

AGENDA

PLANNING, TRANSPORT AND DEVELOPMENT OVERVIEW & SCRUTINY COMMITTEE MEETING



Overview and Scrutiny

Date: Tuesday 18 March 2014
Time: 6.30 pm
Venue: Town Hall, High Street, Maidstone

Membership:

Councillors: Chittenden, Collins, McLoughlin (Chairman), Munford,
Ross, Springett, Watson, de Wiggondene and
Mrs Wilson (Vice-Chairman)

Page No.

1. The Committee to consider whether all items on the agenda should be webcast
2. Apologies
3. Notification of Substitute Members
4. Notification of Visiting Members/Witnesses
5. Disclosures by Members and Officers
6. To consider whether any items should be taken in private because of the possible disclosure of exempt information
7. Minutes of the Meeting held on 18 February 2014 1 - 9
8. Maidstone Borough Council Integrated Transport Strategy 10 - 17
A revisit of the Cost Benefit Analysis for Park and Ride.

Interviews with Rob Jarman, Head of Planning and Development
and Tim Hapgood, Transport Consultant, Spatial Policy
9. Future Work Programme 18 - 26

Continued Over/:

Issued on 10 March 2014

Alison Broom

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

Report attached together with draft Future Work Programme and List of Forthcoming decisions for consideration.

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact Tessa Mallett on 01622 602524**. To find out more about the work of the Overview and Scrutiny Committees, please visit <http://www.maidstone.gov.uk/osc>

MAIDSTONE BOROUGH COUNCIL

Planning, Transport and Development Overview & Scrutiny Committee

MINUTES OF THE MEETING HELD ON TUESDAY 18 FEBRUARY 2014

Present: Councillor McLoughlin (Chairman), and
Councillors Collins, Cuming, Munford, Springett and
de Wiggondene

Also Present: Councillors Ash, Black, Burton,
Garland, Mrs Gooch, Hogg, Moss and
Paine

94. THE COMMITTEE TO CONSIDER WHETHER ALL ITEMS ON THE AGENDA SHOULD BE WEBCAST

RESOLVED: that all items on the agenda be webcast.

95. APOLOGIES

It was noted that apologies for absence were received from Councillors Chittenden, Ross, Mrs Watson and Mrs Wilson.

Councillor de Wiggondene arrived at 6:45pm.

96. NOTIFICATION OF SUBSTITUTE MEMBERS

The following substitutions were noted:

Councillor Cuming for Councillor Ross.

97. NOTIFICATION OF VISITING MEMBERS/WITNESSES

Councillors Black, Gooch and Hogg indicated their wish to speak on agenda item 8 – Maidstone Borough Local Plan Public Consultation Draft (Regulation 18).

98. DISCLOSURES BY MEMBERS AND OFFICERS

Although not a declaration Councillor Collins explained that although he is the Chairman of the Planning Committee his role for this meeting was to consider whether to recommend to Cabinet that the draft Local Plan, including allocations, should be published for consultation. He stated that

any views he expressed should not be taken as an indication that he has made up his mind as to how he may vote on any forthcoming planning applications. He further stated he will approach all applications with an open mind if and when they come to Planning Committee.

Councillor Munford explained he had been lobbied in respect of the Draft Local Plan.

Councillor Springett notified the meeting that one of the proposed sites on the Draft Local Plan was located close to her property.

99. TO CONSIDER WHETHER ANY ITEMS SHOULD BE TAKEN IN PRIVATE BECAUSE OF THE POSSIBLE DISCLOSURE OF EXEMPT INFORMATION

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

100. MINUTES OF THE MEETING HELD ON 21 JANUARY 2014

RESOLVED: That the minutes of the meeting held on 21 January 2014 be approved as a correct record and duly signed subject to:

Outstanding resolution minute number 87d - The Part II cost benefit analysis on the park and Ride be circulated to the Planning, Transport and Development Overview and Scrutiny Committee for information.

101. PURPOSE OF THE MEETING

The Chairman explained to members of the public the purpose of the meeting.

The Planning, Transport and Development Overview and Scrutiny Committees role was to consider the documents included with the agenda and discuss if the document was ready to go out for public consultation. The Committees role was not to make decisions on the content of the plan but to make recommendations to Cabinet.

Due to the closeness of the date of the start of the public consultation of this document (Friday 21 March 2014 to 5pm, Wednesday 7 May2014) members of the public did not have the opportunity to speak at the meeting.

102. MAIDSTONE BOROUGH LOCAL PLAN PUBLIC CONSULTATION DRAFT (REGULATION 18)

Rob Jarman, Head of Planning and Development, Michael Murphy, Principal Planning Officer (Spatial Policy) and Sarah Anderton, Principal Planning Officer were invited to introduce item 8:- Maidstone Borough Local Plan Public Consultation Draft (Regulation18).

Rob Jarman began by putting the document into context stating that it had been 16 years since the last detailed Local Plan for Maidstone Borough with detailed recommendations on housing sites was had been prepared.

Mr Jarman explained the process the document will go through before it is adopted by the Council:

- The Planning, Transport and Development Overview and Scrutiny Committee consider if the draft Local Plan is ready to go out for public consultation and make recommendations to Cabinet on the contents
- Cabinet approve the draft Local Plan for public consultation under Regulation 18
- The draft Local Plan is finalised under Regulation 19
- The draft Local Plan is submitted to the Secretary of State ahead of an examination by an independent planning inspector.

Mr Jarman also pointed out to the Committee two additional documents:

- Letter from Councillor Jenni Paterson outlining items in the plan she considered to be of concern – H3(2) Maidstone Barracks, H1(11) Springfield/Mill Lane, Maidstone and RMX1(2) Maidstone East/Sorting Office.
- Urgent Update Report with details of updates to the draft Local Plan including:
 - Housing Allocations
 - Transport
 - Flood Mitigation
 - Policy H3 – Future locations for housing growth
 - Policy SP4 – Larger Settlements
 - Policy DM30 – Development principles in the countryside
 - Representations already received on the draft Local Plan

Mr Jarman explained this Committee and Cabinet had already considered and agreed a number of elements of the draft Local Plan at meetings over the past six months. He then outlined the items for discussion and agreement for recommendation to Cabinet for approval.

These included:

Key elements of Policy SS1 (pages 50-58):

- An initial draft housing supply target of 17,100 new dwellings for 2011-31
- Employment floor space requirements for 2011-31 of 39,830sqm offices, 20,290sqm industrial and 49,911sqm warehousing

- Dispersed pattern of housing and employment development with Maidstone as the primary focus for new development – with further development directed to the identified rural service centres and limited focus to the identified larger settlements

Policy SP3 (pages 70-75) – seven rural services centres (from five).

Policy SP4 (pages 70-75) – 3 larger settlements.

48 new housing allocations resulting from the Strategic Housing and Land Availability Assessment (SHLAA) assessment (Policy H1) referred to on the large scale plans provided to the Committee at the meeting shown in green marked 'H', and East of Hermitage Lane – capacity reduced from 600 to 500 dwellings to exclude the southern field (pages 82-86).

Policy H2 (pages 86-87) – density of housing development.

Policy H3 (pages 87-88) broad locations for housing growth for the later end of the plan period (2026).

Policy RMX1 (pages 89-93) a further three sites for retail/mixed use.

Policy EMP1 (pages 94-95) four sites for B class employment.

Policy GT1 (pages 96-97) seven sites for Gypsy and Traveller accommodation.

Policy DM26 (Gypsy and Traveller development) - the agreed pitch/plot targets have been removed and inserted with other targets in the overarching spatial policy Policy SS1.

Introductory sections of the plan (pages 38-45).

Mr Jarman explained the main piece of work carried out for the plan was the SHLAA and the call for sites made over a year ago. 190 sites were put forward. Each one was assessed by criteria focussing on ecology, landscape, planning history and highways. 48 of the sites were recommended for inclusion, plus the six strategic housing sites.

Mr Jarman pointed out the large scale map provided to the Committee showing the rejected sites in red and the green sites included in the plan. The green sites being within and adjacent to the town, rural service centres and larger villages, including on brownfield sites.

Mr Jarman explained if the initial draft housing supply target of 17,100 new dwellings for 2011-31 was approved by Cabinet it would need to be evidenced to show why this figure was agreed against the objectively assessed figure of 19,600. The Council would also have detailed discussions with neighbouring authorities to ask if they can meet the balance of 2,500. These neighbouring authorities would need to see the evidence for rejecting the sites put forward for inclusion in the Local Plan.

The Chairman asked Committee for questions on the generality of the Plan to begin with and then to move to the site specifics.

During lengthy discussion the Committee raised the following comments and concerns:

- The draft Local Plan has been developed in line with the National Planning Policy Framework's (NPPF) positive approach to planning
- Concerns over Grade 1 agricultural land being allocated in the plan for housing development
- Concerns over the viability and sustainability of the proposed developments in the proposed Rural Service Centres
- Concerns over meeting the proposed housing target of 17,100
- Policy H3 – Future locations for housing growth – the amended figure for the number of dwellings in the town centre and broad location could be increased further from 550, as shown in the Urgent Update, to 600
- Concerns over Junction 8 of the M20 – location for new employment floor space and the impact on the Area of Outstanding Natural Beauty (AONB) and wider landscape
- Concern about agreeing to the 17,100 housing target when some sites in the draft plan were contentious. If after public consultation the unacceptable sites were taken out of the plan the remaining figure could be agreed as the target but the reasons for rejection would need to be evidenced, otherwise the plan would be unsuccessful at the examination stage. If the Plan is delayed the Council will lose control over where developments take place in the Borough
- Sites included in the final Plan are not guaranteed planning permission, the criteria in the plan will need to be met
- The Plan can be revisited after adoption and the target figure reduced if market signals predict an oversupply of housing
- Concerns over the selection of the proposed designated rural service centres and larger settlements
- Concerns over the wording of the criteria to be met for granting planning permission
- Concerns over the effectiveness of the transport infrastructure and traffic modelling.

The Chairman moved on to allow comments on specific sites.

Councillor Mumford asked for it to be noted he was not comfortable going through the sites without the input from the public.

During lengthy discussion the following comments were made and concerns were raised:

- H1 (13) Medway Street, Maidstone - the value and impact of using an existing car park for housing development
- H1 (17) Barty Farm, Roundwell, Thurnham – access to the site between two listed buildings
- H1(42) Old Nursery School, Station Road, Headcorn - the disposal of waste water in Headcorn
- H1(51) Cripple Street, Loose - the impact of any development on the conservation area
- H1 (55) Heath Road, Boughton Monchelsea – sustainability of a development on this site
- H1(58) Ware Street, Thurnham – any development on this site being close to an AONB and potential impact of increased pressure on local schools
- H3(2) Maidstone Barracks, H1(11) Springfield/Mill Lane and RMX1(2) Maidstone East/Sorting Office, Maidstone – provision of healthcare and education facilities and traffic congestion of the surrounding road system
- GT1(3) The Chances, Lughorse Lane, Hunton – proposed increase in pitches from one to four

RESOLVED:

- i. That Planning, Transport and Development Overview and Scrutiny Committee recommend that Cabinet:

Approves the draft Maidstone Borough Local Plan, as amended by the urgent update items 1-4, for public consultation (Regulation 18) subject to consideration of the following recommendations (a-p):

- a) That Cabinet does not consider future sites on Grade 1 agricultural land and that H1(19) Fant Farm, Maidstone be removed from the local plan as a proposed site for development on the basis that it is Grade 1 agricultural land
- b) That H1(18) Cross Keys, Bearsted be removed from the local plan as a proposed site for development on the basis that it is liable to severe flooding

- c) That Cabinet give serious consideration to the possibility of removing Yalding and Coxheath as rural service centres and re-classifying them as larger villages prior to public consultation as the specific focus on employment in SP3 is not considered to be relevant to these villages
- d) That consideration be given to rewording the development criteria noted in Appendices A to E so that it reads 'planning permission (either) **may/is likely to** be granted if the following criteria are met' (i.e. replacing the word 'will')
- e) That under 14.7 and Policy ID1 – **Infrastructure priorities for residential development** – transport be moved to the top of the list of priorities and affordable housing moved to second on the list
- f) That additional information be requested from Kent County Council to enable individual transport assessments for developments effecting Sutton Road, Marden and Hermitage Lane areas to demonstrate how proposed mitigation measures address the cumulative impacts of all the sites in each area
- g) That the word 'significant' be removed from paragraph 1 of policy SP5 (grey box bottom of page 41 of Draft Local Plan)
- h) That due to concerns regarding road congestion at site H1(7) North of Bicknor Wood, Gore Court Road, Otham, consideration be given to access being provided only via Sutton Road with no access via Gore Court Road and consideration be given to making footpath and traffic flow improvements along Brishing Lane
- i) That the community infrastructure wording for site H1(11) Springfield, Royal Engineers Road and Mill Lane Maidstone should include reference to the provision of health and education facilities
- j) That consideration be given by Cabinet to removing site H1(13) Medway Street, Maidstone from the draft local plan to preserve car parking in the town centre
- k) That further information be provided to Cabinet regarding site H1(17) Barty Farm, Roundwell, Thurnham to enable an informed decision to be made about access to this site, and in particular the impact on listed properties, and if no adequate solution for access be found this site should be removed from the draft local plan for consultation
- l) That the wording on page 9 of the draft local plan (Key Local Issues/NPPF 1) be updated to read: '*Ensuring that applications for development adequately address:*
 - (a) *the impact of climate change, especially the issues of flooding and water supply, and;*

(b) ensure dependable infrastructure is included for the removal of sewage and waste water'

- m) That HI(51) Cripple Street, Loose, be removed from the draft local plan due to the impact on the conservation area and countryside
 - n) That the evidence for Boughton Monchelsea be reviewed by Cabinet. If the criteria for being a larger village is not met, site H1(55) Heath Road, Boughton Monchelsea should be removed as the site would not be sustainable
 - o) That site H1(58) Ware Street, Thurnham be removed from the draft local plan because the development would be too close to the AONB and would put more pressure on the already limited spaces in local schools
 - p) That Cabinet remove site GT1(3) The Chances, Lughorse Lane, Hunton from the draft local plan as planning permission has previously been refused and appeal upheld by the Planning Inspector
- ii. That Planning, Transport and Development Overview and Scrutiny Committee recommend that Cabinet:
- Rejects the designation of land at Junction 8 of the M20 motorway as a strategic location for employment use
- iii. That Planning, Transport and Development Overview and Scrutiny Committee recommend that Cabinet:
- Approves a further call for housing sites and sites for Gypsy and Traveller pitches, as part of the public consultation on the Maidstone Borough Local Plan.

103. LONG MEETING

Prior to 10:30pm, during consideration of Maidstone Borough Local Plan Public Consultation Draft (Regulation 18), the Committee considered whether to adjourn the meeting at 10:30pm or continue until 11:00pm if necessary.

RESOLVED: That the meeting continue until 11:00pm, if necessary.

104. INFRASTRUCTURE DELIVERY PLAN (IDP)

Michael Murphy, Principal Planning Officer, gave the Committee an overview of Infrastructure Delivery Plan (IDP).

The IDP identifies the infrastructure required to meet the spatial objectives and growth anticipated in the council's emerging local plan. It

includes infrastructure schemes that will be provided by the council and other public bodies (public and private). It is also closely linked with the council's Integrated Transport Strategy and takes account of Kent County Council's infrastructure and investment finance model.

The IDP is an evidence base which supports the local plan and helps to demonstrate that the local plan is both realistic and deliverable, particularly in respect of housing and employment site allocations included in the draft local plan.

RESOLVED: That the Planning, Transport and Development Overview and Scrutiny Committee recommended to Cabinet that the draft Infrastructure Delivery Plan be approved for public consultation alongside the Maidstone Borough Local Plan.

105. COMMUNITY INFRASTRUCTURE LEVY - PRELIMINARY DRAFT CHARGING SCHEDULE

Michael Murphy, Principal Planning Officer, gave the Committee a brief overview of the Community Infrastructure Levy – Preliminary Draft Charging Schedule (CIL).

To prepare the CIL for adoption there must be an up to date local plan. The emerging Maidstone Borough Local Plan contains proposed land allocations, primarily for residential uses and also non-residential uses i.e. employment and retail.

The Infrastructure Delivery Plan, which has been developed alongside the local plan, is an up to date inventory of which infrastructure is needed to support the proposed allocations. The total cost to date of the infrastructure identified in the IDP is approximately £75m.

Mr Murphy confirmed the proposed levies are comparative with adjacent authorities. Detail of the comparison can be provided to the Committee.

After a brief discussion the Planning, Transport and Development Overview and Scrutiny Committee

RESOLVED: That Planning, Transport and Development Overview and Scrutiny Committee recommend to Cabinet that the Maidstone Community Infrastructure Levy Preliminary Draft Charging Schedule is approved for consultation alongside the draft Maidstone Local Plan. The consultation to run from 21 March 2014 until 5pm, 2 May 2014.

106. FUTURE WORK PROGRAMME

RESOLVED: That this item should be deferred to the next meeting.

107. DURATION OF MEETING

6:30pm to 10:55pm

Agenda Item 8

MAIDSTONE BOROUGH COUNCIL

PLANNING, TRANSPORT AND DEVELOPMENT OVERVIEW AND SCRUTINY COMMITTEE

TUESDAY 18 MARCH 2014

REPORT OF HEAD OF PLANNING AND DEVELOPMENT

Report prepared by Tim Hapgood

1. MAIDSTONE INTEGRATED TRANSPORT STRATEGY

1.1 Issue for Consideration

- 1.1.1 To consider the points raised in relation to the development of the Integrated Transport Strategy (ITS), the explanation of the cost benefit analysis undertaken for the different transport option packages and the information provided regarding the proposed Park and Ride sites at M20 Junction 7 and Linton Crossroads.

1.2 Recommendation of Head of Planning and Development

- 1.2.1 That the Planning, Transport and Development Overview and Scrutiny committee note the points raised in the report for discussion.

1.3 Reasons for Recommendation

- 1.3.1 This report has been requested by the Planning, Transport and Development Overview and Scrutiny Committee for the discussion at the meeting on Tuesday 18th March.
- 1.3.2 The report provides background and context to show how the ITS has developed since the previous draft ITS went out for public consultation in Autumn 2012. Information is then provided to explain the cost benefit analysis undertaken for the different transport option packages. Further information then provides an insight in to the proposed Park and Ride sites at M20 Junction 7 and Linton Crossroads.
- 1.3.3 **Transport Strategy Development**
- 1.3.4 The previous draft ITS was based on the results of multi-modal transport modelling commissioned by Kent County Council (KCC) and Maidstone Borough Council (MBC). The model was used to test the impact of planned housing and employment growth, together with

background traffic growth, on the local transport network. The previous Local Plan housing target of 10,080 (to 2026) was used. The baseline data that informed the model was collected in 2007 at inner and outer cordon points around the Maidstone urban area. The data showed that the vast majority of vehicular traffic crossing the outer cordon in the morning peak hour was heading to destinations within the town itself, including the town centre, the secondary schools and the hospital. On this basis, the modelling strongly indicated that the provision of strategic highway capacity around the town (for example, the South East Maidstone Strategic Link scheme) would not represent a cost-effective solution to existing and forecast traffic congestion in and around the town centre.

- 1.3.5 These considerations, together with the significant peak period congestion and poor air quality across the urban area, require the ITS to focus primarily on demand management measures (such as Park and Ride services, bus priority measures and enhanced walking and cycling infrastructure), combined with targeted highway capacity improvements at strategic junctions, to enable people to make informed choices about how and when they travel around the borough and to support town centre regeneration.
- 1.3.6 KCC and MBC jointly identified three transport strategy options to address the impact of forecast trip growth over the Local Plan period; namely, Option 1: 'Do Minimum', Option 2: 'Radial P&R Sites' and Option 3 'North / South P&R Spine'.
- 1.3.7 Each of the options was modelled and subject to benefit cost analysis. Option 3 was found to have the most beneficial impact on traffic flows and to represent the greatest value for money. However, concerns over the existing subsidy requirement for Park and Ride and the capital cost of Options 2 and 3 resulted in a modified Option 1 being selected for public consultation in the summer of 2012.
- 1.3.8 The modified Option 1 included the measures as set out in the table below for Option 1 plus a highway capacity improvement scheme for the Maidstone bridges gyratory. However it should be noted that in October 2012, the Joint Transportation Board (JTB) resolved that the level of forecast journey time increase on arterial routes associated with Option 1 was not acceptable. In order to progress the ITS, it was therefore necessary for officers to review and redefine the available options.

Transport Strategy Options		
Option 1	Option 2	Option 3
<ul style="list-style-type: none"> • Thameslink rail services to London • M20 traffic signals • Increased bus frequencies on all main radial routes into Town Centre to at least every 10 minutes • Romney Place bus lane • Upgrade existing Park & Ride site facilities • Walking & cycling infrastructure • Travel plans for new development sites 	<ul style="list-style-type: none"> • Option 1 plus: • A229 and A274 Inbound bus / High Occupancy Vehicle Lane • Bus priority measures • Bluebell Hill Park & Ride Site • Sutton Road Park & Ride Site • Linton Corner Park & Ride Site • Newnham Court Park & Ride Site • Improved through bus services to key destinations • Reduction in Town Centre car parking supply • Increase in long-stay parking charges 	<ul style="list-style-type: none"> • Option 1 plus: • Park & Ride facilities and services along a north / south spine corridor • Inbound bus / High Occupancy Vehicle Lanes to support P&R • Bus priority measures • New North West Express Loop bus service • Improved through bus services to key destinations • Reduction in Town Centre car parking supply • Increase in long-stay parking charges

1.3.9 Cost Benefit Analysis

1.3.10 Cost benefit analysis was undertaken for Options 2 and 3 in relation to the reference case (Option 1). The analysis assesses the impact of each package of measures against the Department for Transport's (DfT) New Approach to Transport Appraisal (NATA) criteria elements:

- Economy;
- Environment;
- Accessibility and Social Inclusion;
- Integration; and
- Safety.

1.3.11 The primary focus is upon the direct impact of the transport measures upon the economy, along with an accident analysis. A qualitative assessment was undertaken for the other elements.

1.3.12 The economic objective seeks to assess the benefits of the packages of measures against both direct and indirect impacts on the economy. The direct impacts relate to the Transport Economic Efficiency of the package in terms of improvements in journey times and reduction in travel costs. In addition, journey time reliability is also assessed. This is assessed in terms of groups travelling for different purposes, including businesses, commuters and other shopping, leisure and personal trips. The indirect impacts relate to the potential affects upon the wider economy. The economy objective also includes the overall assessment of benefits against the cost to the Public Accounts.

1.3.13 A standard approach to the analysis was undertaken utilising the DfT's Transport User Benefits Appraisal (TUBA) modelling software and in full accordance with WebTAG requirements. The TUBA model assesses the change in travel patterns / demand, travel times, and travel distances between the reference case (Option 1) and the do-something cases (Options 2 and 3) in order to assess the impact upon travel time and vehicle operating costs. Default values of time, and growth in values of time, and vehicle operating costs have been applied (as specified in WebTAG) in order to monetise the benefits / disbenefits associated with the different Options.

1.3.14 The safety objective encompasses two elements: accidents and personal safety and security. The accident analysis has been conducted using COBA modelling software approach to assess the impacts of the package options upon accident levels. A qualitative assessment of road safety and personal security was also undertaken.

1.3.15 An overall assessment of the quantified and monetised impacts from the appraisal process was undertaken in order to provide an overall indication of the scale of the potential costs and benefits associated within each package.

1.3.16 The analysis does not provide a cost benefit figure for Option 1 as it is the reference case for the comparison between the different option packages.

1.3.17 **Quantified Package Performance - Option 2**

1.3.18 The overall net impact of the proposed package of measures in Option 2, in terms of user and non-user benefits, private sector benefits, and Government costs are as follows:

- Benefit to Cost Ratio (BCR) = 1.9 to 1

1.3.19 The BCR represents a positive indication that the package of measures in Option 2 is considered to generate benefits in excess of the

associated costs. The scheme would also generate inter-peak, off-peak and weekend benefits that are not included within this analysis.

1.3.20 Quantified Package Performance - Option 3

1.3.21 The overall net impact of the proposed package of measures in Option 3, in terms of user and non-user benefits, private sector benefits, and Government costs are as follows:

- Benefit to Cost Ratio (BCR) = 3.6 to 1

1.3.22 The BCR represents a strong positive indication that the package of measures in Option 3 is considered to generate benefits in excess of the associated costs. The scheme would also generate inter-peak, off-peak and weekend benefits that are not included within this analysis.

1.3.23 Park and Ride Sites

1.3.24 As shown above Option 3 represents the best benefit to cost ratio. As part of the assessment work undertaken, the provision of Park and Ride sites in the vicinity of M20 Junction 7 and Linton Crossroads was found to have the most beneficial impact on traffic flows and to represent the greatest value for money. On this basis, KCC and MBC officers visited colleagues at Essex County Council and Chelmsford City Council to view the city's new Park and Ride service and to discuss the critical success factors which could be applied in Maidstone. The meeting strengthened the findings of the earlier modelling exercise that a small number of large, purpose-built Park and Ride sites serving distinct catchment areas offer the strongest prospect of becoming commercially viable in the medium term.

1.3.25 The M20 Junction 7 Park and Ride scheme involves the expansion of the existing Sittingbourne Road Park and Ride site on the A249 corridor to the north of Maidstone to provide a 1,000 space facility. The scheme incorporates a single decked car park, with high level security measures, along with modern waiting facilities and information.

1.3.26 A scheme cost estimate of approximately £9.5 million has been calculated. A funding bid is being prepared to the Single Local Growth Fund (SLGF) for the identified scheme costs.

1.3.27 Newnham Court was also considered as a potential Park and Ride location. However the combination of a number of factors confirmed that the Sittingbourne Road site provides a better option for Park and Ride.

1.3.28 The Sittingbourne Road Park and Ride is an existing site and therefore the success of the site can be built on by providing a new enhanced service. The decked car park arrangement can be accommodated within the existing site and also within the context of the wider Eclipse Business Park where the precedent for multi-story buildings has already been set. The new junction arrangement on the A249 Bearsted Road also provides improved access to the site for both buses and cars. This in turn provides better journey times by bus from the Sittingbourne Park and Ride site to the town centre when compared to a potential site at Newnham Court.

1.3.29 Further to this the masterplan produced for Newnham Court did not include provision for a Park and Ride site. The space required was not identified and the masterplan process has subsequently moved on to a stage where provision of a Park and Ride site is not considered feasible.

1.3.30 The Linton Crossroads Park and Ride scheme involves the provision of a 1,000 space facility on a 6.7 hectare site to the west of the A229 Linton Hill and to the south of the B2163 Heath Road, together with complementary bus priority measures on the A229 Loose Road to the north. The scheme is being promoted by the current landowner as part of a larger proposal involving enabling residential development on a 4.2 hectare site to the north west

1.3.31 The Park and Ride site would incorporate an at-grade car park, with high level security measures, together with modern waiting facilities and information. Vehicular access would potentially be provided from both the A229 Linton Hill and the B2163 Heath Road. The car park would cover approximately half of the site, with a woodland area to the south and west sides and landscaping along all boundaries.

1.3.32 A scheme cost estimate of approximately £6.3 million has been calculated. Should planning permission be granted for this scheme and the nearby residential development described above, the majority of these costs (totalling approximately £5 million) would be borne by the developer. On this basis, a contribution of £1.3 million is sought from the SLGF to provide a high quality passenger waiting facility and bus priority measures on the A229 Loose Road to the north.

1.4 Alternative Action and why not Recommended

1.4.1 N/A

1.5 Impact on Corporate Objectives

1.5.1 N/A

1.6 Risk Management

1.6.1 N/A

1.7 Other Implications

1.7.1

1. Financial
2. Staffing
3. Legal
4. Equality Impact Needs Assessment
5. Environmental/Sustainable Development
6. Community Safety
7. Human Rights Act
8. Procurement
9. Asset Management

1.8 Relevant Documents

1.9 None.

1.9.1 Appendices

1.9.2 None.

1.9.3 Background Documents

1.9.4 Maidstone Integrated Parking Strategy Research – Option Appraisal Report

IS THIS A KEY DECISION REPORT?

THIS BOX MUST BE COMPLETED

Yes

☐

No

☒

If yes, this is a Key Decision because:

.....

Wards/Parishes affected:

Agenda Item 9

Maidstone Borough Council

Planning, Transport and Development Overview and Scrutiny Committee

Tuesday 18 March 2014

Future Work Programme

Report of: Tessa Mallett, Overview and Scrutiny Officer

1. Introduction

- 1.1 To consider the Committee's future work programme.
- 1.2 To consider the information update given by the Chairman.

2. Recommendation

- 2.1 That the Committee considers the draft future work programme, attached at **Appendix A**, to ensure that it is appropriate and covers all issues Members currently wish to consider within the Committee's remit. Any items on the draft future work programme, highlighted in bold, are provisional items for the Committee to approve. These include:
 - Evaluations of Cabinet Member Priorities for 2013/14 Municipal Year
 - Update on the state of play with ITS
 - Planning Enforcement (TBC)
- 2.2 That the Committee considers the sections of the List of Forthcoming Decisions relevant to the Committee at **Appendix B** and whether these are items that require further investigation or monitoring.
- 2.3 That the Committee considers its continuous professional development needs and recommends possible training or development sessions it would like to undertake.

3 Future Work Programme

- 3.1 Throughout the course of the municipal year the Committee is asked to put forward work programme suggestions. These suggestions are planned into its annual work programme. Members are asked to consider the work programme at each meeting to ensure that it remains appropriate and covers all issues Members currently wish to consider within the Committee's remit.
- 3.2 The Committee is reminded that the Constitution states under Overview and Scrutiny Procedure Rules number 9: Agenda items that 'Any Member shall be entitled to give notice to the proper

officer that he wishes an item relevant to the functions of the Committee or Sub-Committee to be included on the agenda for the next available meeting of the Committee or Sub-Committee. On receipt of such a request the proper officer will ensure that it is included on the next available agenda, the Member must attend the meeting and speak on the item put forward.'

4 List of Forthcoming Decisions

- 4.1 The List of Forthcoming Decisions (**Appendix B**) is a live document containing all key and non-key decisions.
- 4.2 Due to the nature of the List of Forthcoming Decisions, and to ensure the information provided to the Committee is up to date, a verbal update will be given at the meeting by the Chairman. The Committee can view the live document online at:
<http://meetings.maidstone.gov.uk/mgListPlans.aspx?RPId=443&RD=0>

5. Impact on Corporate Objectives

- 5.1 The Committee will consider reports that deliver against the following Council priorities:
 - 'For Maidstone to have a growing economy' and 'For Maidstone to be a decent place to live'.
- 5.2 The Strategic Plan sets the Council's key objectives for the medium term and has a range of objectives which support the delivery of the Council's priorities.

Planning, Transport and Development Overview and Scrutiny Committee Work Programme 2013-14

Meeting Date	Agenda Items	Details and desired outcome
18 June 2013	<ul style="list-style-type: none"> • Appointment of Chairman and Vice-Chairman • Leader & Cabinet Member Priorities for 2013/14 Municipal Year • Maidstone Landscape Character Assessment • Work Programming Workshop 2013-14 	<ul style="list-style-type: none"> • Appoint Chairman and Vice-Chairman for 2013-14 • Ascertain work plan for the year and strategic direction for the Council & Select and develop review topics focusing on achievable outcomes.
23 July 2013	CANCELLED	CANCELLED
20 August 2013	<ul style="list-style-type: none"> • Development Management Policies for Local Plan • Public Consultation Approach for the Maidstone Local Plan 	<ul style="list-style-type: none"> • To consider the reports and information presented and make recommendations as appropriate.
TRAINING 28 August 2013	<ul style="list-style-type: none"> • PowerPoint presentation to explain the methodologies behind the SHMA/SLAA/SEDLAA and how the Sustainability Appraisal fits into the process 	<ul style="list-style-type: none"> • Background and preparation for the September and October meetings
17 September 2013	SPECIAL MEETING to act on the instruction of the extraordinary Council meeting on 2 September 2013 to the Planning, Transport and Development Overview and Scrutiny Committee	<ul style="list-style-type: none"> • The Committee to update Council on 18 September
26 September 2013	EXTRAORDINARY MEETING. A second, follow up meeting to hear further evidence from Boughton Monchelsea Parish Council and Maidstone to enable the committee to make a recommendation in response to Council's instruction.	<ul style="list-style-type: none"> • To respond to Council's instruction.
15 October 2013	<ul style="list-style-type: none"> • Infrastructure Delivery Plan 	<ul style="list-style-type: none"> • To consider the reports and information presented and make recommendations as appropriate.
19 November 2013	<ul style="list-style-type: none"> • Green and Blue Infrastructure Strategy • Mid-Year Five Year Housing Land Supply • Maidstone Borough Local Plan Public Consultation Draft - Group 2 Policies 	<ul style="list-style-type: none"> • To consider the reports and information presented and make recommendations as appropriate.
2 December 2013	SPECIAL MEETING – DEFERRED ITEMS:	

Appendix A

	<ul style="list-style-type: none"> • Maidstone Borough Local Plan Public Consultation Draft - Group 2 Policies • Green and Blue Infrastructure Strategy 	<ul style="list-style-type: none"> • To consider the reports and information presented and make recommendations as appropriate.
17 December 2013	<ul style="list-style-type: none"> • Solar Farms 	<ul style="list-style-type: none"> • To consider the report and information presented and make recommendations as appropriate.
21 January 2014	<ul style="list-style-type: none"> • Draft Integrated Transport Strategy – Vision and Objective • Maidstone Borough Local Plan Public Consultation Draft – Group 3 Policies • Maidstone Borough Local Plan Draft Spatial Strategy • Annual Monitoring Report 2012/13 	<ul style="list-style-type: none"> • To consider the reports and information presented and make recommendations as appropriate.
18 February 2014	<ul style="list-style-type: none"> • Maidstone Borough Local Plan Public Consultation Draft (Regulation 18) • Infrastructure Delivery Plan • Community Infrastructure Levy Preliminary Draft Charging Schedule (<i>Training to be scheduled before the meeting</i>) 	
18 March 2014	<ul style="list-style-type: none"> • Cost Benefit Analysis of Maidstone Park and Ride (part of the Draft Maidstone Integrated Transport Strategy) 	
15 April 2014	<ul style="list-style-type: none"> • Evaluations of Cabinet Member Priorities for 2013/14 Municipal Year • Update on the state of play with ITS • Planning Enforcement (TBC) 	



LIST OF FORTHCOMING DECISIONS

Relating to Planning, Transport and Development Overview and Scrutiny Committee

Democratic Services Team

E: democraticservices@maidstone.gov.uk

Publication Date: **7 March 2014**

INTRODUCTION

This document sets out the decisions to be taken by the Executive and various Committees of Maidstone Borough Council on a rolling basis. This document will be published as updated with new decisions required to be made.

KEY DECISIONS

A key decision is an executive decision which is likely to:

- Result in the Maidstone Borough Council incurring expenditure or making savings which is equal to the value of £250,000 or more; or
- Have significant effect on communities living or working in an area comprising one or more wards in Maidstone.

At Maidstone Borough Council, decisions which we regard as “Key Decisions” because they are likely to have a “significant” effect either in financial terms or on the community include:

- (1) Decisions about expenditure or savings which equal or are more than £250,000.
- (2) Budget reports.
- (3) Policy framework reports.
- (4) Adoption of new policies plans, strategies or changes to established policies, plans or strategies.
- (5) Approval of portfolio plans.
- (6) Decisions that involve significant service developments, significant service reductions, or significant changes in the way that services are delivered, whether Borough-wide or in a particular locality.
- (7) Changes in fees and charges.
- (8) Proposals relating to changes in staff structure affecting more than one section.

Each entry identifies, for that “key decision” –

- the decision maker
- the date on which the decision is due to be taken
- the subject matter of the decision and a brief summary
- the reason it is a key decision
- to whom representations (about the decision) can be made
- whether the decision will be taken in public or private
- what reports/papers are, or will be, available for public inspection

EXECUTIVE DECISIONS

The Cabinet collectively makes its decisions at a meeting and individual portfolio holders make decisions independently. In addition, Officers can make key decisions and an entry for each of these will be included in this list.

DECISIONS WHICH THE CABINET INTENDS TO MAKE IN PRIVATE

The Cabinet hereby gives notice that it intends to meet in private after its public meeting to consider reports and/or appendices which contain exempt information under Part 1 of Schedule 12A to the Local Government Act 1972 (as amended). The private meeting of the Cabinet is open only to Members of the Cabinet, other Councillors and Council officers.

Reports and/or appendices to decisions which the Cabinet will take at its private meeting are indicated in the list below, with the reasons for the decision being made in private. Any person is able to make representations to the Cabinet if he/she believes the decision should instead be made in the public Cabinet meeting. If you want to make such representations, please email carolinematthews@maidstone.gov.uk. You will then be sent a response in reply to your representations. Both your representations and the Executive’s response will be published on the Council’s website at least 5 working days before the Cabinet meeting.


ACCESS TO CABINET REPORTS

Reports to be considered at the Cabinet’s public meeting will be available on the Council’s website (www.maidstone.gov.uk) a minimum of 5 working days before the meeting.

HOW CAN I CONTRIBUTE TO THE DECISION-MAKING PROCESS?

The Council actively encourages people to express their views on decisions it plans to make. This can be done by writing directly to the appropriate Officer or Cabinet Member (details of whom are shown in the list below).

Alternatively, the Cabinet are contactable via our website (www.maidstone.gov.uk) where you can submit a question to the Leader of the Council. There is also the opportunity to invite the Leader of the Council to speak at a function you may be organising.

Decision Maker and Date of When Decision is Due to be Made:	Title of Report and Brief Summary:	Key Decision and reason (if applicable):	Contact Officer:	Public or Private (if Private the reason why)	Documents to be submitted (other relevant documents may be submitted)
Cabinet Member for Planning, Transport and Development  Due Date: Friday 4 Apr 2014	Park and Ride Tender To consider awarding the Park & Ride contract for a three year period following the procurement process identifying supplier A as the preferred supplier. To consider awarding the Park & Ride contract to provide Park & Ride services from Sittingbourne Road, Willington Street and London Road (option 1)	KEY Reason: Expenditure > £250,000	Jeff Kitson jeffkitson@maidstone.gov.uk	Public	Park and Ride Tender

Forthcoming Decisions
March 2014 - July 2014

Decision Maker and Date of When Decision is Due to be Made:	Title of Report and Brief Summary:	Key Decision and reason (if applicable):	Contact Officer:	Public or Private (if Private the reason why)	Documents to be submitted (other relevant documents may be submitted)
Cabinet Member for Planning, Transport and Development Due Date: Friday 4 Apr 2014	Exempt Appendix to Park and Ride Tender Detailing the procurement process, tender submissions and the preferred supplier.	KEY Reason: Expenditure > £250,000	Jeff Kitson jeffkitson@maidstone.gov.uk	Private due to commercial sensitivity	Park and Ride Tender