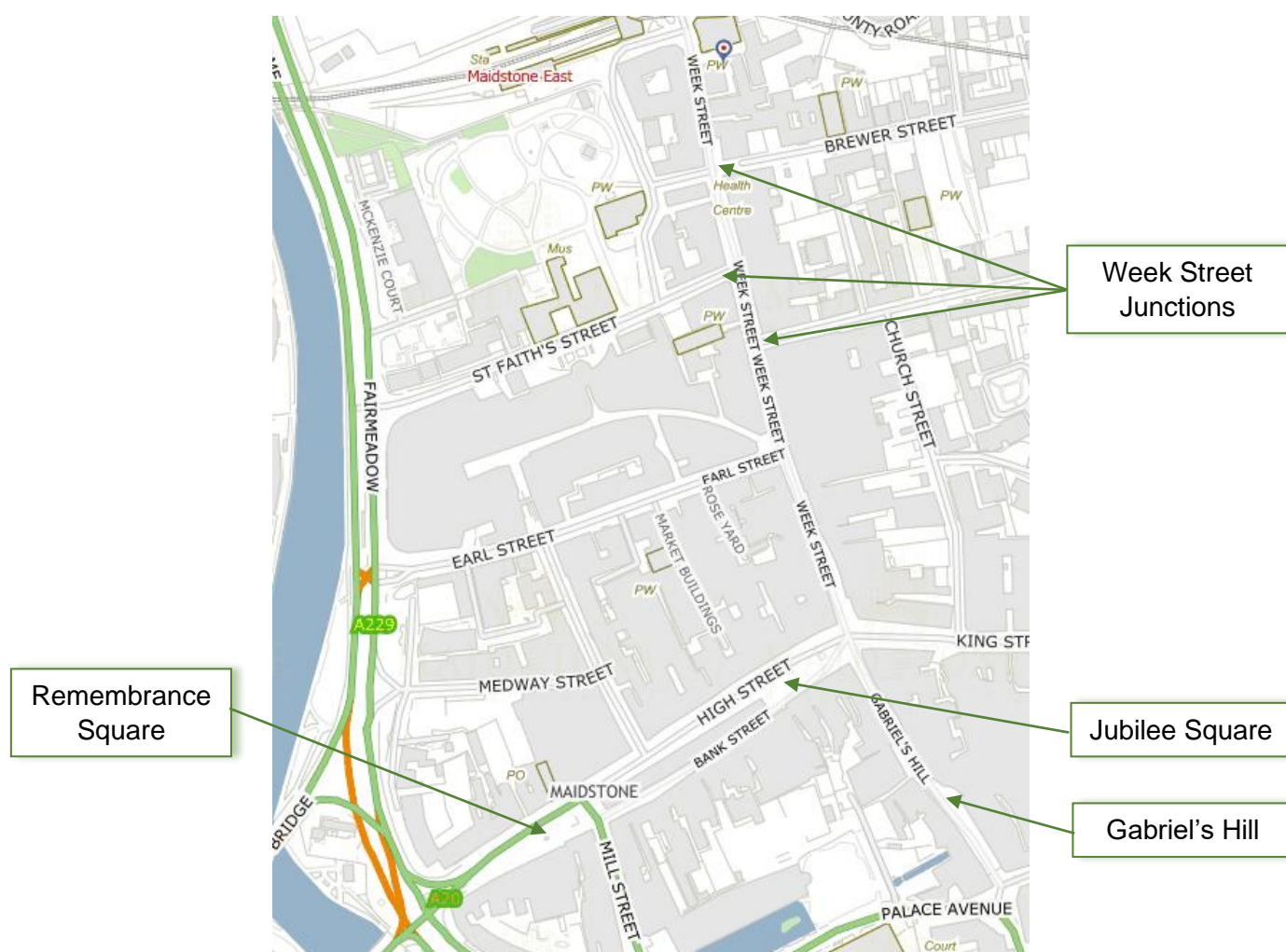
This will largely be concentrated into four key areas:

- Jubilee Square
- Remembrance Square
- Gabriel's Hill
- Week Street junctions with Brewer Street, St Faiths Street and Union Street.

The pockets will create different height levels to incorporate green “carpets” with new trees where possible and additional height through green climbers or small tree clusters.

The Proposal

The proposal focuses on the four areas identified, however there are opportunities with more funding to expand the concept further.



Jubilee Square

Incorporating planting into de-paved areas behind existing seating.

Connecting existing trees to ground level planting.

Use of downlighting within trees to create tranquil atmosphere.

Long term ambition to replace seating.

Use of wood and metal textures.

Permanent planting outside of Town Hall

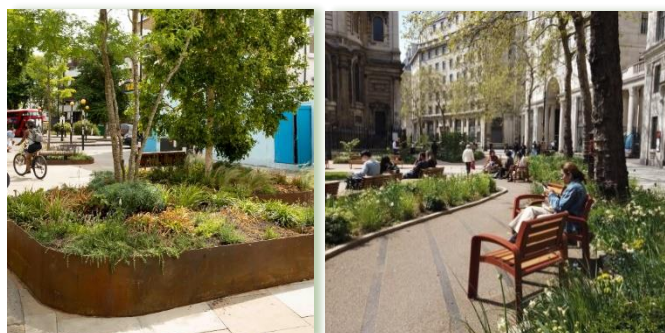


Remembrance Square

Increased density of planting within Cannon

De-paved area to connect three trees at top of square alongside existing seating

Low level edging for clear delineation and to support maintenance and cleansing



Gabriel's Hill

Installation of at least one tree.

Use of climbing plants in raised bed with seating to create height.

Use of down lighting within trees and climbers.

Smaller round planters of varying height and size at entrance to Jubilee Square and by Robert Dyas



Week Street junctions

Installation of above ground planters with the proposal to include small trees, tree clusters or climbers to create height.

Permanent closure of these junctions

Opportunity to include Earl Street.



Additional greening opportunities

- Green lamp posts
- Green walls



CABINET

19 MARCH 2024

Homelessness and Rough Sleeping Strategy

Timetable	
Meeting	Date
Housing, Health and Environment Policy Advisory Committee	12 March 2024
Cabinet	19 March 2024

Will this be a Key Decision?	Yes
Urgency	Not Applicable
Final Decision-Maker	Cabinet
Lead Head of Service	John Littlemore
Lead Officer and Report Author	Hannah Gaston
Classification	Public
Wards affected	All

Executive Summary

The Housing Act 1996 requires that each local housing authority carries out an assessment of homeless need in their locality and adopts a Homelessness & Rough Sleeper Strategy setting out how they will meet those needs. The current Strategy is due to expire this year and the new Strategy explains the current environment and the priorities for the next 5 years.

Purpose of Report

To review the draft Homelessness and Rough Sleeping Strategy 2024-2029 and make recommendation to the Cabinet for adoption.

This report makes the following recommendation to the Cabinet:

1. That the new Homelessness & Rough Sleeper Strategy attached to this report in Appendix B, be adopted.

Homelessness and Rough Sleeping Strategy

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>The four Strategic Plan objectives are:</p> <ul style="list-style-type: none"> • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place <p>Accepting the recommendations will materially improve the Council's ability to achieve Homes and Communities.</p>	Head of Housing & Regulatory Services
Cross Cutting Objectives	<p>The four cross-cutting objectives are:</p> <ul style="list-style-type: none"> • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected. <p>The report recommendation supports the achievement of the Health Inequalities is addressed and reduced, and Deprivation and Social Mobility is Improved cross cutting objectives.</p>	Head of Housing & Regulatory Services
Risk Management	Covered in the risk section of the report	Head of Housing & Regulatory Services
Financial	Housing is one of the Council's core services and as such funding arrangements for housing form a key part of the annual budget process and the regular annual update of the Medium Term Financial Strategy.	Section 151 Officer & Finance Team
Staffing	We will deliver the recommendations with our current staffing.	Head of Housing & Regulatory Services

Legal	<ul style="list-style-type: none"> Under the Homelessness Act 2022, local housing authorities have a duty to review homelessness in their area and formulate and publish a strategy based on the results of the review. The Homelessness Reduction Act 2017 requires that local housing authorities must take reasonable steps to either maintain or secure accommodation for eligible applicants threatened with homelessness. Local authorities are also bound to have regard to the Secretary of State's Homelessness Code of Guidance. Accepting the recommendations will fulfil the Council's statutory duties under the above legislation. Failure to accept the recommendations without agreeing suitable alternatives may place the Council in breach of Homelessness Act 2022 and leave the Council open to legal challenge when carrying out its functions in relation to tackling homelessness 	Lawyer (Contentious)
Information Governance	The recommendations are likely to impact personal information (as defined in UK GDPR and Data Protection Act 2018) the Council processes. The Information Governance Team will review the processing of personal data affected and the associated documentation will be updated accordingly, including a data protection impact assessment.	Information Governance Team
Equalities	We recognise the recommendations may have varying impacts on different communities within Maidstone. Therefore we have completed a separate equalities impact assessment.	Equalities and Communities Officer.
Public Health	We recognise that the recommendations will have a positive impact on population health or that of individuals.	Head of Housing & Regulatory Services
Crime and Disorder	There could be positive implications on reducing crime and disorder as street homelessness can provide the environment for anti-social behaviour to occur.	Head of Housing & Regulatory Services

Procurement	Not applicable	Head of Housing & Regulatory Services
Biodiversity and Climate Change	There are no implications on biodiversity and climate change.	Biodiversity and Climate Change Manager

2. INTRODUCTION AND BACKGROUND

- 2.1 Since the enactment of the Homelessness Act 2002, Local Housing Authorities have been required to carry out a strategic assessment of homelessness in their area and publish a homelessness strategy outlining their intentions and vision for preventing and supporting those who face homelessness. In 2018 the Government published their national rough sleeping strategy which obligated local authorities to include a special focus on Rough Sleeping and this is our second combined Homelessness and Rough Sleeping Strategy.
- 2.2 The preceding years have presented many challenges for us as a local housing authority these include the pandemic which hugely altered the way services could be delivered, and how staff worked; world events such as the war in Ukraine and the turmoil of withdrawing from Afghanistan; and the current cost of living crisis and associated demand for housing has caused homelessness to surge. All of these have presenting extreme challenges to our housing and homeless teams but alongside these, we have had many opportunities to tailor the manner in which we work and provide services to our local community.
- 2.3 Maidstone Borough Council continues its commitment to providing a robust and effective housing and homelessness service to the local community. The provision of these services is a key borough priority and is reflected through our strategic plan under Homes and Communities banner, with the commitment to preventing homelessness and rough sleeping by 2045. This strategy sets out our aims for the coming five years (2024-2029) to support our priority of breaking the cycle of homelessness.
- 2.4 The strategic review of the outgoing Homelessness and Rough Sleeping Strategy 2019-2024 was undertaken in the latter part of 2023, and included the achievements of the Council over the preceding five years, as well as the environmental changes faced when delivering services. A briefing and the full review can be found in Appendix A.
- 2.5 96% of respondents to the Consultation felt the previous priorities created in our 2019 Strategy were felt to still be relevant for the new strategy.

The four priorities are:

Homeless Prevention – supporting households to sustain and maintain their current accommodation, reducing the demand for temporary accommodation and the need for crisis interventions.

Accommodation – provision of good quality housing and housing options

Support vulnerable people and households – this includes domestic abuse survivors.

Target and alleviate rough sleeping within our borough.

3. AVAILABLE OPTIONS

- 3.1 Option 1 – adopt the Homelessness and Rough Sleeping strategy 2024-2029 and the priorities as set out in the document attached as Appendix 2
- 3.2 Option 2 – to not do anything, however this is not recommended as the local housing authority's Homelessness Strategies are often cited during legal challenges to decisions made by officers and not having an up to date Strategy would increase the risk of legal challenge, as having a Homelessness and Rough Sleeping Strategy is a statutory requirement.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 Option 1 is our preferred option. We would wish this strategy to be endorsed to cover off both the Council's statutory requirement and set the vision for the delivery of homelessness and rough sleeping services.
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5. RISK

- 5.1 The risks associated with this proposal, including the risks if the Council does not act as recommended, have been considered in line with the Council's Risk Management Framework. We are satisfied that the risks associated are within the Council's risk appetite and will be managed as per the Policy.

6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 6.1 There is a statutory requirement for a consultation and strategic review to take place when creating a homelessness and rough sleeping strategy.
- 6.2 Consultation took place with service users, stakeholders, Officers, and Members as well as review of the homelessness and rough sleeping services over the past five years. We engaged in number of mechanisms including:

- 1) Online consultation
- 2) Staff and stakeholder feedback sessions
- 3) Engagement with service users at Trinity
- 4) Meeting with Members and senior colleagues

This is an important process to ensure we are meeting the needs of our communities. During these sessions and events, 96% of individuals felt the above priorities were still relevant.

- 6.3 The matter will be considered by the Housing, Health and Environment Policy Advisory Committee on 12 March 2024, with the outcome reported to the Cabinet ahead of its meeting.

7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 7.1 Once the strategy has been agreed, the council will upload the strategy on to the website and complete relevant press release and communications to partners. We will then start to develop the action plan over the coming first few months.

8. REPORT APPENDICES

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

- Appendix A: Strategic review and briefing note
 - Appendix B: Draft Homelessness and Rough Sleeper Strategy
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Background

Our last Homeless and Rough Sleeper Strategy was developed in 2019 to encompass years 2019-2024. This is now coming to an end and a revised strategy is under development, in line with the Homeless Act 2002 and the Homelessness Reduction Act 2017 which requires a local housing authorities to undertake a review of homelessness in their area before commencing their new strategy.

Our new strategy will be informed by the strategic review and the consultation undertaken with stakeholders, staff and members of the public. The new strategy will be for years 2024-29.

Headlines findings

1. The total number of households in Maidstone increased by 12.23% from 63,447 to 71,208 between 2011 to 2021 with a calculated local housing need of 1,214 homes per year. In addition, home ownership has decreased, while private renting has increased.
2. Since 2019 there has been as a steady increase in homeless approaches, which would correspond to the increase of households in Maidstone. However, from October 2022 to October 2023 the increase has been exponentially high at 44%. This is a common theme across England.
3. There's an increasing trend in homelessness cases where someone is a victim of domestic abuse, suggesting a strong link between personal safety and housing stability. Also, the new Domestic Abuse legislation which was enacted in 2021 has a very low threshold for a local housing authority (LHA) to provide Temporary Accommodation and support to those approaching.
4. Domestic abuse and family support issues, including households no longer willing or able to accommodate, are the leading causes for loss of housing.
5. There has been an increasing trend in the number of households in temporary accommodation year on year. This peaked in September 2022 at nearly 300. TA numbers have decreased since then and remain steady at c. 250 every month.
6. Household composition of those approaching is dominated by three groups i) single males 28% ii) single parents with dependent children (25%) iii) single females (21%). This is strongly aligned with the composition of those TA.
7. 25% of those approaching are unemployed and 17% are not working due to long term illness. Surprisingly those in full timework make up the third largest cohort at 15%. This could suggest that those working in lower paid jobs, are struggling to find affordable accommodation, without seeking support from MBC.
8. The main reasons households are approaching for homeless interventions is i) Domestic Abuse and ii) family and friends no longer or willing to accommodate. See page 17 of the report.
9. Maidstone outperforms all other Kent districts and CIPHA family neighbours in all comparisons, aside from Prevention duty ended positively in which MBC is second compared to Swale.

Development of new Strategy 2024-2029

- Priorities should remain the same i) **Homeless prevention** ii) **Accommodation** iii) **Support vulnerable people** iv) **Alleviate rough sleeping**. The strategy document will be updated to reflect the current environment.

- The new strategy will respond to the finding of the strategic review as well as current environmental factors, including limited TA and affordable housing, finally aligning these with last year's Housing Strategy which was agreed by Cabinet.

Maidstone Borough Council

Homelessness and Rough Sleeper Review November 2023



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1. What is a homelessness review?

The Homeless Act 2002 and the Homelessness Reduction Act 2017 place a requirement on the local housing authorities to undertake a review of homelessness in their area, which will inform and lead to their Homelessness Strategy. The review results must be published within a period of 5 years beginning with the day on which their last homelessness strategy was published.

The Homelessness Code of Guidance 2018 gives clear guidance of what should be considered in the Homelessness Review and included within the Strategy. In particular, the Code of Guidance states that a Homelessness Review should set out:

- The extent and risk of homelessness, now and in the future
- What is being done, by whom
- What resources are available for homelessness prevention & relief

This Homelessness Review has been undertaken in 2023 to inform the focus of Maidstone Borough Council's Homelessness Strategy 2024.

2. Headline Results

The total number of households in Maidstone increased by 12.23% from 2011 to 2021, from 63,447 to 71,208 with a calculated local housing need of 1,214 homes per year. Homeownership has decreased, while private renting has increased.

There has been a 44% increase in new homelessness cases from October 2022 to October 2023. Prior to that there was steady rise but in the last year this has exponentially increased.

There's an increasing trend in homelessness cases where someone is a victim of domestic abuse, suggesting a strong link between personal safety and housing stability. In addition, with the enactment of the Domestic Abuse Act in 2021 there is a low threshold for a local housing authority to offer advice, guidance and temporary accommodation.

Domestic abuse and family support issues, including households no longer willing or able to accommodate are the leading causes for loss of housing.

There has been an increasing trend in the number of households in temporary accommodation year on year.

3. Definition of Homelessness

The Homelessness Reduction Act 2017 significantly reformed England's homelessness legislation by placing duties on local authorities to intervene at earlier stages to prevent homelessness in their areas. It also requires housing authorities to provide homelessness services to all those affected, not just those who have 'priority need'. These include:

- a. An enhanced prevention duty extending the period a household is threatened with homelessness from 28 days to 56 days, meaning that housing authorities are required to work with people to prevent homelessness at an earlier stage; and
- b. A new duty for those who are already homeless so that housing authorities will support households for 56 days to relieve their homelessness by helping them to secure accommodation.

Housing authorities have a duty to carry out an assessment in all cases where an eligible applicant is homeless or threatened with homelessness. This will identify what has caused the homelessness or threat of homelessness, the housing needs of the applicant and any support they need to be able to secure and retain accommodation. Following this assessment, the housing authority must work with the person to develop a personalised housing plan which will include actions (or 'reasonable steps') to be taken by the authority and the applicant to try and prevent or relieve homelessness.

3.1 Prevention Duty

Housing authorities have a duty to take reasonable steps to help prevent any eligible person (regardless of priority need status, intentionality and whether they have a local connection) who is threatened with

homelessness from becoming homeless. This means either helping them to stay in their current accommodation or helping them to find a new place to live before they become actually homeless. The prevention duty continues for 56 days unless it is brought to an end by an event such as accommodation being secured for the person, or by them becoming homeless

3.2 Relief Duty

If the applicant is already homeless, or becomes homeless despite activity during the prevention stage, the reasonable steps will be focused on helping the applicant to secure accommodation. This relief duty lasts for 56 days unless ended in another way. If the housing authority has reason to believe a homeless applicant may be eligible for assistance, and have a priority need, they must be provided with interim accommodation.

The priority need categories are set out in Part 7 of the Housing Act 1996 and these are:

- Pregnant women
- Households with dependent children
- 16- and 17-year-olds
- Care leavers aged 18,19 or 20
- People made homeless by an emergency
- People vulnerable as a result of old age, mental illness or physical disability, having been in care, having served in the armed forces, having been in custody, having to leave accommodation because of violence or abuse or vulnerable for some other special reason

The Domestic Abuse Act 2021 amends Part 7 of the 1996 Act to strengthen the support available to victims of domestic abuse. The Act extends priority need to all eligible victims of domestic abuse who are homeless as a result of being a victim of domestic abuse. The 2021 Act brings in a new definition of domestic abuse which housing authorities must follow to assess whether an applicant is homeless as a result of being a victim of domestic abuse.

National guidance on homelessness is set out in the Department for Levelling Up, Housing and Communities Homelessness Code of Guidance for Local Authorities <https://www.gov.uk/guidance/homelessness-code-of-guidance-for-localauthorities/overview-of-the-homelessness-legislation>.

4. The Review Process

Alongside a data-gathering exercise, the Council undertook a programme of consultation and engagement activities to inform the review of the current Strategy. This included:

- A survey, seeking feedback on the Council's Homelessness & Rough Sleepers Strategy. This was launched on 29 September 2023. It was open for eight weeks, closing on 26 November. It was promoted widely with key stakeholders, residents, Parish Councils and groups and organisations across the Voluntary and Community Sector in Maidstone who play a significant role in supporting the most vulnerable in the community. The consultation received 156 responses.
- Four stakeholder engagement sessions were delivered providing a forum for wider discussion alongside activities mirroring the survey questions.
 - Staff – 17/10/2023
 - Managers – 17/10/2023
 - Service Users (Cost-of living event at Trinity House) – 19/10/2023
 - Stakeholders – Homelessness Prevention Forum – 25/10/2023

5. National Context

A range of national policies and priorities, alongside legislation, have influenced and helped to shape the direction of the Council's Homelessness Strategy. Ending rough sleeping, reducing overall levels of homelessness and the eliminating the use of unsuitable emergency accommodation are national priorities. These are also linked to other strategies and initiatives relating to: reducing substance misuse, supporting victims of domestic abuse, reducing delayed hospital discharges, supporting looked after children and vulnerable families, supporting care leavers, and helping to rehabilitate those within the criminal justice system.

Key pieces of legislation and national policies include:

- The Criminal Justice Act 2003
- The Mental Health Act 2007
- The Health and Social Care Act 2012
- The Care Act 2014
- The Children and Families Act 2014
- HM Government Care Leavers Strategy 2014
- The Localism Act 2011
- The Homelessness Reduction Act 2017
- The Homelessness Code Of Guidance for Local Authorities 2018
- The Rough Sleeping Strategy 2018
- The Domestic Abuse Act 2021

Prior to the onset of the Covid-19 pandemic, national levels of homelessness, rough sleeping and placements into temporary accommodation, including bed and breakfast style accommodation, had risen year on year over the last decade.

Thanks to temporary protective measures, particularly income protection programmes and eviction moratoria, the Covid-19 pandemic triggered no overall increase in homeless applications nationally. Temporary accommodation placements surged however, particularly of single homeless people, as the result of the emergency measures to protect those at risk of rough sleeping (Everyone In) during the pandemic.

The pandemic has also further exposed England's severe shortage of affordable homes. Access to long-term housing was the capacity challenge most widely seen as having been posed by the pandemic by local authorities according to research conducted by Crisis, a homelessness charity. A majority of councils surveyed said it had become harder to place homeless households in both social rented and private rented sector housing during the pandemic. (Crisis homelessness monitor 2021)

Since the pandemic and more recently in the last year, the rise in interest rates and the cost-of-living crisis has had a significantly increased the demand for more affordable housing. However, as interest rates rise many landlords are selling their properties on or increasing the rental charge to sums which households can no longer afford.

Local Context

At a district level, the key strategic plans linked to this strategy are:

- Housing Strategy 2022
- Strategic Plan 2019 – 2045
- Housing Allocation Policy 2022
- Economic Development Strategy 2022?
- Local Plan 2011 - 2031
- Maidstone Community Safety Partnership Plan 2022 - 2025

Maidstone being the County town of Kent, with a large general population, has a long history of having a significant homelessness population which straddles both those at risk of rough sleeping e.g. sofa surfing, and those living on the streets, rough sleepers. In 2018 Maidstone had a street population of 48, this has declined considerably, since then, but the Council still faces a huge flow of homeless households seeking help who are not in stable accommodation.

In 2022 Maidstone Borough Council opened the Community Hub, Trinity, to provide a direct front facing supportive response for those in the district facing homelessness and housing issues. The ethos of Trinity is to provide an exceptional service which households can easily access to receive advice, guidance and support in relation to their housing [and often wider] issues. Trinity has created a pinnacle for homelessness and housing

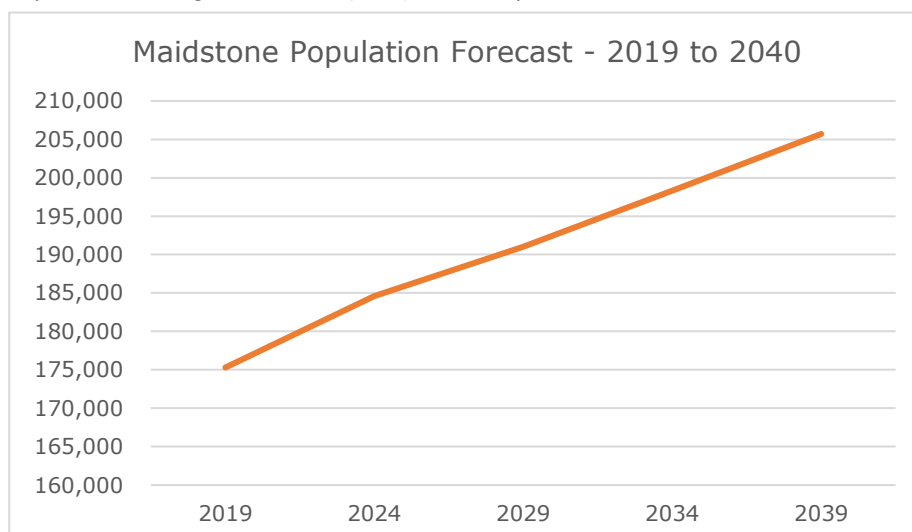
support, there is no other service alike across the whole of Kent, whereby a multidisciplinary team work together for the benefit of the local community in such an open and transparent manner.

6. Profile of Maidstone

7.1 Population

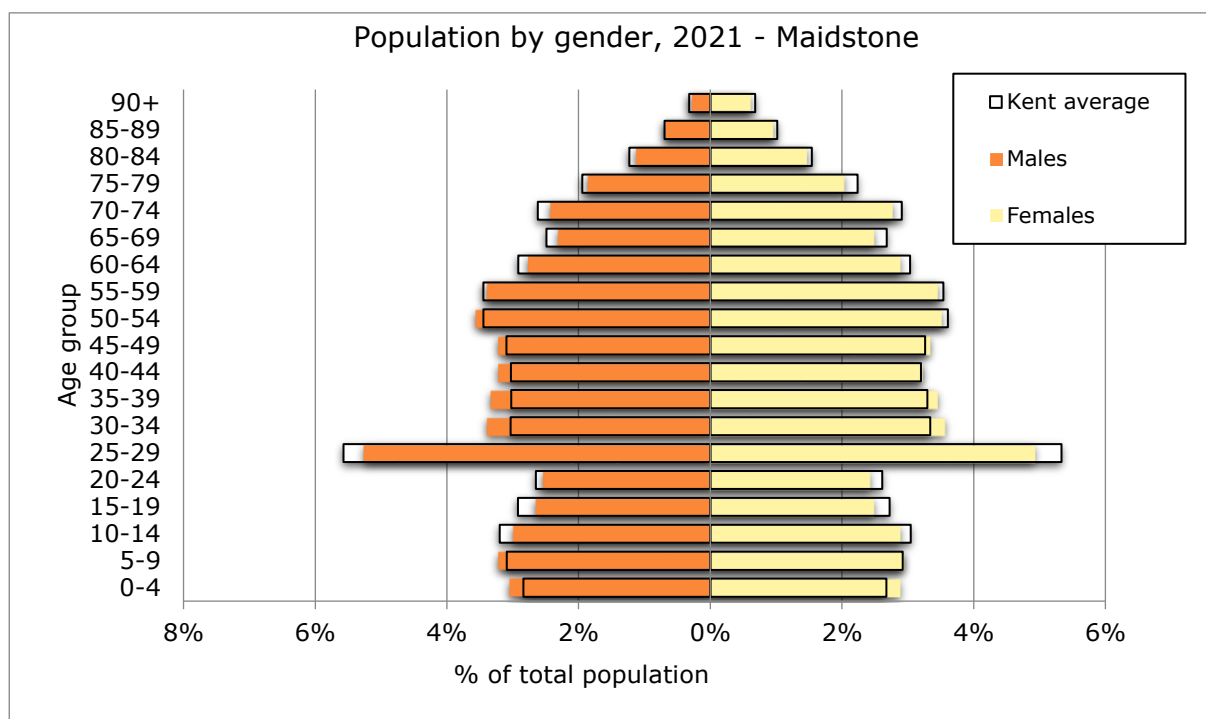
Maidstone is the largest local authority in the county of Kent and covers approximately 40,000 hectares, with 75% of its 176,700-population living within the urban area of the borough. The population at the 2021 Census was 13% higher than at the previous and is forecasted to reach over 205,000 by the year 2039.

Source: Kent County Council Housing Led Forecasts (2021), Kent Analytics



As of 2021, there is a density of 4.49 persons per hectare in the borough, which makes Maidstone the 7th least populated district in Kent, with Ashford ranking the least populated, at 2.29 persons per hectare, and Dartford ranking the most, with 16.06 persons per hectare.

The average age of a person living in Maidstone is 41 years old, with females averaging 41.9 years and males averaging 40.1 years. The most populous age 5-year bracket in Maidstone is aged 25 – 29 years old, accounting for 10.1% of the total population. The age distribution of residents is equally split between children and pensioners, with 19% in each of these categories.



Source: ONS Mid-Year Estimates

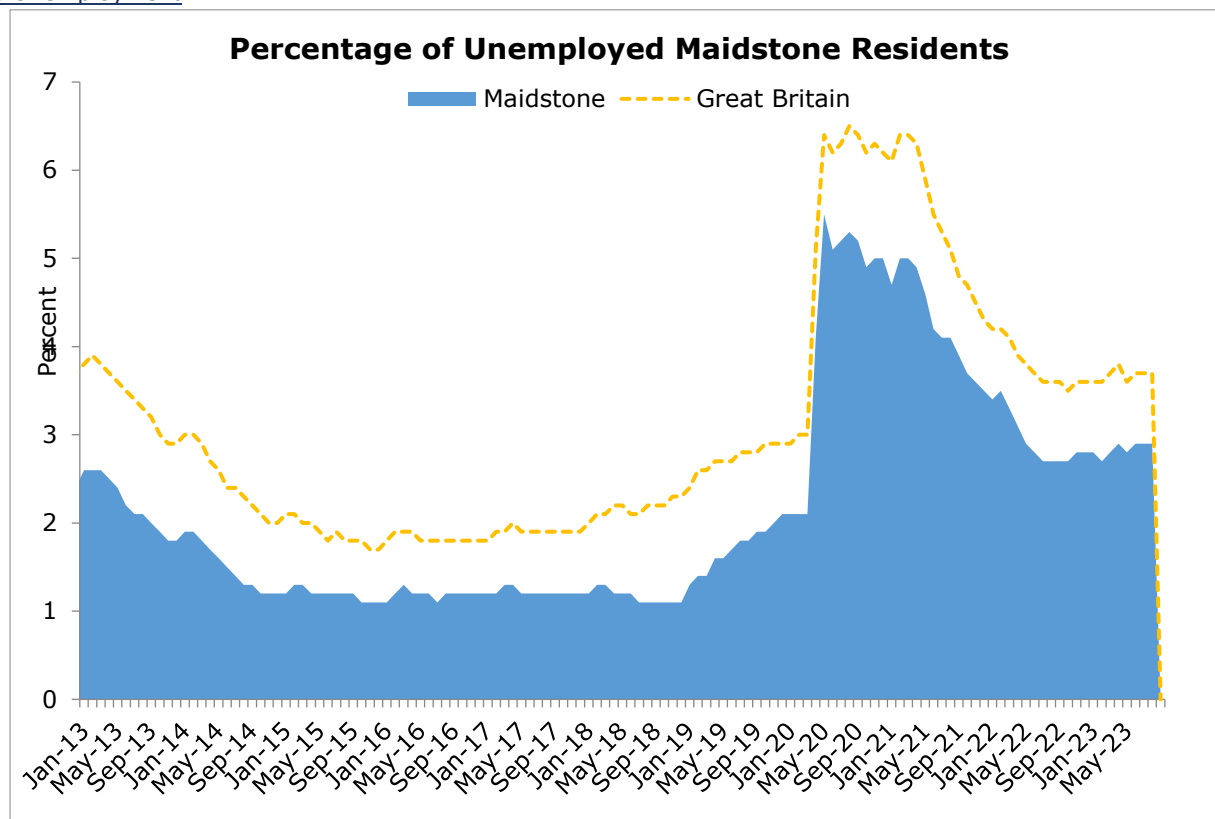
The Maidstone Borough is split geographically into 26 electoral wards. The most populous ward is High Street ward, with 6.8% of the Maidstone population residing here. The least populous ward is Barming and Teston, with just 1.4% of the population living here.

Ward	Population	% of total population
High Street (Maidstone)	11917	6.78%
Fant	10398	5.92%
North (Maidstone)	10285	5.85%
South (Maidstone)	10260	5.84%
Marden and Yalding	9494	5.40%
Park Wood	9399	5.35%
Shepway North	9227	5.25%
East (Maidstone)	8971	5.10%
Boxley	8734	4.97%
Bearsted	8352	4.75%
Coxheath and Hunton	8243	4.69%
Allington	7900	4.49%
Heath (Maidstone)	7443	4.23%
Harrietsham and Lenham	7087	4.03%
Bridge (Maidstone)	6714	3.82%
Staplehurst	6693	3.81%
Headcorn	6072	3.45%
Shepway South	5897	3.35%
Downswood and Otham	3364	1.91%
Detling and Thurnham	3249	1.85%
Sutton Valence and Langley	3111	1.77%
Boughton Monchelsea and Chart Sutton	2910	1.66%
North Downs	2677	1.52%
Loose	2575	1.46%
Leeds	2422	1.38%
Barming and Teston	2389	1.36%

7.2 Households & Housing Needs

The number of households in Maidstone has increased from 63,447 households in 2011 to 71,208 households in 2021, an increase of 12.23%. The Maidstone Strategic Housing Market Assessment (2019) states that households in Maidstone will grow to 79,736 by 2029, a change of 855 households per annum. The strategy calculates that there is a local housing need of 1,214 homes per year.

7.3 Unemployment



Source: Kent Analytics

The pandemic significantly impacted the rate of unemployment across the Country, with Maidstone following that trend. Ten years ago, unemployment in Maidstone stood at 2.5% of the working-age population, however this declined over the decade down to around 1.2% and remained steady until 2019.

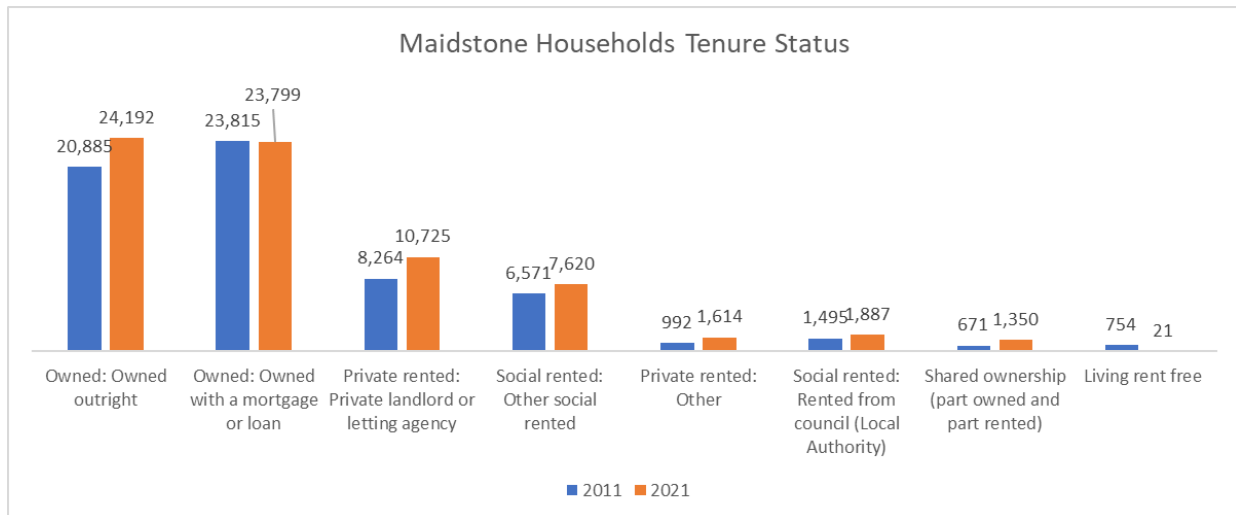
The rate then spiked at the beginning of the pandemic (May 2020) to 5.5% and since then has fallen down to around 2.8% since mid-2022. The rate has plateaued, and mirrored the rate seen Nationally, whilst remaining lower.

In August 2023, when comparing Maidstone to other district authorities in Kent, it ranks 9th out of 12 for unemployment rates. The highest level of unemployment is in Thanet (5.5%) and the lowest is in Sevenoaks (1.9%).

In August 2023, more males were unemployed than females, 1,745 compared to 1,435 respectively. The most unemployed age band was 50-64 years old, where 5.6% of the population were unemployed. The 25-49 years old age band has an unemployment rate of 3.3%.

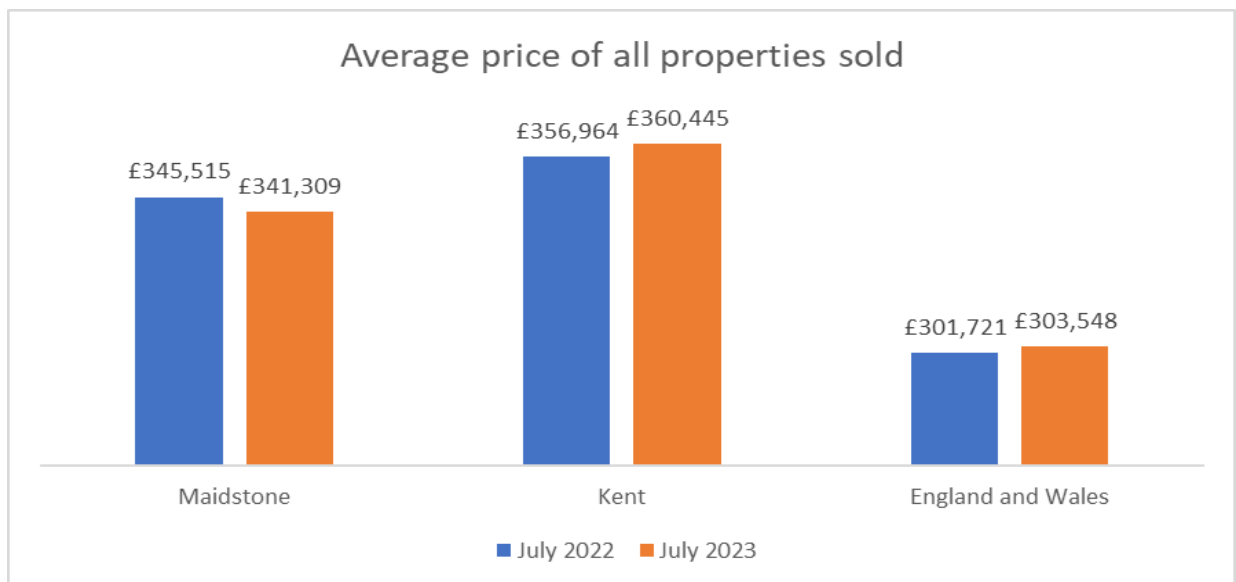
7.4 Housing Tenure

The proportion of households who own their home, whether mortgaged or owned outright, was 67.4% at the 2021 Census. This decreased from 70.4% in 2011. The proportion of households renting privately in 2021 was 15.1% (10,725 households), an increase from 13% in 2011.



Source: ONS Census 2021

7.5 Market Housing Costs



Source: Land Registry House Price Index

The average Maidstone house price in July 2023 was £341,309, which was a decrease of 1.2% from the same period in 2022. Compared to the average house prices in Kent, for the same period, Maidstone house prices are lower, with the average Kent house sale price being £360,445 in July 2023. However, Maidstone house prices are considerably higher than the average in England and Wales (£303,548 in July 2023).

The table below provides a summary of the median monthly rents in the private rental market in Maidstone compared to Kent and England, between March 2022 and April 2023.

Area	Room	Studio	One Bedroom	Two Bedrooms	Three Bedrooms	Four or more Bedrooms	All categories
England	£460	£625	£725	£800	£900	£1,500	£825
Kent	£450	£650	£725	£940	£1,175	£1,600	£900
Maidstone	£525	£650	£775	£950	£1,244	£1,600	£900

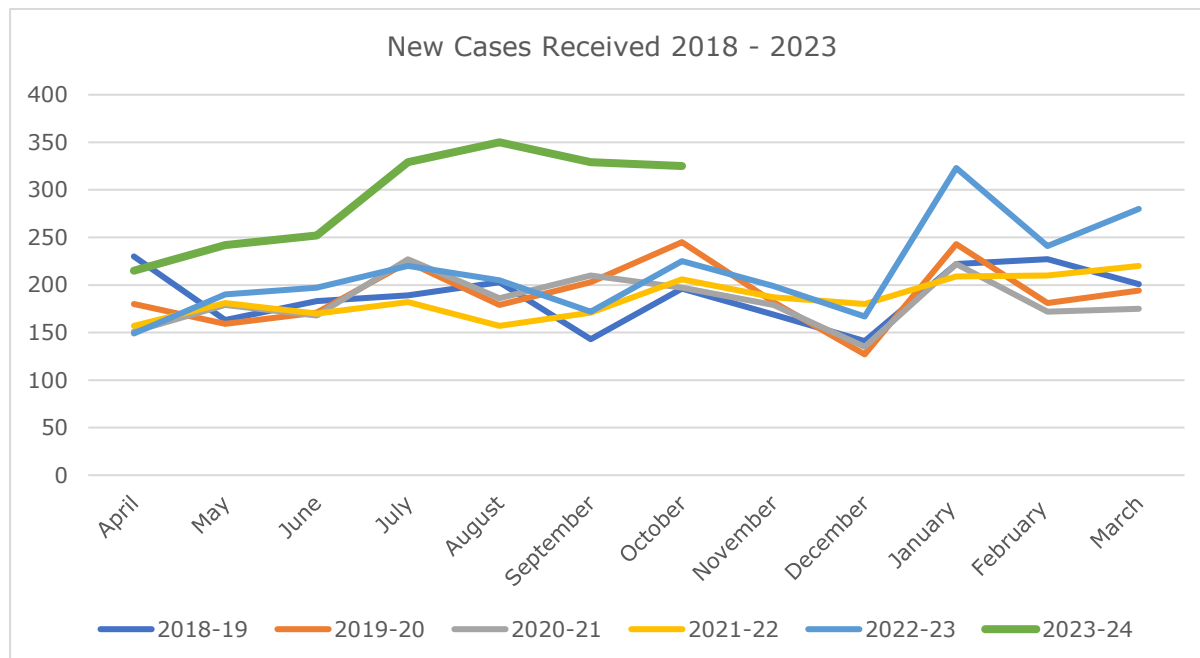
Source: ONS Private rental market summary

The median rental cost in the private sector is £900 per-month, which was an increase of £25 from the previous reporting period. It is generally more expensive to rent in Maidstone than it is in Kent, with the biggest variance seen in three-bedroom properties.

7. Homelessness in Maidstone

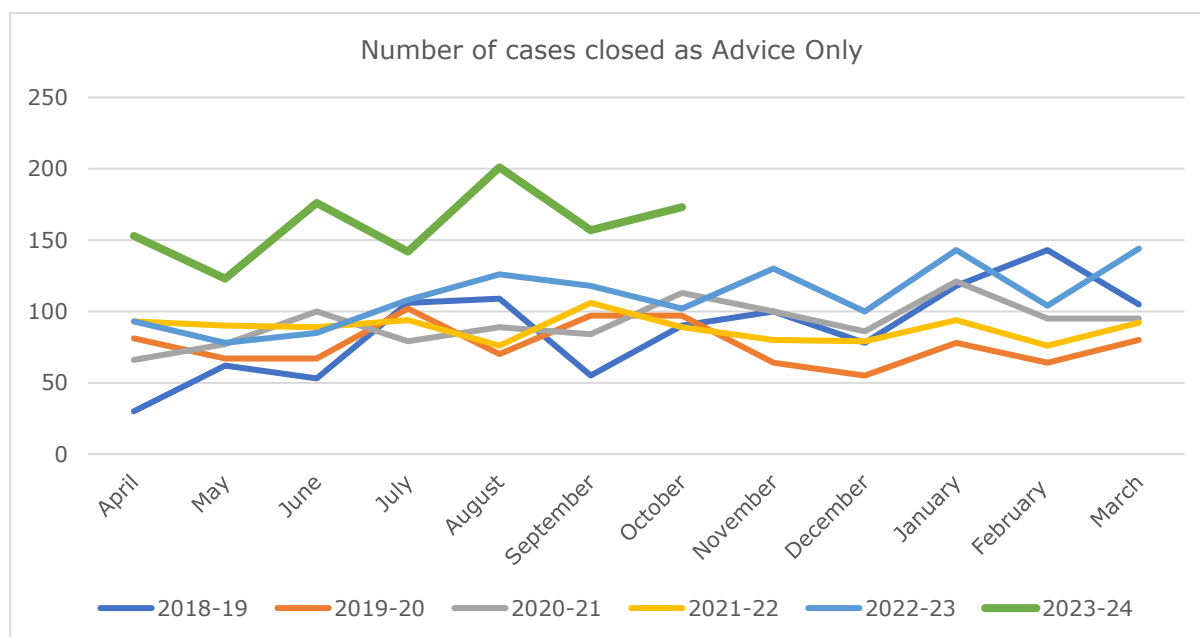
8.1 Key Homelessness Statistics for Maidstone

Since 2018 there has been a steady number of new homelessness cases received for the Authority. However, in the last twelve months, there has been an unprecedented growth in applications received. Comparing October 2022 to October 2023 we have seen a 44% increase in new cases.

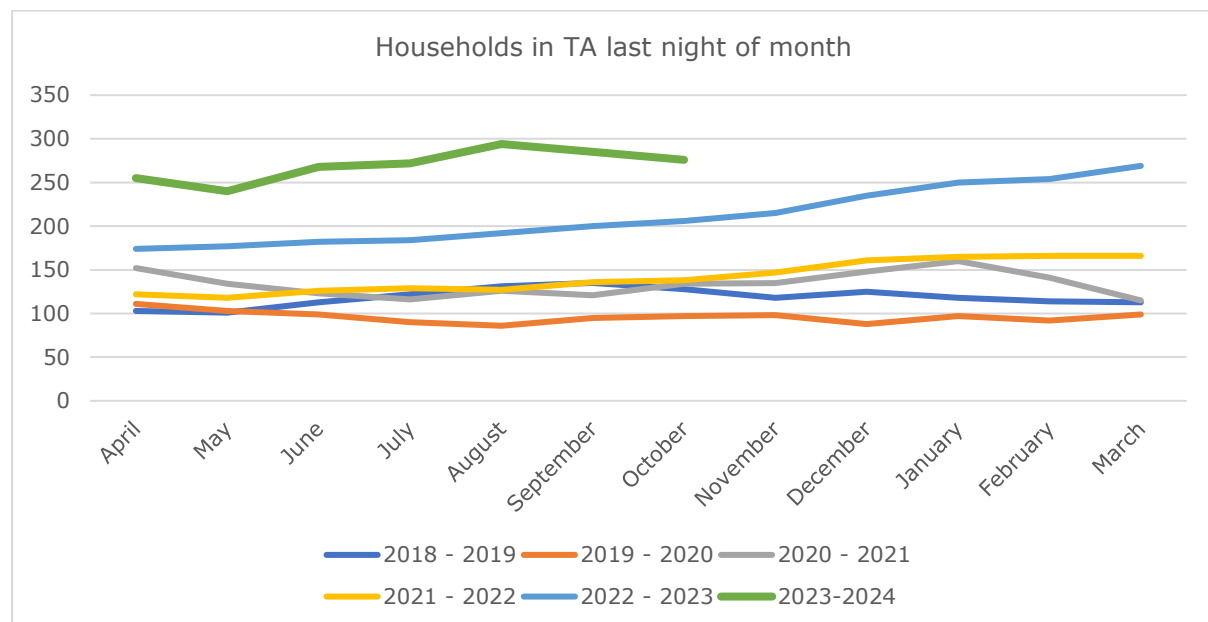


The chart below shows the number of cases received by the Housing Advice team that were closed due to being *advice only*. 'Advice only' is when a full homeless application is not taken, as an individual may not be homeless, or threatened with homeless, in 56 days but advice and assistance are offered.

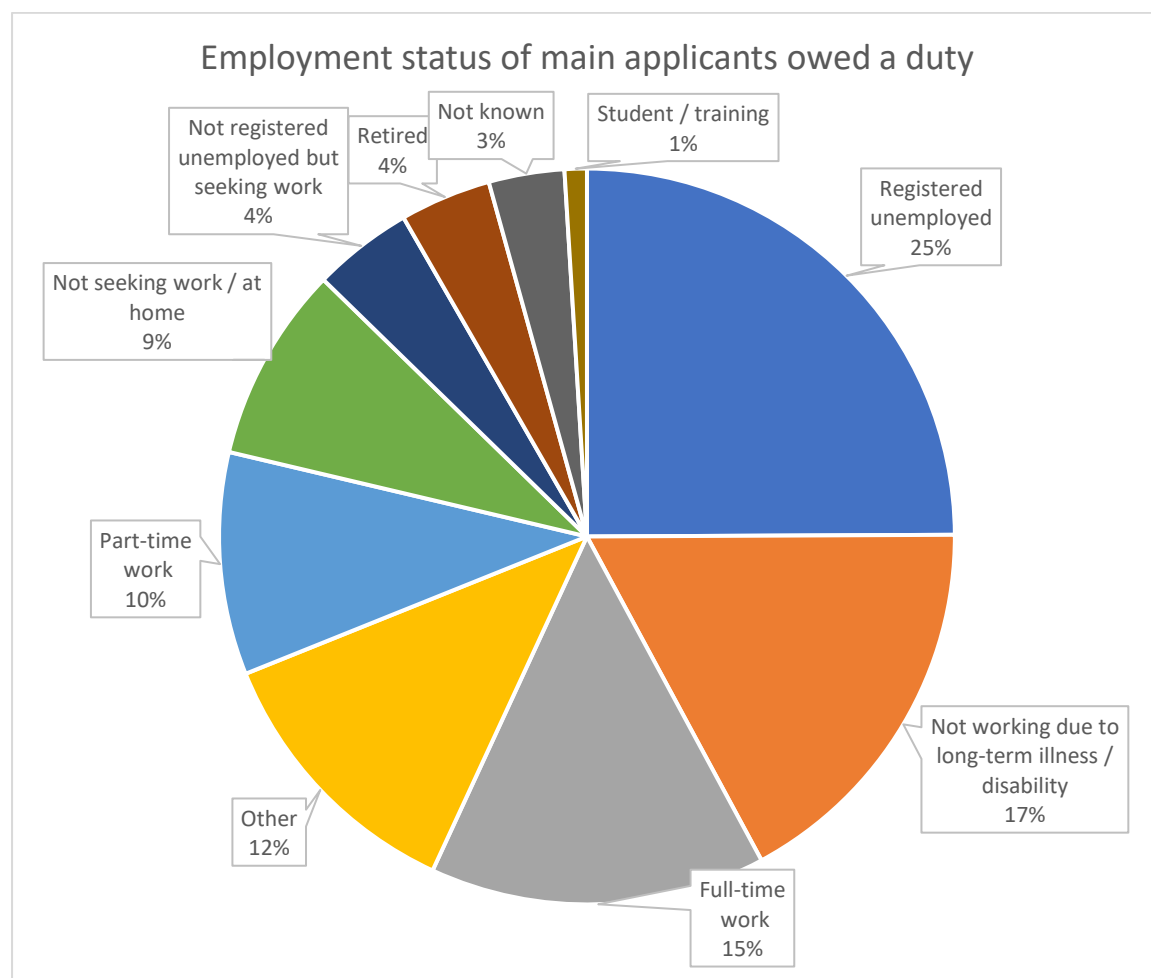
In line with the total number of cases received, *advice only* cases have also significantly increased since the end of 2022/23. Currently, only 7 months into the FY 2023/24, we have seen more cases than we did in total in the financial years leading up to 22/23.



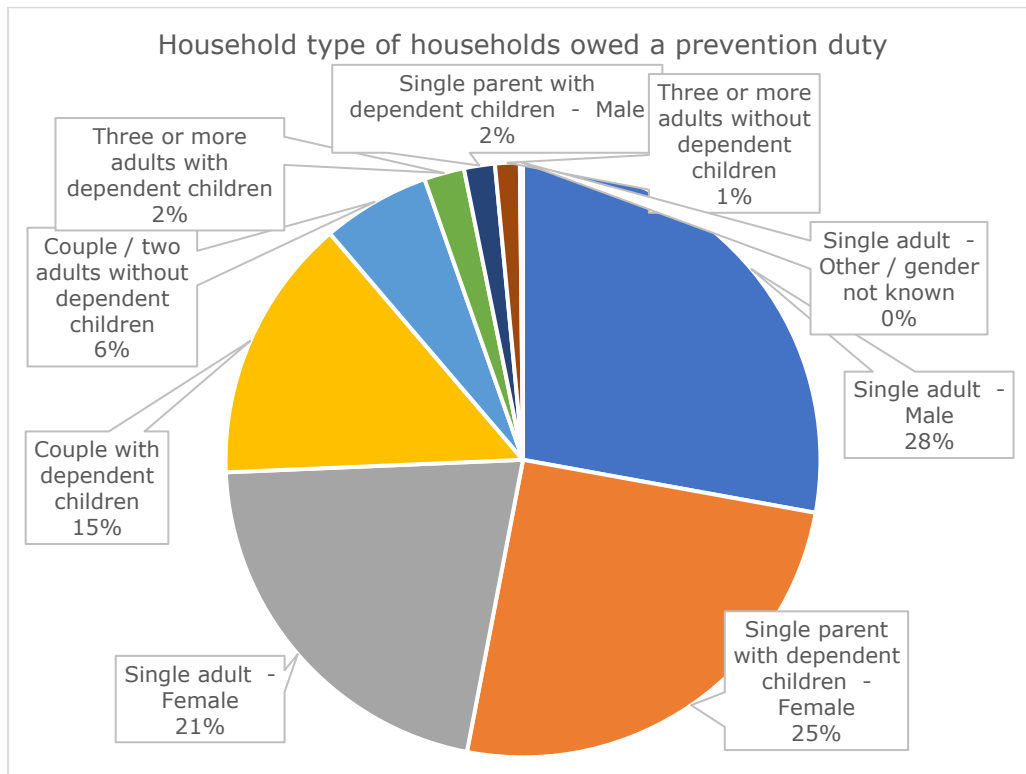
As the approaches and caseload numbers continue to rise, so has the number of households in Temporary Accommodation (as of the last night of the month) (TA). There is a clear increasing trend in the number of households in TA since March 2021, which looks to be steady in September/October 2023.



The chart below shows the economic status of applicants who came to the service in 2022-23 and were owed a duty. Most applicants were not working for various reasons, with 1 in 4 of the applicants being registered unemployed. 1 in 4 applicants were also working: 15% working full-time and 10% working part-time.



The chart below shows the household demographics of households who were owed a prevention duty.



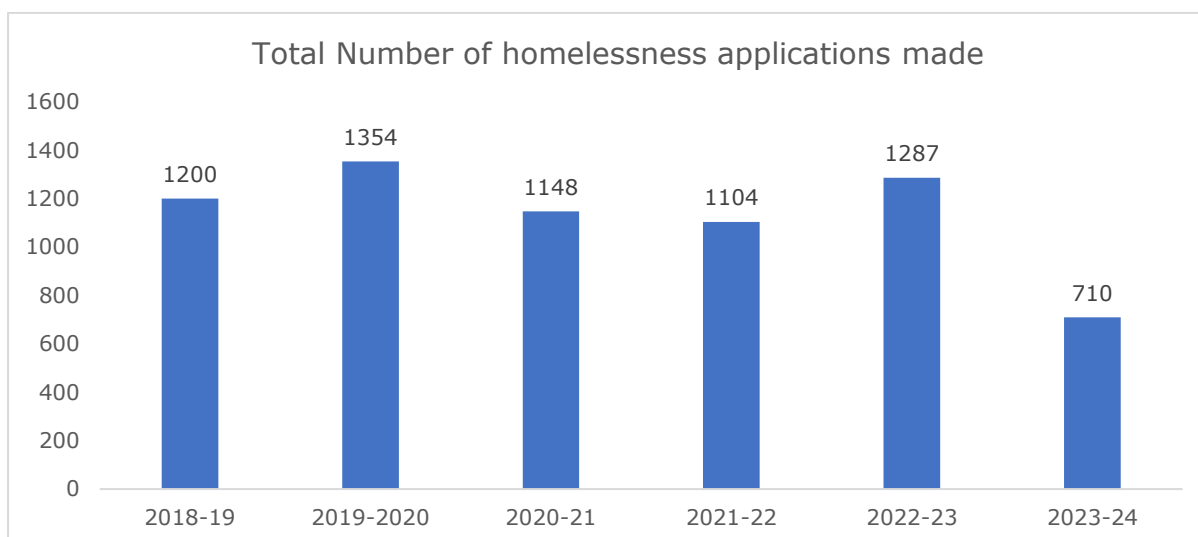
Over 1 in 4 households were single adult males, which was 166 in 2022/23. The second highest group was single parents (with dependent children) where the parent was female, which was 150 households.

This figure changes drastically when you look at the demographics of households that were owed a Relief Duty. Single adult males account for 49.88% (213 of 427) of those owed relief duty, suggesting that single males wait longer in their homeless journey to approach as homeless.

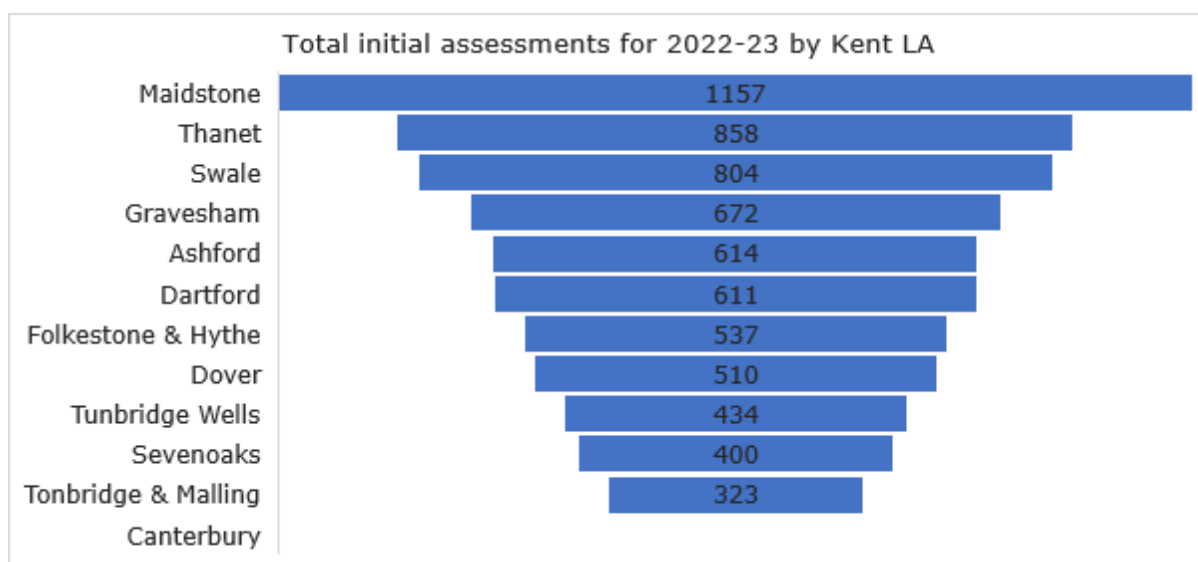
8.2 Homeless applications

The number of homelessness applications that have been made so far this financial year is on par with the number made by the same point last year (22/23). Note that the graph below shows 2023-24 data covering April to October.

Numbers have fluctuated since 2018/19 with the highest average figure being 112.9 applications per month in 2018/19. Currently average monthly applications this year are 101.4.

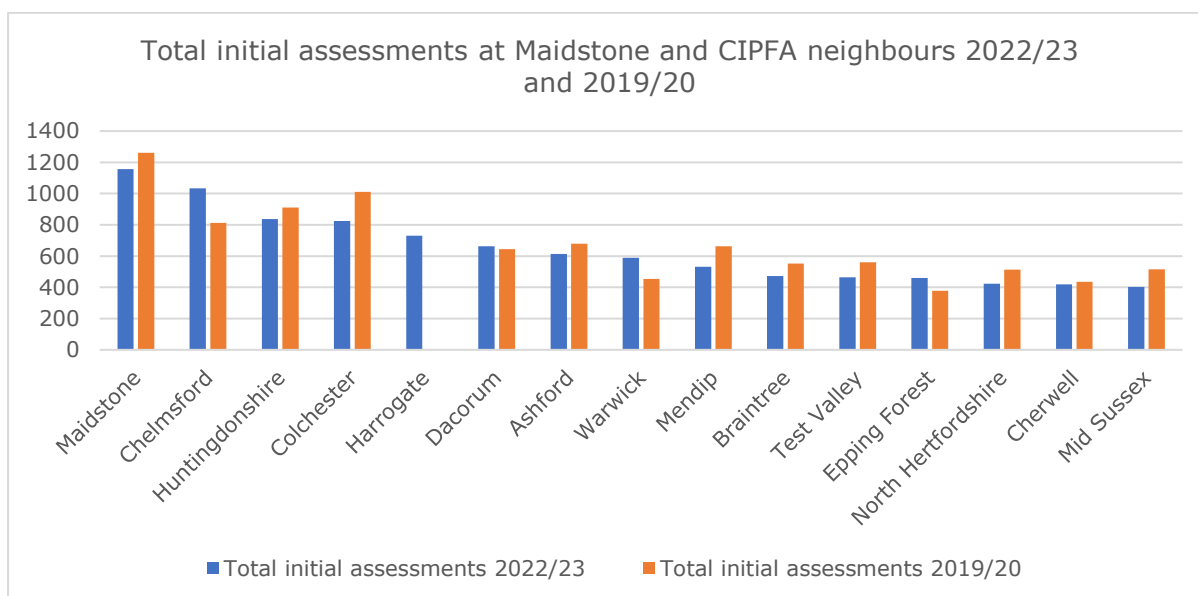


The graph below shows how we compared last year across the other Kent authorities. Note that data has not been provided for Canterbury City Council, who are anecdotally known to have a high level of homeless applications. Maidstone has the highest number of assessments, although it also has the greatest population.



Source: DLUHC statutory homelessness data

Due to the disparity in populations amongst the Kent authorities, it is important to understand how we compare to our statistically 'nearest neighbours' as proposed by CIPFA. The graph below provides a comparison of levels of assessments in 2019/20 with assessment levels in 2022/23 for Maidstone and its CIPHA nearest neighbours

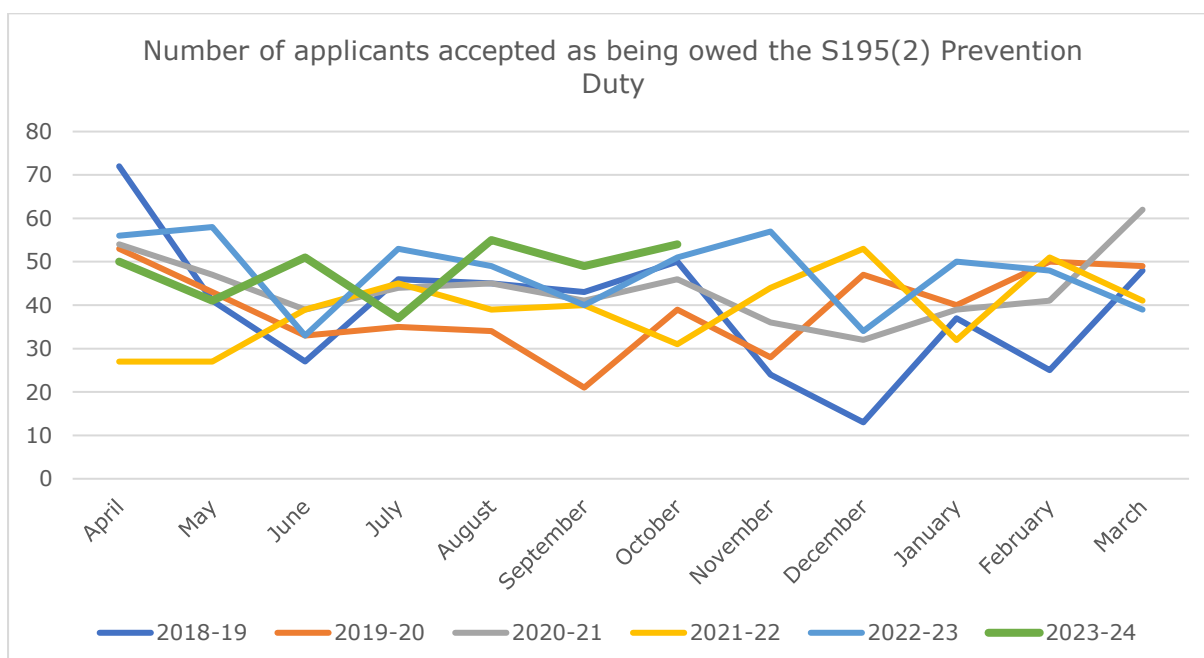


Source: DLUHC statutory homelessness data

Data shows that Maidstone received the highest number of assessments (homeless approaches) in both 2019/20 and 2022/23. Across the majority of the authorities, there was a decrease in the number of assessments from 2019/20 to 2022/23, with the exception in Chelmsford, Dacorum, Warwick and Epping Forest.

8.3 Prevention Duty

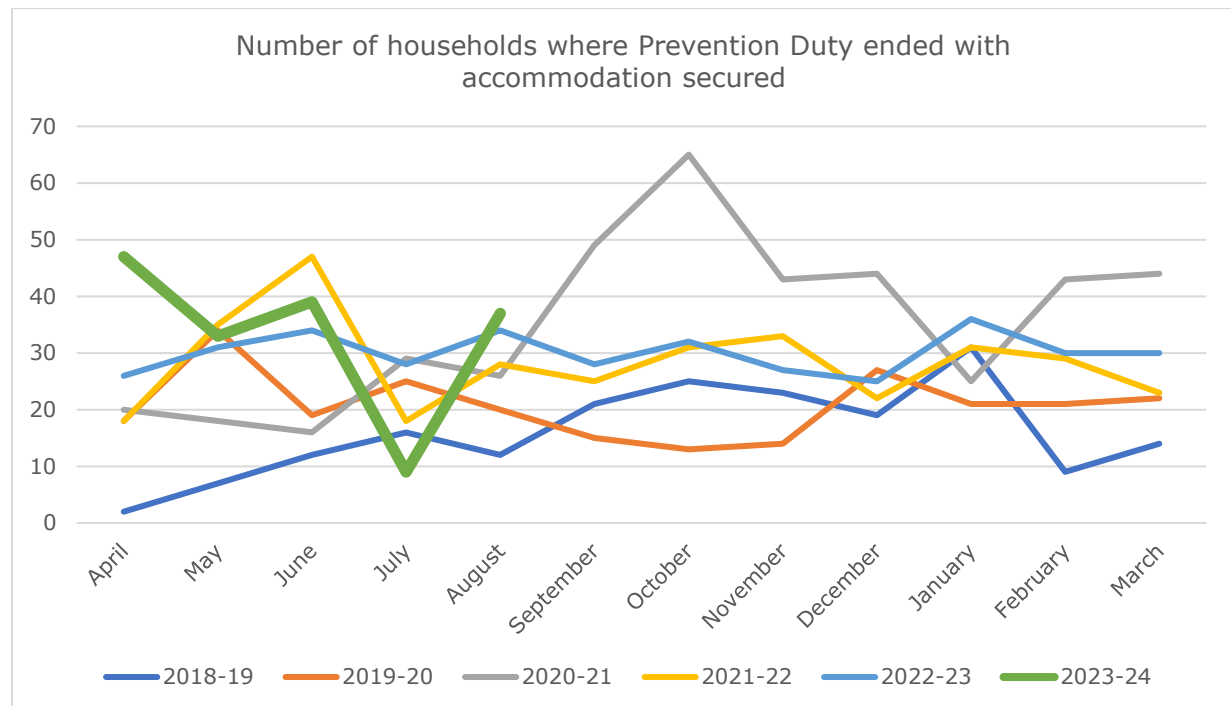
The Homelessness Reduction Act (HRA) came into effect from April 2018 and put the focus on local authorities to prevent homelessness or those who are at risk of losing their home in the next 56-days. The data below shows where Maidstone has accepted approaches from people under the prevention duty in the HRA act.



The data (above) does not identify trends or peaks in the the number of applicants accepted as being owed a prevention duty, however, there has been a general increase in the yearly totals, with 471 in 2018/19, rising to 568 in 2022/23.

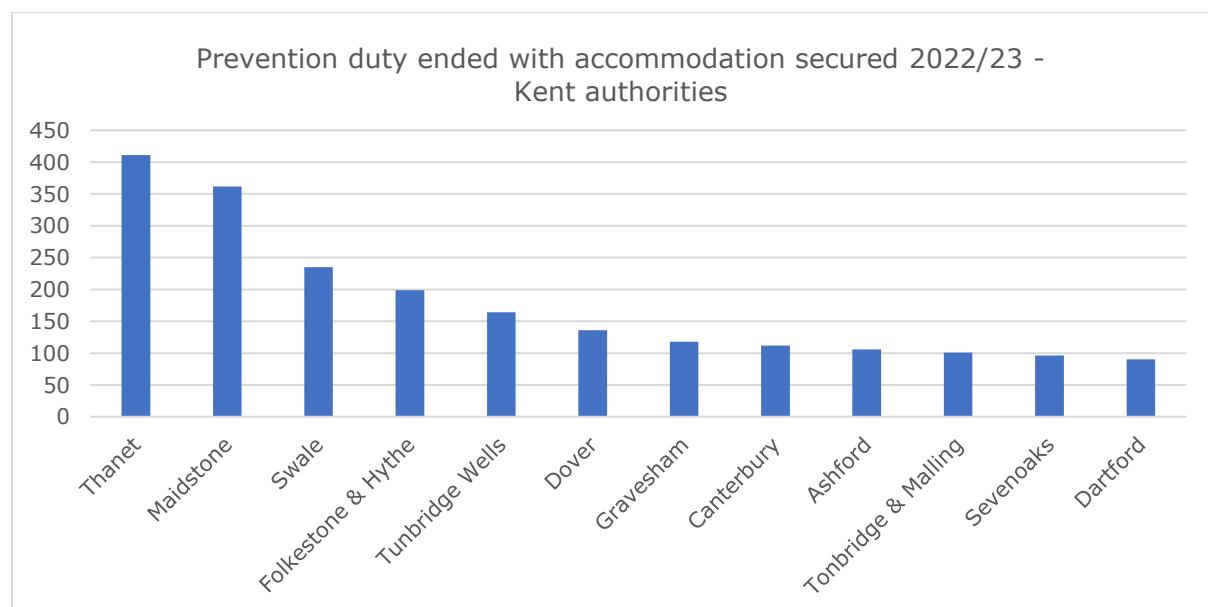
July to October 2023 the highest levels of applicants since the start of the Act, which is in line with the increase seen across all areas of the sector.

The graph below shows the number of applicants who had prevention duty successfully ended as a result of securing suitable accommodation for at least six months.



Once again, there has been an overall increase in the total yearly numbers of applicants, rising from 191 in 2018/19 to 361 in 2022/23. 2020/21 had a significant peak in October, likely due to Covid-19 impacts following the first national lockdown.

The graph below shows how Maidstone's successful prevention duty outcomes compare to other Kent authorities. Maidstone has the second highest number of households, coming second to Thanet. Both Thanet and Maidstone have significantly higher numbers than the other authorities in Kent.

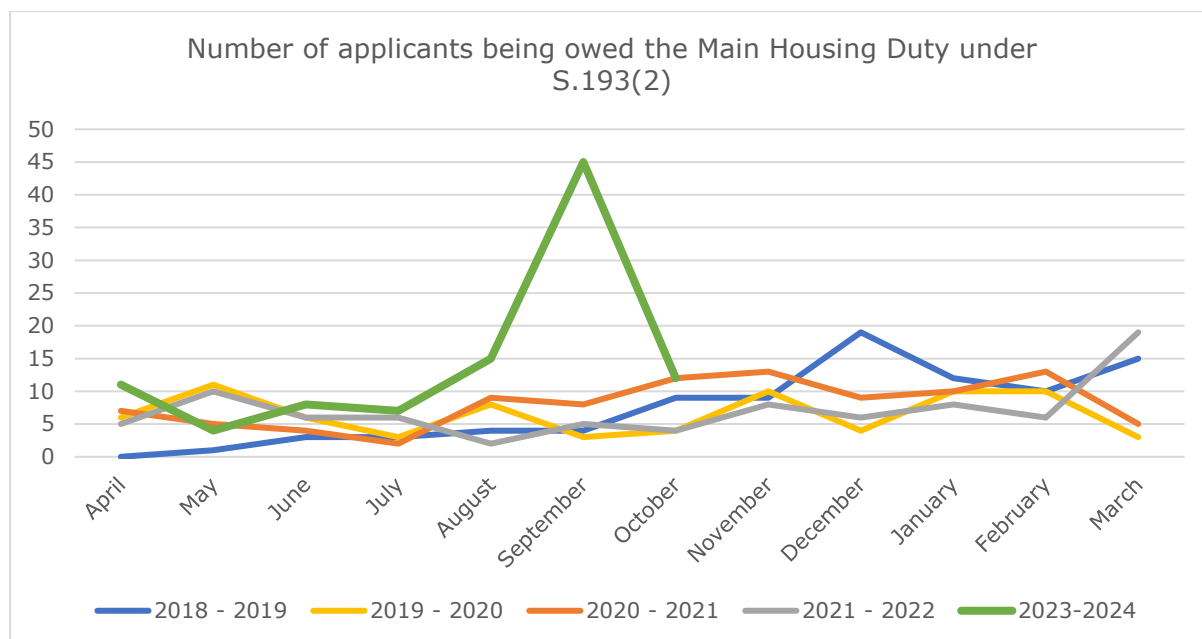


Source: DLUHC statutory homelessness data

The Graph included in section 8.4 (below) shows the different household types that were owed a prevention duty in Maidstone in 2022/23.

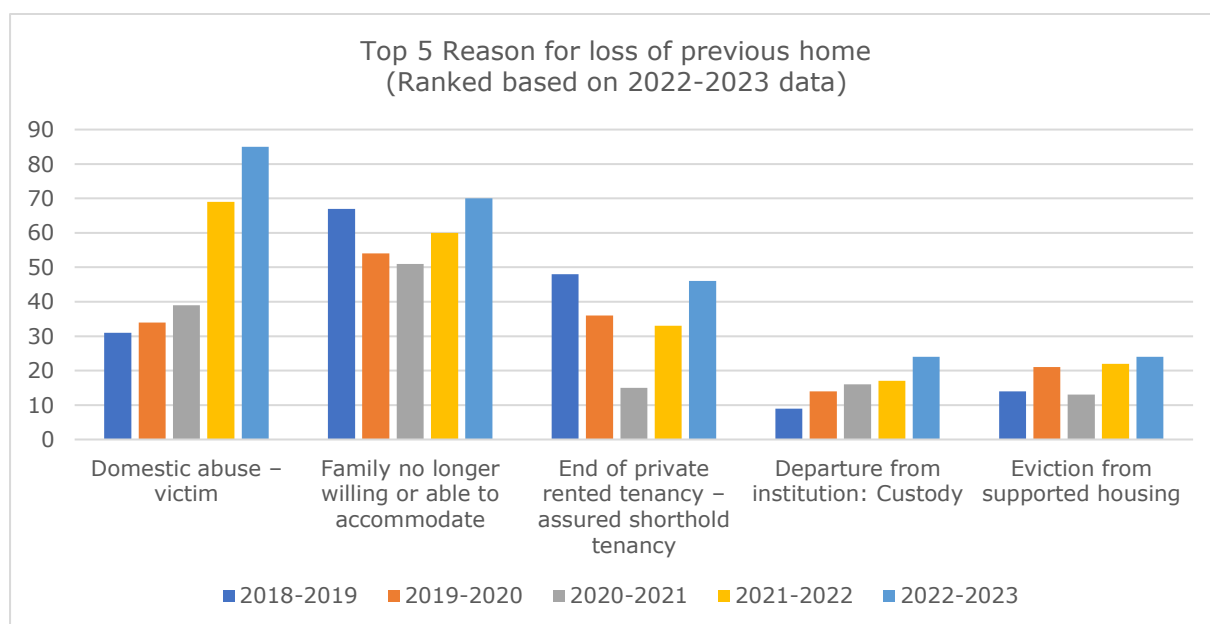
8.4 Duty Owed

The number of applicants being owed the *Main* housing duty (under s.193) has remained low since the introduction of the prevention act. Numbers have decreased slightly over the years, but with a notable spike in September 2023, which was owing to the introduction of a new system, meaning that cases were not closed.



8.5 Reason for Homelessness

The graph below shows the top five reasons people were becoming homeless in 2022-23, compared to the previous five years.



There is a significant increase in Domestic Abuse Cases; figures have more than doubled, rising from 31 in 2018-19 to 85 in 2022-23.

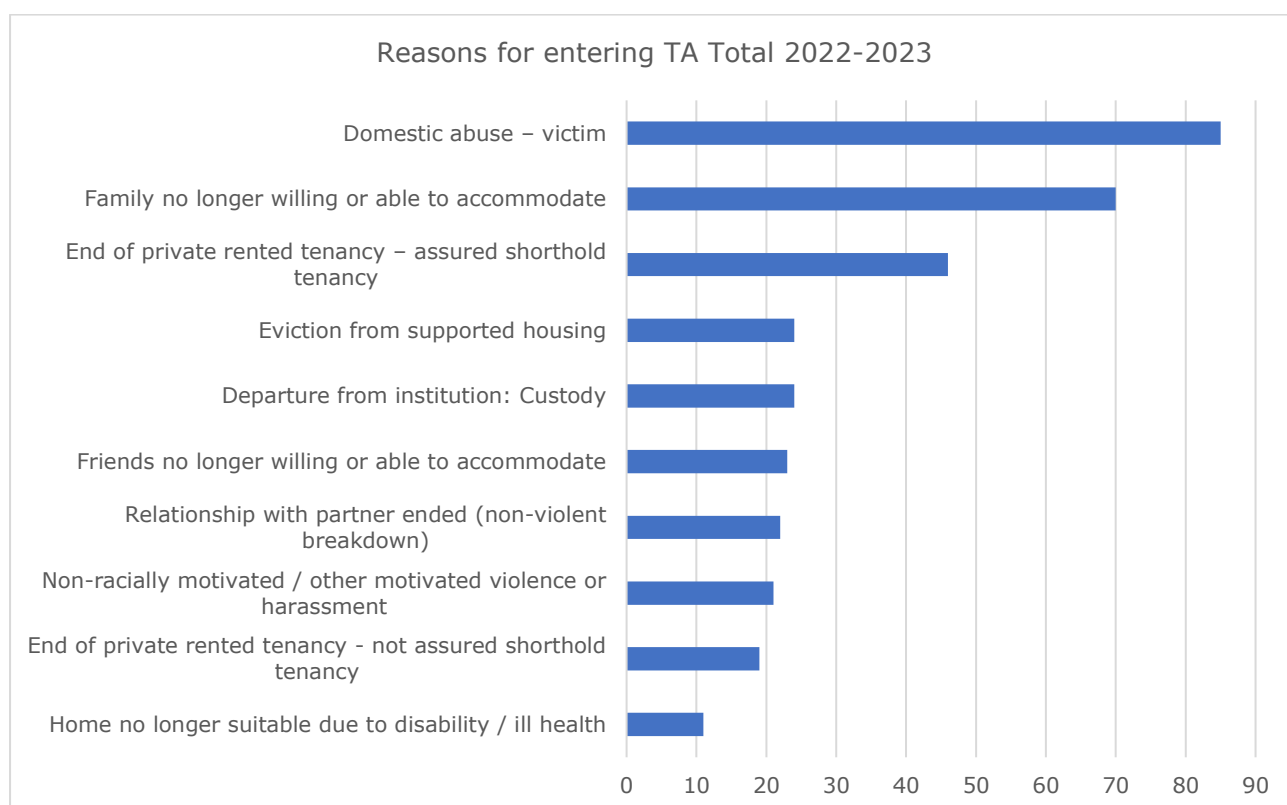
The second most common reason is that family are no longer being willing, or able, to accommodate the person/household. Although there was a decrease from 2018-2019 to 2020-2021, there has since been an increase in the last two years. The same pattern is also seen in those who were homeless due to the end of their privately rented home. However, the dip in figures in 2020-21 is skewed by the Covid-19 lockdown rules were evictions were placed on hold by the government.

Departure from institutions, such as custody, shows a consistent upward trend, although the numbers are relatively small compared to other categories.

Evictions from Supported Housing: Evictions from supported housing remained relatively stable, with a slight increase over the five-year period. There was a minor drop in 2020-2021 but the numbers have since risen to their highest point in 2022-2023, tying with departures from custody.

Overall, the data indicates that domestic abuse and the inability of families to accommodate relatives are the leading causes of homelessness in Maidstone, with both showing worrying increasing trends.

The graph below shows the full list of reasons a person/household entered into Temporary Accommodation in 2022-23.

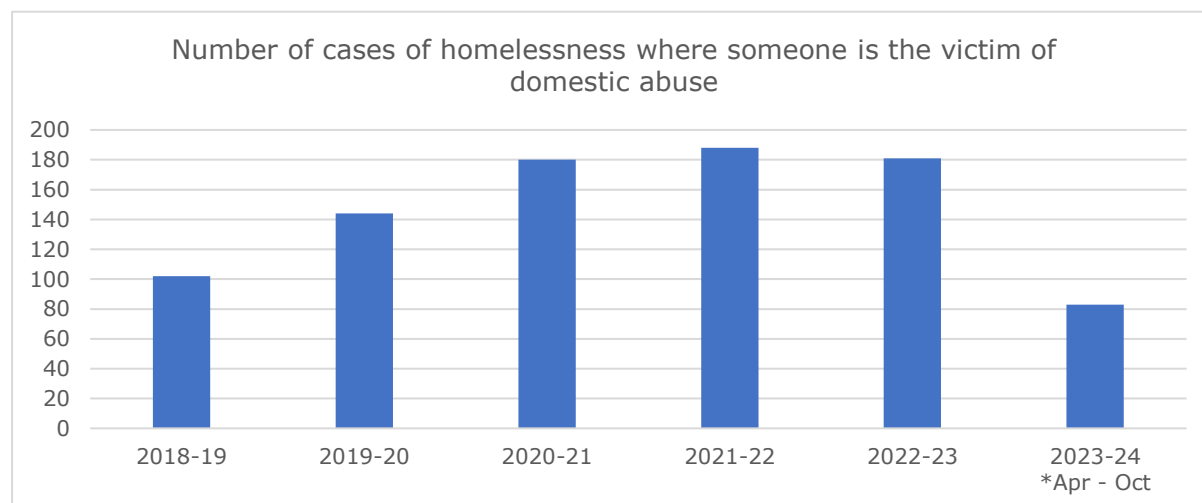


As before, Domestic Abuse is the predominant reason. The inability of family and friends to provide accommodation is the next most significant factor. Tenancy issues, including the end of both assured and non-assured shorthold tenancies, are major contributors, reflecting broader housing market and socioeconomic challenges. Institutional transitions from custody and hospitals also lead to housing loss, pointing to the need for better support structures for vulnerable populations.

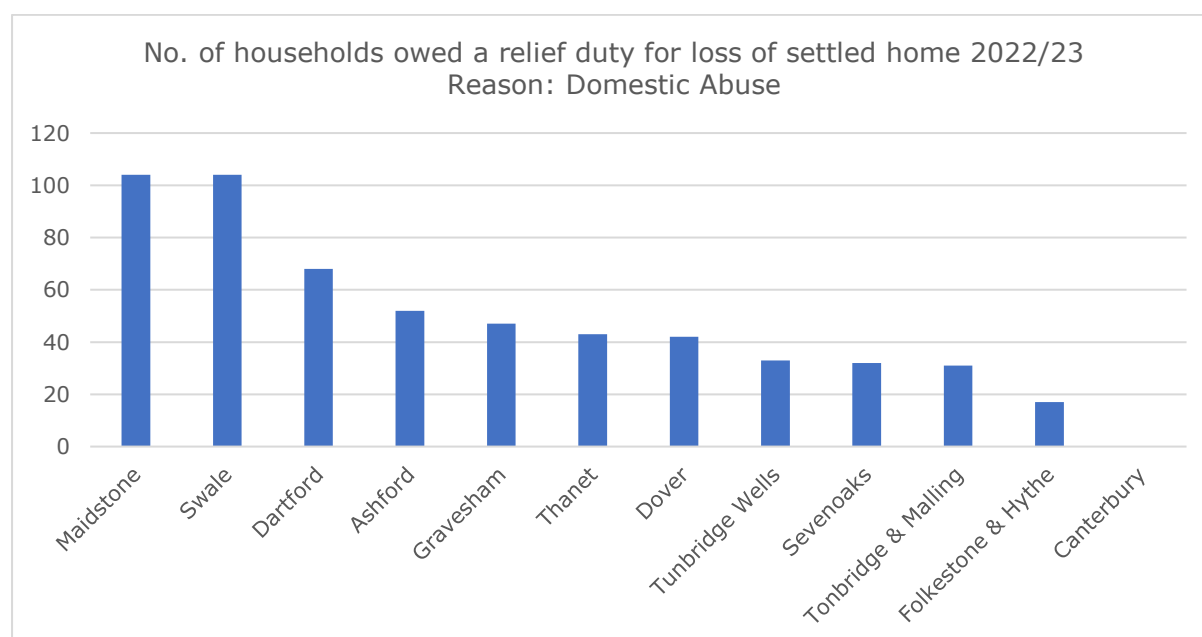
8.6 Domestic Abuse

The graph below shows the number of households that have approached as homeless because they have been a victim of domestic abuse. The total numbers each year have slowly increased, rising from 102 in 2018/19 to 181 in 2022/23.

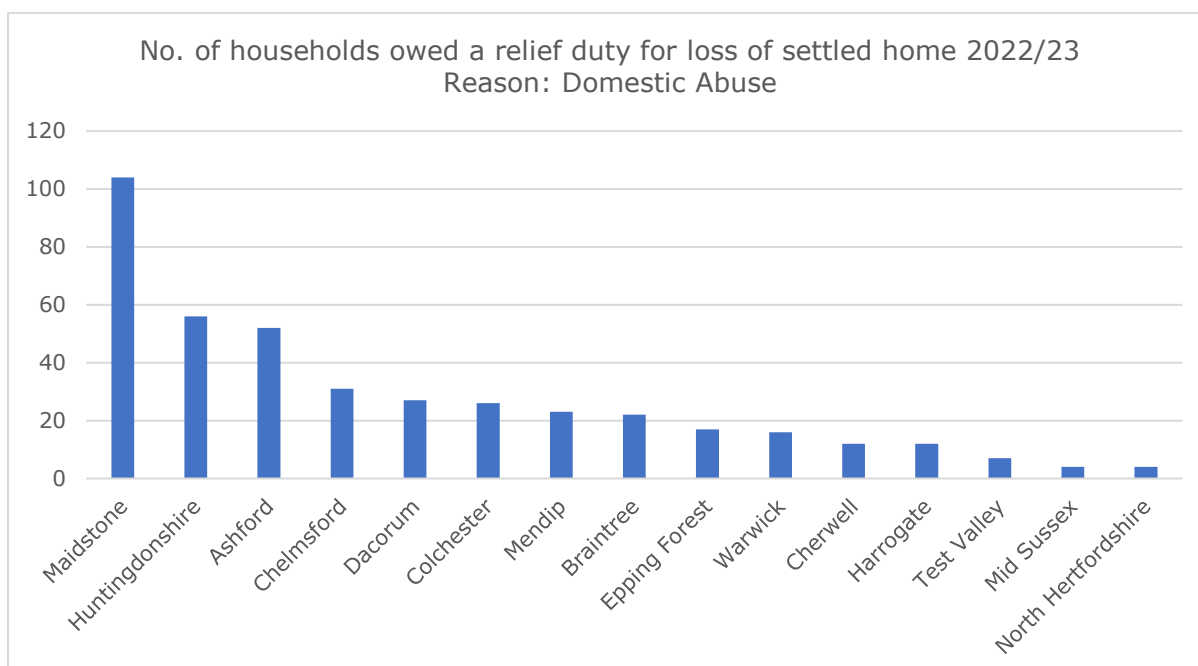
There appears to be a seasonal pattern when numbers are generally higher in January and March months, which suggests that there could be seasonal factors affecting the incidence of homelessness linked to domestic abuse.



The graph below shows the number of households across all the Kent authorities who have been owed a relief duty for loss (or threat of loss) of their last settled home, solely for the reason of domestic abuse. Data was not available for Canterbury City Council.



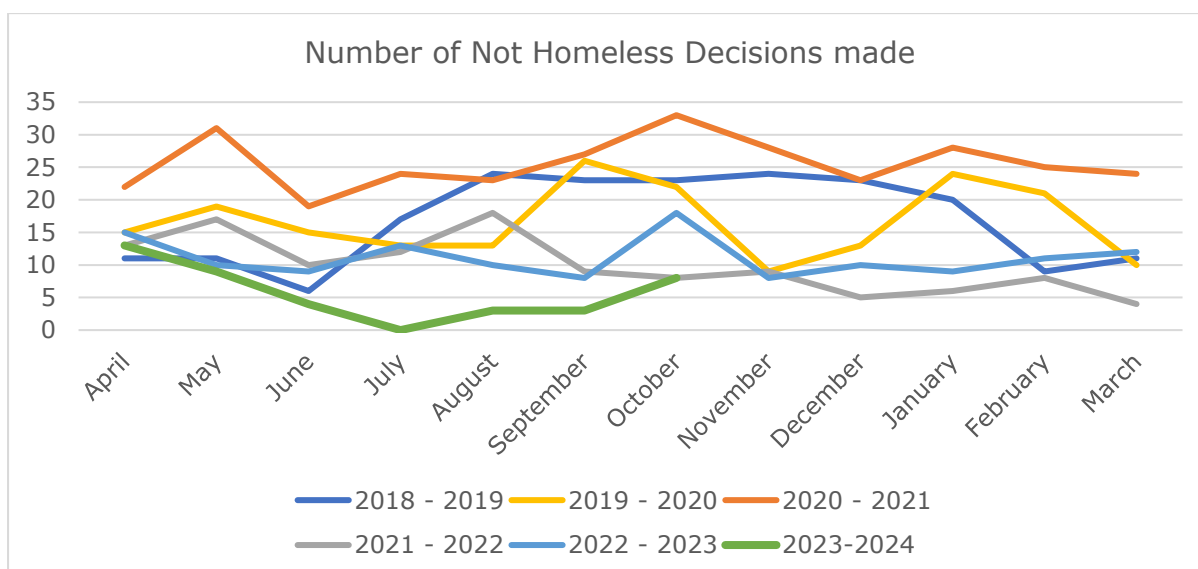
Maidstone is joint top for total households in the period 2022/23; over 50% more households than in Dartford, the next highest. To provide a fairer geographical comparison, the same comparison is provided below, this time comparison to our CIPFA nearest neighbours.



Once again, Maidstone has a significantly higher number than the comparing Local authorities, over 85% higher than the next highest (Huntingdonshire). This suggests that Domestic Abuse is higher in Maidstone, or that people travel to Maidstone to flee domestic abuse, more so than other authorities in our area and of a similar 'statistical' size.

8.7 Not Homeless Decisions

The graph below shows how many decisions of 'not homeless' were made by the Housing Advice team. Numbers in 2023-24 are so far, much lower than the previous years looked at. The peak of these decisions was throughout 2020-21.



8.8 Rough sleepers

The number of rough sleepers over the past few years suggests a consistently low trend, as detailed below in the annual street count figures. The street count is conducted annually, in November each year:

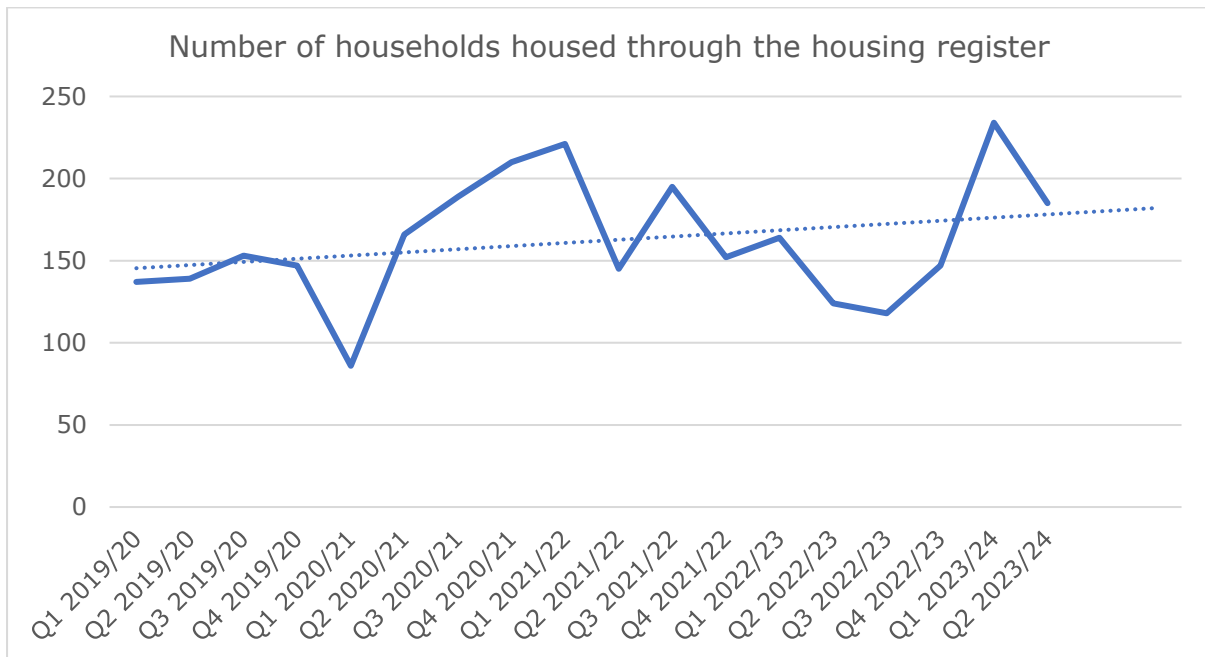
- In 2019, there were three individuals reported as rough sleepers.
- The count decreased to two in 2020.
- It slightly increased to three in 2021.

- Remarkably, there were no reported cases of rough sleeping in 2022.
- However, in 2023, this has increased to six which correspond with a much greater demand on our accommodation resources and the decommissioning of KCC homeless services.

8.8 Housing Register

Alongside the Council's Housing Advice service is Maidstone's Housing Options team. The team assist people with accessing the Housing Register, and social housing through the choice-based lettings scheme.

The below graph shows the number of households that were housed through the housing register.

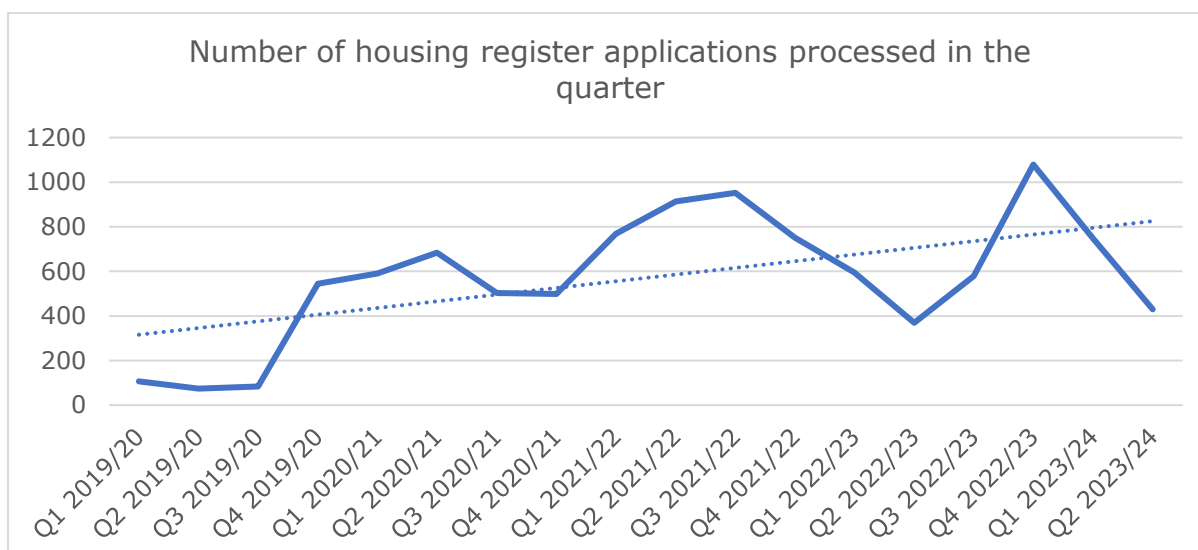


There was a noticeable dip in Q1 2020/21, where the number dropped significantly to 86, which is the lowest value across all quarters, however this would have been the impact of the first national covid-19 lockdown.

The following quarters saw a steady increase, peaking in Q4 2020/21 and continuing to rise until Q1 2021/22, which had the highest value until then at 221 households.

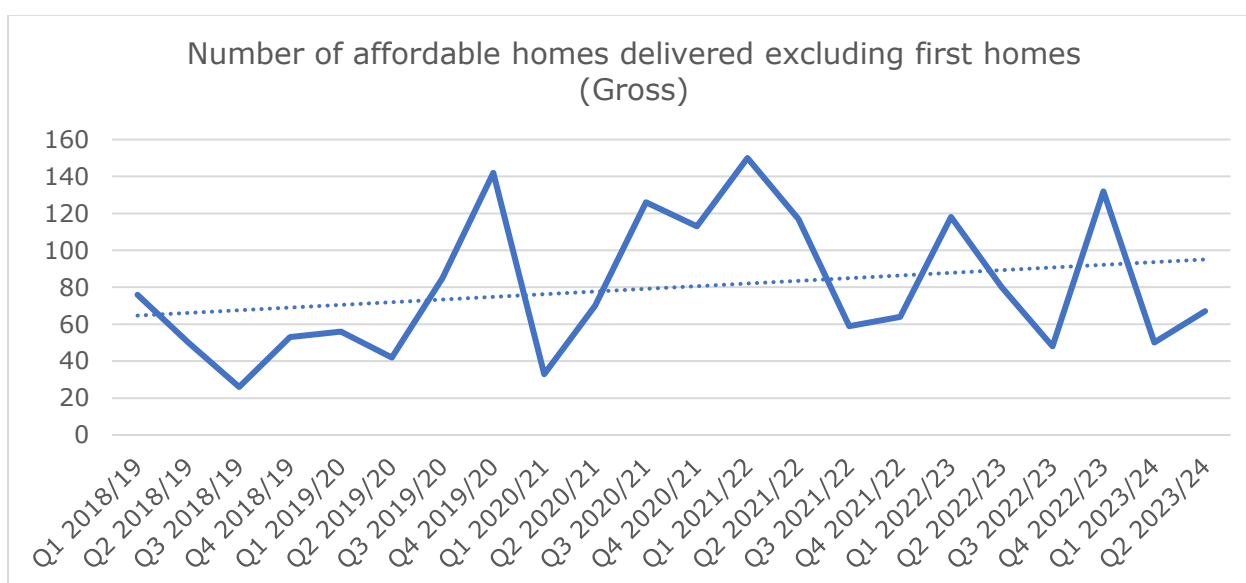
The highest number of households housed was in Q1 2023/24 with 234, showing a significant increase compared to previous years.

The below graph shows how many applications the team are receiving each quarter for people to join the Housing Register. As the trend line shows, this number is increasing substantially year on year. This indicates an increasing demand for housing this period.



8.9 Affordable homes

The graph below shows the number of affordable homes that have been delivered in the borough. There is a slight upward trend over the years, however this does not seem to continue in 2022/23. There is also a seasonal trend with peaks in numbers occurring in quarter four each year.



8. Conclusions

It is difficult to determine or predict with accuracy the future levels of homeless, given the factors that lead to homelessness, such as economic climate, welfare reforms and political appetite. However, based on the data within this review, it is clear that trends are growing and the need for the continued support operated from Trinity is growing also.

Reviewing the data above, especially in relation to the comparison information, we can see that Maidstone is exceeding all other Kent districts, and our CIPHA nearest neighbours, in relation to homelessness statistics and data markers. This may be perceived as negative by other authorities but in Maidstone, we pride ourselves on reaching the widest population as possible, to ensure our constituents are receiving an excellent and robust service. We do not shy away from the challenges that homelessness brings, but embrace those with innovation and passion, bringing a service which support all within Maidstone.

At Maidstone Borough Council we will continue offering an exceptional service from Trinity and from across the wider organisational realm, which meets the need of our local population. As this report clearly demonstrates the ever-growing demand on all our housing teams, it is suggested our next strategy will continue in the vein of the four priorities as listed below.

- Homeless Prevention
- Providing affordable and decent accommodation
- Support vulnerable households
- Alleviate rough sleeping in the district

This is a challenging time for housing departments across the country, but at Maidstone we are exceptionally well placed to work effectively to manage those challenges.

Foreword - Chair of Communities, Housing & Environment Committee

Maidstone Borough Council (MBC) has always prided itself on making housing a clear priority and understands the fundamental role that good housing has in contributing to lifetime opportunities for so many people.

Homelessness, in all its forms, has the potential to have a significant and negative impact on the lives of individuals and families. For those reasons, Maidstone Borough Council supported the principles that motivated Parliament to enact the Homelessness Reduction Act (2017).

The statute represents a major change in housing legislation and rather than waiting for April 2019 before responding to the requirements, Maidstone Borough Council took the decision to implement changes to our service delivery and the resources available in 2018. This early adoption of the new statute provided us with valuable experience that has been put into good practice by the Council and colleagues working alongside in the voluntary sector.

Whilst we do not underestimate the challenge that the current housing market presents, the Council does believe that it is well placed and determined to provide residents with the best possible solutions that help prevent homelessness wherever possible.

- Cllr Lottie Parfitt-Reid



1. Introduction

Maidstone Borough Council (MBC) continues its commitment to providing a robust and effective Housing and Homelessness Service to the local community. The provision of these services is a key priority for the Council and is reflected through the Strategic Plan (under Homes and Communities banner, with the commitment to preventing homelessness and rough sleeping by 2045).

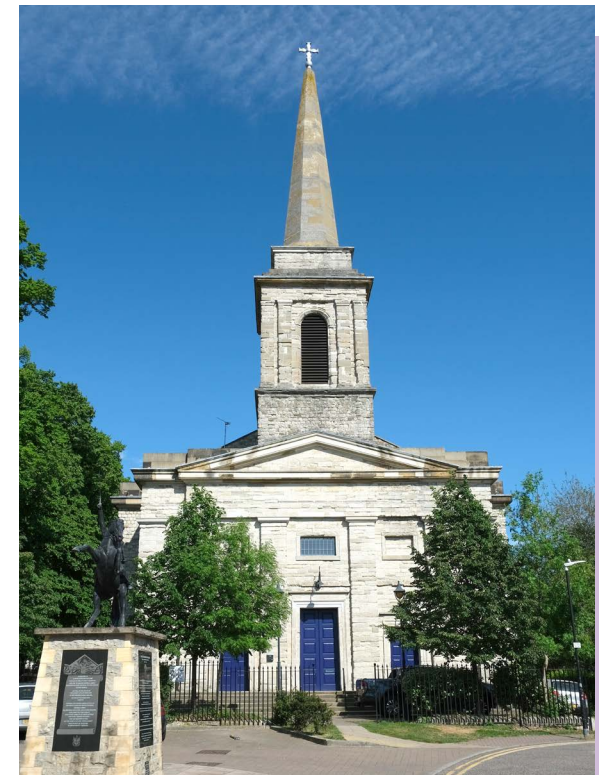
Since 2002, local authorities have been required to publish a homelessness strategy outlining their intentions and vision for supporting those who face homelessness. In 2018, the Government published a National Rough Sleeping Strategy which obligated local authorities to include a special focus on rough sleeping. This is the second MBC combined Homelessness and Rough Sleeping Strategy.

The preceding years have presented many challenges for the Council as a local housing authority these include the pandemic which hugely altered the way services could be delivered, and how staff worked. In addition, world events such as the war in Ukraine and the turmoil of withdrawing from Afghanistan,

along with the current cost of living crisis and associated demand for housing has caused homelessness to surge. All of these have presented extreme challenges to the MBC Housing and Homeless Teams. However, alongside the challenges we have had numerous opportunities to tailor the way we work and provide services to the local community.

Even though the recent years have been challenging, there are many areas to be celebrated for the borough of Maidstone including the acquisition and purchase of Trinity our Community Hub. A key landmark in Maidstone, Trinity offers a direct front-door service for all housing and homelessness issues; the commitment to return the Council to being a stock holding authority with the development of a 1,000 affordable homes; the continued purchase of temporary accommodation (TA) which enables the Council to provide good quality TA that is financially viable; the reduction in the street population activity including rough sleeping and the increase in support provision across the borough.

The new and emerging challenges are matters that will be addressed throughout this Strategy. However, we cannot work in isolation and we will have a special focus on partnerships to ensure a fully rounded and holistic approach is taken to this very challenging situation.



Trinity, Maidstone

Our four key priorities:

In light of the new Strategy, MBC undertook a six week public consultation in 2023. This was in relation to the previous Homelessness and Rough Sleeping Strategy 2019-2024, and the response strongly supported continuing our four key priorities:

This document sets out the MBC vision for our community over the coming five years, and how this complements the Council's Strategic Plan and Housing Strategy which was endorsed by the Council in 2023.

As part of the Conclusion of this document we aim to attach the action plan on how we will achieve these strategic objectives.

1

Homeless Prevention

2

Provide accommodation

3

Support vulnerable people and households

4

Work specifically to target and alleviate rough sleeping within the borough



The progress of the strategy will be monitored by the Council and reported regularly to the Cabinet Member responsible for Housing and Health and the relevant Policy Advisory Committee.

2. National Context

To include:

- **National statistics about the increase in homelessness**
- **Latest government position on homelessness and rough sleeping**
- **National influences such as the Asylum Dispersal Programme**
- **Renters Reform Bill**

3. Review of Homelessness Strategy

As part of the development of the new MBC Homeless Strategy we have undertaken a review of the previous document reflecting back over five years - since 2019. This review can be found on the Council's website: www.maidstone.gov.uk

3.1.Key findings

During the course of the previous Homelessness Strategy (2019-2024), there have been a significant increase in the levels of homelessness across the borough. This includes the number of people approaching MBC housing advice service asking for support and guidance.

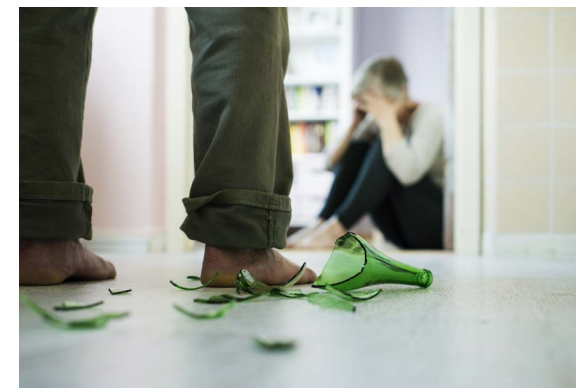
Financial Year	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (up to end of Jan 24)
New homeless cases approaching	2267	2288	2201	2230	2568	2915
Homeless Applications made	1200	1354	1148	1104	1287	988

There has been a large increase in the number of households accessing temporary accommodation (TA), in Maidstone; this has seen a sharp rise from 113 in March 2019, to 283 in December 2023; of these 244 are placed under a Part 7 Housing Act 1996 (as amended) S.189 or 193 duty and the remaining 39 under a discretionary power to accommodate (these households are those most at risk of rough sleeping).

Alongside the general increases in demand, Council services have felt the consequence of the Domestic Abuse Act 2020 which sought to make it easier for victims to seek housing and support. However, this has again increased the use of TA as demonstrated in the table below:

Financial Year	2019-20	2020-21	2021-22	2022-23	2023-24 (up to Jan 24)
DA cases in TA	33(12%)	34 (23%)	64 (29%)	83 (27%)	50 (25%)
Family no longer willing or able to accommodate	47 (18%)	34 (23%)	43 (30%)	52 (17%)	37 (19%)
End of private rented tenancy – assured shorthold tenancy	36 (14%)	11 (7%)	22 (10%)	36 (12%)	36 (18%)
Total of all placements in TA	116	79	129	171	123
Total Placements	266	150	217	307	198

As per our previous review, family and friends who are no longer able or willing to accommodate and the ending of private rented tenancies are also significant factors for households having to enter the temporary accommodation provision. However, during the pandemic we saw the end of private rented tenancy significantly reduce and the increase came from family and friends no longer willing to accommodate. This supports our own knowledge of how the market and demand changed in line with the Government's call for "Everyone In" during Covid 19. The ending of the moratorium on possession orders being granted in 2022/2023, (after the pandemic), has also seen a rise in the number of households losing their accommodation through landlords seeking 'no fault evictions.'



3. Review of Homelessness Strategy

The table below illustrates the breakdown of the high-level demographics of the homeless applicants since 2019. It clearly shows the large number of single and childless couples approaching MBC services requiring one bedroom accommodation. (This will form part of the Strategy in future sections.) This is reflected in the TA statistics which illustrate up to 50% of people needing a one-bedroom property.

Financial Year Total applicants	2019-20 1327	2020-21 1175	2021-22 1150	2022-23 1383
Males	639	561	556	670
Females	682	608	592	701
Singles/childless couples	853 (64%)	769 (65%)	722 (62%)	852 (61%)
Households with children	474 (34%)	406 (35%)	428 (38%)	531 (39%)

Over the last four years the diversity of those approaching MBC has increased, whilst the data confirm that the percentage of applicants of white origin has decreased from 84% to 74%. (This is not reflective of the borough of Maidstone's ethnic breakdown with 89% of the local population from the 2021 Census who identified themselves as white.) This change indicates that the non-white populations are overrepresented in homelessness services, and we need to ensure that the Council services investigate and address any inequalities facing those from minority backgrounds.



This has also required the housing department at times, to work in an inclusion manner, ensuring cultural awareness and access language translation services.

One great success of the previous five years is the significant reduction in rough sleepers across Maidstone; in 2018 the street count was 48 and this has reduced through the years and even went down to zero in 2022. However, it did rise slightly to six in Autumn 2023 when the annual statutory street count took part.

3. Review of Homelessness Strategy

Other headline findings of the Strategic Report:

1 The total number of households in Maidstone increased by 12.23% from 63,447 to 71,208 between 2011 to 2021 with a calculated local housing need of 1,214 homes per year. In addition, home ownership has decreased, whilst private renting has increased.

2 Since 2019 there has been as a steady increase in homeless approaches, which corresponds to the increase of households across the borough. However, between October 2022 - October 2023 the increase has been exponentially high at 44%. It should be noted that this is a common theme across England.

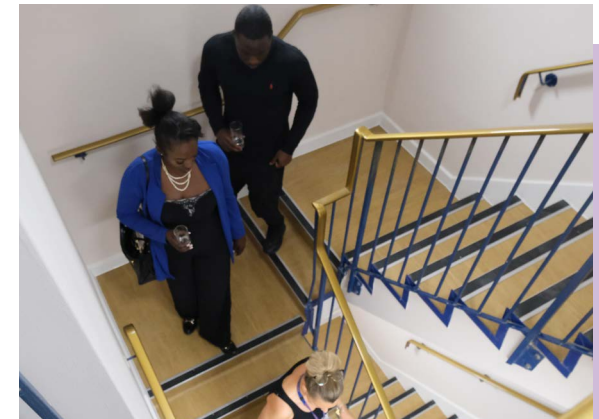
3 There's an increasing trend in homelessness cases where someone is a victim of domestic abuse, suggesting a strong link between personal safety and housing stability. Also, the new Domestic Abuse Legislation (which was enacted in 2021), has a very low threshold for a local housing authority (LHA) to provide temporary accommodation and support to those in need.

4 Household composition of those approaching the Council is dominated by three groups:

- i) single males 28%
- ii) single parents with dependent children (25%)
- iii) single females (21%)

This is strongly aligned with the composition of those in Temporary Accommodation.

5 25% of those approaching MBC services for homeless support are unemployed and 17% are not working due to long term illness. Surprisingly those in fulltime work make up the third largest cohort at 15%. This could suggest that those working in lower paid jobs, are struggling to find affordable accommodation in Maidstone.



4. Priorities and Objectives

Maidstone Borough Council's Strategic Plan 2019-2045 sets the direction for Maidstone's long-term future. Our core vision is supported by four priorities, one of which is Homes and Communities.



Strategic Plan 2019-2045 - Vision and Priorities

We want to have a place that people love to be and where they can afford to live. This means ensuring that there is a good balance of different types of homes, including affordable and supported housing.

Between 2023-28 we will place particular importance on:

- Continuing our holistic and innovative approach to reduce rough sleeping in Maidstone
- Increasing the supply of temporary accommodation to reduce cost, whilst working towards long-term housing solutions
- Urgently identify and deliver 1,000 affordable homes to ensure availability of good quality housing that's sustainable in both financial and ecological terms reduce health inequalities in the borough
- Improving the quality of housing through the consistent use of our statutory powers to promote good health and wellbeing

The Homelessness and Rough Sleepers Strategy is one of the key strategic documents that will support and enable the Council to achieve its vision for the borough and complements the Strategic Plan.

This Homelessness and Rough Sleepers Strategy is underpinned by four further priority areas that have been continued from our 2019-2024 strategy.

During a wider consultation with a range of groups, staff, service users and stakeholders, 94 % of respondents felt these four priorities were still relevant for our borough and communities. Throughout the consultation we sought ideas and feedback and aimed to incorporate these throughout the strategy to give us the greatest chance of meeting the needs of those in our community. This Strategy aims to set out the trajectory for the next five years seeking to eliminate long term homelessness and break the cycle of homelessness in Maidstone.

4. Priorities and Objectives

Our Homelessness and Rough Sleeper Strategy Priorities

1 To Prevent Homelessness - we want to stop people from becoming homeless.

We will achieve this by...

- Continuing and improving our data analysis One View system - exploring better ways in which to focus on specific characteristics of households more likely to be at risk of homelessness
- Early intervention and prevention support for residents at risk of losing their home offered both from the Trinity Community Hub and within the community itself
- Work in partnership with the private, voluntary and public sectors including health providers ensuring a complete range of support and advice is accessible
- Joined up working with others to ensure we respond to safeguarding and community safety issues promptly
- Explore the use of incentives in order to prevent households becoming homeless

2 To Provide Accommodation - to those experiencing or facing homelessness.

We will achieve this by...

- Offering affordable accommodation in Maidstone or as close as possible in order to discharge our statutory duties
- Developing our own 1,000 affordable homes to rent on lifetime tenancies and let through the Housing Register
- Working in partnership with housing associations to make the best use of existing resources
- Working with landlords to find more homes through different arrangements including Private Sector Leasing
- Ensuring good standards of property management and conditions within the private rented sector
- Leading by example and developing more housing projects through the Council's own property company and assets
- Ensuring 'needs specific' accommodation is provided in response to increasing demand



4. Priorities and Objectives

Our Homelessness and Rough Sleeper Strategy Priorities

3 To work alongside **vulnerable people** - support those experiencing the crisis of homelessness to regain their independence and access the support they need.

We will achieve this by...

- Offering a low threshold service to support households including families and single people
- Ensuring we maximise our funding opportunities in order to operate to continue our robust support team
- Specific work with domestic abuse survivors linked to the new Kent Domestic Abuse strategy
- Assisting key partners and other agencies in removing barriers to employment through training and education
- Ensuring our hospital discharge programme continues to develop and grow
- Looking to embed primary and mental health care into our daily operations

4 To support **rough sleepers** away from the streets, bring a sense of hope and ensuring Maidstone's voice is heard as part of a national response to the challenges of housing shortage, instability and homelessness.

We will achieve this by...

- Continuing our effective 'off the street' accommodation pathway for people facing rough sleeping
- Developing a sustainable approach to ensure the continuation of services implemented under the Rough Sleeper Initiative
- Continuing to advocate changes to the wider system including government policy



Priority 1 - Prevention

The Council's motivation has always been to prevent homelessness, as this is the best outcome for the household causing less stress and anxiety and reduce the financial burden for MBC. Before the introduction of the Homeless Reduction Act 2017, when it became a statutory requirement to work with prevention cases, we prioritised and understood the importance of the model with the introduction of the Prevention Officer role and the Single Homeless Case Officer in the mid 2010's.

Over time the prevention demand has grown and all the teams within the MBC housing department have touch points to prevent homelessness; whether it is the Housing Advisors carrying out their duties under Part 7 of the Housing Act 1996 (as amended); or Homeless Support Officers offering a floating support service to people in their own homes to maintain their tenancy successfully; Helping you Home Hospital Discharge Programme supporting people to return own home and not have to seek alternative accommodation; the Housing Standards Team which ensures decent housing standards are maintained in the private rented market and households don't need to approach the Council for support.

The importance of prevention was also echoed in the consultation for this new strategy in which all groups consulted felt that ranked the highest of the four priorities.

Our successful prevention outcomes over the previous five years demonstrate the importance of this. The table below shows the actual number of households which have been prevented from becoming homeless, avoiding the need for them to come into interim or TA. As well as this being the preferred outcome for the household (reduction of stress and upset), it also has a significant financial benefit for the Council with those households not needing to access temporary accommodation.



Financial Year	2019-20	2020-21	2021-22	2022-23	2023-24 (up to Dec 23)
Positive prevention outcomes in %	62%	74%	70%	70%	63%
Positive prevention outcomes in household numbers	249	354	341	361	264
Indicative cost saving*	£1,012,500	£1,433,700	£1,385,100	£1,466,100	£1,069,200

* The indicative cost saving is based on 50% of those positive prevention cases converting to needing interim accommodation based on an average cost of £45 per night for a nightly paid cost for 180 days – which is the average length of stay in temporary accommodation

Priority 1 - Prevention

In the coming life span of this Strategy, we will be seeking new ways to expand our prevention brief. This will enable us to explore dynamic and innovative ways to prevent homelessness, reducing the trauma of homelessness and cost avoidance to the Council by preventing people needing to access interim or temporary accommodation.



We will seek to carry out the following measures to support our growth and meet the demand of preventing homelessness:

- 1 We will expand our predictive analytics model to create a broader product with the ability to capture a wider data set providing a greater reach for preventing homelessness and the need to access TA
- 2 We will explore incentives for preventing homelessness including family and friends' evictions via a financial remuneration or other mechanism, reviewing under and over occupancy and align the Discretionary Housing Payments System with the housing teams

- 3 Early intervention and prevention support for residents at risk of losing their home offered both from Trinity Community Hub, and across the community



- 4 Work in partnership with the private, voluntary and public sectors including health providers so that a complete range of support and advice is accessible and ensure those from minorities are not disproportionately affected
- 5 Joined up working with others to ensure we respond to safeguarding and community safety issues promptly
- 6 Housing Service; review the structure to ensure we are getting best value for money and the most effective service delivery

Priority 1 - Prevention

Predictive Analytics

During the last five years, our work on the Xantura predicative analytics model has flourished with the first iteration focussing on unmanaged debt and non-payment of essential priority items, such as Council Tax and rent. The model allows for alerts to be generated for early identification and intervention where, through the use of predictive analytics, households most at risk of facing homelessness are identified.

This process has proven the concept and to date of those MBC has engaged with, homelessness was prevented in 98% of cases. For those who approach us directly outside of early intervention, this figure is closer to 70%. For the counterfactuals who we didn't manage to engage with, 76% became homeless.

Our aspiration is to expand this alert service for those in other cohorts, such as domestic abuse, young people and care leavers, those with offending history and those who come into contact with the criminal justice system.

Through analysis of the data it should also be possible to identify where the demands on the Housing Advice Service is coming from, providing detailed reports to help understand where to consider focussing greater resource and inform strategic decisions.

Incentives

In recent years, we have used the incentive provision within our resources, only to support people accessing accommodation such as the private rented market. We have not used incentives in a planned manner to prevent homelessness nor to support households expanding space within their current home (for example to increase the number of bedrooms).

We are seeking to review these kinds of incentives to see if we can utilise resources in an imaginative way to stem the flow of households into temporary accommodation over the coming months. This would reduce the stress of moving into TA for the households, and the cost burden to the Council.



Early Intervention

Our prevention model takes various forms. One of the most effective is the early intervention with direct support to those facing homelessness. We operate an open-door policy at Trinity, whereby anyone can attend to seek housing and homeless related support without appointment to have access to various duty officers.

We also have our own Homeless Support Service, which provides a floating support offer to those who need a little extra to maintain their tenancy. This service was formerly known as the Outreach Team and is funded via the Rough Sleeper Initiative in central government. The team works with a diverse range of local people who have complex on-going support needs.

We plan to continue to provide this intense and robust support, as the cost saving is significant in cost avoidance for temporary accommodation. This team is currently funded until March 2025. However, we hope that after that time the funding stream will continue from government.

Priority 1 - Prevention

Partnerships

Throughout all our work, we endeavour to have robust and supportive partnerships, to ensure the most successful provision of support is provided in a holistic manner to maintain accommodation and prevent homelessness. These include a wide and diverse range of agencies offering front-line direct access to support, including:

- Primary and mental health provision from clinical providers Kent and Medway Mental Health Partnership Trust and Kent Community Health Care Partnership
- One Stop Shop – domestic abuse victims can get support from a range of support providers and legal and housing experts weekly
- Citizens Advice Bureau - offering debt advice in Trinity every week
- BEAM - access to employment and resettlement support for homeless people
- Community Larders - offering affordable foods for those most affected by the cost-of-living crisis
- Social Care Team - case panels for those shared clients

We intend to continue these partnerships and seek to develop further relationships with other agencies.

Safeguarding and Community Safety

Since the previous strategy we have developed a new role which coordinates our one Council approach and relevant responses to Domestic Abuse and Safeguarding. This role has enabled us to develop clear policies and procedures on working in the community and with households and individuals who face these challenging circumstances.

In our experience this role, has enabled us to provide a framework to support households facing homelessness who also have other complex needs. This often means that households avoid accessing TA which is a cost saving to the Council. This role will continue for the coming years and aligns with government best-practice advice:

<https://www.local.gov.uk/publications/adult-safeguarding-and-homelessness-experience-informed-practice>

Housing Service

We will continue to review the resources that we have at our disposal to ensure that our Housing Advice Service and other housing teams remain the most effective at meeting the current flow and demand of homelessness. The changes in demand and needs may mean that the service needs to be nuanced to be more effective as preventing homeless.



Priority 2 - Accommodation

New housing delivery not only provides opportunities for Maidstone residents to access high quality homes to rent or to buy, but also supports our local economy through job creation and the use of small businesses as part of the supply chain.

Over the next five years, the need for housing developers 'get to grips' with reducing carbon emissions and ensuring that new homes meet net zero by 2025, will support our economic ambitions around a green recovery agenda and develop local expertise in low carbon technology.

However, the demand from those facing homelessness including those we are unable to prevent from becoming homeless e.g. those fleeing from domestic abuse or the issuing of a Section 21 "no fault" eviction notice, is still significant and concerning. In these instances, we must seek alternative housing solutions, which can involve placing households into TA whilst we work to secure long term appropriate accommodation.

Since our last strategy we have faced unprecedented demand for all aspects of accommodation, including temporary, supported (with the decommissioning of KCC supported housing), and longer-term affordable housing including the private rented market. Our use of temporary accommodation has increased drastically for those we have a duty to accommodate under Part VII of the Housing Act 1996 (as amended), with numbers increasing by 130% from 113 households accommodated in March 2018, to the recent total of 262 in January 2024. This is not a challenge solely being faced by Maidstone, but also throughout the country with Local Housing Authorities struggling to meet this demand and the budgetary ramifications.

Even with the most robust approach we take to resettling applicants, we still struggle to find enough suitable and affordable accommodation within the borough of Maidstone. At times we may have to place people outside of the borough to meet our duties under the Housing Act. This will be considered in line with relevant case law and the statute and will be reflected in our placement policy.

An area we have continued to expand since the last strategy is the purchase and management of our own temporary accommodation stock, which now stands at approximately 110 units. This ensures as an authority we are not solely reliant on private providers of nightly paid accommodation and that our placed households are in good quality and safe units. Even with our continued programme of purchasing TA units we still cannot meet the demand for temporary accommodation and are working with third party providers. This is a major financial concern for the Council, and as such we are constantly reviewing the TA placement programme to ensure we are effectively managing it.



Priority 2 - Accommodation

Maidstone has a small amount of subsidized housing (also known as social housing stock), within the borough which makes up approximately 600 lettings every year from those on the Housing Register. As of the 1 January 2024 the demand for social housing was at an all-time high.

Please see table below:

Date	Number on the register
1 Jan 2020	840
1 Jan 2021	949
1 Jan 2022	812
1 Jan 2023	1003
1 Jan 2024	1226

This increase has had an impact on waiting times and the ability for households to move via the register has reduced.

We will seek to carry out the following measures to support our growth and meet the demand for accommodation by:

- 1 Continuing to grow our own portfolio of accommodation - including temporary, private, and affordable/social rented accommodation
- 2 Developing our own Private Lettings scheme - to meet the demand for housing
- 3 Reviewing our supported housing provision - ensuring this meets the need for housing for those most in need and vulnerable within the community

Accommodation

Whilst the Council supports the need to provide affordable home ownership options, we recognise that some local residents will never be in a position to buy a home. An estimated 49% of Maidstone residents are also unable to easily access market rented housing, due to the disparity between income and rental prices. There is a strong need for new homes at both affordable and social rent levels, which cater for both the current housing demand and the projected future needs in terms of size and property type.

Over the coming years, we have ambitious targets to bring online 1,000 affordable and socially rented properties. We will also be seeking to increase the number of private rented stock our property company manage, and the continuous programme of purchasing temporary accommodation.

Whilst we don't anticipate the demand slowing for good quality accommodation, we will be seeking new ways and partnerships to manage those demands which could include:

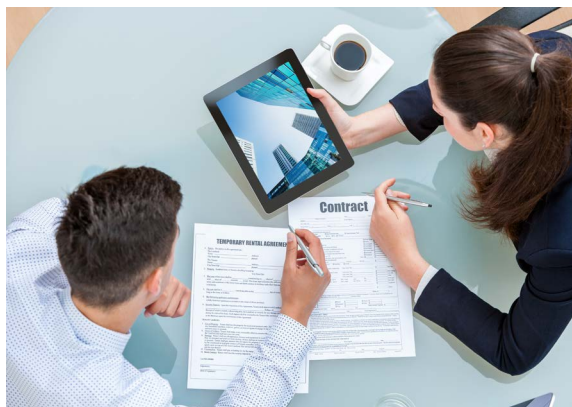
- 1 Looking for an increase in specialist units for survivors of domestic abuse
- 2 Seeking to build and expand current homes, to meet the bedroom need of that household e.g. roof conversion or extensions
- 3 A modern view on higher density housing such a micro-apartments or POD type accommodation for younger single people struggling to access the housing market

We are also looking to decrease our reliance on nightly paid private TA and grow our own pool of resources with a bigger capital purchase programme underway to meet demand.

Priority 2 - Accommodation

Private Sector Leasing Scheme

The above scheme was approved for mobilisation in November 2023, to seek out private landlords. Through this we can offer to manage properties on behalf of landlords and will use these properties to place those with a temporary accommodation need. If this programme is successful, we would look to review and expand the offer to a wider pool of households such as those threatened with homelessness rather than just those in TA.



Supported Housing

Supported housing is a key intervention for those most vulnerable in our community to ensure adequate housing provision and stability. Housing is a most basic need. If this is not met, the wider ramifications on the community are significant including people living on the streets, associated anti-social behaviour, greater demands on the public purse and the impact on the street scene and business community.

We also need to review the cohorts who require specialist supported housing including survivors of domestic abuse, young people leaving home or care and individuals suffering with mental health conditions.

Prior to the Rough Sleeper Initiative funding in 2018, Maidstone had 48 people sleeping and living on the streets. The impact on the community was significant and business leaders were dissatisfied by our management of those individuals. Since that time with the development of MBC teams and accommodation provision that number has significantly fallen, which can only be a benefit to both the rough sleeper and the community.



3

Priority 3 - Support for Vulnerable People

Whilst housing need and homelessness underpin the core of our work and statutory requirements, it would be short-sighted to look at these in isolation, as so many households facing helplessness and rough sleeping have additional complex needs. If we provide support in a trauma informed approach, or work with partners to do so, tenancy sustainment has a much greater success and reduce the cycle of homelessness and the cost burden on the public purse.

Over the past 20 years, Kent County Council (KCC), as the upper tier Council, has funded a supporting housing scheme and a wide range of services for vulnerable cohorts via the now defunct Supporting People Grant from central government. Due to financial constraints and with the removal of government ring-fenced funding, KCC has all but ceased supported accommodation apart from the provision of Safe Accommodation under the Domestic Abuse Act 2020 which is a statutory requirement.

The decision to decommission essential supported housing services by KCC has left all district Councils in Kent, including Maidstone, with an even greater demand on housing

provision but with no additional funding from central government. This will likely mean the increase in homeless numbers across the county and the rise in rough sleeping. In the future, MBC anticipates that homeless households will cause a greater financial burden on public services including Kent County Council's own social care.

Maidstone has a long history of working in an innovative and proactive manner. Since the announcement of the decommissioning of services by KCC in 2018/9, we have been developing our own supported housing portfolio as well as commencing commissioning partner agencies to deliver required services.

In recent years we have noticed the change in complexity of those approaching MBC for housing and homeless support, many more have additional needs such as complex mental health concerns, fleeing domestic abuse and on-going required support interventions to access and retain accommodation. Even though our statutory duty falls only into the provision of housing, with the reduction of other service provision by other statutory agencies, we have felt the need to expand our remit in order to

respond with a trauma informed approach, to meet this demand and reduce the cycle of homelessness, which has a significant financial burden on the wider public purse including community safety and policing teams.

Through our Community Hub, Trinity, we have developed an effective and immediate response service for those in need, with support staff on site during opening times. Staff are well trained in trauma awareness and safeguarding to ensure the wider needs of those in our community are met.

We also have partner agencies working within Trinity providing a range of services including the Domestic Abuse One Stop Shop, Mental and Physical Health interventions and support, Community Larder, Social Care case work meeting and Citizens Advice Bureau offering debt management help.

Priority 3 - Support for Vulnerable People

We will seek to carry out the following measures to support our continued success of supporting those from our communities:

- 1** All MBC housing staff will be trauma informed and undertake on-going training to understand the needs and challenges of working with those presenting for support
- 2** We will continue to develop our own supported housing portfolio and include specialist services such as a specific domestic abuse project
- 3** Continue commissioning effective services to support our aspirations including provision for homeless individuals
- 4** Continue to develop and retain essential partnerships with health providers to ensure a holistic approach to those facing homelessness including the provision of mental health services

3.1 Trauma Informed Services

Contained within our Housing Strategy Action Plan 2023, we have made the commitment to work in a trauma informed way, whereby we seek to understand the underlying causations of behaviour which present in homeless households. We have committed to ensuring all housing staff undertake mandatory training for being trauma informed, creating an easy access 'front door' for support. This is the Trinity Community Hub with staff on site during opening hours, and the continuation of partnerships with statutory health providers that help navigate the challenges of working with this complex group.

Our development and continued improvement of this trauma informed approach will support households sustaining and managing future accommodation options.



3.2 Supported Housing Portfolio

Since the previous strategy we have been working hard to diversify our accommodation offer for those with support needs, we have a number of our own supported housing projects including units at Trinity. This was using the Next Steps Funding from central government providing two homes in multiple occupation for former rough sleepers, both of which can accommodate 12 people, and a female only project for those fleeing domestic abuse or require more support than being in self-contained.

Our vision for the future is to develop relations with landlords and registered providers to offer specialist units for differing cohorts of need. We are looking to provide a self-contained block of flats for those fleeing domestic abuse. Many survivors of abuse cannot access refuges for a variety of reasons including gender specific, no local beds spaces, the needs are too high for the refuge to manage but still need supported housing to help overcome the trauma of the previous relationship. Those approaching MBC for homeless advice after fleeing domestic abuse, constitutes the biggest demand for temporary accommodation with the figures fluctuating between 20-25% of all placements.

Priority 3 - Support for Vulnerable People

3.3 Commissioning

Since KCC decommissioning programme commenced five years ago, we have positioned the Council into more of a commissioning role, with a number of supported housing projects being funded from our Homeless Prevention Grant and Rough Sleeper Initiative Grant. These projects are very supportive of our aim to end the cycle of homelessness in Maidstone, and work with a variety of client needs including ex-offender, young people, homeless females and those with mental health concerns. However, our grant awards are only annual so this can leave longer term commissioning challenges for both the Council and the contractor. We continue to lobby the Government on longer term grant awards, but so far it hasn't been successful but we will continue to do so.

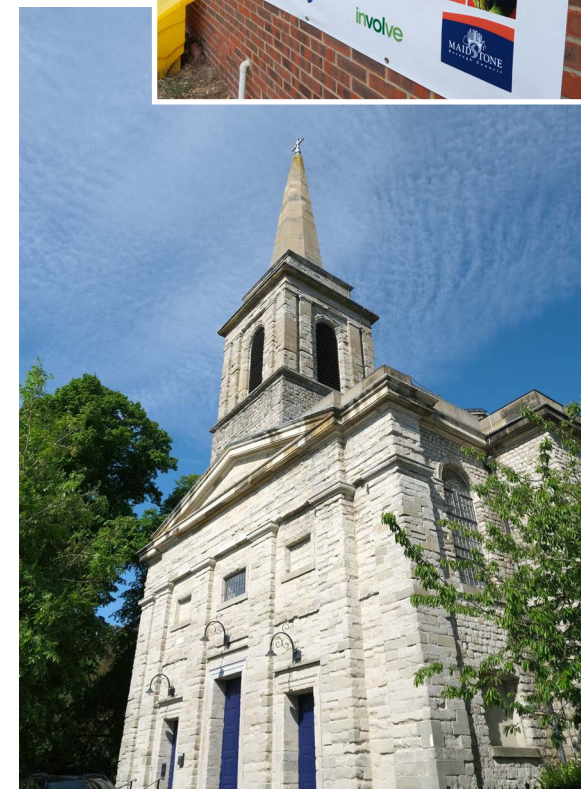
We are an active member of the Kent Domestic Abuse Local Partnership Board and engage with colleagues to in commissioning services with KCC for the provision of domestic abuse services across Kent. A key objective within the Board's Partnership Strategy is the Domestic Abuse Housing Accreditation, and finding ways to resolve the lack of accommodation that meets the Government's safe accommodation criteria.

3.4 Partnerships

Alongside providing bricks and mortar it is imperative we work in partnership to ensure that the ongoing offer of support for vulnerable people is robust and reduce the chances of tenancy failure. We have developed a number of partnerships that work well to enhance our service including:

- Physical and mental health support into people's homes by clinical specialists
- Community larders to offer food in these times of the cost-of-living crisis
- Targeted key working approach to those on the periphery of accessing treatment and not accommodated
- Helping you Home - Hospital Discharge Programme to support those at risk returning to their own home safely
- Community safety and domestic abuse - joined up approach to working with council colleagues to reduce the impact of antisocial behaviour and domestic abuse across the district

We anticipate continuing these very successful partnerships and developing more as and when needs are identified through our front door services at Trinity.



4

Priority 4 - Rough Sleepers

Since the inception of our Rough Sleeper Initiative funded team in 2018, and the development of those services in the past five years, we have achieved some incredible outcomes for the hardest to reach and generally most complex individuals in our communities.

Ending Rough Sleeping was a government manifesto pledge which has ensured generous funding grants are awarded to local authorities across the country. Maidstone was one of the initial pilot programmes to be mobilised in Kent.

Since then, the funding has continued annually enabling us to develop a robust service meeting the needs of very complex and chaotic individuals who are generally marginalised from mainstream services. This can be due to their prevailing needs including mental and physical health concerns, substance abuse, no stable accommodation or support network and on-going issues with good decision making.

To demonstrate our success our annual street count numbers in Maidstone have significantly fallen since the peak in 2018 of 48, to zero in the 2022 and six in 2023. The team has worked with approximately 700 individuals since 2018 and have moved 440 into longer term accommodation.

Given our success we are concerned about the future of the funding, as the Rough Sleeper Initiative programme is planned to end in March 2025. Of course, there will be an election prior to that time, so there is uncertainty about the future of this funding stream. However, given the current market conditions and the increase of homeless cases across the country we are hopeful that no successive government would end this critical funding stream.



Due to our rough sleeper numbers reducing so significantly, the MBC Rough Sleeper Outreach team has altered its primary focus and is now working within the prevention agenda to ensure those at risk of losing their tenancy are supported to remain within their accommodation, via a floating support model. The golden thread of prevention cuts across many of the Housing Team's functions and demonstrates the importance of us supporting people to remain in their own home, before the crises of homelessness and rough sleeping which not only impacts on the individuals but also the wider community.



Priority 4 - Rough Sleepers

Through the Rough Sleeper Initiative funding stream, we have developed a number of strategies which have supported rough sleepers and those at risk of rough sleeping away from the streets including:

- Recruitment and continuation of the Homeless Support Services (previously known as the Outreach Services). This team works with households in various tenures to prevent any breakdown or loss of tenancy/accommodation
- Accommodation available at short notice throughout the year to deal with emergency situations such as Severe Weather Emergencies - which ensures those most at risk of rough sleeping can be picked up quickly and placed - similar to a "No first night out" model
- Developing our own supported housing and funding of partners to provide good quality housing for those we don't have a duty to accommodate under Part 7 of the Housing Act 1996 (as amended)
- The provision of personal budgets for service users to purchase small items, especially for those moving into their own properties

- Funding for arrears clearance and rent in advance, which helps individuals move on from temporary accommodation into longer term or social lettings
- Working in partnership with stakeholders including health to give an holistic support approach to those most in need, this includes working alongside primary care and mental health practitioners

We will seek to carry out the following measures to support our continued success of managing the threat of rough sleeping for those in our community by:

- 1 Developing a sustainable approach through grants and new concepts to ensure the continuation of the priority support services implemented under the Rough Sleeper Initiative
- 2 Continuing our effective 'immediate off the street' dynamic support and accommodation pathway for people facing rough sleeping or at risk of homelessness
- 3 Continuing to advocate for changes to the wider system including government policy to enable individuals to access the appropriate services and housing



Priority 4 - Rough Sleepers

Sustainability

Our primary focus must be on the continuation of this essential service. Over the coming 12 months until March 2025, we will be reviewing the resources available and looking at how the service delivery can be modelled to ensure maximum outcomes achieved against differing funding structures.

We also intend to step up lobbying the government seeking reassurances from the Rough Sleeper Initiative. This will be challenging given the current uncertainty around the next general election which is due this year.

Finally, we also need to review our grant streams and the base budget for the wider housing team, to see if remodelling can be undertaken to support the continuation of this service.



Support and Accommodation Pathway

Since 2018 we have developed a dynamic and responsive support and accommodation pathway, which has culminated in a well-structured and functioning team, embedded alongside the Housing Advice service at the Trinity Community Hub. This team offers dynamic support to those most vulnerable in the community as and when they require it and includes access to emergency accommodation options.

We have also created a wide range of supported accommodation options for those facing homelessness who are at risk of rough sleeping including Trinity self-contained flats, a number of homes in multiple occupation and commissioning third parties to provide supported housing.

We intend to continue these arrangements by using our own housing stock as the demand ebbs and flows and fund these 'in-house' via the enhanced housing benefit model which enables staff to offer intensive housing management.

System Change

Through the rough sleeper programme so far, our achievements in terms of partnership working and system change are excellent examples of multi-disciplinary teams working. At our Trinity site we host a number of partners including health colleagues, the Citizens Advice Bureau and the Domestic Abuse One Stop Shop. All of which work together for the benefit of our communities. This is a small example of how teams across the country should be operating and supporting each other.

These relationships also help in the management of safeguarding which is becoming an ever-increasing concern for us.



Maidstone Borough Council Housing Strategy 2024 - 2029: For further information visit: [maidstone.gov.uk](https://www.maidstone.gov.uk)

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Agenda Item 23

CABINET

19 MARCH 2024

Preventing Financial Exclusion Strategy and Action Plan (refresh)

Timetable	
Meeting	Date
CLT	6 February 2024
Communities, Leisure and Arts Policy Advisory Committee	5 March 2024
Cabinet	19 March 2024

Will this be a Key Decision?	No
Urgency	Not Applicable
Final Decision-Maker	CABINET
Lead Head of Service	Anna Collier, Head of Insight, Communities and Governance.
Lead Officer and Report Author	Orla Sweeney, Senior Policy and Communities Officer
Classification	Public
Wards affected	ALL

Executive Summary

The Council's Preventing Financial Exclusion Strategy has been refreshed to respond to the change in need since the Strategy's original inception in 2021.

The current [Financial Inclusion Strategy](#) covers the period 2021 until 2026. It was implemented in response to the negative economic impacts of the COVID-19 pandemic.

New actions have been developed to ensure it reflects the current challenges faced by Maidstone residents and staff so that the strategy continues to contribute to the delivery of the Council's Strategic Priorities and Outcomes as set out in its Strategic Plan 2023-2045.

Purpose of Report

To note progress on actions supporting financial inclusion in the borough and consider and agree the revised strategy and actions for Cabinet decision.

This report makes the following recommendations to the Cabinet:

1. To note progress on actions supporting financial inclusion highlighted at para 2.4 in the report and set out in the Strategy (Appendix 1); and
2. To consider and agree the refreshed Preventing Financial Exclusion Strategy and action plan (Appendix 1).

Preventing Financial Exclusion Strategy and Action Plan (refresh)

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The Strategy and its action plan will help support delivery of the Council's strategic plan objectives: Homes and Communities and A Thriving Place.	Head of Insight, Communities and Governance
Cross Cutting Objectives	The report recommendations help deliver the achievement of cross cutting objectives: Health Inequalities are Addressed and Reduced and Deprivation and Social Mobility is Improved.	Head of Insight, Communities and Governance
Risk Management	Please refer to paragraph 5.1 of the report	Head of Insight, Communities and Governance
Financial	The proposals set out in the recommendation are all within already approved budgetary headings.	Head of Insight, Communities and Governance
Staffing	We will deliver the recommendations with our current staffing.	Head of Insight, Communities and Governance
Legal	No impact identified.	Head of Insight, Communities and Governance
Information Governance	The recommendations do not impact personal information (as defined in UK GDPR and Data Protection Act 2018) the Council processes. However, some of the actions in the revised Action Plan could result in the collection and processing of personal data. Should this be the case, the Information Governance Team will be asked to review the processing of personal data affected and the associated will be updated accordingly, including a data	Head of Insight, Communities and Governance

	protection impact assessment.	
Equalities	The strategy and action plan support delivery of the Council's EDI Policy and Public Sector Duty, recognising and responding to its local protected characteristic 'Poverty'.	Equalities & Communities Officer
Public Health	We recognise that the recommendations will have a positive impact on population health or that of individuals.	Senior Public Health Officer
Crime and Disorder	Positive impact on crime and disorder in terms of understanding challenges faced by new and existing communities.	Head of Insight, Communities and Governance
Procurement	No impact identified	Head of Insight, Communities and Governance
Biodiversity and Climate Change	The implications of this report on biodiversity and climate change have been considered and it has been identified that there are actions that will support delivery of the Biodiversity and Climate Change Action Plan.	Head of Insight, Communities and Governance

2. INTRODUCTION AND BACKGROUND

- 2.1 The Council's existing Financial Inclusion Strategy has been refreshed to respond to the change in need since the Strategy's original inception in 2021.
- 2.2 The current [Financial Inclusion Strategy](#) covers the period 2021 until 2026. It was implemented in response to the negative economic impacts of the COVID- 19 pandemic.
- 2.3 The Strategy was due a refresh at a mid-point, particularly as the landscape in terms of financial exclusion and need is continuing to shift with the cost-of-living crisis and its wider impacts.
- 2.4 The existing action plan delivered a number of successful outcomes. These included:
- Delivering the One View project, using predictive analytics and data to prevent homeless supporting households at risk of crisis.
 - Utilising the Policy in Practice (LIFT Dashboard) to run Campaigns to increase the take of unclaimed benefits including Pension Credit, Council Tax Support and Severe Disability Premium
 - Increasing digital access with to increase uptake of Benefits. Training sessions delivered at Trinity House Community Hub

- Working with Southeast Water and using data to help low-income households to reduce their water costs by accessing social tariff.
- Designing an 8-page cost of living support information pull-out which was included in the Council's in-house magazine 'Borough Insight' delivered to 81,542 households in Maidstone.
- Organising and delivering a volunteering and funding event to groups across the Voluntary and Community Sector (VCS) with 1:1 mentoring sessions and keynote speakers.
- Supporting 56 groups with 3 rounds of funding totalling £142,305 from the Council's Community Resilience Grant Funding to support communities in their recovery from the pandemic.
- Delivery of the Household Support Fund, enabling a Welfare Fund for those in temporary housing to move into permanent housing, food larders for those experiencing food scarcity, and it has provided a Hardship Fund accessible to all residents experiencing financial hardship and A Welfare Officer post to support income maximisation and reduce debt.

2.5 It is proposed that some of these initiatives remain in the revised strategy as ongoing workstreams that continue to positively impact financial exclusion in Maidstone.

2.6 The current Strategy focuses on the following priority areas:

1. Maximising income for those who are at risk of or are in financial crisis.
2. Ensuring that residents experiencing problem debt receive appropriate and timely advice and support.
3. Fuel and water poverty - supporting residents to lower their energy and other household costs.
4. Supporting residents to gain the necessary skills and access to basic financial services to better manage their money.

2.7 The refreshed strategy has been informed by national and local context and led by data and insight. The rising global and UK cost of living, driven by increased food and energy prices, compounded by the conflict in Ukraine and across the world alongside the and the ongoing COVID-19 recovery has had an impact on Maidstone residents. This has led to a decrease in levels of financial resilience and an increase in need for support among some of the borough's most vulnerable. This includes low-income households, those with disabilities, refugees, as well as pensioners and unemployed residents.

2.8 In terms of the local context for Maidstone, data tells us that:

- Maidstone has four areas of deprivation which are within the top 10% of the most deprived neighbourhoods in the country.
- 3,172 households are living in relative poverty with a monthly income that is, on average, £340.00 below the poverty line¹
- In October 2023 13,857 Maidstone residents were on Universal Credit, an increase of 9.4% on the previous year.

¹ <https://www.kent.gov.uk/about-the-council/information-and-data/facts-and-figures-about-Kent/deprivation-and-poverty#tab-2>

- Unemployment across the borough stands at 3%, with High Street (6.9%), Park Wood (4.5%), Fant (3.5%) and North wards (3.0%) having the highest unemployment rates.
- 2.9 It is the impact of financial exclusion that the revised strategy and action plan seeks to respond to. Individuals and communities without access to common financial services are often, but not exclusively, excluded because of their socio-economic status. Financial exclusion creates barriers not only to financial services such as benefits and debt advice but also to education and employment and negatively impacts physical and mental health with reduced access to basic needs such food and warmth.
- 2.10 The revised strategy has been structured around 4 key priorities that support the delivery of the Council's Strategic Plan and will contribute to the outcomes of its priorities: A Thriving Place and Homes and Communities and its cross-cutting objective: Deprivation is reduced, and social mobility is improved.
- 2.11 Essential to the Council's commitment to economic prosperity and a 'thriving place' are education and employment. In creating these opportunities, not only are skill levels increased, but the earning potential of residents is raised. This is reflected in Priority 1: Access to financial services, maximising income and debt advice and Priority 3: Education and employment in this Strategy.
- 2.12 There is an intrinsic link between health and housing and the consequences of poor health and housing on financial capabilities and vice versa. This strategy will seek to address those underlying causes through holistic and complimentary initiatives. This is reflected in Priority 2: Mental health and wellbeing and Priority 4: Food and fuel poverty in this strategy.
- 2.13 Each of the four priority areas within the revised strategy document include a number of commitments with associated actions to ensure their delivery.
- 2.14 Key to the successful delivery the strategy is ongoing collaboration, between internal services and external partners. This join up is illustrated across a number of actions in all four priorities, for example:
- Implementing 'a no wrong door' policy to ensure a joined-up approach to services relating to financial inclusion with local partners.
 - Partnering with local banks, GP surgeries, local chemists and the Job Centre to support those affected by domestic and/or financial abuse through the initiative 'Ask Ani'
 - Working with national and local organisations to advance physical access to good food in the borough (including looking into the overall nutritional value of emergency food aid).
 - Delivery of events including the annual Domestic Abuse Wellbeing Network event and the bi-annual Reframe for Resilience: Being Trauma Aware in Our Community

Next Steps

- 2.15 Once approved by Cabinet the updated Strategy document will be published (*subject to design changes*) on the Council's website and shared with responsible officers to ensure actions are delivered.

- 2.16 The action plan will continue to be monitored by the Inclusion Board and updates on the plan will be reported to the Cabinet Member.
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3. AVAILABLE OPTIONS

- 3.1 To note the update, consider and approve the Preventing Financial Exclusion Strategy and action plan (refresh).
- 3.2 The Cabinet could choose to make changes to the Strategy document, its areas of focus, add or remove actions from the action plan or ask for additional work to be completed.
- 3.3 The Cabinet could choose to retain the existing strategy and action plan. This would not be recommended as it would likely contribute to an increase in financial exclusion and result in negative consequences for some of the Council's statutory service areas, particularly homelessness.
-

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 That the Cabinet note the update on the existing strategy and action plan and approve the refreshed strategy as the new actions and themes have been informed by national and local changes and represent the best actions the Council can take at this time to support local residents.
-

5. RISK

- 5.1 National and local data insight identifies that financial exclusion is prevalent and needs to be addressed. Responding effectively to financial exclusion will help maximise opportunities for residents by removing barriers to services and maximising income. Increased financial exclusion has negative consequences for some of the Council's statutory service areas, particularly homelessness. Not responding to financial exclusion increases the risk to the Council in terms of its ability to meet a growing, local need.
- 5.2 The Council included Poverty as a local protected characteristic as part its Equalities Impact Assessment process. This forms part of its Public Sector Duty under the Equality Act 2010 and ensures that the financial impact of the Council's decision making is considered for all residents. This strategy demonstrates that ongoing commitment.
-

6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 6.1 Progress on the existing Financial Inclusion Strategy and Action Plan has been monitored by the Inclusion Board. Updates as part of the refresh of the strategy and action plan have also informed discussions with Wider Leadership Team and Cabinet.

- 6.2 The matter was considered by the Communities, Leisure and Arts Policy Advisory Committee on 5 March 2024, with the following recommendations made to the Cabinet:

RESOLVED to RECOMMEND to the CABINET: That

1. The progress on actions supporting the financial inclusion as highlighting at paragraph 2.4 of the report and set out in the Strategy (Appendix 1) be noted; and

2. The refreshed Preventing Financial Exclusion Strategy and action plan (Appendix 1) be agreed, subject to typographical and presentational amendments and updating the ward based statistics to reflect the new wards.

7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 7.1 Once approved by Cabinet the updated Strategy will be published on the Council's website (*subject to design changes*) and shared with responsible officers to ensure actions are delivered. The action plan will continue to be monitored by the Inclusion Board and updates on the plan will be reported to the Cabinet Member.
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8. REPORT APPENDICES

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

- Appendix 1: Preventing Financial Exclusion Strategy and Action Plan (Draft)
-

9. BACKGROUND PAPERS

None

Maidstone Borough Council
**Preventing Financial
Exclusion Strategy**



2024-2027
www.maidstone.gov.uk



FOREWORD

Claudine Russell, Cabinet Member for Communities, Leisure and Arts and Leader of the Council.

Maidstone Borough Council's commitment to its residents is set out in our **Strategic Plan 2019-2045**, which sets the vision for the future, recognising that as a Council, we need to maintain the ability to be agile and responsive to changing needs. The past few years have presented significant challenges for everyone. The impact of a global pandemic, our recovery from it and the cost-of-living crisis have heightened the need for us to support our communities to be resilient.

A key feature of our Strategic plan is collaboration. In this Preventing Financial Exclusion Strategy, we recognise the work we have achieved together in recent years – in partnership with our communities and local and national partners; from the individuals and community groups across Maidstone, including our Parish Councils who we have been fortunate to work with, and alongside, to our local, strategic partners.

Working together helps ensure that we utilise the available resources to increase accessibility and maximise support for our communities.

Essential to the Council's commitment to economic prosperity and a 'thriving place' are education and employment. In creating these opportunities, not only are skill levels increased, but the earning potential of our residents are raised. This is reflected in Priority 1: Access to financial services, maximising income and debt advice and Priority 3: Education and employment in this Strategy.

There is an intrinsic link between health and housing and the consequences of poor health and housing on financial capabilities and vice versa. This strategy will seek to address those underlying causes through holistic and complimentary initiatives. This is reflected in **Priority 2:** Mental health and wellbeing and **Priority 4:** Food and fuel poverty in this strategy.

Maidstone Borough Council is committed to supporting vulnerable residents to ensure no one is left behind. On 25 January 2023, The Cabinet agreed that Poverty would be included as an additional, protected characteristic, as part of its Public Sector Duty under the Equality Act 2010. Those on low incomes and with certain protected characteristics are more likely to be paying extra costs for essentials, however, it is also important when considering the impact of Council decisions to look beyond preconceived ideas of poverty and disadvantage and consider the impact of poverty more holistically. This strategy is reflective of this assertion.

► **This strategy, and accompanying action plan, responds to local need and has been informed by local and national data and insight, this will provide an ongoing measurement of impact and inform its direction going forward.**

KEY ACHIEVEMENTS

The Council's **Community Resilience Grant Fund** was established in 2020/21 to support our Voluntary and Community Sector with an ability to effectively support communities in their recovery from the pandemic. **To date three rounds of funding have been delivered:**



March 2022



We supported 20 groups with projects designed to build stronger communities and help prevent isolation and loneliness. **Total awarded £58,429.00.**

December 2022



We supported 17 groups with projects designed to build stronger communities and help residents with mental health and wellbeing. **Total awarded £29,586.00**

August 2023



We supported 19 groups with projects designed to improve physical and mental wellbeing. **Total awarded £54,290.00.**

✓ Our Helping You Home Scheme assists those who are ready to be discharged from hospital by preparing their homes in advance to ensure they are safe and have necessary support in place. **During 2020/21, 496 referrals were successfully dealt with under our Helping You Home Scheme**, despite the challenge that the pandemic brought.

✓ In partnership with Kent County Council, **we have delivered 6 bi-annual Reframe for Resilience: Being Trauma Aware in Our Community events** targeted at professionals to develop understanding around how to be trauma aware within an organisation

✓ In partnership with **Beam**, we have **supported 50 people who were homeless or at risk of homelessness with finding employment and stable accommodation**

✓ The Council delivered **23 business support workshops in 2023 helping a total of 1,127 local businesses.**

Through the Household Support Fund, the Council has helped:

- **503 households with crisis support vouchers for food and fuel;**
- **292 households using the Hardship Fund for essential items or to reduce debt;**
- **93 households using the Welfare Fund; and**
- **Has increased income by a total of £62,913.85 in unclaimed benefits per annum.**



Throughout 2023, **the Council launched three community larders in Shepway, Park Wood and Trinity House which help 200-250 households each week** with food insecurity, improving their health, and supporting them with the increasing cost of living.

62 Voluntary and Community Sector groups have been funded to provide food, fuel and wider household essentials through local initiatives as part of a grant scheme funded from the Household Support Fund. **£294,800 has been awarded across the four tranches of the fund.**



The Council launched a pop-up Eco-Hub information centre in The Mall in 2023 to support residents in living more sustainably, saving money and reducing their carbon footprint **resulting in a total of 1926 visitors.**

We delivered **500 eco-bags** to residents that contained information and resources enabling them to live more sustainably.



We have acted against landlords with significant hazards in their homes, including upgrading energy efficiency and heating systems. **The EPC of 652 properties have been improved so far.**

OUR VISION AND PRIORITIES



In recent years the term ‘financial inclusion’ has become more prevalent in our everyday vocabulary.

However, with all of the focus on financial inclusion, far less people talk about or define financial exclusion. It is the impact of financial exclusion that this strategy seeks to respond to.

Individuals and communities without access to common financial services are often, but not exclusively, excluded because of their socio-economic status. Financial exclusion creates barriers not only to financial services such as benefits and debt advice but also to education and employment and negatively impacts physical and mental health with reduced access to basic needs such food and warmth.

By responding holistically to financial exclusion across 4 priority areas so we can maximise opportunities for our residents. Financial inclusion is a priority for the Council, and it will challenge exclusion wherever it occurs:

1

Priority 1: Access to financial services, maximising income and debt advice

2

Priority 2: Recognising the impacts on physical and mental wellbeing

3

Priority 3: Improving chances, through education, skills and employment

4

Priority 4: Tackling food and fuel poverty

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A Thriving Place and Homes and Communities and its cross-cutting objective:
Deprivation is reduced, and social mobility is improved.



NATIONAL CONTEXT

The rising global and UK cost of living, driven by increased food and energy prices, compounded by the conflict in Ukraine and the ongoing COVID-19 recovery, poses intricate challenges.

In November 2023, the UK unemployment rate stood at 4.2% with 1.46 million people aged 16+ unemployed. Unemployment levels increased by 16,000 since the previous quarter, by 216,000 on the year, and were 84,000 above pre-pandemic levels¹. Approximately 5.4 million people in the UK were claiming Universal Credit, up from around 4.4 million in January 2020, while 61% of that cohort were unemployed².

When asked about their experiences of paying energy bills in January of this year, 41% of UK adults found it very or somewhat challenging to afford them, while around half (45%) were reducing their fuel usage, including gas and electricity, due to the increasing cost of living³. 62% of adults reported spending less on non-essentials due to increased living costs⁴ and 27% of households stated they would not be able to afford an unexpected expense of £850 or more, with higher percentages among disabled adults (40%), renters (53%), and disabled adults who were renting (66%)⁵.

Although average house prices decreased by 1.2%, private rental prices in the UK have experienced a record-high growth rate, surging by 6.2% in the year to November 2023, marking the largest annual percentage change since 2016⁶.

Over the two-year period from November 2021 to November 2023, the overall price of food and non-alcoholic beverages rose by approximately 27%, compared to a 9% increase in the preceding 10 years. As such, nearly 4 in 10 (38%) adults reported spending more than usual on food shopping in the past two weeks, while approximately a third (36%) said they were buying less food, with higher food costs cited as the most common reason⁷.

These statistics indicate financial strain, with a notable percentage struggling to afford energy bills, leading to reduced fuel usage and cutbacks on both essential and non-essential spending.

They also expose financial disparities, particularly among disabled adults and renters, and a pervasive impact on daily life in our communities. Addressing these multifaceted factors is central to fostering economic resilience and ensuring a sustainable, equitable future for Maidstone.

1. <https://commonslibrary.parliament.uk/research-briefings/cbp-9366/>
2. https://lginform.local.gov.uk/reports/lgastandard?mod-metric=13383&mod-period=48&mod-area=E92000001&mod-group=AllRegions_England&mod-type=namedComparisonGroup
3. <https://www.ons.gov.uk/economy/inflationandpriceindices/articles/costoflivinginsights/energy>
4. <https://www.ons.gov.uk/economy/inflationandpriceindices/articles/costoflivinginsights/spending>
5. <https://www.ons.gov.uk/economy/inflationandpriceindices/articles/costofliving/latestinsights#:~:text=The%20cost%20of%20living%20has,putting%20further%20pressure%20on%20prices.>
6. <https://www.ons.gov.uk/economy/inflationandpriceindices/bulletins/indexofprivatehousingrentalprices/december2023>
7. <https://www.ons.gov.uk/economy/inflationandpriceindices/bulletins/consumerpriceinflation/november2023>

LOCAL CONTEXT

Low levels of financial resilience following the period of austerity and welfare reform combined with the impacts locally of the Covid-19 pandemic and the ongoing cost of living crisis have led to a decrease in levels of financial resilience and an increase in need for support among some of the borough's most vulnerable. This includes low-income households, those with disabilities, refugees, as well as pensioners and unemployed residents.

Maidstone is often considered to be an affluent borough in terms of financial capability and overall deprivation; however, it has four areas of high deprivation which are within the top 10% of the most deprived neighbourhoods in the country. These four areas are located within the following three wards - Shepway South, Park Wood and High Street⁸. There are 3,172 households living in relative poverty in Maidstone with a monthly income that is, on average, £340.00 below the poverty line⁹.

Unemployment across the borough stands at 3%, with the High Street (6.9%), Park Wood (4.5%), Fant (3.5%) and North (3.0%) having the highest

Low levels of financial resilience following the period of austerity and welfare reform combined with the impacts locally of the Covid-19 pandemic and the ongoing cost of living crisis have led to a decrease in levels of financial resilience and an increase in need for support among some of the borough's most vulnerable. This includes low-income households, those with disabilities, refugees, as well as pensioners and unemployed residents.

unemployment rates. As of October 2023, 13,857 Maidstone residents were on Universal Credit, an increase of 9.4% on the previous year¹⁰.

This landscape has led to a rise in social welfare needs. Currently, 9,505 households in Maidstone are receiving council tax support. There are 4,022 children living in families with absolute low income, representing 11.9% of the child population in the area¹¹. Fuel poverty affects 5,855 households, equating to 8.5% of all households, while food security issues are also prevalent with 8.8% of households struggling to afford food, 9.7% concerned about their food supply, and 4.2% experiencing hunger¹².

The 2022/23 Council Residents' Survey reflects these sentiments, with 40% of low-income households stating they had stopped buying essentials. 26% of respondents reported using a food bank, while nearly a third (27%) of households revealed they had to choose between heating and eating.

Those who are financially excluded, typically those facing poverty or disadvantage, often grapple with meeting basic living expenses, managing money,

and planning for the future. They may also struggle with problem debt, rent arrears, homelessness, and encounter barriers to mainstream financial services. We recognise that financial exclusion can impact individuals and groups that may not have previously engaged in support services or sought help before. It is essential this strategy responds to the wider impacts of financial exclusion to ensure that no one is left behind. The actions to support delivery of this strategy are data led and whilst responsive to crisis and immediate need, it is intended that this strategy will contribute to longer term impacts to increase financial inclusion in Maidstone.

8. English indices of deprivation 2019 - GOV.UK (www.gov.uk)

9. <https://www.kent.gov.uk/about-the-council/information-and-data/facts-and-figures-about-Kent/deprivation-and-poverty#tab-2>

10. <https://www.kent.gov.uk/about-the-council/information-and-data/facts-and-figures-about-Kent/economy-and-employment>

11. <https://www.kent.gov.uk/about-the-council/information-and-data/facts-and-figures-about-Kent/deprivation-and-poverty#tab-2>

12. <https://www.kent.gov.uk/about-the-council/information-and-data/facts-and-figures-about-Kent/deprivation-and-poverty#tab-2>

PRIORITY 1

Access to financial services, maximising income and debt advice



Why is this important?

► **Income maximisation and access to financial support is essential to the Council's ability to deliver on its strategic priority: A Thriving Place.**

Priority 1 aims to provide residents with access to skills and awareness of effective debt management tools to increase financial literacy and resilience.

Together, access to financial services, income maximisation and debt advice fosters economic empowerment by covering basic needs, promoting savings and investments, and enhancing the overall quality of life.

In 2021/22, 6 million people were in 'very deep' poverty with an income far below the standard poverty line with the poorest families' income standing 59% below that line. In 2022, 3.8 million people experienced destitution where they could not afford to meet their most basic needs to stay warm, dry, clean and fed¹³. The number of people living in absolute poverty in the UK is projected to

rise by 300,000 in 2025¹⁴, whilst a record number of income-related benefits and social tariffs remain unclaimed¹⁵ and national debt continues to mount¹⁶

As of December 2023, there were 10,156 low-income households in Maidstone with 1,147 households in High Street ward and 1,053 in Park Wood¹⁷. 3% of the working age population were unemployed and in October 2023, 13,857 residents were on Universal Credit compared with 12,665 the previous year¹⁸. Throughout 2023, there has been a steady increase in the number of residents claiming Universal Credit, and 2023 represents the year in which the number of people claiming Universal Credit is at its highest since 2018¹⁹.

Further to this, the Digital Exclusion Index ranks one area in the Shepway South ward in the top 10% of most digitally excluded areas in the UK, with other areas of concern including Harrietsham and Lenham, Shepway North, East, Allington and Fant²⁰.

Low-income and digitally excluded households may be less resilient when faced with financial challenges putting them at greater risk of homelessness, spiralling debt, an inability to meet basic living costs, and/or simply unable to claim support available and suffer unnecessary hardship as a result.

13. <https://www.jrf.org.uk/uk-poverty-2024-the-essential-guide-to-understanding-poverty-in-the-uk>

14. <https://www.resolutionfoundation.org/app/uploads/2023/09/LSO-Summer-Update-2023.pdf>

15. <https://policyinpractice.co.uk/new-analysis-missing-out-19-billion-of-support-goes-unclaimed-each-year/>

16. <https://moneyadvisor.co.uk/#:~:text=Total%20debt%20in%20the%20UK,mortgages%2C%20stood%20at%20%C2%A365%2C756.>

17. Policy in Practice Low Income Family Tracker dashboard.

18. <https://www.kent.gov.uk/about-the-council/information-and-data/facts-and-figures-about-Kent/economy-and-employment>

19. The transition from legacy benefit systems onto Universal Credit can account for some of this increase.

20. <https://britishredcross.maps.arcgis.com/apps/webappviewer/index.html?id=4b599f94d2d04d6496cc8b2d89911f62>

PRIORITY 1

WHAT HAVE WE ALREADY DONE

Data-led Interventions

1

In partnership with our local registered social housing landlords, we have delivered campaigns to maximise the take up of unclaimed benefits amongst low-income households including Pension Credit and Council Tax Reduction (ongoing).

2

We have used Xantura's One View data platform to identify households who are at risk of homelessness due to financial exclusion and engaged with them via targeted interventions to prevent homelessness and improve financial resilience (ongoing).

3

Using Policy in Practice's Low Income Family Tracker (LIFT) dashboard, we have been able to quickly identify and access information on households in need of support, understand and improve residents' financial resilience, reduce problem debt, possible evictions and homelessness and food and fuel poverty, and increase maximum income of households across the borough. This has included campaigns to increase uptake of Council Tax support, Pension Credit and Severe Disability Premium (ongoing).



PRIORITY 1

WHAT HAVE WE ALREADY DONE



Income Maximisation and Debt Advice

1

We have assisted individuals with sustaining accommodation or moving on from temporary accommodation with targeted use of discretionary housing payments and exceptional hardship payments (funding due to end).

2

Maidstone's Citizen Advice Bureau has piloted a debt advice provision at the Council's community hub Trinity House, supporting residents in moving from temporary accommodation into permanent housing (ongoing).

3

The Council has created a single point of contact for residents experiencing financial hardship which acts as a conduit for internal and external services and aims to maximise support for vulnerable residents including help with completing application forms and signposting (ongoing).

PRIORITY 1

WHAT HAVE WE ALREADY DONE

Partnership Working

1

In partnership with local organisations, we have delivered cost of living roadshow events across the borough which provided support and signposting to internal and external key services such as Council Tax, Benefits, Housing and Homelessness Prevention, Citizens Advice, Maidstone Mind, Princess Project, Fusion Healthy Living Centre, Involve, Golding Homes and more (one-off).

2

The Council has established an Inclusion Board comprised of representatives from key council services and external partners who monitor and respond to inclusion needs in areas such as digital, finance, health and housing (ongoing).

3

Working with the Illegal Money Lending Team and Golding Homes, we have delivered a number of events centred around the use of loan sharks to help increase awareness and engagement (ongoing).



PRIORITY 1

WHAT HAVE WE ALREADY DONE

Communication and Signposting

1

We have designed an 8-page cost of living support information pull-out which was included in the Council's in-house magazine 'Borough Insight' delivered to 81,542 households in Maidstone (one-off).

2

The Council organised and delivered a volunteering and funding event to groups across the Voluntary and Community Sector (VCS) with 1:1 mentoring sessions and keynote speakers (ongoing).

3

We have provided online events to share information and best practice on new and emerging funding and initiatives with the Voluntary and Community Sector (VCS) (ongoing).



AREAS OF FOCUS

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Priority 1: Access to financial services, maximising income and debt advice				
Commitments	Actions	Responsibility	Start	Finish
<p>We will use data and partnership working to implement a place-based approach through service mapping and data sharing to ensure we have enough resources in the right places.</p>	<p>Ensure all resources regarding financial services, maximising income and debt advice are in one place and up to date on the Maidstone Borough Council website. NEW</p>	<p>Transformation and Digital Services/Policy, Communities and Engagement</p>		
	<p>Work with partners and the Voluntary and Community Sector to fill the gaps identified through service mapping and data sharing. NEW</p>	<p>Policy, Communities and Engagement/Information and Analytics</p>		
	<p>Support the Voluntary and Community Sector (VCS) through the remaining Community Resilience Fund with a small seasonal funding pot e.g., summer holidays and winter for schemes to support access to financial services, maximising income and debt advice. ONGOING</p>	<p>Policy, Communities and Engagement</p>		
<p>We will work with local partners to ensure residents in need of support are never turned away or passed from service to service or organisation to organisation.</p>	<p>Implement a 'no wrong door' initiative via the Inclusion Board; explore with Inclusion Board partners an agreed mechanism to share information that provides immediate local join up, information sharing, contact and communication on all matters relating to financial inclusion. NEW</p>	<p>Inclusion Board/Policy, Communities and Engagement</p>		

<p>We will support vulnerable groups at risk of financial abuse</p>	<p>Partner with local banks, GP surgeries, local chemists and the JobCentre to support those affected by domestic and/or financial abuse through the initiative 'Ask Ani'. NEW</p>	Housing and Inclusion		
	<p>Introduce a Housing Officer Domestic Abuse Specialist (HADAS) officer and continue to provide Domestic Abuse Champions. NEW</p>	Housing and Inclusion		
	<p>Continue to adhere to our statutory duty under the Modern Slavery Act in responding to Modern Slavery and Trafficking concerns, including referring and signposting potential victims to local services and support. ONGOING</p>	Community Protection		
<p>We will use predictive and preventative data to identify trends in vulnerable households that may benefit from support to increase financial inclusion.</p>	<p>Use monthly LIFT (Low Income Family Tracker) data to deliver Pension Credit and Council Tax Reduction Scheme campaigns to increase uptake of available public funds. ONGOING</p>	Policy, Communities and Engagement		
	<p>Use the OneView system to identify households who are at risk of homelessness due to financial exclusion and engage with them via targeted interventions to prevent homelessness and improve financial health. ONGOING</p>	Housing		

We will help residents access support and funding to increase their income and financial resilience.	Provide single point of contact for residents, internal services and external organisations requiring support and advice in relation to financial hardship. ONGOING	Policy, Communities and Engagement		
	Provide support and advice for residents with income maximisation, signposting and guidance including support with completing forms. ONGOING	Policy, Communities and Engagement		
	Develop initiatives to support financial hardship including a means of providing crisis support. NEW	Policy, Communities and Engagement		
	Deliver online events to share information and best practice on new and emerging funding and initiatives with the Voluntary and Community Sector. ONGOING	Policy, Communities and Engagement		
We will inform and raise awareness of illegal money lenders and debt management.	Deliver events and awareness campaigns that offer practical financial advice and information on topics such as loan sharks, high-interest loans, illegal money lenders, high-cost credit among other things. ONGOING	Community Protection		
	Delivery of a debt advice service at Trinity House to support those in temporary housing in partnership with Maidstone's Citizens Advice Bureau. ONGOING	Community Protection		

Connections to other plans

Strategic Plan 2023-2045
Domestic Abuse Action Plan
Homelessness and Rough Sleepers Strategy
Community Safety Partnership Plan
Digital Strategy

PRIORITY 2

Recognising the impacts on physical and mental wellbeing



Why is this important?

► **Supporting physical and mental wellbeing can increase personal resilience and contribute to the Council's ability to deliver on its strategic priority: Homes and Communities.**

Priority 2 recognises that experiencing financial exclusion can adversely affect one's mental health and wellbeing. The impact of money worries, stress from creditors, the impact of going without essentials, and limited social activities due to financial constraints may contribute to a variety of mental health and wellbeing issues. Similarly, mental health conditions may impede the ability of residents to navigate the financial services market, affecting their capacity to choose and use appropriate products for money management.

Our objective is to respond appropriately to this link by continuing to maximize partnership working to support vulnerable groups and strengthen communities across the borough.

As of March 2023, an estimated 1 in 6 UK adults had experienced a 'common mental disorder' such as depression or anxiety in the past week, whilst 3.25m people accessed NHS mental health, learning disability and autism services in 2021/22²¹.

In February 2023, 1.5% of Maidstone's working-age population were receiving Incapacity Benefit or Employment & Support Allowance due to mental health related conditions with the highest number of claimants in Shepway South (3.5%), Bridge (2.3%), High Street (2.1%) and Park Wood (2.1%)²³.

The 2023 Community Needs Index ranked Maidstone 67.6, slightly below Kent's broader score of 69.0 but above England's national score at 64.3. Shepway South ward has three areas in the top 100 for the greatest community need, with Westmorland Road area ranking 26th²⁴.

The 'Connectedness' score, assessing connectivity to key services, digital infrastructure, isolation, and local job market strength, is 39.7 for Maidstone, below the national average of 43.4. Shepway South (75.2), North Downs (70.5), Headcorn (60.9), and Marden and Yalding (59.7) show higher connectedness scores, indicating greater need in those areas²⁵

21. <https://publications.parliament.uk/pa/ld201617/ldselect/ldfinexcl/132/13209.htm>

22. <https://commonslibrary.parliament.uk/research-briefings/sn06988/>

23. Accessed via Local Insight

24. <https://ocsi.uk/left-behind-neighbourhoods/>

25. <https://ocsi.uk/left-behind-neighbourhoods/>

PRIORITY 2

WHAT HAVE WE ALREADY DONE



Community grants to support vulnerable groups and strengthen communities

1

The Council's Community Resilience Grant Fund was established in 2020/21 to support our Voluntary and Community Sector with an ability to effectively support communities in their recovery from the pandemic. To date three rounds of funding have been delivered. (Ongoing)

1a

March 2022 – we supported 20 groups with projects designed to build stronger communities and help prevent isolation and loneliness. Total awarded £58,429.00.

1b

December 2022 – we supported 17 groups with projects designed to build stronger communities and help residents with mental health and wellbeing. Total awarded £29,586.00

1c

August 2023 – we supported 19 groups with projects designed to improve physical and mental wellbeing. Total awarded £54,290.00.

PRIORITY 2

WHAT HAVE WE ALREADY DONE

Partnership working

- 1 In partnership with the NHS, we delivered Tier 2 weight management classes to increase physical activity and improve mental health (one-off).
- 201 2 In September 2023, the Maidstone Domestic Abuse Forum hosted a full day Domestic Abuse Wellbeing Network (DAWN) event aimed at both professionals and the general public to meet a variety of organisations able to support those experiencing, or that have experienced, abuse (ongoing).
- 3 Our Helping You Home Scheme assists those who are ready to be discharged from hospital by preparing their homes in advance to ensure they are safe and have necessary support in place. During 2020/21, 496 referrals were successfully dealt with under our Helping You Home Scheme, despite the challenge that the pandemic brought (ongoing).
- 4 The Council co-ordinates and chairs the multi-agency Modern Slavery Working Group that is able to signpost and refer potential victims to support provided by the Council (ongoing).
- 5 Our rough sleepers' initiative provides those experiencing homelessness and complex mental health needs with access to clinical health practitioners and consultant psychiatrists 1-2 days a week at Trinity House (ongoing).
- 6 In partnership with Kent County Council, we have delivered 6 bi-annual Reframe for Resilience: Being Trauma Aware in Our Community events targeted at professionals to develop understanding around how to be trauma aware within an organisation (ongoing).
- 7 We have provided homeless people and those in temporary housing with access to a healthcare nurse at Trinity House (ongoing).
- 8 We worked in partnership with Maidstone United Football Club to deliver a White Ribbon event to help raise awareness of domestic abuse and support available in November 2022 (one-off).
- 9 The Council operates a One Stop Shop every Tuesday between 9:30 and 11:30 at Trinity House which offers free advice, information and support on domestic abuse from a range of agencies (ongoing).

PRIORITY 2

WHAT HAVE WE ALREADY DONE

Supporting staff and residents

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1

In partnership with Mental Health England, the Council has trained some of its staff in Mental Health First Aid (MHFA), the purpose of which is to offer employees a point of contact if they are experiencing a mental health issue or emotional distress (ongoing).

2

We have reviewed every internal post according to the level of contact with children and/or vulnerable adults and our Safeguarding Group has approved the minimum training requirements for each contact level (ongoing).

3

We also have 13 Safeguarding Champions – members of staff who act as points of contact for safeguarding concerns and are responsible for reviewing policies and action plans, conducting prevention work and sharing information (ongoing).

4

Our Housing team have embedded a trauma informed approach to service delivery for frontline staff (ongoing).

5

We have implemented a multi-agency online platform to improve local service provision to those who are at risk of or experiencing domestic abuse and raise awareness of support available (ongoing).

6

Together with Kent Community Health NHS Foundation Trust, we provide monthly health checks at Trinity House for anyone with an open housing case (ongoing).

7

The Council delivers the Flexible Crisis Fund through professional referrals via the Domestic Abuse Forum for essential items for those in financial hardship at risk or fleeing domestic abuse when other avenues of support are unavailable (ongoing).

8

We have signposted residents to national grant funding available from the Department for Work and Pensions and the Home Office to support victims of domestic violence and abuse (ongoing).

PRIORITY 2

WHAT HAVE WE ALREADY DONE

Supporting staff and residents

Continued

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9

We have 9 Domestic Abuse Champions who receive ongoing enhanced training to support residents and to inform wider internal staff and service areas. This supports the delivery of the Council's Domestic Abuse Action Plan and the delivery of the DAHA (Domestic Abuse Housing Alliance) accreditation (ongoing).

10

The Council have delivered and maintain a digital directory which acts as an information pack on domestic abuse, what can be done about it and where to get local, specialised help, advice and support (ongoing).

11

Together with West Kent Health and Care Partnership, we conducted two health inequalities assessments in Shepway and Park Wood resulting in further mental health and wellbeing support (one-off).

12

In partnership with Fusion Healthy Living, we hold a monthly NHS Hypertension Heroes initiative at Park Wood Community Larder which supports residents with getting their blood pressure checked without having to make a GP appointment (ongoing).



AREAS OF FOCUS

204

Priority 2: Recognising the impact on physical and mental wellbeing.				
Commitments	Actions	Responsibility	Start	Finish
<p>We will seek to respond to the impact on mental and physical health and financial capability when supporting residents with financial hardship</p>	Gather data by developing and including wellbeing questions in the Council's Resident Survey to support the needs of residents. NEW	Policy, Communities and Engagement		
	Work to establish the link between and impact of financial hardship and mental health in Maidstone to increase residents' ability to cope. NEW	Policy, Communities and Engagement		
	In partnership with Fusion Healthy Living, continue to deliver a monthly Hypertension Heroes initiative at Park Wood Community Larder. ONGOING	Housing and Inclusion		
	Undertake a review of the Council's policies and strategies to ensure mental health and wellbeing are addressed appropriately. NEW	Policy, Communities and Engagement		
	Continue to deliver the Helping You Home Scheme to support residents being discharged from hospital. ONGOING	Housing and Inclusion		
	Provide access to clinical health practitioners and consultant psychiatrists 1-2 days a week at Trinity House to those experiencing homelessness and complex mental health needs. ONGOING	Housing and Inclusion		

	Support the Voluntary and Community Sector (VCS) through the remaining Community Resilience Fund with a small seasonal funding pot e.g., summer holidays or winter for schemes to support physical and mental wellbeing. ONGOING	Policy, Communities and Engagement		
We will support vulnerable groups at risk of financial abuse.	Signpost residents to Kent County Council's public repository of support for mental health and the Help Through Hardship scheme by Mind, Citizens Advice and the Trussell Trust which helps tackle poverty and poor mental health by offering joined up services and advice. NEW	Transformation and Digital/Policy, Communities and Engagement		
	Maintain the existing digital directory which acts as an information pack on domestic abuse, what can be done about it and where to get local, specialised help, advice and support. ONGOING	Housing and Inclusion		
	Deliver trauma awareness for front line staff to increase access to services for vulnerable groups. ONGOING	Housing and Inclusion		
	Deliver the Flexible Crisis Fund through professional referrals via the Domestic Abuse Forum for essential items for those in financial hardship at risk or fleeing domestic abuse when other avenues of support are unavailable. NEW	Housing and Inclusion		
	Continue to provide Mental Health First Aiders, Domestic Abuse Champions and Safeguarding Champions for staff. ONGOING	Housing and Inclusion /HR		

Connections to other plans

Domestic Abuse Action Plan
Equality, Diversity and Inclusion Policy

Organise and deliver the annual Domestic Abuse Wellbeing Network event focused on service provision and barriers to accessing support which includes addressing financial hardship and improving access to employment. **ONGOING**

Housing and Inclusion

In partnership with Kent County Council, deliver the bi-annual Reframe for Resilience: Being Trauma Aware in Our Community to ensure service delivery is trauma informed and not contributing to financial exclusion. **ONGOING**

Housing and Inclusion

Continue to deliver a One Stop Shop at Trinity House to offer free advice, information and support on domestic abuse from a range of agencies. **ONGOING**

Housing and Inclusion

PRIORITY 3

Improving chances through education, skills and employment



Why is this important?

► **Education and employment opportunities are essential to increasing skills levels earning potential, contributing to the long-term outcomes for the Council's strategic priority: A Thriving Place.**

Employment provides a stable income for basic needs and enhances financial service eligibility, while education imparts skills for employment and enables informed decision-making. Both drive social mobility and reduce inequalities, contributing to community development and improved living standards.

In November 2023, the UK unemployment rate stood at 4.2% with 1.46 million people aged 16+ unemployed. Unemployment levels increased by 16,000 since the previous quarter, by 216,000 on the year, and were 84,000 above pre-pandemic level²⁶. Approximately 5.4 million people in the UK were claiming Universal Credit, up from around 2.4 million in January 2020, and 61% of that cohort were unemployed²⁷.

As of August 2023, the number of young people who were aged 16 to 24 years and not in education, employment or training (NEET) increased in April to June 2023 to an estimate of 794,000, up from 770,000 in January to March 2023²⁸.

Unemployment across the borough currently stands at 3%, with the High Street (6.9%), Park Wood (4.5%), Fant (3.5%) and North (3.0%) having the highest unemployment rates. Latest statistics show that 13,857 Maidstone residents are on Universal Credit, an increase of 9.4% on the previous year²⁹.

As of Census Day 2021, 17.4% of adults (aged 16+) in Maidstone had no qualifications, while Shepway South ward had the highest percentage of adults with no qualifications (30.7%) followed by Shepway North (23.6%) and Leeds (20.4%)³⁰.



- 26. <https://commonslibrary.parliament.uk/research-briefings/cbp-9366/>
- 27. https://lginform.local.gov.uk/reports/lgastandard?mod-metric=13383&mod-period=48&mod-area=E92000001&mod-group=AllRegions_England&mod-type=namedComparisonGroup
- 28. <https://www.ons.gov.uk/employmentandlabourmarket/peoplenotinwork/unemployment/bulletins/youngpeoplenotineducationemploymentortrainingneet/august2023>
- 29. <https://www.kent.gov.uk/about-the-council/information-and-data/facts-and-figures-about-Kent/economy-and-employment>
- 30. https://www.nomisweb.co.uk/sources/census_2021

PRIORITY 3

WHAT HAVE WE ALREADY DONE



Employment

1

The Council delivered an annual jobs fair in July 2023 with the next one due to take place in Spring 2024 (ongoing).

2

In partnership with Beam, we have supported 50 people who were homeless or at risk of homelessness with finding employment and stable accommodation (ongoing).

3

We held an employment workshop for Ukrainian refugees at Trinity House in March 2023 (one-off).

4

The Council has continued its commitment to the Armed Forces Act 2021. It included the Armed Forces as a local protected characteristic as part of its Equalities Impact Assessment in January 2023 to reinforce its commitment to serving personnel, veterans and spouses and to ensure due regard in line with the Armed Forces Act 2021 (ongoing).

5

We have enabled an environment for jointly tackling issues with Anchor Institutions in which we share best practice, opportunities to work together and disseminate information regarding education and employment opportunities across the borough (ongoing).

PRIORITY 3

WHAT HAVE WE ALREADY DONE

Business Support

1

The Council delivered 23 business support workshops in 2023 helping a total of 1,127 local businesses (ongoing).

2

We work with the Kent Foundation Charity on an ongoing basis to target 17–30-year-olds with business startup support and mentoring (ongoing).

3

We continue to promote and support the Rebel Business School self-employment programme across Kent (ongoing).



PRIORITY 3

WHAT HAVE WE ALREADY DONE

Digital Accessibility

1

The Council supports digital connectivity in rural communities via the Building Digital UK Fund from January 2024 (ongoing).

2

We have supported residents with basic IT skills, enabling them to complete online benefit applications (ongoing).

3

In partnership with DigitalKent.uk, digital advisors attend our Shepway, Park Wood and Trinity House Community Ladders on a monthly basis to support residents with digital assistance (ongoing).



PRIORITY 3

WHAT HAVE WE ALREADY DONE



Education/Skills

1

The Council works with the government and ESOL providers to deliver English language courses to support refugees through the Homes for Ukraine and Afghan Resettlement Programme (ongoing).

2

We have shared funded basic skills training provision and courses with community-based colleagues to support residents (ongoing).

3

The Council is Co-Chair of the District Contextual Safeguarding meeting where partners work together to support young people back into education, improving attendance and enabling a safe space (ongoing).

AREAS OF FOCUS

Priority 3: Improving chances through education, skills and employment.				
Commitments	Actions	Responsibility	Start	Finish
<p>We will facilitate and support access to education and employment within the wider community.</p>	Develop a webpage for signposting to local education and employment offers including volunteering opportunities to raise awareness, for example Mid Kent College and JobCentrePlus Sector-based Work Academy Programme (SWAP) scheme. NEW	Policy, Communities and Engagement /Economic Development and Regeneration		
	Participate in an ongoing partnership with Beam to assist those who are homeless or at risk of homelessness into employment as well as suitable accommodation. ONGOING	Housing		
	Delivery of an annual jobs fair. ONGOING	Economic Development and Regeneration		
	Support the Voluntary and Community Sector (VCS) through the remaining Community Resilience Fund with a small seasonal funding pot, e.g., summer holidays and winter for schemes to support education, skills and employment. ONGOING	Policy, Communities and Engagement		
	Delivery of drop-in sessions to people under the age of 25 who are not in employment, education or training to support with professional development. NEW	Community Protection		

	Support young people back into education via the District Contextual Safeguarding meeting. ONGOING	Community Protection		
	Continue to share funded basic skills training provision and courses with community-based colleagues to support residents. ONGOING	Economic Development and Regeneration		
	Fulfil our legislative responsibilities as part of the Armed Forces Act 2021. ONGOING	Policy, Communities and Engagement		
	Facilitate Anchor Institutions to provide a forum for sharing best practice, opportunities to work together and disseminate information regarding education and employment opportunities across the borough. ONGOING	Policy, Communities and Engagement		
	Work with the government and ESOL providers to deliver English language courses to support refugees through the Homes for Ukraine and Afghan Resettlement Programme. ONGOING	Housing and Inclusion		
We will facilitate and support access to digital skills to help remove barriers to education and employment opportunities.	Support digital connectivity in Maidstone's rural communities to increase accessibility to education and employment opportunities (BDUK funding from January 2024). NEW	Economic Development and Regeneration		
	Continue to provide access to digital skills support at Trinity House. ONGOING	Housing and Inclusion		

We will support local residents with enterprise and start-up training and opportunities.	Ensure that local residents – in particular young people – can access skills and employability support including specific opportunities for re-training, business start-up, and developing digital/ e-commerce competencies. ONGOING	Economic Development and Regeneration		
	Work with partners to deliver a range of business support workshops in Maidstone via the Business Terrace and other channels. ONGOING	Economic Development and Regeneration		
	Continue to promote and support the Rebel Business School self-employment programme across Kent. ONGOING	Economic Development and Regeneration		

Connections to other plans

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 + Economic Development Strategy
 Community Protection Partnership Plan
 Homelessness and Rough Sleepers Strategy

PRIORITY 4

Tackling food and fuel poverty



Why is this important?

► **Alleviating food scarcity and addressing fuel poverty will ensure fundamental needs are met. This will impact positively on all other priority areas of this strategy as well as contributing to the Council's ability to deliver on its strategic priority: Homes and Communities.**

Food and fuel poverty have far-reaching impacts on communities. Beyond affecting basic human needs and health, educational challenges may arise with children facing difficulties in concentration and academic performance, whilst vulnerable groups may come to rely on less sustainable energy sources and become less resilient to external shocks. Addressing these issues necessitates strengthening community resources and supporting financial inclusion.

In 2022, there were an estimated 13.4% of households (3.26 million) in fuel poverty in England, with the average fuel poverty gap estimated to be £338, an increase of 33% since 2023³¹.

Citizens Advice reported a national surge in people seeking assistance for homelessness, food banks, and energy bill support due to the challenging cost of living crisis, while in 2022/23 the Trussell Trust supplied 2.99 million three-day emergency food parcels, the highest recorded number and an increase of 37% on the previous year³².

While Maidstone has the third lowest fuel poverty rate overall among all Kent local authorities at 8.1%, the wards with the highest fuel poverty rates in the borough as of 2021 were North Downs (13.7%), Sutton Valence and Langley (11.6%), Marden and Yalding (10.9%) and High Street (10.7%)³³. The food vulnerability index ranks Shepway South and Park Wood as areas of high vulnerability with scores of 361 and 300 respectively, with Maidstone as a whole scoring 200.0³⁴.

In recognising the extent of food vulnerability in Maidstone, over the course of 2023 the Council introduced three community food larders in Shepway,

Park Wood and Trinity House which received 449, 213, and 168 visits respectively in December 2023. The number of visits to each of the borough's community larders have increased since their inception, while a total of 126 signposting referrals have been made at the Shepway and Park Wood larders for further support. Similarly, data from FareShare Kent & Family Food Banks shows a growing need for residents requiring support, having provided 20,143 meals in 2023-24, an increase from 13,171 the previous year.

³¹. <https://assets.publishing.service.gov.uk/media/63fcdcaa8fa8f527fe30db41/annual-fuel-poverty-statistics-lilee-report-2023-2022-data.pdf>

³². <https://commonslibrary.parliament.uk/research-briefings/cbp-9209/>

³³. <https://www.gov.uk/government/statistics/sub-regional-fuel-poverty-2023-2021-data/sub-regional-fuel-poverty-in-england-2023-2021-data>

³⁴. <https://britishredcross.maps.arcgis.com/apps/webappviewer/index.html?id=4b599f94d2d04d6496cc8b2d89911f62>

PRIORITY 4

WHAT HAVE WE ALREADY DONE

Community wellbeing and support

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1

Through the Household Support Fund, the Council has been able to deliver a number of initiatives. The funding has supported a Welfare Fund for those in temporary housing to move into permanent housing, it has supported the Council's food larders for those experiencing food scarcity, and it has provided a Hardship Fund accessible to all residents experiencing financial hardship which has provided access to essential household items, crisis vouchers and help with debts. A Welfare Officer post has also been funded to provide advice, signposting, support with completing benefits and other applications to increase incomes and reduce debt. As a result, in 2023-24 we helped:

1a

503 households with crisis support vouchers for food and fuel

1b

292 households using the Hardship Fund for essential items or to reduce debt

1c

93 households using the Welfare Fund

1d

Increased income by a total of £62,913.85 in unclaimed benefits per annum.

2

Throughout 2023, the Council launched three community larders in Shepway, Park Wood and Trinity House which help 200-250 households each week with food insecurity, improving their health, and supporting them with the increasing cost of living (ongoing).

3

62 groups have been funded to provide food, fuel and wider household essentials through local initiatives as part of a grant scheme funded from the Household Support Fund. £294,800 has been awarded across the four tranches of the fund (The Council's ability to deliver these initiatives will be dependent on future funding awards from government).

PRIORITY 4

WHAT HAVE WE ALREADY DONE



Housing standards and energy efficiency

1

We have partnered with Greater Southeast Net Zero Hub to deliver the Home Upgrade Grant to eligible households (ongoing).

2

In partnership with EON, we are working to extend ECO4 to more households (ongoing).

3

The Council are working to deliver various grants including the Home Hazard Grant, Disabled Facilities Grant, and Energy Efficiency Top-up Grant to support residents with fuel poverty (ongoing).

4

We have acted against landlords with significant hazards in their homes, including upgrading energy efficiency and heating systems. The EPC of 652 properties have been improved so far (ongoing).

5

We are working to encourage and signpost residents to participate in national schemes such as the Great British Insulation scheme, Solar Together and Social Housing Decarbonisation (ongoing).

PRIORITY 4

WHAT HAVE WE ALREADY DONE

Biodiversity, climate change and community education

1

We have provided energy savings tips and information to residents on the Council's Climate Change and Biodiversity website (ongoing).

2

The Council launched a pop-up Eco-Hub information centre in The Mall in 2023 to support residents in living more sustainably, saving money and reducing their carbon footprint resulting in a total of 1926 visitors (ongoing).

3

We delivered 500 eco-bags to residents that contained information and resources enabling them to live more sustainably (one-off).



AREAS OF FOCUS

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Priority 4: Priority 4: Tackling food and fuel poverty.				
Commitments	Actions	Responsibility	Start	Finish
<p>We will use data to identify residents experiencing food and/or fuel vulnerabilities.</p>	<p>Continue to identify those at risk of food and fuel poverty using the Low-Income Family Tracker (LIFT) dashboard and the Xantura One View system to enable targeted intervention. ONGOING NEW FOCUS</p>	<p>Information and Analytics/ Housing</p>		
	<p>Data showing those entitled to Council Tax support will be shared with Southeast Water to increase access to social tariffs for residents on an ongoing basis (WaterSure scheme). ONGOING</p>	<p>Revenues and Benefits</p>		
<p>We will work with partners in the private, public, voluntary and community sectors to maximise access to funding, awareness raising and support.</p>	<p>Continue to work with partners to address fuel poverty by providing information, including money saving initiatives, grants/funding, and signposting, to residents and landlords via email, letters, press releases and making information available on the Council website. ONGOING</p>	<p>Housing Standards/ Biodiversity and Climate Change</p>		
	<p>Deliver a pop-up information centre aimed at supporting residents to live more sustainably, save money and reduce their carbon footprint. ONGOING</p>	<p>Biodiversity and Climate Change</p>		

	Hold outreach and surgery sessions with fuel poverty providers and the Voluntary and Community Sector (VCS) at local community hubs with targeted sessions on maximising income. NEW	Biodiversity and Climate Change		
	Continue to ensure that social tenants have access to comprehensive information and advice on how to reduce fuel bills and take-up energy efficiency measures via the Council website. ONGOING	Housing Standards/ Biodiversity and Climate Change		
	Support the Voluntary and Community Sector (VCS) through the remaining Community Resilience Fund with a small seasonal funding pot e.g., summer holidays or winter for schemes to help tackle food and fuel poverty. ONGOING	Policy, Communities and Engagement		
	Maintain the council website (cost of living pages) with up-to-date energy and funding advice. ONGOING	Policy, Communities and Engagement		
	Use the Council's social media channels, Voluntary and Community Sector (VCS) liaison, VCS events and the Borough Insight magazine to promote new schemes and raise awareness. ONGOING	Policy, Communities and Engagement/ Communications		
	Continued attendance and membership at the National Residential Landlord Association to inform residents and landlords about appropriate legislation. ONGOING	Housing Standards		

We will work with partners and national and local providers to ensure residents can access healthy food to support physical and mental health.	Work with national and local organisations to advance physical access to good food in the borough (including looking into the overall nutritional value of emergency food aid). NEW	Housing and Inclusion/ Revenues and Benefits		
	Undertake an up-to-date mapping of healthy food providers to identify gaps in local provision and opportunities for join up. NEW	Housing and Inclusion		
	Ensure the current Community Larder provision is sustainable. ONGOING NEW FOCUS	Housing and Inclusion		
Connections to other plans				
<div> <div>221</div> <div> Climate Change and Biodiversity Action Plan Housing Strategy Communications Plan </div> </div>				

Agenda Item 24

CABINET

19 MARCH 2024

Arts Hub & Maker Space

Timetable	
Meeting	Date
PAC	5 March 2024
Cabinet	19 March 2024

Will this be a Key Decision?	No
Urgency	Not Applicable
Final Decision-Maker	Cabinet
Lead Head of Service	Angela Woodhouse, Director of Strategy, Insight and Governance
Lead Officer and Report Author	Ann-Marie Langley, Arts & Culture Officer
Classification	<p>Public report with an exempt appendix.</p> <p>The information within Appendix 5 is considered exempt under the following paragraph of Part 1 of Schedule 12A to the Local Government Act 1972 - Information relating to the financial or business affairs of any particular person (including the authority holding that information).</p> <p>Public interest test:</p> <p><i>To ensure the council achieves value for money for the benefit of council tax payers the information in appendix 5 should be excluded from the public report and treated as confidential.</i></p>
Wards affected	High Street

Executive Summary

In 2021 a Community Arts Hub & Creative Maker Space was included in the Local Investment Plan for UKSPF. As a first stage a feasibility study was commissioned this year to look at options for that space (Appendix 1). Following the study a number of potential options for such a space have been considered. This report sets out the options for consideration by the CLA PAC before being passed to the Cabinet.

Purpose of Report

Recommendation to Cabinet

This report makes the following recommendation to the Cabinet:

1. To approve the creation and trial of a Creative Maker Space and Arts Hub in Granada House in 2024/25 to run for a three year trial period.

Arts Hub & Maker Space

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>The four Strategic Plan objectives are:</p> <ul style="list-style-type: none"> • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place <p>Setting up and supporting an Arts Hub and creative maker space in the Town Centre will materially improve the Council's ability to achieve its priorities for a Thriving Place.</p>	Director of Strategy, Insight & Governance
Cross Cutting Objectives	<p>The four cross-cutting objectives are:</p> <ul style="list-style-type: none"> • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected <p>The report recommendations could support a number of cross cutting objectives through providing support to the creative sector in Maidstone.</p>	Director of Strategy, Insight & Governance
Risk Management	There will be risk associated with creating an arts hub and maker space as this will be a trial for the council. See section 5	Director of Strategy, Insight & Governance
Financial	<p>Funding of £45,000 has been identified in the Local Investment Plan.</p> <p>We may also be able to secure grant funding from Arts Council England, and possibly the National Lottery Heritage Fund (if we were to look at an historic building)</p> <p>S106 / CIL funding may also be available.</p>	Mark Green, Section 151 Officer & Finance Team

Staffing	Depending on the size and scale additional staffing may be needed, a smaller scale venture in a council owned building would decrease this.	Director of Strategy, Insight & Governance
Legal	MBC has the power to create an arts hub in the town centre. Funding for the project will need to be finalised before any formal contracts are entered into.	Team Leader Contracts and Commissioning, MKLS 26 February 2024
Information Governance	The recommendations do not impact personal information (as defined in UK GDPR and Data Protection Act 2018) the Council Processes.	Lauren McNicol, Information Governance Team
Equalities	We recognise the recommendations may have varying impacts on different communities within Maidstone. Therefore an EQIA will be completed once an option has been identified	Orla Sweeney, Policy & Information Officer
Public Health	We recognise that the recommendations will have a positive impact on population health or that of individuals.	Shafiqullah Hemat Public Health Officer
Crime and Disorder	There are no implications to Crime and Disorder	Director of Strategy, Insight & Governance
Procurement	On accepting the recommendations, the Council will then follow procurement exercises for [listed parts of the action]. We will complete those exercises in line with financial procedure rules	Mark Green, Head of Service & Section 151 Officer
Biodiversity and Climate Change	There are no direct implications on biodiversity and climate change related to this report. In keeping with the Council's biodiversity and climate change action plan, general provision for reducing waste, single use plastic, and provision of recycling, and purchasing local products and services connected to the Community Arts Hub should be prioritised to reduce carbon emissions related to events.	James Wilderspin, Biodiversity and Climate Change Manager

2. INTRODUCTION AND BACKGROUND

- 2.1 In June 2021 the Council created and submitted its local investment plan for UKSPF. A Community Arts Hub and Maker Space was included as a project with the following description:

Community Arts Hub & Maker Space

Utilise an empty unit/building in the town centre and repurpose to provide:

- Low cost exhibition space for local artists and creatives
- Space to deliver arts activities and workshops for the local community
- Retail area where creatives can hire a shelf/unit to sell their products
- Space for community arts groups to meet/rehearse (e.g. local choirs)
- 6 – 8 low-rent studios for use by local artists and creatives
- Mix of clean and messy studio spaces
- Informal meeting area(s) to facilitate networking and collaboration
- Potential to employ an 'artist in residence' to lead activities or to work with different artists/groups to deliver
- Focal point for arts in the town
- Base for town centre events and festivals

Artists and creatives can be offered discounted hire rates in exchange for giving some of their time to lead workshops and/or help manage the facility.

If the right premises can be identified there is potential to enhance the offer to include small-scale theatrical productions/music performances/open-mic sessions/comedy nights/poetry readings, etc. which could also contribute to the early evening and night-time economy.

- 2.2 In year 2 of the UK Shared Prosperity Fund, £5,000 was allocated for a feasibility study, this is attached at Appendix 1 for information.
- 2.3 The feasibility study identifies evidence of a need for creative maker space in Maidstone at page 16. This includes a recent survey carried out by Maidstone Arts Group amongst 100 creatives, with responses from 90 of them. 100% were supportive of a creative arts hub for the town
Main things they would like to see in the hub are: Artist's Studio Space, Music Studio Space, low cost exhibition/gallery space, live music area, café, workshop space

This reinforces earlier research from a gathering of over 50 creatives held in 2021 when the lack of venues, flexible spaces and a focal point for the arts were identified as key issues for the sector.

Further research has also been carried out by KCC on the needs of creatives across the county (Appendix 2):

- Venues and spaces – general maker spaces with opportunities to meet other creatives
- Financial support – grants to support core operation, acquire assets and upskill

- Practical support – shared tools, data and equipment, childcare, careers advice and training
- Business skills – fundraising, accounting and legal, PR and marketing
- Peer and networking opportunities

Recent work by We Made That as part of the Town Centre Strategy also reinforces this view.

2.4 Cushman and Wakefields market assessment completed for the purpose of the Town Centre Strategy identified the following:

"The Government definition of a Makerspace is "a physical location where people gather to co-create, share resources and knowledge, work on projects, network, and build"; it is in effect a flex space as described in the "Flexible Office Space" section of this report, with a focus on light industrial and manufacturing uses, which will typically include provision of workbenches, tools and other appropriate technology required by the industry specifically being targeted. Makerspaces are often operated/ funded by Councils and charitable funds due to the viability challenges associated with their low rent, high-turnover of occupants, which can make including them in a scheme challenging.

However, there are a number of potential benefits to such spaces being made available that may be to the long-term benefit of Maidstone Town Centre, in particular by providing an opportunity for businesses to access resource and support, enabling them to develop new products and services in a cost-effective manner. This can lead to reduced lead or manufacturing times, thus increasing their national and global edge and therefore capacity for growth. Furthermore, the presence of such space unlocks capacity to provide tutored workshops; these allow local residents of all ages to "upskill", ideally under the stewardship of larger businesses, increasing the local skill base and attracting new businesses to the area.

Manufacturing is a small part of the overall composition of industrial provision in Maidstone, with the majority of the space in the Borough being the c. 640k sqft Marley Plumbing & Drainage site. This indicates there is not currently a large manufacturing base in Maidstone; whilst this presents some issues delivering light industrial space in the town centre; there is unlikely to be a significant amount of demand for space in the town centre and viability will be a challenge as a result. In spite of this, the less commercial approach of makerspaces presents an opportunity – whilst such space is unlikely to contribute to a viable scheme, it could be a positive contributor in the town centre, by increasing footfall or occupying commercial space that may otherwise be vacant such as off-pitch retail, for example."

2.5 Beyond the wider impact on communities and the benefits for the arts, consideration has also been given to the economic benefits of a creative maker space and arts hub in the town centre. Looking at the number of units and occupancy up to 40 jobs could be created. There is also synergy with other services and we are proposing that the business advisor support we have in our economic development function is made available to tenants of the hub.

3. AVAILABLE OPTIONS

- 3.1 **Unit 7 – 8 Granada House** is a potential option, being of reasonable size and already owned by the Council

We understand from the Property team that the current occupant is looking to relocate and the unit will soon be vacant. Assuming Pages Schoolwear move into Units 4 – 6 Granada House, then there are currently no other MBC-owned properties within the town centre of a suitable size for the Arts Hub. The only other option would be a commercial unit which would require significantly more financial commitment.

Officers have visited Granada House and we believe it has potential to offer a variety of uses which could help us establish where there is greatest need (e.g. studio space/exhibitions, retail, workshops, etc) and could also allow us to maximise opportunities for income-generation.

A proposed layout for the space is included at Appendix 3.

Costs

The Property team have provided some rough costings for carrying out the necessary refurbishments. These are included in Appendix 5.

We have put together a business case for the Arts Hub (Appendix 4) and some basic financials to indicate the likely costs and potential income for the project (see Appendix 5).

If projected income is achieved the project will only need additional funding up to year 3 with the largest cost in year 1 for fit out. There are business rates costs associated with the project and these have been included in the costs. Rent has not been included in the cost as this is a council owned property, however the opportunity cost of lost rent should be noted of £24,000p.a. and this is part of the Council's contribution to the project. Occupancy rates have been assumed of 50% in year 1, 75% in year 2 and 90% in year 3, there is a risk that these rates may not be achieved.

3.2 Managing the facility

There are two options for managing the day-to-day running of the Arts Hub.

Option One – MBC takes on direct responsibility

Employ one or two members of staff (part-time/job share)

Responsible for staffing during opening hours

Manage bookings for the meeting room(s), workshop space(s) and gallery

Provide a point of contact for the artists and creatives renting studio space and retail space

Encourage artists/creatives wanting to sell in the retail space to share responsibility for staffing it (e.g. reduction in rent for X hours worked per month)

Appoint an 'Artist in Residence' to deliver a programme of public engagement activities during the course of the trial period, offering regular weekly/monthly activities, and also assisting with other MBC arts/cultural events as necessary. This person could be one of the two job-share employees.

On this basis, we could run the Hub as an MBC initiative initially, working closely with partners to work towards the project being operated by a creative organisation in the future.

Option Two – open call to local creative/arts organisations

Go out to tender for a local arts organisation/charity to take on responsibility for running the facility

They would pay rent to MBC and operate the hub themselves

Reduced/no business rates if a charity or CIC

MBC could provide business support via the Business Terrace for the studios/maker spaces

3.3 Funding

£45,000 from UKSPF

*Up to £150,000 from s106

*These funds could be used to cover the refurbishment and fit-out of the unit.

We will need to apply to Arts Council England (ACE) for a grant to support the Hub for a trial period (ACE will usually fund projects that last up to 3 years). This will help to cover running costs, including salaries, as well as materials and equipment to deliver a programme of public engagement events/activities. If this is unsuccessful we will need to use alternative resource to support the hub for example the business rates pool.

Arts Council England (ACE) funding options

1. Project grant of up to £100,000. If we want to include any 'build' costs as part of this, we will need to contact ACE before submitting a full application.
2. Project grant of more than £100,001 – if the project doesn't relate to one of ACE's Strategic Strands then we must contact them first. The guidance states: "We want to make sure that a project of this size has the

potential impact that we would expect before you invest time in developing a full application. We will also think about where we have budget available. We will confirm in writing whether you can apply.”

3. Major Projects Strategic Strand - to be eligible for this, our application needs to:
 - Be for £100,001 or over. There is no maximum threshold for the fund.
 - Meet the ACE definition of a Major Project. A Major Project is defined as an ambitious, high-quality project that is likely to leave a legacy beyond its funded life.
 - Major Projects applications must be grounded in at least one Element of the Creative and Cultural Country Outcome of the ACE strategy. There are two Elements that might be relevant for our proposal:
 - Element Q: Giving more opportunities to people (especially those who are currently underrepresented) to start a professional career in the creative industries
 - Element R: Ensuring people (especially those who are currently underrepresented) have opportunities to sustain their careers and fulfil their potential in the creative industries.
4. Place Partnerships Strategic Strand – to be eligible for this, our application needs to:
 - Be for £100,001 or over. There is no maximum threshold for the fund.
 - Be for a strategic place-based intervention that is intended to make a long-term difference to the cultural or creative life of the local community;
 - Make a clear step change in provision in that place where a relevant partnership exists to deliver the project
 - Be informed by robust needs analysis and respond to relevant local strategies and
 - Be led by a consortium of partners who are relevant to delivering the project

To apply for either the Major Projects or Place Partnerships Strands, we would need to submit an Expression of Interest in the first instance. If approved, we could then proceed to a full application.

3.4 Approach to letting units

For units 1-4

Our policy will be these spaces are for 'start-up businesses' trading for less than 24 months prior to starting their tenancy.

Businesses can occupy an incubator unit for up to a maximum of two years, which has been split into 2x6 month licences, followed by a 12 month licence agreement.

Units 5-7 more market rates as established business.

Business Support:

1. Arts, Culture and Events Officer to contact ED with perspective tenant details to arrange a business advisory session.
 2. Start-up meets Economic Development's External Business advisor to run through their business idea and business plan.
 1. Business advisor to advise MBC that the business start-up is as financially viable as can be checked as a start-up, the business idea is viable and is able to take on the liability of a licence agreement.
 2. MBC agrees licence.
 3. As the business grows, they can go back to the Business Advisor for additional support and guidance.
 4. The business would automatically be invited to join Economic Developments business database for invites to future business networking events, available grants and business support workshops.
-

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

Preferred option would be to trial the Arts Hub & Creative Maker Space in Granada House. In terms of operation of the hub, we only have £45,000 for 24/25 from UKSPF and this will not cover the operating model or the costs of refurbishment so we will need to apply for grant funding or use other resources, for example up to £150,000 from s106 – could be made available towards refurbishment and fit-out as capital spend leaving the UKSPF money to fund service costs, business rates and staffing. See 3.3 above for potential sources of funding.

5. RISK

- 5.1 As identified in the Cushman and Wakefield Report: "Makerspaces are often operated/ funded by Councils and charitable funds due to the viability challenges associated with their low rent, high-turnover of occupants, which can make including them in a scheme challenging."
- 5.2 The proposal would be to launch the initiative in 2024/25, to operate for a 3 year trial with the first full financial year in 2025/26 to see if it could be viable for Maidstone. The Cabinet Member will be fully briefed and regularly updated on project progress, a six monthly reporting cycle is planned for transparency. The proposed exit strategy is to move towards a Community Interest Company to take over the project if viable.

6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 6.1 The creation of an Arts Hub & Creative Maker Space was agreed as part of the Local Investment Plan in 2021, involving anchor institutions in the plan making process as well as Policy Advisory Committees and the Cabinet.
-

7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

7.1 The Communities, Leisure and Arts Policy Advisory Committee considered the matter on 5 March 2024, and recommended that the Cabinet approve the report recommendation.

8. REPORT APPENDICES

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

- Appendix 1: Feasibility Study
- Appendix 2: Needs of the Kent Creative Sector
- Appendix 3: Proposed layout for Units 7 - 8
- Appendix 4: Business Case
- Exempt Appendix 5: Financials

9. BACKGROUND PAPERS

Local Investment Plan for UKSPF

Maidstone Borough Council

Creative Arts Hub Report

Report Issued – August 2023



RETAIL  INSPIRED

Contents

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Report Details

This report has been prepared by

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Project Brief

Maidstone Borough Council (MBC) is looking at ways of supporting The Arts in Maidstone to boost the creative industry and facilitate the launch of a Creative Hub and maker space within the town centre. The objective of this feasibility report is to provide direction and advice to Maidstone Borough Council regarding the development of a strategic approach towards identifying potential business models, type of businesses, potential rental income and locations to launch a Creative Arts Hub and maker space. This will support the town centre regeneration and create longer term solutions to improve The Arts offer within the borough.

This report will look at the viability of creating a Creative Arts Hub in Maidstone Town Centre:

Consideration and identification of the location and size of unit being suitable for a Creative Arts Hub that could include creative spaces, studios, makers and sellers space, exhibition space, a music studio, music venue and a cafe.

- What potential levels of rental income could Maidstone Borough Council expect?
- What business models could Maidstone Borough Council utilise?
- What options are available to MBC regarding the type of businesses that could potentially be included in a Creative Arts Hub?
- What are the current town centre opportunities available to MBC? Including the possibility of Len House
- What are the potential risks of MBC undertaking the project of creating a Creative Arts Hub? How could these risks be managed?

Retail Inspired are pleased to have been commissioned by Maidstone Borough Council to produce a feasibility study to help them explore the possibility of launching a Creative Arts Hub in Maidstone Town Centre to help to boost the creative industry across the borough and facilitate the project working alongside Arts organisations currently operating within the borough. By commissioning this feasibility report MBC hope to develop a more strategic approach to towards the longer term viability and growth of The Arts in the town centre and across Kent.

Executive Summary

It is recognised that the once dominant retail model within Town Centres up and down the country is in decline, and that the pandemic accelerated some of the already emerging trends as to the way communities shopped, interacted and used their town centres changed. Town Centres continue to be pivotal and at the heart of our communities, and there is an opportunity to support the structural changes that are happening with creative solutions that will not only support current high street issues including the reduction in retail, but create cultural opportunities to support the evolution and sustainability of our high streets and the development of the creative sector.

Covid 19 inevitably changed consumer behaviour as people sought ways to support their local high streets digitally and those businesses that were able to adapt have continued to evolve. The pandemic has also changed the way people live and work which is opening up opportunities for new business types to emerge and support a more localised economy.

This localised creative sector trend is emerging across the UK, including Kent and will continue to play a vital role in contributing to the revival of our town centres. It is vital to understand how our town centres, businesses, local authorities and other stakeholders innovate and evolve to meet the needs of customers, creating unique experiences and experimental uses supporting town centres to have a diverse retail, Arts and leisure mix, supporting job creation and the viability of the local economy.

Maidstone, as with many other Town centres across the UK is facing a period of change and face issues that require sustained structural and creative solutions. A new purpose and balance of businesses to support the existing town centre offer, including Fremlin Walk, The Mall and other stakeholders including One Maidstone need to reflect the changing consumer habits, thus embracing growing 'creative' and culture sector trends. The recent emergence of Creative Arts Hubs in other areas within Kent supports the narrative of addressing current high street challenges and creating initiatives supporting wider town centre placemaking strategies. Supporting and facilitating creative start-ups, occupying vacant retail units with innovative uses or transforming historic buildings to boost local employment and skills will support the local economy and increase tourism.

Maidstone is home to more than 7,000 businesses and 180,000 residents and is placed at the forefront of growth and innovation within Kent, with so many start ups choosing Maidstone to open their business there is an opportunity for MBC, as a wide and exciting range of SME's and creative industry companies are already based within the borough. This Kentish town is only 37 miles away from London with two train stations making this an accessible and attractive place to work and live.

Maidstone Borough Council is currently enhancing the town centre to further improve the destination as a high-quality location for retail and leisure and has commissioned We Made That to undertake a Town Centre Strategy. A major programme of works is underway to improve the public realm, giving the town centre a more pedestrianised feel, to create a fantastic and accessible environment to live and work in.

As a result of the regeneration, the connectivity and aesthetics of Maidstone town centre will be enhanced, enabling Maidstone to maintain its place as one of the premier town centres in Kent. 'Kent's County Town'. The project will deliver a distinctive, safe and high-quality place that befits a 21st Century County Town. Maidstone Borough Council and their property team has already transformed The Lockmeadow complex as a key destination for leisure activities in the town centre and to support one of its five strategic priorities to make Maidstone a 'Thriving Place'. MBC launched an exciting Food Hall in 2021 attracting new local food and drink businesses making the complex an attractive and compelling destination for residents and visitors.

Our experience and recent research shows that Maidstone being Kent's premier town has a number of number of Arts organisations operating within the borough including Maidstone Area Arts Partnership (MAAP), Maidstone Arts Group and Maidstone Art Society supporting creatives within Maidstone and delivering a number of initiatives for the community. Our research has also highlighted the distinct lack of a physical space to bring together some of the great projects that are delivered by the creative businesses within Maidstone. This is an opportunity both in terms of bringing variety, identity and subsequently adding prosperity and footfall to the town centre as a whole.

From our knowledge of high streets and the creative industry both in terms of the rise in the number of Arts organisations, Arts businesses, CIC's and social enterprises operating within the borough and the proactive Arts groups within Maidstone borough, it is evident that by developing a Creative Arts Hub within the town centre would help elevate Maidstone to the forefront of providing an Arts provision for the creative community and assist the evolution of the high street. Other town centre businesses would undoubtedly prosper in this County town due to an increase in footfall.

From here we would recommend that MBC considers supporting the launch of a Creative Arts Hub to support the town centre and offer creative businesses operating within Maidstone Borough a platform to promote what they do, support others within the Arts and the future prosperity of the high street.

Our report has considered the options available to Maidstone Borough Council to be able to launch a Creative Arts Hub within Maidstone Town Centre:

The findings and recommendations of our report are:

- The location and flexibility of the space offered by Len House gives MBC the opportunity to establish a Creative Hub space suitable for incorporating a majority of what is being requested by the local Arts organisations including exhibition space, working space (studios) for local creative makers, a sound proof music studio/rehearsal space, rooms for hire and a shopfront to sell maker's product and include an element of incubator space. The location and flexibility of the additional properties detailed within Page 18 of this report each demonstrate the option of MBC operating a pop-up incubator Creative Hub in a smaller unit from around 700 -1500 sqft within Royal Star Arcade to a much larger, longer term unit such as 2-4 Granada House which is 3,000 sqft and offers the flexibility within the unit to include more of the requirements such as a café, makers selling space, exhibition space, creative co-working and workshops.
- Potential level of income would depend on the number of businesses, level of investment and number of studios available to rent and other commercial space, taking into consideration a variety of leasing options to allow creative businesses to test and operate their models.
- MBC have two main models to adopt depending on whether an operator is brought in to launch and manage the Creative Arts Hub as a Community Interest Company (CIC) or MBC retain control of leasing an agreed premises and nurturing creative businesses to support their future growth and success in Maidstone. Our recommendation is that MBC become the head leasee, managing the agreed premises and work closely with local Maidstone Arts organisations to attract their members and others in the community to operate their businesses from the Creative Arts Hub.
- The risks have been assessed, considered and documented; however launching a Creative Arts Hub would be one of the first in Kent and greatly support increasing the growing number creative sector businesses, the evolution and diversity of the town centre offer, increase dwell time and therefore contribute to the councils aspiration of Maidstone creating a place to work, live and play.

Creative and Cultural Sectors supporting Town Centres

There are many examples of the rise of the creative sector businesses and Community Arts Hubs opening across the UK including Kent and London. Stakeholders that are taking advantage of this opportunity within the creative sector are experiencing the direct benefits of establishing cultural and creative businesses within their high streets embedded as part of the wider town centre strategy – including job creation, increased footfall, dwell time and a more vibrant high street with a sustainable future.



Coachworks in Ashford is a unique example of a Creative Hub that combines an indoor and outdoor multi-use work space for start ups based in a building steeped in history. Meanwhile co-working space, studios and event hire. There are spaces to suit all creatives from market place studios that can be branded to suit your business type enabling businesses to choose opening hours with smaller overheads than your typical high street shop or space. There are also office studios to allow creatives to work alongside other SME's including meeting rooms and space to collaborate and grow. Additionally they offer monthly creative co-working spaces available, plus food and drink venues. This venue is a 'creative campus' a new social and cultural meeting place.

You will find: 1,571 metres of indoor and outdoor space, 12 studios, an artist in residence program, 7 food kiosks run by fledgling businesses, a hole in the wall barista, 2 bars, internal and external event spaces, exhibition space, market space and public space for community events.

This development demonstrates what can be achieved to inject life into a town centre and create a meanwhile use for a council owned site. The Council purchased the site in 2014 and asked for submissions and ideas for an interim use and Coachworks was developed by Turner.Works. The company converted a collection of historic warehouses and industrial sheds into a innovative start-up workspace with a co-working incubator. The Council who invested in the construction and owns the land, receives part of the profit from their annual income.

The UK's town centres are undergoing a complete transformation as high streets struggle to fill empty units and buildings will need to be reimagined by stakeholders working together to create new experiences for customers and this includes the introduction of creative Hubs offering exhibitions, workshops, unique shopping experiences, intimate music venues and more.

Further Case Studies

The following case studies have been selected to demonstrate successful creative Hubs launched to support the current challenges being faced by high streets – they are each unique and provide a platform and space for The Arts, makers, education or event space and different types of ownership models.

Case Study – St George's Creative Hub, Gravesend

St George's Art Centre is an example of a Council owned asset that has been re-purposed and is being managed and run by Gravesham Borough Council. This new Arts Centre is an exhibition and arts space in the heart of Gravesend developed by Gravesham Borough Council in 2020 and is housed in the Council owned asset St George's Shopping Centre with two reconfigured former empty units. The Arts Centre promotes creative activity within the town centre with a state of the art exhibition space for 2D and 3D works, including digital installations. There is also a workshop and drop in space to meet local artists and enjoy a coffee in the community café whilst viewing the exhibitions or taking part in the community workshops. The Local authority have plans to develop the centre further to provide accommodation for an artists co-operative.

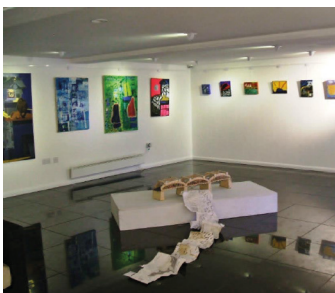


Case Study – Nucleus Arts

Nucleus Arts is home to 45 self contained artists studios, a gallery, meeting and community rooms for hire and a selection of café bars. They are one of the main studio providers in North Kent, so vacant spaces get snapped up quickly and there is currently a long waiting list. Studios vary in size and layout with prices starting from £100 per month and include utilities. There are many benefits to being part of the Nucleus Arts team including exclusive discounts to the café, creative opportunities and support unavailable elsewhere. Artists also find endless inspiration and support from being surrounded by fellow creatives working with varied mediums and styles, leading to collaborative opportunities and the chance to showcase work in multiple exhibitions at the Halpern Gallery.



Nucleus Arts have created more than just a space to rent a studio, as with the gallery, café and community workshops; as an artist you are part of a community being showcased to the wider public and building longevity and opportunity for your business in the creative sector.



RETAIL



INSPIRED

Case Study - Beach Creative, Herne Bay

Beach Creative is an example of a vibrant creative hub in heart of Herne Bay, Kent. This creative space runs with a social purpose and offers a place to try new concepts, meet people, share ideas and experiences and a space to hire. This is run as a Community Interest Company (CIC) and they support people on their creative journey and give artists and makers space to create and show their work and bring people together through creative experiences. Their exhibitions, events and learning opportunities are delivered to support the local people in Herne Bay by local artists. Also set within Beach Creative's ground floor there is a café that is run separately by an independent business and encourages footfall to the Creative Hub opening up opportunities for visitors and artists alike. There are studio spaces upstairs, a dark room, you can hire either of the two gallery spaces and one of the four rooms for events or meetings. The venue can also accommodate intimate music events or spoken word productions, so is a flexible venue space.



Case Study - Made in Ashford and The Craftship CIC

Made in Ashford started its life originally as a pop up shop in 2015 developed by Ashford Borough Council and is an excellent example of a Council owned asset being brought to life to support the evolution of the high street and supporting the creative industry. Fast forward to 2023 and Made in Ashford is now a CIC – a collaborative shop and The Craftship CIC, a social enterprise dedicated to supporting local artists and creative businesses as well as helping more people access creativity in the local community.

This project is still supported by the local council and also promoted through Love Ashford a digital high street managed by Ashford Borough Council. Made in Ashford has grown and is now home to over 70 Kent based artists and makers and there has been the addition of The Craft Ship Enterprise, a workshop space supporting the Made in Ashford team to offer an array of community workshops, including pottery painting, Jewellery making, watercolour painting, additionally this space can also be hired for external workshops and meetings. Some of the makers/artists from Made in Ashford have developed 'craft kits' that can be purchased from The Craftship to take home and make, or allow customers to utilise the workshop space to create product.

Made in Ashford have seller's spaces that are permanent and fixed, keeping the continuity of the aesthetic and have tailored sections to suit individual makers needs from shelf only spaces to wall and shelf spaces, ranging from £5 - £9 per week and 25% commission on every sale. They have created licences that don't require makers to work instore and created incentives for those who do, reducing commission payable depending on the number of days worked. Designer makers benefit both financially and from gaining insights into consumer behaviour giving them the opportunity to learn and grow their business.

From our experience of launching pop up shops to permanent shops, Jo Wynn-Carter created the original Made in Ashford brand, a shop share as part of Ashford Borough Council's purchase of Park Mall Shopping Centre showcasing designer makers to test the high street for a longer period. She worked closely with the designers to develop the brand strategy and promote the shop more widely, offering tailored business support and devising marketing campaigns. This unique approach ensured that Made in Ashford complimented the high street offer with bespoke handmade products by talented local makers from Kent, elevating Ashford town centre's consumer footfall within the south east to discover unique businesses, resulting in the subsequent evolution of Made in Ashford to what it is today.



Consideration of the Location and Size of the Units being suitable for a Creative Arts Hub

There are a number of factors when considering the location of a Creative Arts Hub within a Town centre:

Place, community and location are all elements to consider when taking forward a project to support the high street and the creative sector, and Hubs are as much sociable and building network spaces as they are for doing business, so this is something that is valued by creatives who often work alone and find connectivity with likeminded individuals limited.

Location:

Areas within a town centre where there already clusters of independent businesses that have organically grown can be beneficial when exploring where to launch a Creative Hub, as this will build the connectivity into the project with existing businesses supporting, engaging and using the facilities.

The case studies featured in this report demonstrate the importance of launching projects to connect with local creatives, building longevity and supporting the wider town centre aspirations and strategy, a shared vision between local authorities, stakeholders and the local community for the growth of creative businesses operating within the town centre.

Size:

Once again the case studies featured show examples of successful smaller high street locations with shop frontage and space from 2,000 sqft to larger scale examples up to 17,000 sqft in the case of Coachworks.

The space requirements of artists/maker studios vary depending on the nature of their business and practice, but the average studio size is anything from 150 to 350 square feet.

What potential levels of income could Maidstone Borough Council expect?

When considering the levels of income that Maidstone Borough Council could expect to achieve, it is vital to first identify if MBC would be the head lessee and then invite a Maidstone Arts Organisation CIC to operate the Creative Hub and pay rent to MBC or if MBC would be managing the Hub and operations directly. There are both models within our case studies and in the case of Made in Ashford the project began as a Council initiative with the intention of working closely with partners to work towards the project being operated by a creative organisation in the future.

Len House costings would obviously correlate with MBC's commitment to square meterage leased, and types of artists encouraged into the project. To create momentum initial support would be beneficial to the program to fill the available space.

What type of business models could be adopted by Maidstone Borough Council?

The traditional business model is to lease a retail unit on either a one year licence or stepped lease agreement of up to 3 years and then enter into a short to medium term agreement with individual creatives to rent a space within the unit. Typically you would ask creative businesses to enter into a minimum agreement of 3 months and then offer a rolling contract giving both parties the option of giving one months notice.

Local Authorities who own an asset within the town centre have also taken on the role of owner and operator and entered into short term agreements with creative businesses.

Pop up Business/incubator

Pop up operators/business incubators could form part of the overall strategy for a Creative Hub in Maidstone whether the council leases the site to an operator or manages from within the local authority.

Popups provide a perfect opportunity to bring something new to the town centre, a test bed for a future aspiration bringing creatives to the town centre, all driving awareness and footfall by offering experiences and products at limited availability.

It is important to identify and work with fledgling businesses who are looking to move to the next level, effectively giving these local creatives/makers or Art organisations the chance to launch and operate with less risk.

As we have seen in many other towns, pop ups can be used to create relationships with potential future creative businesses and help regenerate areas that have a concentration of empty shops. There are many successful examples, giving support to small brands that are discovering new ways to learn about their customers, building loyalty through pop up operations and experimental uses via business incubators.

As we have seen with the launch of Made in Ashford, firstly a pop up shop for 18 months and following the success of this project later became a permanent business in 2015 within a council owned asset. This project was a test bed for the Council and helped to develop and support new creative businesses to the high street with the longer term view of them being confident to take on empty units, this organically created a business network and opportunities.

Emerging creative brands have a clear strategy to develop and collaborate with others creating opportunities. Maidstone Borough Council could capitalise on this to ensure that the overall offer in the town is serving the community, thus future proofing the high street with innovative solutions.

Retail Inspired has connected with local arts organisations operating within the borough of Maidstone including Maidstone Area Arts Partnership, Maidstone Arts Group and Kent Arts and Wellbeing which has been vital for this feasibility report, as this valuable feedback from the organisations gives an indication of the potential benefits of developing a Creative Arts Hub in the town centre to support the future of creative businesses.

The Maidstone Area Arts Partnership (MAAP) have previously worked on a conceptual project in collaboration with the Maidstone Art Society to consider opening an Arts Hub in a retail unit in Fremlin Walk as a test bed for the wider aspirations of a Creative Arts Hub project. There was much research undertaken to move forward with a 6 week trial and Maidstone Art Society with over 100 members have previously showcased their work in town centre Art Exhibitions within vacant units. Maidstone Arts Society are currently planning their 2023/2024 programme which will include demonstration evenings, practical evenings, Saturday workshops as well as urban sketching and painting days for their members.

There has also been a recent survey undertaken by the Maidstone Arts Group (MAG) amongst its members, which further supports the aspirations of the creative community for a Creative Arts Hub being developed within the town centre.

They surveyed over 100 creatives and received 90 responses from the following questions:

1. Would you support a Creative Arts Hub?

100% of respondents answered yes to this question.

2. What would your Arts Hub Include?

Artist's Studio Space, Music Studio Space, low cost exhibition/gallery space, live music area, café, workshop space.

3. What would you like to see in a Maidstone Arts Hub?

There were many responses and below is a snapshot of the responses:

"An arts space that feels like it is for the community"

"A place where people can meet and exchange ideas – I believe it could bring a variety of the arts together"

"It would be fantastic to have an Arts Hub in Maidstone, providing a vast number of opportunities to creatives, those wanting to learn, a social space for gathering and connecting the Arts and for many who often feel on the fringes of the business and academic world. It would be great to see Maidstone celebrate and support the town and Borough's creative talent and support the learning of the Arts in local schools."

"A creative area with business support for creative businesses"

"I would like to see somewhere artists of all genres could meet and collaborate. An information centre for Maidstone Arts is sadly lacking."

What are the current town centre opportunities available to Maidstone Borough Council?

Including the possibility of Len House

The current opportunities available to MBC and for consideration are as follows:

Royal Star Arcade

Royal Star Arcade is an option that would allow MBC to explore a pop-up pilot option in one of the smaller vacant units, with a view to growing into a larger unit within this unique shopping centre before considering taking on a lease for a larger property elsewhere within the town centre. Royal Star Arcade is steeped in history, built in the 16th century, the original Star hotel was an important landmark and coaching inn popular with those travelling between London and Folkestone. In the 19th century the hotel was visited by Queen Victoria and then the Medway Rooms were built in the coach yard. Another interesting historical feature is the Disraeli Balcony where Benjamin Disraeli made his parliamentary acceptance speech. The Royal Star Hotel was converted to an indoor shopping centre in 1989 and today retains many of the original architectural features, establishing a home to many local independent businesses. This would be a good location to consider launching a creative hub.

There are several current vacant opportunities within Royal Star Arcade for MBC to consider:

Unit 42
668 SQFT (1st floor)
£12,000 per annum
£1,000 per calendar month (inclusive of service charge)
Rates exempt
£15.24 per sqft

Unit 35
Ground Floor & 1st floor
972 SQFT
£20,000 per annum (inclusive of service charge)
£20.57 per sqft

Unit 32
1473 SQFT
Ground and first floor
£25,000 per annum (inclusive of service charge)
£16.97 per sqft

Granada House

We have also reviewed current suitable properties in terms of size vacant units within the town centre and 2-4 Granada House located on Lower Stone Street offers space and flexibility with excellent high street frontage.

3,026 sqft

£30,000 per annum, £2,500 per calendar month

Annual service charge £4,060

2-4 Granada House is located within a high footfall area leading to the town centre and high street. It is also adjacent to The Mall shopping centre. This unit was once occupied by Nucleus Arts one of the case studies included within this report and was used as a gallery space for creatives and a commercial coffee shop from the unit which has double frontage, offers the space to create a robust Creative Hub to include a gallery and exhibition space, workshop space, co-working desks area, studios/makers space and café all with excellent shop exposure. A substantial unit of this size would allow MBC to create a hub with many of the requirements detailed within this report and support the aspirations of the local authority.

Other units comparable to the size of Coachworks, one of the case studies within this report, is the former menswear Marks and Spencer store 30-32 Week Street that is currently under offer as of July 2023 and has a total of 19,008 sqft, formerly being marketed at £230,000 per annum with a rateable value of 247,000.

Building to the rear of St Francis Church, Maidstone Town Centre

There is a building in the town centre which is located to the rear of St Francis Church, the property is derelict with outdoor space, but this building is not currently listed as being available. This is a project that potentially MBC property resources could explore further.

Len House

Len House is located in the heart of Maidstone and was built in the 1930's as a purpose built showroom and manufacturing facility for the Rootes Group, famed for the construction of vehicles. In 2020 planning and listed building consent was granted for a mixed use scheme seeing the building being converted into 80 apartments with retail units on the ground floor. To give access to the retail units on the ground floor a new cantilevered walkway is being constructed.

Although this is largely a residential development it is in the heart of the town centre and would offer MBC the flexibility to consider part of the ground floor retail space

as a Creative Arts Hub. Due to the nature of this being residential it would not be possible to accommodate a music venue, but a music/rehearsal space could be sound proofed and give local musicians the opportunity to hire the space. The flexibility of the available space could give MBC the opportunity to configure the optimum square footage for a permanent gallery area, flexible exhibition space and studios for businesses, workshop rooms, co working areas and selling space for creatives.

Cost of works:

Fit out costings are totally dependant upon the unit acquired. A property formerly used as a retail outlet, for example, with existing fixtures and fittings included could be repurposed at little cost. An empty building could be reconfigured with careful budgeting for £10 –£15 per sqft. This figure could rise considerably depending on the structural state of the unit selected and the maintenance terms of the lease.

A budget also has to be considered for legal expenditure and lease negotiations, although this could potentially be delivered in house by the MBC legal team. Additionally, consideration needs to be given to branding of the project, including external signage, window decals, internal presentation and marketing. A budget of £4,000 – £5,000 should be allowed. Again, this could be negated partially with the inclusion of the MBC comms team.

Types of businesses:

A Creative Arts Hubs opening in Maidstone Town Centre would attract an array of businesses from local Kent artists, designer makers, digital businesses including media, marketers, web designers and other creatives.

Facilities:

These are some of the shared spaces and other resources that could be considered and included within a Creative Arts Hub to support tenants and generate the required income for the project:

- Start up/Independent business studios
- Café
- Music room
- Creative Community shared space
- Small theatre/rehearsal space
- Makers selling space with shopfront
- Meeting rooms
- Exhibition space
- Office Studios
- Makers Studios
- Co-working Desks

Makers/Artists Studios:

Providing Makers and Artists Studios within a Creative Arts Hub in Maidstone is vital for helping local artists and makers to develop links with other creatives and fellow studio occupants. The spaces available if developed as part of a connected gallery space would have a positive impact on the Maidstone Arts scene.

In our experience the optimum individual studio size of around 150 sqft is suitable for most mediums, but there are variables with smaller units for digital artists and other uses and with the rent including service charge covering all utilities and repairs, and a minimum of 3 months contract/agreement and one months notice period required. Shared use of kitchen and WC and the ability to book rooms within the hub and exhibit their work within curated exhibitions. Resident Artist studios are on average between £100– £150 per month in Kent.

Potential Income from the hire of exhibition space:

Depending on the size of the exhibition or gallery space there is a potential to generate an income of between £150 and £175 per week, this is based on our extensive research and a space could also be used for other external events or talks and allow this space to be utilised on a daily basis too. Potential income for workshop space would be between £12 and £15 per hour based on what is being charged by other organisations with workshop space either within the gallery or separate spaces/rooms.

You could also consider having two adjoining rooms with the flexibility of using both for an event or two events running concurrently to increase potential income for the Creative Arts Hub.

Makers Collective Retail Outlet:

As documented within this report from the featured case studies, offering a space for makers to sell their wares as part of a creative hub is an opportunity both in terms of developing local creative businesses within the hub and supporting the staffing of the wider hub. This can be achieved by either offering a reduction of studio rent, offsetting against the number of days worked in the retail unit or if a creative business is a stockist without studio space then the amount of commission retained by the hub per transaction can be reduced on a sliding scale from 25% when not working in the hub to 10% when working either 2 days or 4 half days for example.

Typically, a retail area of 1,000 sqft within the overall area could comfortably showcase around 50 makers/artists products each renting a permanent fixed space either on a wall or shelf, all tailored to the product to help showcase their wares. Typically, rental would be £10 per week and then commission on each product of between 25% to as little as 10% if the business is available to work up to 2 days each month.

Business Support:

Creative Hubs offering an element of business support will attract creatives to consider being part of the hub due to the collaborative inclusive nature of the operation, therefore having a clear programme of workshops to support the creative businesses will be beneficial in the long term.

Connecting and partnering with business support organisations and 'The Business Terrace Maidstone' to offer peer to peer support, workshop and networking opportunities will help these creative businesses to develop their offer and flourish within the hub. In our experience Local Authorities offering business support as part of the joining package will give you an advantage over other Creative Hubs and vital for the growth of the businesses. This could be anything from helping to improve their online presence to finance and pitching their product offer to larger retail companies.

Retail Unit within the town centre:

There is also an opportunity for Maidstone Borough Council to consider launching a smaller project as a test bed within a retail unit within the town centre to include a gallery space, retail makers space and workshop opportunities to test the concept of a Creative Arts Hub, connecting with the local Arts Organisations and their members whilst developing the plans to launch in a larger premises such as Len House. This approach will help to build interest in studio spaces, retail space, future exhibitions and so much more, enabling Maidstone Borough Council to develop a clear business case for the project and wider aspirations to support art and culture within the borough.

Consideration of the risks of Maidstone Borough Council undertaking the project of creating a town centre Creative Arts Hub and how these risks could be managed?

The risks involved with launching Creative Arts Hub in Maidstone are as follows:

Depending on the type of model adopted to launch a Creative Arts Hub there must be consideration of:

- Occupancy levels to maintain expected income levels
- A business plan formulated in conjunction with the town centre strategy currently being developed
- A clear pricing structure and procedures for hiring the spaces available
- A competitive pricing structure and model for makers renting space
- Operational considerations including business rates and whether to operate as a CIC with a social purpose
- A streamlined and affordable business model to attract makers and artists and ensuring 100% occupancy levels are maintained
- Consideration of the type of businesses working alongside each other to compliment the hub and encourage collaboration
- Maintaining optimum staffing levels to ensure the Hub is open and managed during normal hours
- Local authority digital strategy and comms plan to promote the project to the local community and nationally

Summary

Local authorities connected with their communities play a vital role in kick starting a renewal of business performance and perception of their town centres, supporting businesses in adapting and creating new opportunities.

Creative organisations play a key role in supporting the regeneration and reimagining of our town centres in a post pandemic world and as we have documented within this report traditional retailing has been on a decline with the increase in online digital retail and changing consumer habits exacerbated by Covid 19 and more recently the cost of living crisis; therefore, a collective response is required to support more diverse and sustainable high streets.

Visitors to Maidstone are generally local and within 20 to 30 minutes away, by road or public transport which makes Maidstone Town Centre an ideal place to consider opening a Creative Arts Hub.

The Creative sector will continue to grow with more people opting to start their own businesses and therefore launching a Creative Arts Hub in Maidstone Town Centre is an opportunity for MBC to work with the existing Arts Groups and their members towards a shared goal that supports Arts and culture in Maidstone, encouraging creative businesses to have a presence in the town centre.

High Streets will continue to evolve to respond to these different uses of space and a Creative Hub in the heart of Maidstone opens up exciting opportunities for local creative businesses, including self employed makers, photographers, artists, musicians and other creatives that want to be part of a collective of creatives and build synergy between themselves and others in the town centre.

The addition of a Creative Arts Hub in Maidstone Town Centre will bring together likeminded businesses, accelerate the recovery of the boroughs creative sector and high street revival post pandemic and support new living and working patterns, bringing increased footfall and dwell time to the town centre. A facility like this will compliment the existing cultural offer and the program of events currently being delivered MBC and other key stakeholders within the town centre.

Appendices

Creative Arts Hubs in Kent:

www.coach-works.co.uk/
m.facebook.com/StGeorgesArtsCentre
www.nucleusarts.com/
www.beachcreative.org/
www.madeinashford.com/

Arts Organisations

maidstonearts.org/
maidstoneartsgroup.co.uk/
www.maidstoneartsociety.com/
kentartsandwellbeing.org.uk/

Len House - civicingineers.com/project/len-house-maidstone/

Royal Star Arcade - royalstararcade.co.uk/

Fremelin Walk Shopping - www.fremelinwalk.co.uk/

The Mall - www.themall.co.uk/maidstone

One Maidstone - www.onemaidstone.com/

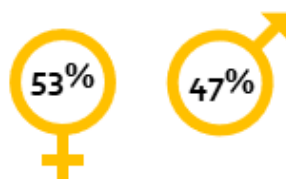
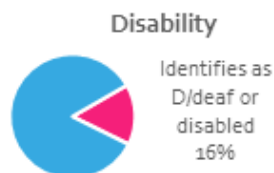
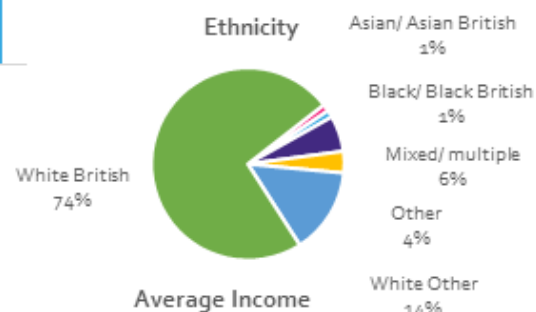
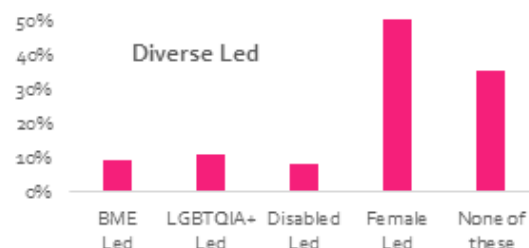
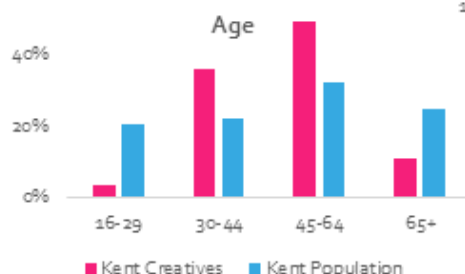
Hazlitt Theatre - www.parkwoodtheatres.co.uk/hazlitt-theatre

Maidstone Museum - museum.maidstone.gov.uk/

Rental Properties - www.rightmove.co.uk/commercial-property-to-let/Maidstone.html

What the Creative Sector in Kent Needs

Who are the Creatives and how do they work?



What do Creatives in Kent want?



Creatives want more support to connect and grow



Venues and Spaces: general maker space with opportunities to meet other creatives



Financial support: grants to support core operation, acquire assets and upskill



Practical support: shared tools, data and equipment, childcare, careers advice and training



Business skills: fundraising, accounting and legal, data analysis, PR and marketing



Peer and networking: peer-brokerage, creative hubs, hybrid workshops and networking



Mental wellbeing: addressing areas above would aid this, plus fair pay, supervision and counselling

Our recommendations

Be a broker



- Link up national, regional and local initiatives with businesses/ creatives in Kent
- Signpost to existing and future support
- Identify need and offer targeted support

Data from a Creative Sector in Kent snapshot survey conducted on behalf of Kent County Council by RM Research, with 125 valid responses from those working in the Creative Sector in Kent. For more, please see the full evaluation report by RM Research: <https://rmresearch.uk/bbb>

Needs of the Kent Creative Sector

This section draws on data from our survey, interviews and focus group to consider the needs of the Kent Creative Sector, outlining the shape of the sector and its challenges, presenting requests for support from creatives and their businesses in Kent, and provides a series of recommendations based on these.



Figure 15 Map of postcodes provided by Kent creatives via the survey. Base = 89

1.19. Shape of the Kent Creative Sector

The Kent creative sector is broad and diverse, with evidence of creative clusters around more populous areas of the county, drawn to Kent for the quality of life and opportunities available.

Many of these figures are compared with a similar recent survey from the Association of South Essex Local Authorities (ASELA), from which the survey questions were based. For more on this, see the Appendix.

1.19.1. Where the creatives are based

Large numbers of survey respondents were from four main areas: Folkestone, Thanet, Canterbury and Swale. Similar ratios were found in the Build Back Better grant applicants¹⁵ and shows evidence of creative clusters in these areas.¹⁶

Figure 16 compares where Kent creatives told us they live, against population estimates for each of the Local Authorities¹⁷, to see if the larger groups are simply due to larger populations in those areas. However, we can see that far larger numbers of creatives responded to the survey compared to the population for the four areas highlighted. This suggests some creative clustering that warrants further investigation. To explore this pattern, Kent County Council could look at developing further creative activity in some or all of these four areas.¹⁸

¹⁵ For more, see Section 1 in the full report <https://rmresearch.uk/bbb>

¹⁶ Please note - this data may be skewed by the word of mouth form of dissemination of the survey and to truly map the geography (and size and value) of the creative sector of Kent, further research should be commissioned to interrogate national statistics using business codes.

¹⁷ https://www.kent.gov.uk/__data/assets/pdf_file/0019/14725/Mid-year-population-estimates-age-and-gender.pdf

¹⁸ For more on how to achieve this, see https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/115486/Understanding_the_growth_potential_of_creative_clusters_-_accessible.pdf

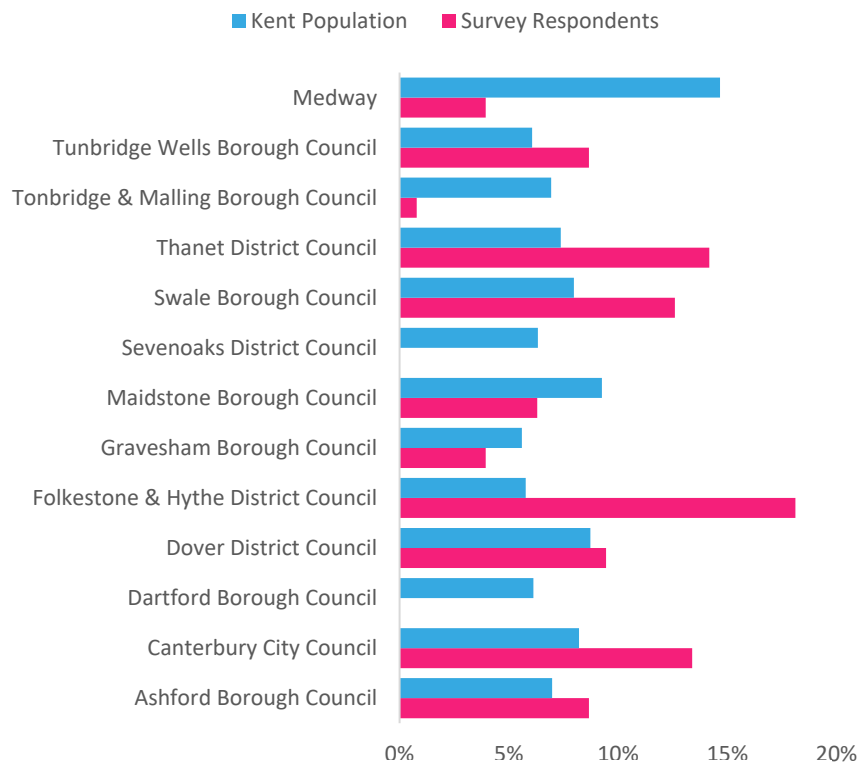


Figure 17 Local authorities wider sector survey respondents are based in. Base = 127

1.19.2. Kent creatives' work patterns

The creatives of Kent report a variety of workplace location – whether by choice or financial or practical necessity.

23% of people in the Kent creative sector travel to their work premise, such as a studio, workshop or office, compared with 43% in the ASELA survey. 8% have adopted a 'nomadic' work practice – travelling between coffee shops, trains, and co-worker spaces. 43% of people are working from home (WFH), 29% out of choice, and 14% out of necessity. 26% combine a mix of these working styles.

I mostly work from home until I am needed on set/location

Member of the Kent Creative sector

Of those who work from home, either by necessity or by choice, 41% find that it suits them, or is convenient, 13% do so because they have caring responsibilities.

17% would like to have a work premises but everything is too expensive for them, less than the 27% in the ASELA survey, and 21% would like a work premises but their income is not sufficient enough yet to warrant this, meaning overall 19% of creatives are held back from securing a premises due to cost.

Other considerations include that their home is warmer than their studio in winter, likely to be a bigger issue this year due to the fuel crisis than in previous years.

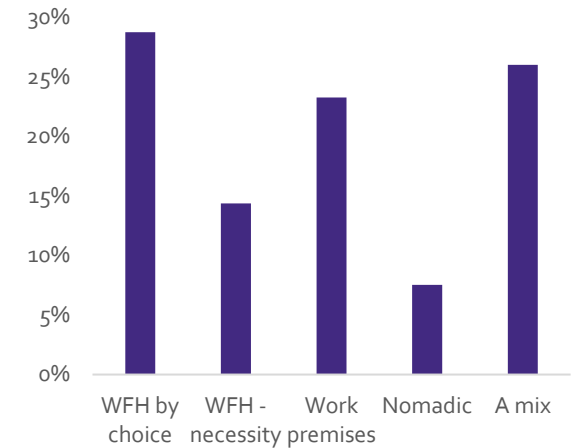


Figure 16 Working styles of creatives in Kent

1.19.3. About their creative business or practice

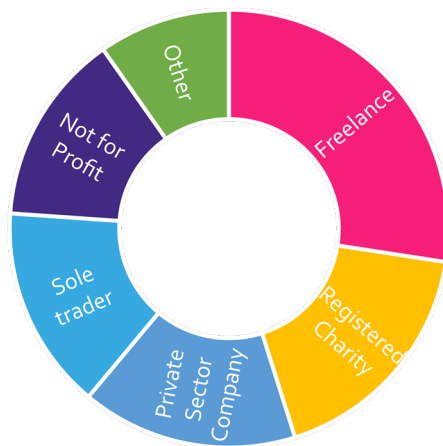


Figure 18 Types of creative practice/ businesses within the creative sector. Base = 113

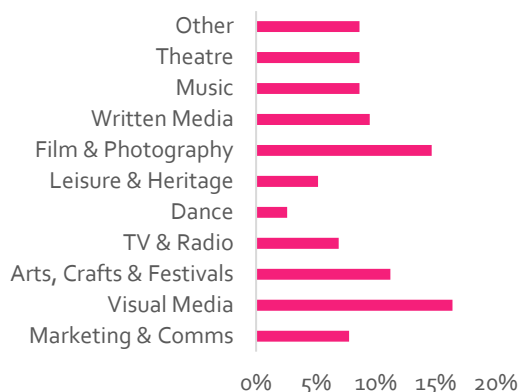


Figure 19 Main creative disciplines of Kent creatives. Base = 232

or business in another way, such as public sector companies or as a creative individual, whose creative practice is not their main business.

Kent Creatives operate across most disciplines, with clusters around film, visual media and art, crafts and festivals.

58% of creatives chose more than one creative discipline.

42% are freelancers or sole traders, with another 32% working for not-for-profit organisations.

The creatives in Kent reported coming from a wide range of types of creative practices or business, but the clear majority, 42%, work for themselves, either as a sole trader or in a freelance capacity. 32% represented either registered charities or Not for Profit organisations. 10% described their practice

On average, the creatives in Kent have been practicing for 16 years, although this ranged from as little as 1 year, to as many as 50.

57% of people started their creative business in Kent, with 4% saying they move around based on the best opportunities for their practice or business.

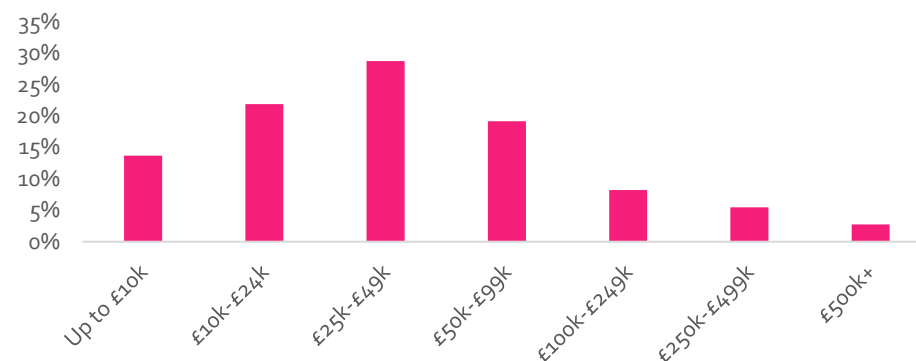


Figure 20 Average annual turnover/income from creative business/ practice. Base = 85

40% have been operating from Kent for at least some of the time, with half moving to Kent for the quality of life on offer, just over a third for family reasons, and 13% for the business opportunities.

Creative income or turnover ranged from £100 a year, to £1.1 million, with an average of nearly £120,000. The chart above shows a breakdown of average annual turnover/income from creative practice, which shows a good distribution of responses from across the breadth of the sector. The chart below shows a comparison of average turnover between types of Creatives and businesses. There are three natural stages: freelancers and sole traders are earning the least, Not for Profit organisations and Registered Charities are in the middle band, and private and public

sector companies are turning over the most money. Creative individuals did not report any income or turnover from their creative work.

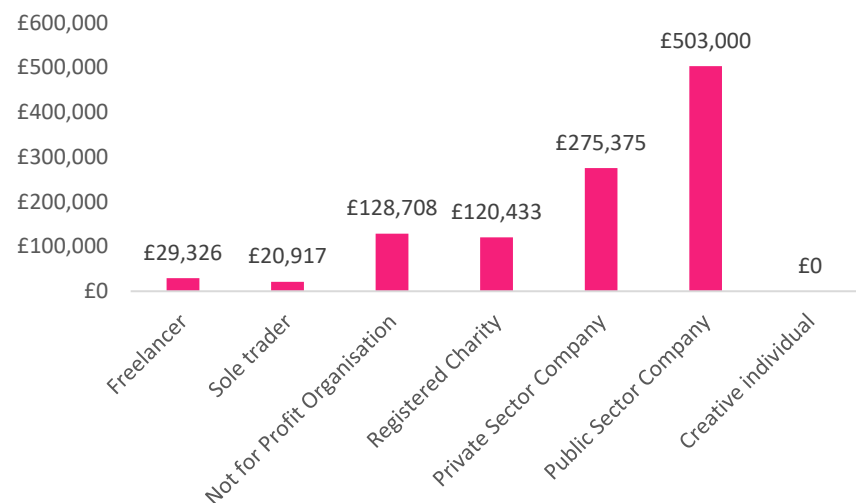


Figure 22 Average annual turnover/income for each creative business/ practice. Base = 85

38% regularly use physical production facilities outside of their own workspace or studio, 22% in Kent, 11% in London, and 5% elsewhere, including the rest of the UK, Europe, and beyond.

68% of creatives are PAYE employers, most commonly (over 60%) having between one and four employees, or regularly engage with freelancers, with a yearly average of around 13 freelancers. **61% have taken part in a skill development scheme, the most common being enlisting volunteers (32%) and informal mentoring (30%)**, with 83% saying they found

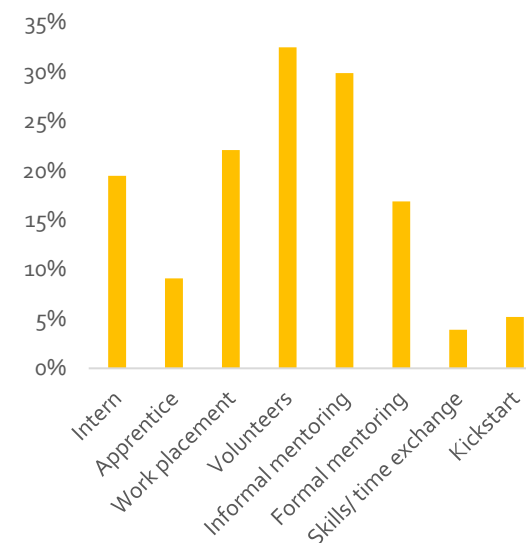


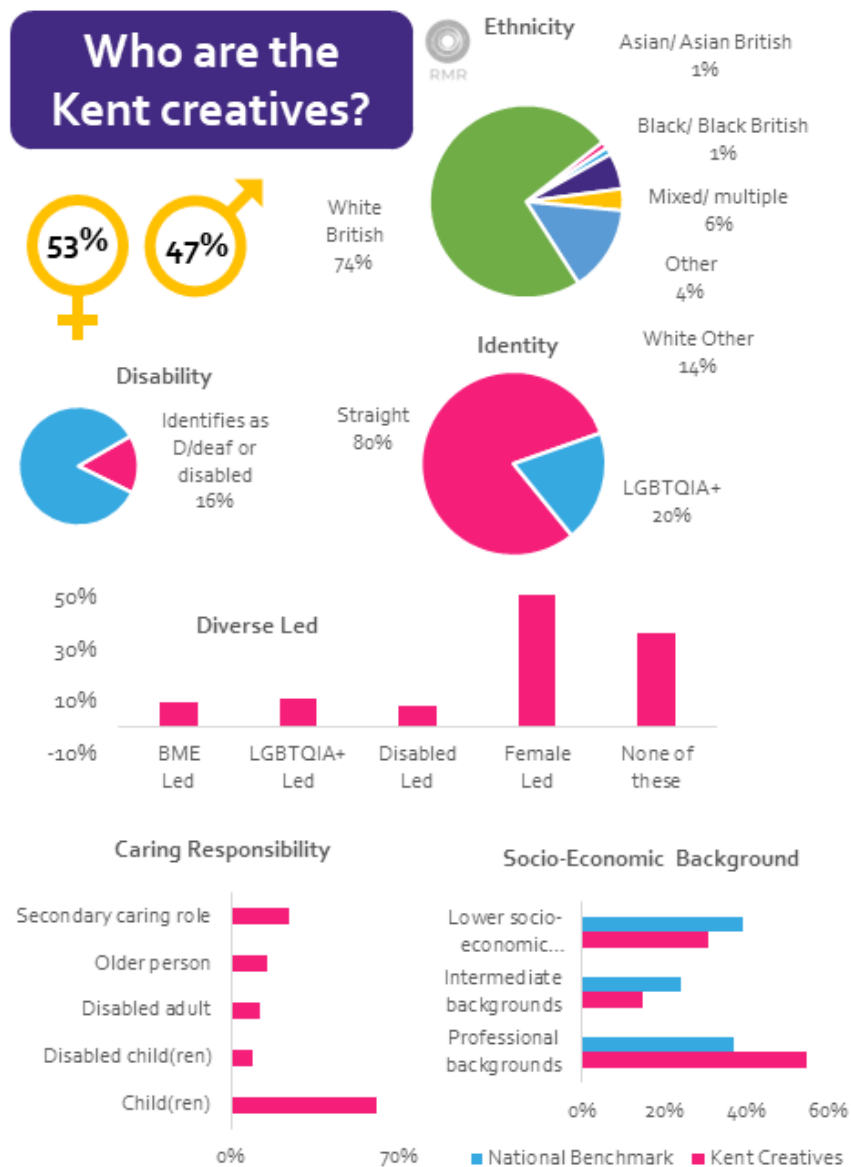
Figure 21 Uptake of skill development schemes. Base = 77, with 107 responses

them useful. Those that hadn't participated most often lacked capacity (20%) or lacked awareness of how to access them (20%).

1.19.4. About the creatives themselves

The infographic here provides an in-depth look at the demographic information provided by creatives in Kent. These demographics are largely in line with those for Kent, although more people identify here as LGBTQIA+, and there is a larger global majority, or less White British, than found in the Kent population in general. ¹⁹

¹⁹ <https://www.kent.gov.uk/about-the-council/information-and-data/facts-and-figures-about-Kent>



Data from a Creative Sector in Kent snapshot survey conducted on behalf of Kent County Council by RM Research, with 125 valid responses from those working in the Creative Sector in Kent. For more, please see the full evaluation report by RM Research: <https://rmresearch.uk/bbb>

1.20. Challenges of the Sector

We find a sector still reeling from the lockdown restrictions of the Covid19 pandemic, now thrust into a cost-of-living crisis, only exacerbating existing challenges such as the inherent culture of freelancers and volunteers in the creative sector and issues around size and capacity of these creative businesses and practices.

KCC needs to have more face to face meetings - even if only on Zoom in order to understand what organisations are going through to try and survive.

Applicant to Kent County Council's Build Back Better grant

1.20.1. Culture of freelancers and volunteers

68% of creatives polled employ people or engage regularly with freelancers. Of these, just 3% are purely PAYE, with 57% contracting freelancers and 41% doing a mix of both. These findings highlight the culture of freelancer work within the sector, which provides certain opportunities and flexibility, but in exchange for financial insecurity, risk of isolation, and less access to sufficient capacity and resources.

Grant reliant organisation, all bid writers are volunteers. We submit funding bids whenever time allows.

Unsuccessful Build Back Better applicant

Only 43% of the creatives felt they were able to find employees or freelance collaborators with the skill set, training and experience they needed. Some feel there are a lack of people with the experience or skills they need, especially in the local area:

All staff are volunteers and hard to find.

Member of the Kent creative sector

Music theatre professionals are mainly based in London and musicians with relevant experience can be hard to source in Kent.

Member of the Kent creative sector

Most of the experienced crew I need are clustered in London or other major cities.

Member of the Kent creative sector

One person highlighted that they feel like the creatives are out there, but they lack the networking opportunities to meet and collaborate with them.

Well, it's difficult to find other creatives to collaborate with. the skills are there but it is the networking and culture of collaboration I struggle to find.

Member of the Kent creative sector

We hoped to take a kickstart trainee but couldn't find anyone suitable.

Member of the Kent creative sector

A further problem raised is the cost of good quality skillsets:

I do not have funds for good quality skills.

Member of the Kent creative sector

1.20.2. Size of creative business or practice

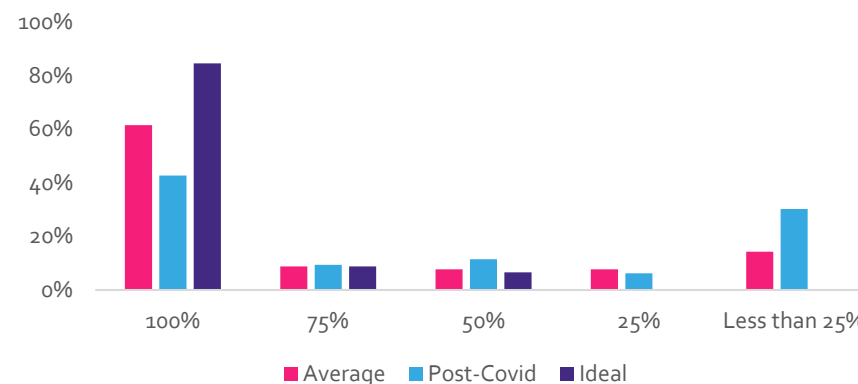


Figure 23 Percentage of turnover/income from creative practice/businesses for an average year, post-Covid, and their ideal ratio. Base = 91, 91 and 96 respectively

Figure 23 shows the average, post-Covid and ideal percentages for creative practitioners and businesses. These findings show that people are taking far less than before the pandemic, and far less than is their ideal, mirroring findings in the ASELA survey.

As noted, a majority of creatives work for themselves or in small teams. Indeed, research has found that 95.8% of creative enterprises in Kent are micro enterprises employing 10 people or less²⁰. There is a feeling amongst creatives that the bigger 'fish' end up with the funding and resources, and the smaller ones are forgotten about.

A great deal of funding across the region goes to larger cultural organisations that have a large admin base, which

²⁰ https://www.kent.gov.uk/__data/assets/pdf_file/0003/87429/Creative-Industries-statistics.pdf

uses up cultural money, which should support arts across the region. It would be helpful if funding was more evenly distributed, and a similar percentage went to smaller organisations, which is often where the real training and skills development is nurtured.

Member of the Kent creative sector

1.20.3. Impact of Covid19

Members of the creative sector were asked to estimate the percentage of their turnover or income that comes from their creative practice or business. They were asked to do this for an average year, such as 2019 due to it being before the pandemic, for the financial year 2021-2022, and what their ideal ratio would be. As noted the chart in Figure 23 shows that income from creative practice has reduced for a sizable proportion of creatives during the pandemic, with almost 20% now having to supplement their creative income with other sources compared to pre-pandemic rates. In fact, 70% of the creatives felt that their creative income had been negatively affected by the pandemic. Relating to this,

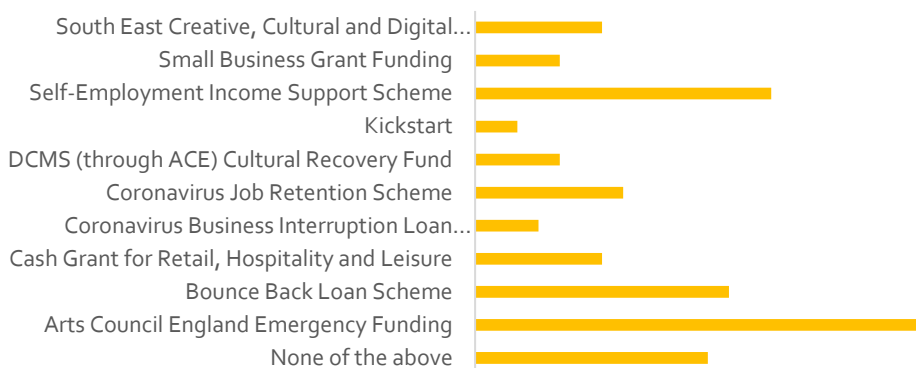


Figure 24 Financial support schemes accessed during the pandemic by the Kent creatives. Base = 90

people have shared the lack of available staff and collaborators with sufficient skills in the post-pandemic world:

Due to Covid many AV technicians changed careers so the ones that are left are now in huge demand. We can't run our business without them!

Member of the Kent creative sector

The data also highlights that none of the creatives want to earn less than 50% of their income through creative practice, and many more, almost half of the creatives we polled who were not already doing so, would like to move to solely supporting themselves with their creative income.

52% received financial support, with the most popular schemes being Arts Council England's Emergency Funding, and the government-funded Self-Employment Income Support Scheme (SEISS) and Bounce Back Loan Scheme (BBLs). 14% weren't aware that support was available to them, which is a similar proportion of people who were not aware of Kent County Council's Build Back Better grant, highlighting that around one in seven members of the creative sector are not receiving enough information to make informed decisions about their financial position.

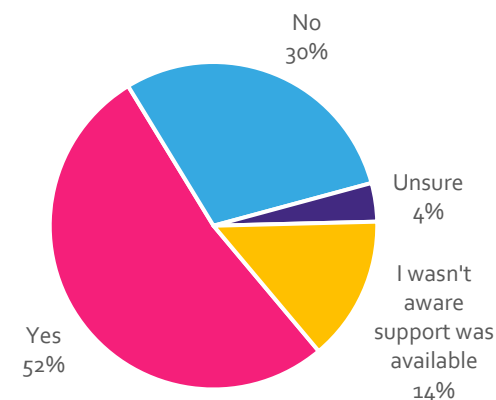


Figure 25 Who received financial support during the pandemic. Base = 105

I run a youth arts charity & we are closing at the end of Sept. The struggle to raise core costs in the post pandemic world has finally sunk us.

Member of the Kent creative sector

I was about to begin an internship programme before the pandemic.

Member of the Kent creative sector

1.20.4. Fundraising capacity

Small organisations don't always have the resources to go see and to network, as they are constantly either raising funds for project, or delivering their programmes. Project funded organisations cannot compete with core funded organisations, who have time to network and know where their next funding is coming from, so are able to plan longer term.

Member of the Kent Creative Sector

Some challenges that arose from the Build Back Better grant survey included capacity and ability to write grants. Several felt ill-equipped to write funding bids, either because of a lack of time within their team, or a lack of experience.

You assume that CIC have "bidding departments" who have time to bid and nothing else to do but for some of us, there are just one person who is running sessions and workshops and trying to bid for funding.

Unsuccessful Build Back Better applicant

Likewise, members of the focus group felt that funding tends to be project-based, and that this is not a sustainable model for career and talent development.

1.20.5. Cost of living

Creatives are suffering the double blow of the Covid19 pandemic followed all too quickly by the current cost of living crisis, not having had chance to recover in between.

Our costs are all going up, our workflow and cashflow haven't yet bounced back to pre-pandemic levels, and the 'cost of living crisis' isn't helping.

Member of the Kent creative sector

Many discussed ways they are trying to mitigate this, with several outsourcing to London, which could be a troubling financial and creative problem for Kent in the long run.

I have company registered in London due to cheap registered address services.

Member of the Kent creative sector

It is cheaper to rehearse in London - due to fare costs and venue costs.

Member of the Kent creative sector

Creatives also felt it was important that the effect of inflation on programming budgets was highlighted and recognised.

1.21. Support requests

Support requests are as varied as the creatives and their businesses themselves, but a core theme running through them is the need to connect and grow.

We need "officers" within the district council (and possibly county council) who are more creatively minded.

Member of the Kent Creative Sector

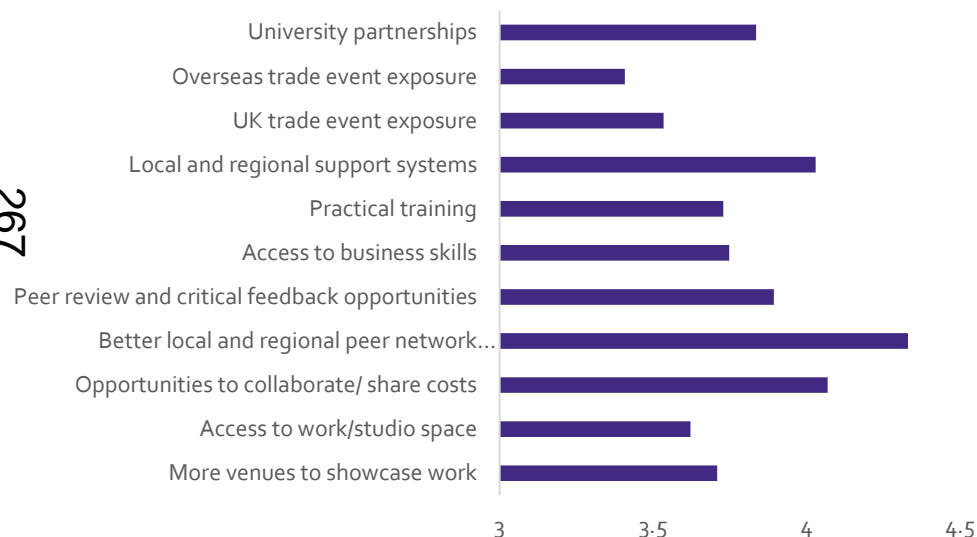


Figure 26 Average scores of support options. Scores range from 1 'Not useful at all' to 'Very useful'. Base = 103

Although all support options appealed to the group, the most popular ones revolve around being able to connect more and in more meaningful ways with other members of the creative industry, such as through local and regional support systems, and better local and regional peer networks.

I think peer review, 'coopetition' (ie cooperation and competition) is important for growth and developing the area as a creative hub or clusters etc. More links and co-operation between the various Kent areas. Artist quarters would be great.

Member of the Kent Creative Sector

1.21.1. Venues and spaces

We need a venue as KCC are trying to close the current venue at The Roundhouse Theatre.

Member of the Kent Creative Sector

21% of creatives did not feel that they needed additional physical production spaces, but of the 79% that did, the most popular were permanent or occasional project spaces, as well as some more industry-specific spaces like rehearsal space and filming studios.

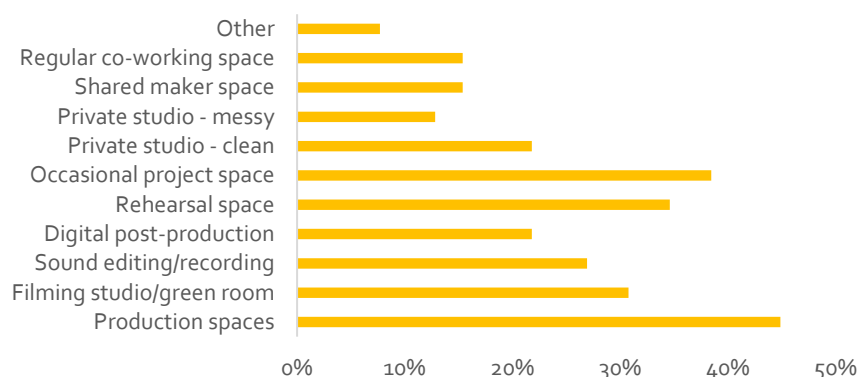
Although Tunbridge Wells is renowned to be a creative area for freelancers, there is little or no work for me here. The film industry is not promoted, there are no nearby studios for producers to work in.

Member of the Kent Creative Sector

As a body of amateurs, we always suffer from a lack of venues in which to practice and musical training which do not incur unacceptable expense.

Member of the Kent Creative Sector

Likewise, 23% did not feel that they needed additional venues to support their creative practice. Of the 77% that did, almost half wanted further theatre and art exhibition spaces, and a third felt they would benefit from more live music, dance and independent cinema venues.



268 Figure 28 Physical space requests. Respondents were able to give more than one selection. Base = 78, with 211 responses

A major problem for me is finding space to present work or host events, particularly empty/meanwhile spaces with good footfall on e.g. high streets. Many liminal spaces have gone now...

Member of the Kent Creative Sector

Interestingly, the request for additional theatre venues is not related directly to the creative industries of the respondents – theatre was not one of the most common industries amongst the creatives we polled.

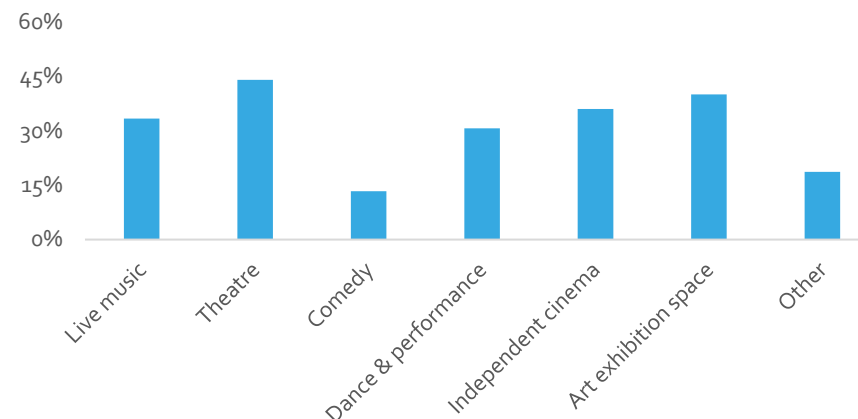


Figure 27 Venue requests. Base = 75, 162 responses

1.21.2. Financial support

Having the opportunity to apply for funds that reflected a more 'strategic partnership and supported some core costs would support sustainability, particularly at the more fragile end of the sector. As a delivery partner, it would also embed KCC's strategy in our work - and it would be important leverage for other funding applications, drawing more investment into Kent.

Member of the Kent Creative Sector

Whilst this was understandably one type of support that almost no one said they didn't want, financial support requests did vary widely across the sector, reflecting the varying nature of the challenges the creatives of Kent are facing in this post-pandemic, cost of living crisis landscape.

I've had to downsize my work through lack of financial support.

Member of the Kent Creative Sector

People want:

- Core funding grants, as opposed to more project or delivery-focused grants
- Help to be less grant-reliant
- Asset acquisition grants – such as obtaining a building as a community asset
- Grants for up-to-date equipment to support business growth
- Staffing/ freelancer cost grants
- Grants for training to upskill creatives, or subsidised places on Local Authority training courses
- Funded prizes for competitions to promote engagement
- Sponsorship-in-kind – such as accountants
- Funding to bring projects to Kent, or incentives to use local Kent resources rather than London-based
- Long-term and multi-year funding streams
- Zero- or low-cost lending opportunities

A recognition of the need for investment in organisational infrastructure - project-funding alone does not create successful, stable, effective and well-governed organisations.

Member of the Kent Creative Sector

1.21.3. Practical support

Practical support needs to come from those within the sector.

Member of the Kent Creative Sector

Given that the focus of many creative businesses or practices is their more artistic pursuits, many of them reported feeling like they lacked the skills or capacity to perform the more day-to-day tasks needed to thrive in the creative sector in Kent. Here we outline the practical support requests received from the creatives of Kent.

People want:

- Affordable and accessible workspaces
- Long-term admin support (project management, accountancy, design, marketing, cyber security)
- Outreach programmes, such as for local writers at theatres
- Access to shared tools and equipment
- CV, careers and job application support
- Childcare
- More help recruiting volunteers and board members
- Shared data and research repository
- More access to training and coaching

I need help/confidence on how to present myself and my skills to others, and how to value this work financially.

Member of the Kent Creative Sector

1.21.4. Business skills support

Business skills training has to be really specific to the needs and abilities of small scale creative industries, it's often too difficult to engage with as not 100% relevant.

Member of the Kent Creative Sector

Where practical support covers areas that people would like others to support them in, this section outlines where people would like to improve their own skills to support and grow their creative business or practice.

People want support with or to upskill in:

- Fundraising and lead generation
- Pensions, insurance, legal contracts, governance
- PR & advertising
- Time management
- Accountancy
- Social media, general IT skills, data analysis

1.21.5. Peer and networking support

It would be great to have a county wide support network.

Member of the Kent Creative Sector

Arguably the most popular offer of support after financial, most people felt some form of peer or networking support would be beneficial to either their creative business or practice, or to them personally.

People want:

- Peer brokerage and hub-based support
- Directory of other artists, freelancers or organisations for partnerships
- Networking events, both professional and informal
- Collaboration networks

- University and large arts organisation-supported events
- Hybrid workshop and networking events
- A networking platform
- More out of hours opportunities

Personally, I find it difficult to attend networking events because few fall outside of normal working hours (a lot of opportunities seem to be during the day, when I'm on the clock for my clients).

Member of the Kent Creative Sector

1.21.6. Mental wellbeing support

Personally I find relentlessly plugging my own work extremely tiresome given the limited interest by local bookshops, etc. which are all big chains and show no interest in helping local people sell their wares.

Member of the Kent Creative Sector

A lot of the creatives who discussed their mental wellbeing needs with us felt that this area could be addressed by putting support in place in other areas, such as practical, financial and peer and networking support. Issues raised here are more of a symptom of lack of support in other areas, leading to feelings of burnout and anxiety, rather than the route of the problem. Further, some felt this issue could only truly be tackled on a national scale with a substantive shift in mental health provision in this country.

The landscape is currently the main stressor and without immediate support to stabilise organisations will become intolerable.

Member of the Kent Creative Sector

People want:

- o More financial security and fair pay
- o Regular informal meet ups or coffee mornings to promote support and discussion with other creatives
- o Support for counselling
- o More signposting to available resources
- o Clinical supervision
- o Training in emotional intelligence
- o A better work/life balance

I think we do OK on this front - possibly because we're a supporting partnership and we're not working in isolation? There's probably people who need this much more than us.

Member of the Kent Creative Sector

1.22. Support recommendations

Given the challenges in the sector and the country as a whole, the difference between support requests and what is possible is inevitably huge, however we feel there are some key changes which could be made to enhance efficiency and thus increase support without huge cost. As such our recommendations focus around these...

Our recommendation around communications (see 4.3 below) are the foundation on which to build better sector support. Making KCC more 'human' and approachable, explaining where you can (and can't) help, being clear in communications and recognising the

heterogeneity of the sector, will provide a basis for addressing the support concerns.

Fundamentally there is one overarching principle which would help in providing support - becoming a better connector – a broker of information relevant to the creative sector in Kent.

This could take a number of forms, for example:

- o **Link up national, regional and local initiatives with businesses:** For example, with the issue of venues, ensure creative businesses are aware of regional initiatives like SECEN's Creative Open Workspace Masterplan and Prospectus project and local development opportunities.

Take individual issues you know business care about and build high quality information hubs that create these connections. You may have to limit the areas you can cover, but these should be driven by a combination of local business need and KCCs strategic vision for the sector.

- o **Signpost to existing and future support:** Concerns about practical, business and mental health support are not confined to the creative sector. KCC should signpost to the local and national (general) business support available.

Improved communications (as outlined below) with the sector would help with this, offering more opportunities to make businesses aware of the support available. Also there is the potential to more deeply explore partnership possibilities knowing that KCC may not be able to deliver but others can.

- o **Identify need and offer targeted support:** Simply signposting out to others may not meet specific needs. Explore the support issues further to see if there are specific

creative sector needs that are not currently addressed. In be clear about where you can help, you both better define your offer and also manage expectations.

Look for opportunities to offer something targeted at the creative sector on which KCC can lead (or work with partners on), for example consider running (online, real world) surgeries for creative businesses with colleagues and partners who provide wider business support. This would meet the concerns expressed above, allow for more signposting but also give KCC visibility in the creative sector. This could include supporting grant applications or signposting to others who could. There may also be a benefit in building a toolkit for those advising and supporting creative businesses.

Warning
Some scaling issues were noted on the original master drawing of Granada House which was provided, although these have now been corrected. Before proceeding with this proposed layout, all internal dimensions must be double checked onsite, as should the viability of the rear MOE route.



Proposed Ground Floor 1:100 Scale

Notes:
Do not scale from this drawing unless printed at A3 size. Printer setting use "Actual Size" or "Custom Scale 100%"
Do not use "Fit To Page"

Date	Description	Rev	
Drawing 01			
Project Arts Complex 7 & 8 Granada House			
Client A-M/L			
Title Proposed Ground Floor 1:100 Scale		Revision	
Date 24.02.24	Scale 1:100	Drawn CN	
Job No.	Dwg No. PGF/D01	Checked by CN	

Business Plan: The Granada Gallery & Studios

Executive Summary:

The Granada Gallery & Studios is a community-focused arts hub and maker space in Maidstone, aimed at providing local artists and creatives with exhibition and studio spaces, fostering collaboration and networking, and supporting the wider community's engagement with the arts. The project aligns with the Arts and Culture Strategy and Economic Development Strategy which set out a desire to capitalise on the potential of the town centre through supporting our existing businesses and arts/cultural groups, while continuing to attract and retain new talent. This will contribute to Priority 5: Destination Maidstone Town Centre of the EDS and the specific action to support a thriving creative and cultural business base and visitor economy offer in Maidstone Town.

Mission Statement:

A vibrant Community Arts Hub and Maker Space to support the needs of the local creative economy, providing accessible opportunities for the community of Maidstone to engage with the arts. Contributing to our priority for a Thriving Place: A Borough that is open for business, attractive for visitors and is an enjoyable and prosperous place to live.

Objectives

- Establish an arts hub and maker space for the local community
- Secure high occupancy rates for the studios
- Secure regular bookings for the exhibition space and other hireable spaces to ensure there are regular events in the town centre
- Increase engagement in the arts through programmes, workshops and events
- Encourage entrepreneurship with events to connect creators with buyers, collaborators and other residents
- Work with local artists/creatives to run the venue and help them establish a charity / CIC with a view to taking over the venue as an independent organisation in the future
- Job creation – supporting creatives in the town centre

Products and Services:

Gallery/exhibition space: short hire periods, low cost, flexible

Studios for rent: variety of sizes, low rent, short term, opportunities for networking/collaboration

Flexible meeting/workshop space for hire

Regular programme of events and activities: affordable, accessible and varied

Business support (via the team at the Business Terrace) – see below

Incubator / start-ups (Studios 1 – 4):

Our policy will be these spaces are for 'start-up businesses' trading for less than 24 months prior to starting their tenancy.

Businesses can occupy an incubator unit for up to a maximum of two years, which will be split into 2x6 month licences, followed by a 12 month licence agreement.

Studios 5-7 will be at market rates for established businesses.

Business Support:

1. Arts, Culture and Events Officer to contact ED with prospective tenant details to arrange a business advisory session.
2. Start-up meets Economic Development's External Business advisor to run through their business idea and business plan.
3. Business advisor to advise MBC that the business start-up is as financially viable as can be checked as a start-up, the business idea is viable and is able to take on the liability of a licence agreement.
4. MBC agrees licence.
5. As the business grows, they can go back to the Business Advisor for additional support and guidance.
6. The business would automatically be invited to join Economic Development's business database for invites to future business networking events, available grants and business support workshops.

It is anticipated that between 30 – 40 jobs could be supported each year through the Studios. This is based on:

Studios 1 – 5 – max 10 people at any time (can accommodate up to 2 per unit)

Studio 6 – max 4 people

Studio 7 – max 6 people

Assuming each business takes a 6 month tenancy this would give a maximum of 20 people per 6 months/40 per year. However it's likely that some of the studios will be single-occupancy as artists/makers often work alone.

Start-ups will be supported for up to 2 years within the Incubator Studios, then they will either move into one of the market rate Studios (5 – 7) or be supported to move to more mainstream premises.

Target Market:

Market segment	Characteristics	Potential interest
Local artists/creatives	Living within the Borough of Maidstone Newly qualified or established artists looking for: <ul style="list-style-type: none">• a space to start-up or expand their practice• exhibition space• space to collaborate with and learn from others	Studio space Exhibition space Opportunities to collaborate, network with other creatives Learn/develop business skills
Community arts groups and organisations	Based in the borough Looking for rehearsal space / venue to carry out activities	Meeting/workshop space Opportunities to collaborate, network
Residents	Living in borough/adjoining areas Looking for cultural experiences and activities	Visiting the gallery Taking part in workshops, events and activities
Visitors	People visiting the area Looking for cultural experiences	Visiting the gallery Taking part in a workshop/ activity

SWOT Analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> • Unique offer – nothing else like it in town • Lots of interest/support from the local creative community • Flexible exhibition space to allow for large or small shows; short term hire • Variety of studio sizes; short term lease • Town Centre location with good footfall to attract passers-by • Provides a focal point for arts events and activities in the town – dedicated space • Artist-in-residence to deliver a public engagement programme • Space for artists and creatives to network and collaborate • Support for local creative businesses; training; upskilling • Backed by the local authority 	<ul style="list-style-type: none"> • New proposition so will take time to build a 'community' • Size of venue limits what can be offered and how the space can be used • Funding - reliant on ACE funding to deliver the project • Loss of University for Creative Arts campus in Rochester means fewer arts/creative students in local area • No on-site café • No on-site parking
Opportunities	Threats
<ul style="list-style-type: none"> • Potential to engage a wider, more diverse audience in arts and creativity • Large creative sector in the borough • Growing population looking for cultural experiences • Mid Kent College plans for performing arts centre with commercial arm. Potential to link with/co-locate arts hub • Hub could become a catalyst to drive regeneration; improve wellbeing and promote pride in place • Potential to link with local café(s) to offer discounts to hirers/users of the Hub • Social prescribing <ul style="list-style-type: none"> ○ Maidstone already has a network of link workers in place ○ Involve are actively engaging arts providers to deliver activities • Town Centre Strategy – shifting focus from retail only to more leisure/arts and hospitality uses • Potential to expand offering if more units become available (e.g. retail outlet, music venue, etc.) 	<ul style="list-style-type: none"> • Lack of uptake of studio spaces • Lack of hirers for exhibition space • Commercial interest in the unit over-riding the community project • Competitors - Nucleus Arts now has several centres in Medway, could attract people away from Maidstone • Cost of living – impact on take up of studios, hireable spaces and workshops

Competitive Analysis:

There are no direct competitors in Maidstone

Nucleus Arts is the nearest competitor, with centres in Rochester, Chatham and Rainham. They are a well-established business (charity) with a loyal audience/clientele. They currently have a waiting list for studio space. Nucleus previously ran a similar facility (without studios) in Units 4-5 Granada House but moved out when business rates relief was stopped after they started running a café from the premises.

Maidstone Museum has an exhibition space but this is booked years in advance and is relatively expensive (especially for individual, emerging artists).

Art-K is a franchise business based in the Royal Star Arcade that offers art classes to adults and children. These are charged at commercial rates.

Unique Selling Proposition:

Professional exhibition space for short-term hire, low cost, and flexible.

Variety of studios for emerging artists, low rent, short term, with on-site exhibition space and opportunities for collaboration and networking, business support.

Varied programme of events and activities appealing to the wider community

Business Support for the creative sector utilising our already successful inhouse business terrace support

Legal Structure:

To be determined.

Organisational Structure:

Manager: Responsible for day-to-day operations, bookings, and studio contracts.

Artist-in-Residence: Responsible for developing and delivering a diverse programme of arts-based events for community engagement and assisting with day-to-day running

Marketing & Sales Strategy:

Channel	Action	Market Segment
Local press	Announce forthcoming launch of venue and what it offers	ALL
Direct mail	Email details of available studio spaces – sizes, costs, etc.	Local artists/creatives
Business Terrace e-newsletters	Include articles with details of studio spaces and contacts	Local artists/creatives
Kent County Council	Work with KCC to promote studio spaces to their networks	Local artists/creatives
Web listing on artiststudiofinder.org	List available studios – sizes, costs, etc	Local artists/creatives

Direct mail	Email details of hireable spaces including for exhibitions/workshops	Local artists/creatives Community arts groups
Facebook	Targeted posts to reach artists/creatives based in Maidstone and Kent	Local artists/creatives
Google Ads	Campaign to promote studios/exhibition space starting 2 months prior to opening	Local artists/creatives Community arts groups
Local press	Announce official opening of venue	Residents
Visit Maidstone website	List any events/activities planned on the 'What's On' pages	Residents/visitors
Visit Maidstone e-newsletters	Promote the Arts Hub and any events/activities planned	Residents/visitors
Facebook	Series of posts to promote venue	Residents / Visitors
Posters in venue windows	To promote the venue and what's happening there (exhibitions/events)	Residents / Visitors

Funding:

£45k from UKSPF

Up to £150k(?) available from s106

These funds will be used to cover the refurbishment and fit-out of the unit.

We will need to apply to Arts Council England (ACE) for a grant to support the Hub for a trial period (ACE will usually fund projects that last up to 3 years). This will help to cover running costs, including salaries, as well as materials and equipment to deliver a programme of public engagement events/activities.

ACE funding options

1. Project grant of up to £100,000. If we want to include any 'build' costs as part of this, we will need to contact ACE before submitting a full application.
2. Project grant of more than £100,001 – if the project doesn't relate to one of ACE's Strategic Strands then we must contact them first. The guidance states: "We want to make sure that a project of this size has the potential impact that we would expect before you invest time in developing a full application. We will also think about where we have budget available. We will confirm in writing whether you can apply."
3. Major Projects Strategic Strand - to be eligible for this, our application needs to:
 - Be for £100,001 or over. There is no maximum threshold for the fund.
 - Meet the ACE definition of a Major Project. A Major Project is defined as an ambitious, high-quality project that is likely to leave a legacy beyond its funded life.
 - Major Projects applications must be grounded in at least one Element of the Creative and Cultural Country Outcome of the ACE strategy. There are two Elements that might be relevant for our proposal:
 - Element Q: Giving more opportunities to people (especially those who are currently underrepresented) to start a professional career in the creative industries
 - Element R: Ensuring people (especially those who are currently underrepresented) have opportunities to sustain their careers and fulfil their potential in the creative industries.
4. Place Partnerships Strategic Strand – to be eligible for this, our application needs to:

- Be for £100,001 or over. There is no maximum threshold for the fund.
- Be for a strategic place-based intervention that is intended to make a long-term difference to the cultural or creative life of the local community;
- Make a clear step change in provision in that place where a relevant partnership exists to deliver the project
- Be informed by robust needs analysis and respond to relevant local strategies and
- Be led by a consortium of partners who are relevant to delivering the project

To apply for either the Major Projects or Place Partnerships Strands, we would need to submit an Expression of Interest in the first instance. If approved, we could then proceed to a full application.

Financial Projections:

Pending detailed financial information, projections will include income from space rentals, events, and potential grants, balanced against operating costs, salaries, and maintenance expenses.

Appendix:

Feasibility study – Creative Arts Hub Report by Retail Inspired

Agenda Item 25

CABINET

19 MARCH 2024

Demolition Contract – Approval to demolish Former Royal Mail Sorting Office buildings and Cantium House

Timetable	
Meeting	Date
Housing Health and Environment Policy Advisory Committee	12 March 2024
Cabinet	19 March 2024

Will this be a Key Decision?	Yes
Urgency	Not Applicable
Final Decision-Maker	Cabinet
Lead Head of Service	Philip Morris, Head of New Business & Housing Development
Lead Officer and Report Author	Philip Morris, Head of New Business & Housing Development
Classification	<p>Private – The information contained within the Appendix has been considered exempt under the following paragraph of part 1 of schedule 12A to the Local Government Act 1972:-</p> <p>3 = Information relating to the financial or business affairs of any particular person (including the authority holding that information)</p> <p>Public Interest Test</p> <p>It is in the public interest that the Appendix be taken in private because it relates to commercially sensitive information and releasing the information could jeopardise the financial position of the Council and third parties.</p>
Wards affected	North

Executive Summary

In 2021, the Policy & Resources Committee approved the acquisition of KCC's 50% share in the Former Royal Mail Sorting office and the purchase of Cantium House, with the intention of pursuing a comprehensive redevelopment of the site, these transactions are now complete. In order to assist the delivery of the site during increased inflationary pressure on build costs, an application was made to the Brownfield Land Release Fund (BLRF) in 2023 with £2.1m being awarded to Maidstone Borough Council (MBC). Part of the funding requirements was for MBC to be in contract for those demolition works in which the BLRF relate to, prior to the 31st of March 2024.

A planning application for the comprehensive redevelopment of the site was submitted in October 2023. Due to the timings of the proposed planning committee for this application and the deadline for entering into the contract for demolition works, in order to secure the BLRF monies, being very close to one another, a separate prior approval application has been submitted to the LPA for the demolition of the existing buildings only. This went to planning committee on the 15th of February and has been approved.

Officers are therefore seeking approval to demolish the existing buildings, following receipt of vacant possession, scheduled for the 22nd of March, and to enter in contract for these works.

Purpose of Report

Decision

This report makes the following recommendations to the Cabinet:

1. That the demolition of the existing buildings at the Former Royal Mail Sorting Office and Cantium House site taking note of the contents of this report and tender information in Appendix 1, be approved.
2. That the Director of Finance, Resources and Business Improvement, be given delegated authority, to appoint the preferred demolition contractor to carry out the necessary works as per the recommended tender price, inclusive of contingency, stated in the exempt appendix.
3. That the Head of Mid Kent Legal Services, in consultation with the Lead Member, be authorised to negotiate and complete all necessary demolition contracts, deeds and agreements arising from or ancillary to the demolition application.

Demolition Contract – Approval to demolish Former Royal Mail Sorting Office buildings and Cantium House

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	Accepting the recommendations will materially improve the Council's ability to achieve: <ul style="list-style-type: none"> Embracing Growth and Enabling Infrastructure; Homes and Communities. 	William Cornall- Director of Regeneration & Place
Cross Cutting Objectives	The project will support the cross-cutting objectives: <ul style="list-style-type: none"> Health Inequalities are Addressed and Reduced Deprivation and Social Mobility is Improved Biodiversity and Environmental Sustainability is respected. 	William Cornall- Director of Regeneration & Place
Risk Management	Already covered in the risk section	William Cornall- Director of Regeneration & Place
Financial	Funding for this project is included within the capital programme.	Mark Green- Director of Finance, Resources and Business Improvement
Staffing	We will deliver the recommendations with our current staffing within the New Business & Development Team and Mid-Kent Legal Services.	William Cornall- Director of Regeneration & Place
Legal	Under s1 of the Localism Act 2011 the Council has a general power of competence which enables it to do anything that individuals generally may do. Under section 111 of the Local Government Act 1972 the Council has power to do anything (whether or not involving the	Robin Harris- Team Leader (Contentious and Corporate Governance

	<p>expenditure, borrowing or lending of money or the acquisition or disposal of any property or rights) which is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions.</p> <p>The Council has the power to acquire properties by agreement under the Local Government Act 1972, section 120.</p>	
Information Governance	The recommendations do not impact personal information (as defined in UK GDPR and Data Protection Act 2018) the Council processes.	Lauren McNicol and Georgia Harvey-Information Governance Team
Equalities	We recognise the recommendations may have varying impacts on different communities within Maidstone. Therefore, we have completed an Equalities Impact Assessment responding to the needs of the community.	Nicola Toulson-Equalities & Communities Officer
Public Health	No implications	Shafiqullah Hemat-Senior Public Health Officer
Crime and Disorder	No implications	Philip Morris, Head of New Business & Housing Development
Procurement	On accepting the recommendations, the Council will then follow a standard procurement & appointment exercise. We will complete that exercise in line with financial procedure rules.	Philip Morris, Head of New Business & Housing Development
Biodiversity and Climate Change	The implications of this report on biodiversity and climate change have been considered and will impact Action 7.1 "Deliver Maidstone Borough Council 2030 Net Zero Commitment" by increasing the Council's carbon footprint. Ensuring development is aligned with the	James Wilderspin-Biodiversity and Climate Change Manager

	Future Homes Standard with 75-80% less carbon emissions, efficiency measures, reuse waste material where possible, and on-site renewables will reduce the impact of the five schemes.	
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2. INTRODUCTION AND BACKGROUND

- 2.1 This report relates to the demolition of the properties known as the Former Royal Mail Sorting office and Cantium House sites, that will eventually be redeveloped to form part of the 1000 affordable homes programme.
- 2.3 Cabinet approval is required to demolish the existing buildings and to enter into a demolition contract before the 31st of March 2024. These demolition works will form the initial stages of the redevelopment however, it is the intention that following demolition, officers will carry out a tender exercise for the works contract and will ultimately return to cabinet to seek approval for these works cost as well as the overall business case for the redevelopment project.
- 2.4 Officers have already served notices on the existing tenants, currently in occupation, in preparation for the demolition of the site. These notices were served, and the units will be vacated on or before the 22nd of March 2024.
- 2.5 A planning application for the redevelopment of the site to provide 217 units and 1863 sq m of commercial floor space, as well as extensive landscaping and public realm enhancements, was submitted in October 2023 and is currently due to be determined.
- 2.6 Due to the timings a separate prior approval application, just for the demolition works, was also submitted in January 2024 to enable the demolition of the site independently of the wider application. This approach was taken should there be any delays in a decision to the wider application past the 31st of March deadline date which formed part of the BLRF requirements. This demolition prior approval application was approved at planning committee on the 15th of February 2024.
- 2.7 The site is currently occupied by tenants but are all due to vacate the premises on the 22nd of March 2024 allowing MBC to take possession of the site and hand it over to the selected demolition contractor at the appropriate time. One of the existing uses is pay and display car parking provided by the Council, so this too will cease prior to demolition getting underway. As the site, whilst in occupation, had incurred considerable security expenditure, net revenues were negligible.
- 2.8 It should be noted however that due to the increase in construction cost and general inflationary pressures, the rough order of cost estimates for the redevelopment of the scheme has projected a build cost in excess of levels previously assumed. This has put significant pressure on the viability of the comprehensive redevelopment project although definitive costs will

not be known until a full tender exercise has been carried out following receipt of planning permission and demolition of the site.

- 2.9 Officers will continue to monitor viability, to include the availability of further grant funding from the likes of Homes England, possible joint venture arrangements, and more generally explore ways to deliver the scheme within the required financial metrics. Officers want to highlight though that should cabinet be minded to agree to proceed with the demolition the site may lay vacant while works tender costs are sought and any viability issues addressed. Officers will return to cabinet to seek approval to enter into a works contract to deliver the 217 units and commercial space at a later date.
 - 2.10 A procurement exercise has been undertaken to source a contractor to undertake the demolition works required to secure the BLRF monies. The exempt Appendix 1 sets out the preferred contractors tendered sum.
 - 2.11 The preferred contractor submitted a build programme estimating start on site in April 2024, with completion of the demolition works targeted for September 2024 Officers are now in a position to appoint the selected contractor subject to cabinet approval for the demolition of the site.
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3 AVAILABLE OPTIONS

- 3.1 **Option 1:** the preferred option, to agree to demolish the buildings and to approve that the director of Finance and Business Improvement be granted the delegated authority to enter into the demolition contract for the sum stated in exempt Appendix 1.
- 3.2 **Option 2:** Do nothing, leave the buildings vacant with the security in place and return the BLRF monies. This is not recommended as there would continue to be uncertainty as to the future of the buildings and site and MBC would continue to incur significant security costs.
- 3.3 If Cabinet were minded to pursue option 2, then officers could re bid for BLRF monies in the next funding round early 2025 although there is no guarantee the same level of funding would be received. This would also delay any potential works associated with the wider planning application past March 2025 due to funding requirements.

4 PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 The preferred option is Option 1, outlined above in paragraph 3.1 This is because:-
 - a. MBC have secured BLRF monies to cover the cost of demolition which would need to be returned should MBC fail to enter into the demolition contract prior to the 31st of March 2024
 - b. Notices have been served on the tenants in order to allow MBC to enter into a demolition contract.

- c. Demolition of the site would save on utilities and security cost as well as limit anti-social behaviour which has been ongoing for many years, leading to many management issues.
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5 RISK

- 5.1 The risks associated with this proposal, including the risks if the Council does not act as recommended, have been considered in line with the Council's Risk Management Framework. We are satisfied that the risks associated are within the Council's risk appetite and will be managed as per the Policy. The most significant risk with the recommended approach is that the Council would let the demolition contract to remove the buildings currently on the site, prior to securing planning permission for the redevelopment project, should there be any delay in determination currently targeted for the middle of March.
 - 5.2 Following demolition, the hoarded site may sit empty for a period of time, while the main works package is tendered, which could be subject to graffiti and other anti-social behaviour. This will however be monitored and the necessary steps taken to deal with any issues that may arise.
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6 NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 The matter is being considered by the Housing, Health & Environment Policy Advisory Committee on 12 March 2024. The Cabinet will be informed of the recommendations made by that Committee ahead of its meeting.
 - 6.2 The approval of the recommendations will enable the project team to appoint the contractor to commence demolition works.
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7 REPORT APPENDICES

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

- Exempt Appendix 1: Tender return cost
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8 BACKGROUND PAPERS

None

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

Agenda Item 27

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted