

AGENDA

CABINET MEETING



Date: Monday 24 February 2014
Time: 6.30 pm
Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Garland (Chairman), Greer, Moss,
Paine, Mrs Ring and J.A. Wilson

Page No.

1. Apologies for Absence
2. Urgent Items
3. Notification of Visiting Members
4. Disclosures by Members and Officers
5. Disclosures of lobbying
6. To consider whether any items should be taken in private because of the possible disclosure of exempt information

Continued Over/:

Issued on 14 February 2014

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

KEY DECISION REPORTS

- | | | |
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| 7. | Report of the Head of Planning and Development - Maidstone Borough Local Plan Public Consultation Draft (Regulation 18) | 1 - 398 |
| 8. | Report of the Head of Planning and Development - Infrastructure Delivery Plan (IDP) | 399 - 420 |
| 9. | Report of the Head of Planning and Development - Community Infrastructure Levy - Preliminary Draft Charging Schedule | 421 - 444 |

MAIDSTONE BOROUGH COUNCIL

CABINET

MONDAY 24 FEBRUARY 2014

REPORT OF HEAD OF PLANNING AND DEVELOPMENT

Report prepared by Sue Whiteside

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

1.1 Issue for Decision

1.1.1 To approve the draft Maidstone Borough Local Plan (attached at Appendix A). This report brings together all of the policies Members have given consideration to in the past year. New parts of the document include the spatial strategy and site allocation policies. The report considers the borough's objectively assessed needs, and explains the processes undertaken in the selection of recommended sites for development.

1.1.2 To reject land at Junction 8 of the M20 motorway as a strategic location for employment use. The full consideration of this site was deferred until further work on employment needs had been completed.

1.2 Recommendation of Head of Planning and Development

1.2.1 That Cabinet:

- i. Approves the draft Maidstone Borough Local Plan for public consultation (Regulation 18) attached at Appendix A;
- ii. Rejects the designation of land at Junction 8 of the M20 motorway as a strategic location for employment use; and
- iii. 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.

1.3 Introduction

1.3.1 This report will be considered by the Planning, Transport and Development Overview and Scrutiny Committee on 18th February 2014.

1.3.2 This report is seeking approval of the preparation draft of the Maidstone Borough Local Plan for public consultation (Regulation 18 consultation). It is not seeking approval of all of the policies and site allocations in the plan, but an agreement that the local plan is fit for purpose so that the community's views on the plan can be sought to assist officers and Members in shaping the publication draft of the local plan for subsequent consultation (Regulation 19).

1.3.3 The consultation is due to commence on Friday 21 March 2014 and close on Wednesday 7 May 2014 at 5pm. A number of events are being planned in accordance with the consultation strategy (agreed by this Committee and Cabinet Member¹) to encourage as many people as possible to tell the council their views on the document. Comments submitted during previous public consultations on the core strategy in 2011 and 2012 have helped to develop the policies in this draft local plan and, in the same way, all representations made during this new consultation will be considered and appropriate amendments to the local plan will be recommended.

1.3.4 Cabinet has given consideration to several groups of local plan policies over the past year. This report brings those policies together in a single document.

1.3.5 New to Members are:

- updated introductory chapters to the plan which reflect the passing of time;
- an amended Maidstone Borough Spatial Strategy (policy SS1) that rolls forward the plan period to 2011-2031 and sets development targets that are based on an updated evidence base. The policy also confirms the distribution strategy for site allocations;
- the balance of land allocations for housing, in addition to the core strategy strategic site allocations (policy H1 and Appendix A in the draft Local Plan document);
- Identification of broad locations for new housing for the latter period of the Local Plan (policy H3 and appendix F in the draft Local Plan document);
- site allocations for Gypsy and Traveller pitches (policy GT1; appendix D in the draft Local Plan document); and

¹ August 2013

- economic development land allocations for offices, industry and warehousing and mixed use allocations (policies EMP1 and RMX1; appendices B and C in the draft Local Plan document). The strategic location for medical and retail use at Junction 7 of the M20 and the retail/residential allocation at Maidstone East station and the Royal Mail sorting office was reviewed by this Committee and Cabinet in December 2013.

1.3.6 At its meeting on 27th January Cabinet decided to defer the consideration of policies SP3 (Rural Services Centres) and SP4 (larger settlements) until information on the proposed housing allocations was available. These proposed site allocations are now included as part of the draft Local Plan appended to this report. The recommendation on the designation of settlements is unaltered from previous reports; it is advised that Yalding and Coxheath be designated as two of the seven Rural Services Centres and that Boughton Monchelsea, Sutton Valence and Eyehorne Street (Hollingbourne) be designated as Larger Settlements.

1.3.7 The consultation draft Maidstone Borough Local Plan contains:

- Introductory chapters that highlight the documents that have helped to inform the local plan, identify key local issues which the plan needs to address, and set out the council's spatial vision and objectives for the plan period;
- The borough wide spatial strategy which sets development targets and explains the factors that influence the distribution of development;
- Spatial policies that focus on the town centre, Maidstone urban area, rural services centres, larger settlements and the countryside;
- Site allocation policies that list the site specific allocations for housing (including future locations growth), retail and mixed use, employment, Gypsy and Traveller pitches, and park and ride;
- Development management policies that apply across the borough, within the town centre and in the countryside focus on delivering the spatial strategy and set criteria against which planning applications for development are determined;
- Infrastructure delivery policies which explain what infrastructure is required to support new development; and

- The housing trajectory which demonstrates how the council will deliver its housing provisions.
- 1.3.8 There are also a number of appendices that contain individual policies for site allocations and future locations for growth, which clearly set out the infrastructure requirements and mitigation measures that are crucial for each site's development. Other appendices include information on monitoring, and matrices showing how plan policies will deliver the priorities of the Maidstone Community Strategy and the objectives of the Maidstone Borough Local Plan.

1.4 **Housing needs and the Strategic Housing Land Availability Assessment (SHLAA)**

- 1.4.1 The Strategic Housing Market Assessment 2014 confirmed the objectively assessed housing need for the borough as 19,600 dwellings (980 dwellings per annum). The Committee and Cabinet agreed this figure in January 2014. The next step for the council is to determine whether this need can be fully met, which is a requirement of the National Planning Policy Framework (NPPF) unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole, or specific policies in the NPPF indicate development should be restricted.
- 1.4.2 The Strategic Housing Land Availability Assessment (SHLAA) process commenced with a widely advertised call for sites on 7 December 2012. The call for sites period was initially scheduled to conclude on 25 January 2013, but the deadline was extended to 31 March 2013 because of the number of sites that were submitted after the initial closing date. The call for sites invited the development industry, landowners and members of the public to submit sites to be considered for allocation in the local plan. An important consideration at the outset of the process was how to assess all submitted sites for housing in a consistent manner. A detailed pro forma (approved by the Cabinet Member for Planning, Transport and Development, via this Committee) was used to build consistency into the process².
- 1.4.3 As part of the SHLAA assessments, site visits were undertaken and key stakeholders and service providers were consulted on all sites. The results were fed into the pro forma, and officers engaged with parish councils, landowners and the development industry to gather further information on the submissions. The pro forma incorporated a broad range of criteria against which sites were assessed, and included detailed comments on topics such as planning history, landscape, flood

² A similar pro forma was used in the assessment of potential Gypsy and Traveller sites, and for economic development sites, both of which were part of the call for sites.

risk, highways and ecology.

- 1.4.4 The assessment process allowed officers to draw initial conclusions on the potential development of sites in an open and consistent manner, examining the availability, locational suitability, achievability, and viability of each site. Locational suitability has influenced the recommended selection of sites: brownfield sites were prioritised first, and then recommended sites were selected for allocation in accordance with the borough's settlement hierarchy. Those sites situated in the urban area, edge of urban area³ or at rural settlements forming part of the council's settlement hierarchy were considered more suitable and sustainable than those removed from settlements and essentially in the open countryside. The exception to this rule is Syngenta, which is a large brownfield development site in Yalding parish.
- 1.4.5 Completed site pro forma were the subject of an independent sustainability appraisal (SA) by the expert consultants appointed to undertake the SA on the local plan. The sustainability of each site was appraised against a selection of key assessment criteria and advised on issues to be addressed and potential mitigation and enhancement measures. The SA also assessed the cumulative impact of the draft allocated sites on their immediate locations and at a strategic level.
- 1.4.6 As part of the SHLAA process, the site assessment exercise has assisted with the selection of recommended site allocations for the draft local plan (54 housing sites in total, out of 190 sites submitted), but it has also informed site allocation policies. For example, consultation with statutory undertakers and infrastructure providers has highlighted on-site and off-site constraints, and the need for additional surveys to fully understand the mitigation measures required to make development acceptable. This has resulted in the inclusion of criteria for mitigation measures in a number of the site allocation policies. The mitigation measures are wide ranging but in a number of cases include structural landscaping, junction improvements and the identification of site areas where development will be restricted.
- 1.4.7 The SHLAA process has ensured that the proposed site allocation policies are robust, and SHLAA sites will contribute approximately 10,000 dwellings⁴ towards the borough's objectively assessed housing need over the plan period. The pro forma for accepted and rejected sites will be available (as part of the council's evidence base) to support the published SHLAA during public consultation.

³ As defined in the Maidstone Borough Wide Local Plan 2000. Settlement boundaries will be amended to take account of new land allocations once the local plan is adopted.

⁴ Including strategic site allocations to the north west and south east of the urban area.

1.5 Future locations for housing growth

- 1.5.1 The council does not need to allocate land to meet all of the borough's objectively assessed need of 19,600 dwellings because approximately 4,100 homes have already been built since 2011 or have been granted planning permission on sites that are not yet completed, resulting in a net need for 15,500 homes. The land allocations that are the subject of this consultation total a further 10,000 dwellings, leaving a balance to find of 5,500 dwellings.
- 1.5.2 The NPPF directs local authorities to identify deliverable⁵ housing sites for the first 5 years (it is implied this starts from the date of adoption of a local plan). For years 6 to 10 and, where possible, years 11 to 15 following adoption (i.e. the last 10 years of the Maidstone Borough Local Plan period), sites should be developable⁶. The greater the number of dwellings on sites that are specifically identified as deliverable/developable, the more robust the local plan will be. However, the NPPF also allows for the identification of broad locations for housing in this latter period.
- 1.5.3 Three broad development locations yielding a potential 3,000 dwellings have been identified and included in the consultation draft for the latter years of the local plan period. This will offer the opportunity to review the locations in detail at the first point of regular review of the local plan in 2026.

Invicta Park Barracks

- 1.5.4 Invicta Park Barracks covers a substantial area (41 ha) 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. The MoD has categorised the site as a 'retained' site in its most recent estates review (2013); there are no immediate plans to vacate this site. The MoD keeps its property portfolio under regular review. It has been confirmed that, in the longer term, there could be some prospect that the site may be declared surplus and so become available for alternative uses.
- 1.5.5 In recognition of this potential, and the need to plan positively for it, the draft Local Plan identifies Invicta Park Barracks as a broad location for future housing growth for towards the end of the Local Plan period (post 2026). The Barracks site covers is an extensive area and

⁵ Deliverable sites must be available, offer a suitable location, be achievable (with a realistic prospect of being delivered within those 5 years), and be viable.

⁶ Developable sites must be suitably located, and available and viable at the point of release.

includes expansive undeveloped open and wooded areas. Development will need to be planned to reflect the site's arcadian nature and the role it could have in providing additional accessible green space in the urban area. Primarily focused on the redevelopment of existing developed areas, the site has the potential to deliver in the order of 1,300 new homes.

Town Centre

- 1.5.6 It is acknowledged in the local plan evidence base that there is an oversupply of poorer quality office stock in the town centre which is no longer fit for purpose. This has the effect of suppressing the town centre office market and thereby inhibiting new development which could better meet modern business needs. A route to tackle this is to rationalise the supply of the poorest stock through conversion to alternative uses. Over the timeframe of the plan it is expected that the value of the lowest quality office stock, in terms of rents, will fall further making redevelopment for alternative uses increasingly viable. With a corresponding uplift in the market for town centre apartments, this trend could see the delivery of significant new housing in and around the town centre. In view of the market shifts needed, delivery is likely to be phased towards the end of the plan period. The town centre broad location is considered to have the potential to deliver in the order of 200 additional homes.

Lenham Rural Service Centre

- 1.5.7 Lenham is a compact settlement surrounded by flat, arable land. The village benefits from a good range of infrastructure and facilities, including a primary school, secondary school, train station, village hall, local shops, and a medical centre. The village has access to employment opportunities locally, and good rail and bus links to Maidstone and Ashford towns. The village has easy access to the A20 which leads to Junction 8 of the M20 motorway.
- 1.5.8 There is potential for the village to expand. There are no known major constraints to the provision of additional housing development, although further studies are likely to be required to assess the impact of development on the environment and to identify the mitigation measures necessary for any proposals to proceed. Impacts on the setting of the AONB will need careful assessment. There are no known flooding issues in the location. Land is available to the east and west of the village that has potential to deliver in the region of 1,500 dwellings recognising the need to avoid the coalescence of the village with neighboring Harrietsham.

1.6 Unmet housing need

- 1.6.1 The borough's objectively assessed housing need is 19,600 dwellings. Since 2011, approximately 4,100 units have been built or are in the pipeline. The recommended housing land allocations in the draft local plan yield a further 10,000 homes, and broad locations 3,000 dwellings. The balance of unmet need is therefore in the region of 2,500 dwellings.
- 1.6.2 At examination, the council will have to demonstrate why its full housing need cannot be met. Constraints to development will have to be robustly defended⁷ and evidence produced to demonstrate what measures have been taken to address unmet need.
- 1.6.3 It is recommended that a further call for sites be undertaken as part of the public consultation exercise, to establish whether there are additional sites suitable for development that have not yet been subject to the SHLAA process. At the time of the deadline for the Call for Sites, the agreed 'working' housing target was some 14,800 dwellings (2011-31)⁸, appreciably below the 19,600 objectively assessed needs figure now in place. A further call for sites exercise will ensure that sites are submitted in full knowledge of the up to date evidence-based needs figure. Alongside this exercise, an appraisal of reasons why SHLAA sites were rejected should be undertaken to establish whether additional mitigation measures could release rejected sites for development.
- 1.6.4 Ultimately, if objectively assessed need is not met, then a strong case of constraints, substantiated with evidence (for example of infrastructure capacity) must be made and, under the duty to cooperate, the council must demonstrate whether unmet need can be satisfied by neighbouring authorities. It is important to note that some adjoining authorities are likely to be more constrained than Maidstone, particularly by national designations such as the AONB and Green Belt. Also, to be aware that those authorities may in fact look to Maidstone to accommodate their unmet housing need.
- 1.6.5 A similar position arises with the provision of sites to accommodate Gypsy and Traveller pitches and Travelling Showpeople plots. Allocations are proposed for some 23 Gypsy and Traveller pitches in the draft Local Plan. With the addition of the 57 pitches granted permanent consent since October 2011, and the potential 15 pitches which the Homes and Communities Agency-funded new public site

⁷ A section on development constraints was included in 27 January 2014 Cabinet report.

⁸ Cabinet, 13th March 2013.

would deliver, there is a shortfall of some 92 pitches against the total requirement for 187 pitches (2011-31). A further call for sites to address the needs of these communities should be undertaken in tandem with a call for market housing sites.

	Need	Supply	Unmet need
Gypsy & Traveller pitches	187	95	92
Travelling Showpeople plots	11	0	11

1.7 Employment land needs and Junction 8

Background

- 1.7.1 The draft Core Strategy (2011) published for public consultation in September 2011 identified Junction 8 of the M20 motorway as a strategic location for employment. At that time, based on the scale of employment land requirements (Employment Land Review Partial Update 2011) it was considered that land at Junction 8 would be required in addition to a dispersed pattern of smaller sites to accommodate industrial and warehousing floorspace.
- 1.7.2 In July 2012 Cabinet considered the main issues raised in the public consultation on the Core Strategy. As reported at the time, there was support from the public and the development industry for the identification of Junction 8 of the M20 motorway as an employment location (22 respondents or 5%). There were also suggestions that this location could accommodate housing or mixed use development for housing and employment. There was a high level of opposition to development at Junction 8 from local residents (254 respondents or 52%), who objected on the grounds of the KIG appeal decision, the impact on the landscape, the loss of Special Landscape Area protection, increased traffic congestion, and the provision of low skilled jobs in this location. Alternative employment sites were proposed by respondents (but not the landowners) at Detling Airfield Estate, Park Wood and Hermitage Lane.
- 1.7.3 The same Cabinet report concluded that Junction 8 would be the best location for a critical mass of employment uses, including premier office development, industry and warehouse uses, of a quantity that would enable the delivery of the necessary supporting infrastructure whilst also providing for a qualitative scheme in a parkland setting to help mitigate the impact of development on the landscape. The location also has transport capacity.
- 1.7.4 Cabinet resolved to retain Junction 8 of the M20 motorway as a strategic location for economic development to address qualitative and

quantitative employment needs and the aspirations of the Council (as set out in the Economic Development Strategy 2008), pending further consultation as part of the Strategic Site Allocations consultation in August/September 2012, to enable a more informed decision to be made on the allocation of strategic site(s) at this location.

- 1.7.5 In March 2013 the outcomes of the strategic sites public consultation were reported to Cabinet. The issues raised in connection with Junction 8 were wide ranging and, to a large extent, focused on public opposition to the principle of development in this location. The main issues raised included the questioning of the need for the development, the availability of alternative sites within and outside the borough, impact on the AONB, impact on the highway network, the loss of countryside, the sustainability (or otherwise) of the location, precedent and concerns over the quality of jobs which would be generated.
- 1.7.6 In the same report Cabinet was presented with an update of the borough's employment land demand (based on delivering interim housing provisions of 14,800 dwellings up to 2031). The updated evidence pointed to a more modest requirement for employment land overall than previously, with a particular emphasis on office uses. Based on this updated evidence, the justification to release employment land at Junction 8 became less clear cut than it had been previously.
- 1.7.7 Cabinet took the decision to retain Junction 8 as a strategic development location for employment until such time as the work identifying employment land demand (employment land forecasting) and supply (the Strategic Economic Development Land Availability Assessment) was completed.

Employment land requirements

- 1.7.8 As reported to Cabinet on 27 January 2014, a further employment land forecast has been undertaken to cover the plan period (2011-31). As well as the basis for employment land forecasting, this work was also the starting point for the 'economic-led' housing projection in the SHMA, enabling consistency across the Council's evidence base.
- 1.7.9 This forecast has stemmed from a sectoral analysis of the economy, critically analysing which sectors are likely to grow and which are contracting. The analysis specifically tries to identify sectors where the potential for growth is above a 'business as usual' level. In this respect the forecast is ambitious. The analysis also allows for the direct and indirect jobs that will be created as a result of the specific Kent Institute of Medicine and Surgery and Maidstone Medical Campus development. This is a specific proposal which will provide a wider

catalyst to growth.

1.7.10 The analysis looks across all the sectors in the local economy. This growth is then translated into an employment land demand figure for just those sectors which will require office, industrial/manufacturing and warehouse/distribution premises in the future (i.e. B use classes).

1.7.11 The total floorspace demand figure for the whole Local Plan period is shown in the first line of the table below. Whilst the greatest amount of floorspace will be needed for distribution/warehousing uses, these are land hungry uses. Office based development will actually be far more significant in terms of the number of the new jobs generated.

2011-2031	Offices	Industrial	Warehousing	TOTAL
Total floorspace requirement (m ²)	39,830	20,290	49,911	110,030
Jobs	3,053	226	453	3,733
% B class jobs	82%	6%	12%	100%

Table: Total floorspace requirements and jobs (excluding KIMS/Medical Campus)

1.7.12 This requirement is for the full 20 year period of the Local Plan. The net requirement to be addressed in the Local Plan results when the following supply factors are deducted:

- Completions achieved in 11/12 and 12/13
- Sites with planning permission⁹
- Vacant premises¹⁰

1.7.13 The net floorspace/land forecast is set out in the bottom row of the table below. This requirement is additional to the land already identified and granted permission for the KIMS/Maidstone medical Campus proposals.

	Office	Industrial	Warehousing
Total floorspace Requirement (m ²) 2011-31	39,830	20,290	49,911
Supply (m ²)	24,247 ¹¹	16,595	36,964
Net floorspace requirement (m ²) 2013-31	15,583	3,695	12,947

⁹ This figure excludes two sites where the extant planning permissions for offices (= 23,150sqm) are unlikely to be implemented because of alternative proposals; the site at Eclipse with permission for Next and the site at Springfield which is proposed to be allocated in the draft Maidstone Borough Local Plan for housing

¹⁰ Includes deduction of 5,000sqm for the poorest quality vacant town centre office stock

¹¹ Includes CIA adjustments at Eclipse Park

Table: Net employment land requirement 2013-2031

Strategic Economic Development Land Availability Assessment (SEDLAA)

- 1.7.14 The SEDLAA has been undertaken in parallel with the SHLAA. Some 37 sites were assessed for their potential for employment, retail or mixed use. The submitted sites included two sites at Junction 8: land at Woodcut Farm and Waterside Park.
- 1.7.15 The sites were assessed following the agreed criteria in the SEDLAA assessment pro forma¹². As for the SHLAA, the expert input of key statutory consultees was sought (Kent Highways; EA; KCC ecology; KCC archaeology).
- 1.7.16 Based on the SEDLAA assessment, the new industrial and warehousing floorspace required could be delivered in a dispersed pattern of new employment allocations. This would include the expansion of the existing successful industrial estates at Pattenden Lane, Marden and at Barradale Farm, near Headcorn. Mixed employment and residential allocations would be made at Syngenta, Yalding, helping to bring forward a brownfield site previously in employment use, and at Clockhouse Farm, Coxheath. This dispersed selection of sites would meet and indeed exceed the floorspace needs for industrial and warehousing space in the borough across a number of locations, providing some flexibility and choice and enabling the local expansion of firms. Further, the sites at Marden for example could be used for manufacturing type uses or distribution and it would be appropriate to allocate such sites for either use, again to allow for flexibility. It is recommended that all these sites are appropriate for allocation in the draft Maidstone Borough Local Plan, with necessary mitigation measures set out in the site specific allocation policies.
- 1.7.17 Either of the two sites submitted at the Junction 8 location could accommodate the full requirement for industrial and warehousing floorspace.
- 1.7.18 Junction 8 is currently a countryside location, removed from the built up area of Maidstone. Development of either of these candidate sites would substantially alter their established character. The existing urban influence in the vicinity of the Woodcut Farm site is slightly greater, provided by the residential and small commercial development along the A20 and the road interchange itself. However its

¹² Pro forma agreed by Cabinet Member for Planning, Transport and Development 22 March 2013

development would significantly alter the immediate rural character of the site and the inherent attractiveness that these fields have as an area of undeveloped countryside located on key routes into, and past, Maidstone.

- 1.7.19 The vicinity of the Waterside Park site is more rural in character. The site appears as a component of the rolling countryside to the south, particularly in views from the south and from the public right of way which crosses it.
- 1.7.20 The Woodcut Farm site forms part of the setting of the Kent Downs Area of Outstanding Natural Beauty (AONB) and represents a continuation of the landform of the North Downs. It is also visible, at a distance, from points in the AONB. Development would have an adverse effect on the setting of the AONB. Views from the AONB of Waterside Park are comparatively more limited whilst, in views from the south, the site is clearly seen as part of the foreground to the scarp slope of the AONB.
- 1.7.21 Officers have previously advised that the size and characteristics of the Woodcut Farm site do offer an opportunity for the landscape impacts of development to be mitigated¹³. This could be achieved by ensuring the existing topography of the site is respected through minimal site levelling, through significant additional structural landscaping and through careful design in terms of the buildings' scale, siting, orientation and materials. The context for this advice was a substantive and over-riding need for additional industrial and warehousing development which could not be met on alternative sites.
- 1.7.22 To develop the Waterside Park site would require extensive excavation which would be a substantial and unavoidable alteration to the prevailing form of the landscape. There is significantly less opportunity on this site to soften the impacts of development through enhanced landscaping.
- 1.7.23 Development of either site would cause substantial landscape harm. Further, Junction 8 is removed from the existing built up area from Maidstone. The sites are in a relatively unsustainable rural location. An allocation here would create a new employment destination in a location poorly served by public transport and relatively removed from centres of population and the attendant workforce. These sites are within walking and cycling distance of few residential areas and development of either is likely to particularly attract car-borne workers.

¹³ Cabinet report 25 July 2012

Qualitative need and market considerations

- 1.7.24 The NPPF directs that local planning authorities need to assess both the qualitative as well as the quantitative need for employment land when drawing up their Local Plans (para 161). Qualitative considerations are set out below.
- 1.7.25 **Connections to the strategic road network:** The Junction 8 location clearly has very close access to M20 and thereafter the wider strategic road network. This is an attractive factor for businesses for business efficiency reasons, and HGV movements on local roads would be more limited. The dispersed selection of sites are located at a distance from the strategic road network. Their development is likely to result in more/longer HGV movements on local roads although it is of note that KCC Highways has not objected to their potential allocation. Key routes to the M20 from Marden (A229) and Headcorn (A274) require HGVs to pass through Maidstone town centre which is a constraint. The Syngenta site has a more direct connection to J4 of the M20 via the A228. Experimental Traffic Regulation Orders have been made around Marden and Yalding with the aim of directing lorries in excess of 7.5 tonnes away from this area and on to the main road network. The Joint Transport Board has recently recommended that this order be retained¹⁴. If made permanent, this risks reducing the attractiveness of the area for businesses as it increases journey times and adds fuel and driver time costs for some deliveries and exports.
- 1.7.26 **Price:** Premises at Junction 8 will be more expensive to purchase/let because of their motorway location. In contrast with a dispersed pattern of development, sites are likely to be more affordable for a wider range of firms.
- 1.7.27 **Range of sites:** A site at Junction 8 will be in a single ownership but could be delivered in phases to help stagger supply. The dispersed pattern offers a choice of sites in different locations. It offers a wider geographical spread of potential sites, in different ownerships which could come forward at different times over the plan period in response to demand.
- 1.7.28 **Site capacity:** A site at Junction 8 will be capable of meeting larger scale needs, as well as smaller scale requirements. The dispersed sites are less likely to be able to accommodate a single, large end user.
- 1.7.29 **Market Interest:** there is clear, current market interest to deliver and occupy new employment floorspace at Junction 8. The site is likely to

¹⁴ Maidstone Joint Transport Board 22nd January 2014

be more attractive to inward investors than the dispersed sites. Market demand analysis in the Employment Land Review (2013) however suggests that demand for both industrial and warehousing is more likely to be locally generated (existing firms expanding) or of a sub-regional nature.

1.7.30 Existing/new business locations: Development at Junction 8 would create a brand new business location and could provide a prestigious, business park form of development and a new business 'offer' for the borough. The dispersed pattern provides for the localised expansion of existing successful business locations. It could better enable the expansion of firms in situ, and potentially better serve established, local firms.

1.7.31 Promotion of the borough as a business location: A single large site at Junction 8 (in addition to Junction 7) will bring a significant marketing opportunity to promote the borough as a business location. A diversity of smaller sites is likely to be much less marketable.

Conclusion

1.7.32 Junction 8 as a location for new employment floorspace has some significant, qualitative advantages. Key is its location immediately adjacent to the strategic road network. This helps to drive its market attractiveness and will serve to control HGV movements on local roads. It is the case that a site at Junction 8 is much more likely to be attractive to an inward investor and would be a more prestigious site for the promotion of the borough. This is a significant consideration; one of the council's three key objectives is for Maidstone to have a growing economy.

1.7.33 However, it is considered that the harm caused by development in the location of Junction 8 would be substantial, in particular in terms of impacts on the AONB and the wider landscape. Local Planning Authorities have a duty to have regard to the conservation and enhancement of the natural beauty of AONB landscapes. This duty equally applies to development proposals outside the boundary of an AONB but which may impact on the designated qualities of the AONB¹⁵. Coupled with the relative unsustainability of Junction 8 as a new employment location, the harm caused by development here is not considered to be over-ridden by the acknowledged qualitative benefits.

Office requirements

¹⁵ Draft National Planning Practice Guidance (August 2013)

1.7.34 There is a net requirement for some 15,583m² of new office space over the plan period. The NPPF directs a town centre first approach to new office development. There has been no significant new office development delivered in or close to the town centre since the County Gate scheme in the late 1990s, despite planning permissions being granted. In contrast there is over-supply of poorer quality stock. In the first instance this oversupply needs to be rationalised through the conversion of offices to alternative uses. To this end the draft Local Plan seeks to protect only the better quality office locations as 'economic development areas' (Policy DM18).

1.7.35 There is the opportunity to allocate land at Mote Road, Maidstone to provide substantive new town centre offices over the timescale of the Plan. Clockhouse Farm at Coxheath can also provide for an element of office space as part of its mixed use allocation.

1.7.36 With these allocations confirmed, there is a shortfall in of some 5,483m² on measured requirements (equating to 14% of the total requirement or 39% of the net requirement).

1.7.37 As set out, there is a lack of current demand for speculative office development. As and when market demand returns, there is considerable immediate capacity at Eclipse Park (some 7,071m² permitted plus 3,500m² additional capacity). Some general office space (24,750m²) will also be delivered as part of the Maidstone Medical Campus which has outline permission. The market analysis in the Employment Land Review (2013) highlights that as demand picks up sites such as Eclipse Park, coupled with the rationalisation of the town centre stock, will be able to deliver new flexible, modern floorspace. There is therefore considerable short term (pipeline) and future planned supply of new, modern office space.

1.7.38 Additionally, the ancillary office space provided as part of industrial/warehousing development will contribute to the identified requirement.

1.8 **The Spatial Strategy (Policy SS1) and Sustainability Appraisal**

1.8.1 There have been a number of iterations of the Sustainability Appraisal as the local plan has developed. These iterations have produced recommendations which have, in turn, helped to shape the local plan policies. The following examples show some instances where this has been the case:

- Policy DM2 (sustainable design standards) was amended following a recommendation from the SA that the wording could be strengthened in relation to the Code for Sustainable Homes,

BREEAM and stress on water resources;

- Policy DM4 (principles of good design) was amended following a recommendation from the SA that the policy would be enhanced through explicitly identifying the need for development proposals to be designed to ensure that the borough's biodiversity and geodiversity features are protected and enhanced; and
- The SA highlighted the fact that that a number of employment sites fell within flood zone 3b, and recommended that policies be amended to emphasise the need to avoid new development within areas at risk from flooding, or to mitigate any potential impacts of new development within areas at risk from flooding.

1.8.2 The local plan sets out a clear settlement hierarchy for determining which locations are the most sustainable for allocating new development sites. Following the redevelopment of brownfield sites within settlement boundaries, the most sustainable location for greenfield development is adjacent to the currently defined¹⁶ urban boundary, where access to services is greatest and best use can be made of existing infrastructure. Rural service centres are the most sustainable villages and form the second tier in the settlement hierarchy because they act as a focal point for trade and services for wider communities, providing a concentration of public transport, employment and community facilities. Larger settlements form the third tier of the settlement hierarchy and can accommodate limited development, where appropriate, having a smaller range of services than rural service centres, but still meeting the day-to-day needs of local communities.

1.8.3 Within this settlement hierarchy there are options for the distribution of development, and alternative strategies must be considered as part of the local plan process.

1.8.4 The emerging sustainability appraisal (SA) has appraised various housing options that follow the settlement hierarchy, but has also assessed the impact of the Golding Homes' proposal for a new settlement¹⁷, which was submitted during the call for sites. The SA appraised three targets for housing: 19,600 dwellings (objectively assessed need), 17,100 dwellings (draft capacity to date including broad locations for development), and 14,100 dwellings (draft capacity to date excluding broad locations for development). The targets were assessed against the various distribution options for development: a dispersed pattern of development, with and without broad locations for

¹⁶ Maidstone Borough Wide Local Plan 2000

¹⁷ Proposal for a freestanding garden suburb, accommodating 3,000 to 5,000 new homes on greenfield sites located to the south east of the urban area.

development and/or the new settlement. This compares the local plan strategy of development dispersal with an alternative of a new settlement together with a reduced dispersal of development. These options were tested against their ability to deliver the objectively assessed need for housing, but were balanced by sustainability indicators including flooding, health, poverty, education, congestion, climate change, biodiversity, countryside, heritage, waste, energy and economy.

Option	Number of dwellings	Description
1	19,600	Dispersed and broad locations
2	19,600	Dispersed, broad locations and a new settlement
3	17,100	Dispersed and broad locations
4	17,100	Dispersed and new settlement
5	14,100	Dispersed only
6	14,100	Dispersed and a new settlement

1.8.5 The emerging results show that, on balance, alternatives 5 and 6 would fail to meet the housing need for the borough, leading to negative impacts on the economy, health and wellbeing in the longer term. Alternatives 1 and 2 would have a more pronounced positive impact on housing and economic factors, but adverse impacts on levels of congestion would be more likely. Options 1 and 2 could also lead to an oversupply of housing compared to the level of jobs planned for. In combination, these factors could have negative implications for the wider local economy, health and wellbeing. Alternatives 3 and 4 may not quite meet the identified housing need, but would be likely to have a less severe impact in terms of congestion and other environmental impacts. These two options are also likely to be more suitably matched to the number of projected jobs. However, due to the constraints and uncertainties associated with the delivery of a new settlement, the SA concludes that alternative 3 is more favourable than alternative 4.

1.8.6 Based on all known sites at this point, the SA supports the local plan strategy of providing for 17,100 dwellings in a dispersed distribution pattern of development supported by the identified broad locations for future housing growth.

1.8.7 Additionally, the SA has examined two employment distribution options: the local plan dispersed strategy and one of concentration at Junction 8.

Option	Employment provision (m ²)	Distribution pattern
A	Office – 39,830 Industrial – 20,290 Warehousing – 49,911 Medical – 98,000	Concentrated (town centre, J7 and J8)

B	Office – 39,830 Industrial – 20,290 Warehousing – 49,911 Medical – 98,000	Dispersed (town centre, J7 and RSCs)
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- 1.8.8 The emerging results show that both alternatives would have a significant positive impact by increasing the quantity and quality of employment opportunities. There would also be benefits in terms of increased opportunities to develop skills in the health sector in particular.
- 1.8.9 Both options would help to tackle deprivation by providing jobs in close proximity to areas of need. This is particularly the case for alternative A. However, there is a danger that increased movements into the Maidstone urban area could exacerbate existing congestion and air quality issues, having an effect on the wider local economy and health. These effects would be less pronounced for alternative B, which would disperse an element of employment to a number of settlements to the south of the urban area. This dispersal strategy would also support the local economies in a number of service centres, but might not attract high-profile development.
- 1.8.10 Alternative A could have a significant negative impact on landscape character due to the location of the Junction 8 site in relation to the Kent Downs AONB. Although alternative B could still lead to localised impacts on character around a number of settlements, the impacts are considered less significant. Both alternatives make little use of previously developed land and would lead to the loss of grade 2 and 3 agricultural land.
- 1.8.11 The SA concluded that, on balance, alternative B (the local plan strategy) has fewer impacts on congestion, countryside and heritage
- 1.8.12 The SA highlighted the fact that proposed mixed use development at Syngenta, Yalding, is within areas at significant risk of flooding. This has been recorded as a negative impact for alternative B, but mitigation measures can be implemented to avoid negative impacts.
- 1.8.13 The spatial strategy (policy SS1) sets housing provisions of 17,100 dwellings, to be delivered in a dispersed distribution pattern of development. Employment provisions are also met through a dispersed strategy. Both options are supported by the interim sustainability appraisal, including the balance of new jobs and homes.
- 1.8.14 The sustainability appraisal will continue to evolve with the local plan, and the interim SA will be published as part of the evidence base during public consultation.

1.9 Affordable Housing (Policy DM24)

1.9.1 The 2014 Strategic Housing Market Assessment (SHMA) identifies the affordable housing need in the borough, for the period 2013 to 2031, as 322 per annum. It is important to note the reasons for the change in affordable housing need arising from the new study compared to the need identified in 2010.

1.9.2 The 2010 SHMA identified an annual affordable housing need of 1,081 homes. This change in need can be attributed primarily to the methodology used. The 2010 methodology sought to address affordable need in a five year time period, rather than across the period of the local plan. Where the need is significant, as was identified in the 2010 SHMA, this approach causes difficulties in attempting to meet that need through policy targets. The 2010 SHMA did recognise this and offered an alternative approach that addressed needs across the plan period – based on the then housing target of 11,080 [for the period 2006-2026], it recommended a target of 38%.

1.9.3 In the four years between the studies, the baseline conditions in the borough have also changed, each affecting the affordable need figure. The 2011 Census showed that the population of the borough has increased further than the Office for National Statistics had previously estimated. The list of people on the housing register has changed, mainly through a change in the housing allocation policy, which has restricted access to the register (April 2013). The amount of affordable housing stock has increased in the intervening period as a result of development in the borough. Consequently, the 2014 SHMA recommends that a 30% target across the borough would be appropriate to meet affordable need.

1.9.4 The 2013 Local Plan Viability Testing identified that the following affordable housing targets were achievable in viability terms:

- Previously developed land (urban) – 15%
- Greenfield and private residential land (urban and urban periphery) – 30%
- Countryside, rural service centres and larger villages – 40%

This viability information means that if the targets for these areas were set higher, affordable housing could still only be delivered at these rates.

1.9.5 Using this information in conjunction with capacity based potential development splits to these broad geographical areas, 4,144 affordable

units could be expected to be delivered for the period 2013-2031. In addition to the 427 units in the pipeline, this equates to 254 units per annum, a shortfall of 68 units against the identified annual affordable need. It is reasonable to expect that this shortfall could be addressed by the private rented sector, based on current estimated lettings levels.

- 1.9.6 Drawing on the evidence in the 2014 SHMA, the proposed tenure split in Policy DM24 has been amended, with agreement from the council's housing department, to seek not less than 65% affordable rented housing, social rented housing, or a mixture of the two. The balance of up to 35% of affordable dwellings delivered will be intermediate affordable housing (shared ownership and/or intermediate rent

1.10 **Countryside (Policy SP5)**

- 1.10.1 Policy SP5 (Countryside) has been amended to include a map that identifies the borough's landscapes of local importance, namely the Greensand Ridge, Medway Valley, Loose Valley and Len Valley. These landscapes were highlighted as areas of local importance by the public through previous consultation. The council will, where possible, protect its most sensitive landscapes that are in good condition, in accordance with the Landscape Character Assessment.

1.11 Alternative Action and why not Recommended

- 1.11.1 Alternative courses of action are discussed throughout the report.

1.12 Impact on Corporate Objectives

- 1.12.1 The Maidstone Borough Local Plan supports the delivery of the spatial objectives of the Maidstone Community Strategy and the Strategic Plan. It also has regard to objectives set out in other corporate documents, in particular the Housing Strategy. The local plan supports the council's priorities for Maidstone to have a growing economy and to be a decent place to live, and the consultation processes will strive to meet corporate and customer excellence.

1.13 Risk Management

- 1.13.1 The council still has a local planning policy framework that comprises adopted development plan documents and supplementary planning documents, endorsed guidance, and saved policies from the Maidstone Borough Wide Local Plan 2000. These policies are still relevant and

carry weight in the decision making processes provided there is no conflict with the National Planning Policy Framework (NPPF). However, the council has a duty to maintain an up-to-date policy framework, and current policies are increasingly becoming outdated or are in conflict with the NPPF. It is important to maintain the momentum for the preparation of the Maidstone Borough Local Plan and to reach a consensus that the local plan is fit for public consultation.

1.13.2 The retention of legal and professional services to guide the local plan through its preparation stages, and the production of up-to-date robust technical evidence will ensure the Maidstone Borough Local Plan is found sound at examination.

1.14 Other Implications

1.14.1

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

1.14.2 Financial: A dedicated budget has been identified to undertake the work relating to the preparation of the local plan. The costs of public consultation can be accommodated within that budget.

1.14.3 Staffing: The public consultation on the Maidstone Borough Local Plan can be managed within existing staff resources.

1.14.4 Legal: Legal services have been retained to offer advice on document content and processes to ensure the Maidstone Borough Local Plan is found sound at examination. A number of meetings have been held with Counsel and the Head of Legal Services. These services can be

managed within the existing budget for local plan production.

1.14.5 Equalities Impact Assessment: the consultation process will engage with all individuals and communities in accordance with the equalities legislation and the council's equalities policy.

1.14.6 Procurement: Although additional evidence base work has been prepared in-house where possible, it is necessary to employ consultants on short term contracts to undertake specialist pieces of work. Appointments are in accordance with the Council's procurement procedures and the costs can be managed within the existing budget for local plan production.

1.14.7 Environmental/sustainable development: A sustainability appraisal, incorporating a strategic environmental assessment, is required for all local plan policies including site allocations. Consultants have been appointed to undertake this technical exercise, and costs can be managed within the existing budget for local plan production. The sustainability appraisal is an iterative process, and the draft Maidstone Borough Local Plan has undergone initial appraisal.

1.15 Relevant Documents

Maidstone Borough Local Plan 2014 evidence base
<http://www.maidstone.gov.uk/residents/planning/local-plan>

1.15.1 Appendices

Appendix A: Maidstone Borough Local Plan – Preparation (Regulation 18) 2014

1.15.2 Background Documents

None

IS THIS A KEY DECISION REPORT?

THIS BOX MUST BE COMPLETED

Yes

No

If yes, this is a Key Decision because: The report affects local plan policies, plans and strategies

Wards/Parishes affected: All wards and parishes

This is a public consultation draft of the Maidstone Borough Local Plan called "Preparation" or "Regulation 18" consultation

The consultation commences on Friday 21 March 2014

And closes at 5pm on Wednesday 7 May 2014

All enquiries should be addressed to:

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Introduction

1.1 The Maidstone Borough Local Plan is the key document within Maidstone's local planning policy framework 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.

1.2 The local plan:

- Sets out the scale and distribution of development;
- Identifies, by site, where development will be located;
- Identifies where development will be restrained; and
- Explains how the council and its partners will deliver the plan.

1.3 The Maidstone Borough Local Plan covers the period from 2011 to 2031 but, to ensure an up-to-date planning policy framework is maintained, the plan will be reviewed by 2021. In considering proposals for development, the Borough 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 avoided.

Public Consultation

1.4 This stage of public consultation, known as "preparation" or "regulation 18" consultation⁽¹⁾, is an important stage in preparing the local plan. The council would like to know what the community and key stakeholders think about its strategy and proposed land allocations. This public consultation will commence on Friday 21 March 2014 and will **close at 5pm on Wednesday 7 May 2014**. The consultation exercise will involve a number of approaches to enable residents, businesses and other interested parties to express their opinions. The full consultation programme, including a schedule of dates, times and venues for public presentations and road shows will be available on the council's website.

1.5 During the consultation period comments can be made in a number of ways but the use of the council's online consultation page is encouraged. The public can also complete questionnaires, write to the council, send an email, or speak to officers at any of the events organised. Details of the council's commitment to consultation can be found in the Statement of Community Involvement.

1.6 This local plan is not finalised and, following the close of the consultation, all comments received will be assessed by the council and appropriate amendments will be made. The council will then publish the "publication" or "regulation 19" version of the Maidstone Borough Local Plan for final public consultation before submitting the plan to the Secretary of State for independent examination.

How the Local Plan has evolved

1.7 In September 2011 the council consulted the public on its draft Maidstone Borough Core Strategy, which planned for 10,080 dwellings in a dispersed development pattern across the borough for the period 2006 to 2026. As such, a base date of 2006 was used to assess the council's housing and commercial land supply against its targets for the 20 year period. Housing development was to be focused in the north west and south east of the urban area and at five rural service centres: Harrietsham, Lenham, Headcorn, Marden and Staplehurst. This was a locally derived target having regard to the former South East Plan target of 11,080 dwellings, but also to areas of constraint within the borough such as the Kent Downs Area of Outstanding Natural Beauty and the floodplain. The draft core strategy identified broad strategic locations for housing and employment development rather than allocating specific sites, and detailed development management policies and land allocations were to follow in the form of a Development Delivery Development Plan Document (DPD).

1.8 In March 2012 the government published the National Planning Policy Framework (NPPF), at the heart of which is a presumption in favour of sustainable development. In addition, following consultation on the draft core strategy, the public wanted to see specific strategic site allocations within the document. So in May 2012 the council advertised a 'call for sites' exercise inviting landowners, developers and their agents to submit information about available sites within the strategic housing and employment locations identified on the key diagram of the core strategy. Following a rigorous assessment of all of the sites submitted, the Core Strategy Strategic Site Allocations document was approved for a six week public consultation in August and September 2012, together with the draft Integrated Transport Strategy. Following this consultation, it was clear that the public wished to see all land allocations included in the core strategy, not just those allocated in the strategic locations.

1.9 Meanwhile, during 2012 a number of core strategy examinations were suspended because the presiding inspectors rejected the local authorities' demographic data. The inspectors' concerns focused on housing and employment data based on the evidence behind regional strategies, which was considered to be out of date and did not take account of updated national household projections; an imbalance between dwellings and jobs targets; and a lack of sufficient evidence demonstrating constraints to development. Consequently, in November 2012 the council agreed to delay its core strategy programme so that further work could be undertaken on the evidence base. The council agreed to update demographic and economic need data, to commission a new Strategic Housing Market Assessment (SHMA), and to produce new Strategic Housing and Economic Development Land Availability Assessments (SHLAA and SEDLAA).

1.10 In March 2013 the council decided to amalgamate the Maidstone Borough Core Strategy and the Development Delivery DPD into a single Maidstone Borough Local Plan, an approach supported by the NPPF, and the plan period was rolled forward from 2006-26 to 2011-31. The work undertaken for the core strategy has not been lost, and many of its policies have been appropriately amended and incorporated into this local plan. The comments received during the public

consultations in 2011 and 2012 have helped to shape the policies. The draft Maidstone Borough Local Plan provides a comprehensive planning policy framework and, where feasible, allocated land for development to 2031.

Policy framework

1.11 The policies within the Maidstone Borough Local Plan comprise:

- The borough wide spatial strategy which sets development targets and explains the factors that influence the distribution of development;
- Spatial policies that focus on Maidstone town centre, Maidstone urban area, rural services centres, larger settlements and the countryside;
- Site allocation policies that list the site specific allocations for housing (including future broad locations for growth), retail and mixed use, employment, Gypsy and Traveller pitches, and park and ride;
- Development management policies that apply across the borough, within Maidstone town centre, Maidstone urban area, rural service centres, larger settlements and in the countryside focus on delivering the spatial strategy and set criteria against which planning applications for development will be determined; and
- Infrastructure delivery policies which explain what infrastructure is required to support new development.

1.12 This consultation draft local plan includes a key diagram which illustrates the spatial strategy. It also incorporates plans for all proposed site allocations. The council's policies map is an ordnance survey based map showing the detailed boundaries of where adopted policies apply. A consultation version of the policies map, detailing proposed allocations and designations, will be available on the local plan web page www.maidstone.gov.uk/localplan when the consultation begins in March.

Key Influences

2.1 The council must take account of a number of relevant national and local plans and strategies when preparing the Maidstone Borough Local Plan, and also prepare a robust evidence base to support the policies of the plan.

National plans and strategies

2.2 The National Planning Policy Framework (NPPF) was introduced in March 2012 and consolidated much of the former national planning policy statements and guidance relating to plan making. 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. Draft National Planning Practice Guidance to support the NPPF was published in 2013. The Maidstone Borough Local Plan does not repeat national policy but it does explain how that policy has been applied.

2.3 The key theme running through the framework is a presumption in favour of sustainable development. This means that local authorities must proactively engage with applicants in order to find solutions to problems and, where there are no up-to-date policies, to grant planning permission without delay unless material considerations indicate otherwise.

Policy NPPF 1

Presumption in favour of sustainable development

When considering development proposals, Maidstone Borough Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies of the Maidstone Borough Local Plan, and where relevant with policies in neighbourhood plans, will be approved without delay unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the council will grant planning permission unless material considerations indicate otherwise, taking into account whether:

1. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
2. Specific policies in the National Planning Policy Framework indicate that development should be restricted.

Regional plans and strategies

2.4 In March 2013 the government partially revoked the regional strategy for the south east: the South East Plan. One policy is still in force but this does not apply to Maidstone. Consequently, the South East Plan no longer forms part of Maidstone's development plan.

2.5 A development plan comprises adopted local plans and neighbourhood plans. Maidstone's development plan currently comprises adopted development plan documents, saved policies from the Maidstone Borough Wide Local Plan 2000, and saved policies from the Kent Mineral and Waste local plans prepared by Kent County Council. Development plan documents and saved policies from the 2000 local plan will be superseded when the Maidstone Borough Local Plan is adopted.

Local plans and strategies

2.6 The key local document that has helped to shape the Maidstone Borough Local Plan is the Maidstone Community Strategy 2009-2020 (2013 Refresh). This sets out the council's overall direction and long term vision for the social, environmental and economic well-being of the area. Appendix G demonstrates how the spatial objectives from the community strategy have informed the objectives of the local plan.

2.7 Other important local strategies that have been taken into account in the formulation of policies in the Maidstone Borough Local Plan include:

- Green and Blue Infrastructure Strategy (draft 2013 and emerging updates 2014)
- Housing Strategy 2011/12 to 2014/15
- Integrated Transport Strategy (draft 2012 and emerging updates 2014)
- Maidstone Strategic Plan 2011-2015 (2013-14 refresh)
- Local Transport Plan for Kent 2011-16

The evidence base

2.8 A comprehensive evidence base has been developed alongside the Maidstone Borough Local Plan to support the policies within it. The evidence base comprises:

- Ancient Woodland Inventory (2012)
- Economic Sensitivity Testing and Employment Land Requirements (2014)
- Gypsy and Traveller and Travelling Showpeople Accommodation Assessment and update (2012)
- Integrated Transport Strategy (emerging)
- Landscape Character Assessment (2013)
- Local Biodiversity Action Plan (2009)
- Local Plan Viability Testing (2013)
- Maidstone Town Centre Assessment (2013)
- Office Viability Study (2009)
- Retail Capacity Study 2013
- Strategic Economic Development Land Availability Assessment (2013)

- Strategic Flood Risk Assessment (2008)
- Strategic Housing Land Availability Assessment (2013)
- Strategic Housing Market Assessment (2014)
- Sustainable Construction in Maidstone Study (2011)
- Town Centre Study (2010)
- Transport Modelling (various)
- Water Cycle Study (2010)

Sustainability Appraisal and Habitat Regulations Assessment

2.9 The Maidstone Borough Local Plan must be accompanied by a sustainability appraisal that considers the impact of the policies on the community, the economy and the environment. The sustainability appraisal has helped to maximise the positive impacts of local plan policies and minimise the adverse impacts. Both the policies and the local plan as a whole have been subject to sustainability appraisal, which also incorporates a Strategic Environmental Assessment as required by European legislation.

2.10 The council is also required to conduct a Habitat Regulations Assessment which assesses the likely impacts of local plan policies on the integrity of internationally important nature sites, namely Maidstone's North Downs Woodlands Special Area of Conservation.

Tests of soundness

2.11 When the Maidstone Borough Local Plan is examined by the appointed planning inspector it will be considered against a number of tests of soundness taken from guidance given to the inspectors by the Planning Inspectorate. The NPPF states that local plans must be:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

Spatial portrait

3.1 The borough of Maidstone covers 40,000 hectares and is situated in the heart of Kent. Maidstone is the county town of Kent and approximately 70% of its 155,143 population⁽²⁾ live in the urban area. The 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 Area of Outstanding Natural Beauty (AONB).

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, the coast 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. The rural service centres of Harrietsham and Lenham lie on the Ashford International - Maidstone East - London Victoria line; Headcorn, Marden and Staplehurst lie on the Ashford International - Tonbridge - London Charing Cross and London Cannon Street lines; and Yalding lies on the Medway Valley Line, Paddock Wood - Maidstone West - Maidstone Barracks - Strood. The channel tunnel link known as High Speed 1 (HS1) runs through the borough, providing fast links into London via Maidstone West and Strood train stations. A number of main transport routes cross the borough including the A20, A229, A249, A274 and A26.

3.3 The borough is relatively prosperous with a considerable employment base and a lower than average unemployment rate compared to Kent. However the borough also has a low wage economy that has led to out-commuting for higher paid work. The local housing market crosses adjacent borough boundaries into Tonbridge and Malling Borough Council and Ashford, and is influenced by its proximity to London, resulting in relatively high house prices.

3.4 There are parts of the borough that are in need of regeneration, primarily the pockets of deprivation that exist in the urban area. The rural service centres and larger settlements provide services to the rural hinterland and some smaller 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. Agriculture remains an important industry to Maidstone including the traditional production of soft fruits and associated haulage and storage facilities.

3.5 The borough is fortunate to benefit from a number of built and natural assets including 41 conservation areas, over 2,000 listed buildings, 28 scheduled ancient monuments and 15 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, two 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.

3.6 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 designated growth areas of the Kent Thames Gateway and Ashford to attract inward investment. The challenge for the Maidstone Borough Local Plan 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.

Key local issues

1. Where, when and how much development will be distributed throughout the borough;
2. Maintenance of the distinct character and identity of villages and the urban area;
3. Protection of the built and natural heritage, including the Kent Downs AONB and its setting and areas of local landscape value;
4. Provision of strategic and local infrastructure to support new development and growth including a sustainable integrated transport strategy, adequate water supply, sustainable waste management, energy infrastructure, and social infrastructure such as health, schools and other educational facilities;
5. Improvements to quality of air within the air quality management area (AQMA);
6. Regeneration of the town centre and areas of social and environmental deprivation;
7. Redressing the low wage economy by expanding the employment skills base to target employment opportunities;
8. 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;
9. Promotion of the multi-functional nature of the borough's open spaces, rivers and other watercourses;

10. Ensuring that all new development is built to a high standard of sustainable design and construction; and
11. Ensuring that applications for development adequately address the impact of climate change, especially the issues of flooding and water supply.

Spatial vision and objectives

3.7 The council's vision for the borough set out in the community strategy and strategic plan seeks a prosperous and vibrant future for Maidstone's urban and rural communities whilst retaining and enhancing the borough's distinctive heritage, landscape and character. The Maidstone Borough Local Plan is the spatial expression of the council's vision.

3.8 By 2031 prosperity will be achieved through sustainable economic growth across the borough supported by the creation of employment opportunities, the regeneration of key sites, continued investment in the town centre and improvements to access. The town centre will be a first class traditional town centre that will enable Maidstone to retain its role in the retail hierarchy of Kent by the creation of a distinctive, accessible, safe 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 and cultural and tourism facilities and enhanced public spaces.

3.9 Through the delivery of the Integrated Transport Strategy, Maidstone will have 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. The transport network will promote Maidstone town centre as a regionally important transport hub and will have sufficient people and goods moving capacity to support the growth projected by the local plan to 2031. The borough will have a safe environment for pedestrians, cyclists and motorists and its air quality will be better with more low carbon vehicles travelling on the road network. Both the rural service centres and Maidstone town centre will be better connected to facilities and employment within the borough. Strategic links to locations outside of the borough will be improved, and destinations such as London will be more accessible. Overall, Maidstone will be a better place to live with an enhanced quality of life supported by an improved transport network.

3.10 Maidstone's urban area will be revitalised by the regeneration of key commercial and residential sites and areas of existing deprivation. The delivery of the green and blue infrastructure strategy will develop and enhance a high quality network of green and blue spaces building on the assets that already exist.

3.11 A better mix and balance of housing will be provided, and the the density and location of development will be carefully considered. Development throughout the borough will be required to provide a mix of 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 that incorporate sustainability principles. Development will be required to take account of the impact of climate change.

Spatial vision

By 2031:

1. The Maidstone Borough Local Plan will deliver sustainable growth and regeneration whilst protecting and enhancing the borough's natural and built assets;
2. Development will be guided by the delivery of the integrated transport strategy together with the timely provision of appropriate strategic and local infrastructure;
3. Maidstone town will be an enhanced vibrant, prosperous and sustainable community benefiting from an exceptional urban and rural environment with a vital and viable town centre;
4. The roles of the rural service centres will be reinforced by directing suitable development and supporting infrastructure to Coxheath, Harrietsham, Lenham, Headcorn, Marden, Staplehurst and Yalding;
5. The roles of the larger rural settlements of Boughton Monchelsea, Eythorne Street (Hollingbourne) and Sutton Valence will be maintained through the delivery of limited development, where appropriate, together with supporting infrastructure;
6. The distinctive character of the Kent Downs Area of Outstanding Natural Beauty and its setting, together with the openness of the Metropolitan Green Belt will be rigorously protected and maintained;
7. Employment skills will be expanded to meet an improved and varied range of local jobs;
8. There will be a better balanced housing market to meet the needs of the community across the whole borough; and
9. Development will be of high quality sustainable design and construction to respond to climate change and to protect the environment.

3.12 A number of spatial objectives have been derived from the community strategy and the strategic plan to ensure that the Maidstone Borough Local Plan vision is achieved.

Spatial objectives

1. To provide for a balance of new homes and related retail and employment opportunities, with an emphasis on increasing skilled employment opportunities in the borough alongside developing learning opportunities;
2. To focus new development:
 - i. Principally within the Maidstone urban area and at the strategic development locations at the edge of town, including junction 7 of the M20 motorway;
 - ii. To a lesser extent at the seven rural service centres of Coxheath, Harrietsham, Headcorn, Lenham, Marden, Staplehurst and Yalding consistent with their range of services and role; and
 - iii. Limited development at the three larger settlements of Boughton Monchelsea, Eyhorne Street (Hollingbourne) and Sutton Valence, where appropriate;
3. To transform the offer, vitality and viability of Maidstone town centre including its office, retail, residential, leisure, cultural and tourism functions together with significant enhancement of its public realm and natural environment including the riverside;
4. To reinforce the roles of the rural service centres through the retention of existing services, the addition of new infrastructure where possible, and the regeneration of employment sites including the expansion of existing employment sites where appropriate;
5. To support new housing in villages that meets 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;
6. To safeguard and maintain the character of the borough's landscapes including the Kent Downs Area of Outstanding Natural Beauty and other distinctive landscapes of local value whilst facilitating the economic and social well-being of these areas including the diversification of the rural economy;
7. To retain and enhance the character of the existing green and blue infrastructure and to promote linkages between areas of environmental value;
8. To ensure that new development takes account of the need to mitigate the impacts of climate change, implementing sustainable construction standards for both residential and non-residential schemes;
9. To ensure that new development is of high quality design, making a positive contribution to the area including protection of built and natural heritage and biodiversity;

10. To provide 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; and
11. To ensure that key infrastructure and service improvements needed to support delivery of the Maidstone Borough Local Plan are brought forward in a co-ordinated and timely manner, and that new development makes an appropriate contribution towards any infrastructure needs arising as a result of such new development.

Policy SS1 - Maidstone Borough spatial strategy

Housing and economic development targets

4.1 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 (2011 to 2031) and describes the council's approach to the distribution of development. The justification for this approach has been derived from the National Planning Policy Framework, the Sustainability Appraisal and the substantial evidence base produced by the council. Of paramount importance is the evidence that determines the borough's objectively assessed needs for housing, including affordable housing and land for Gypsies, Travellers and Travelling Showpeople pitches/plots; and the need for employment and retail sites. Key to delivering the targets will be the availability of suitable sites and the provision of supporting infrastructure.

4.2 In order to achieve a consistent and transparent approach to the allocation process, pro forma were used to assess the development potential of all known housing and economic development sites. The mitigation of constraints - local landscape, ecology, highways, services, flooding and so on - formed part of the assessments. In accordance with the requirements of the NPPF, the availability, locational suitability, deliverability and viability of each potential development site was also examined. The results of the site appraisals are set out in the Strategic Housing and Economic Development Land Availability Assessment 2014.

4.3 The Strategic Housing Market Assessment 2014 confirms the objectively assessed housing need for the borough over the plan period 2011 to 2031 as 19,600 dwellings (980 dwellings per annum⁽³⁾). This need is based on an analysis of national population projections with key local inputs, including net migration, household formation rates and housing vacancy rates. Further national data is expected to be published during 2014 and the council will monitor the impact of new data releases on its objectively assessed housing need and respond as appropriate. The council does not need to allocate land to meet the total of 19,600 dwellings because approximately 4,100 homes have already been built since 2011 or have been granted planning permission on sites that are not yet completed. The land allocations that are the subject of this consultation total a further 10,000 dwellings, and the local plan identifies future locations for housing growth that can yield around 3,000 dwellings. So, depending on the results of the consultation, the local plan can make provision for 17,100 dwellings. The housing trajectory set out in appendix J of the local plan demonstrates how this target can be met.

4.4 The National Planning Policy Framework is clear that local authorities must meet objectively assessed needs in full. The council's assessment of its capacity results in an unmet need of 2,500 dwellings. In accordance with the National Planning Policy Framework, in such a circumstance, the council will have to demonstrate what measures it has taken to fully meet its housing need and, if the need is not fully met, present a very strong case of constraint to

development. Consequently, as part of this consultation, the council is undertaking a further call for housing sites. Any new site allocations will be subject to additional public consultation.

4.5 It is important to achieve a balance of sustainable housing and employment growth throughout the borough whilst protecting the environment, to ensure that there are enough houses to accommodate the economically active workforce required to fill new jobs. The scale of sustainable employment growth required will be met through a range of employment sectors. The evidence base includes updated employment land forecasts which examine the local economy to see which sectors will grow or contract (in terms of jobs). The jobs forecast is then converted into a land requirement for those sectors that require new office, industrial or warehousing and distribution space between 2011 and 2031. The assessment has taken account of the new Kent Institute of Medicine and Surgery (KIMS) and an expanded medical campus at junction 7 of the M20 motorway. The creation of 14,394 jobs is forecast across all employment sectors, of which 7,933 will be in the office, industrial and warehousing based sectors and at the Maidstone medical campus (including KIMS). These provisions are set out below (total figures vary due to rounding).

2011-2031	Job creation	Floorspace (m²)	Land (hectares)
Offices	3,053	39,830	2.7
Industry	226	20,290	5.1
Warehousing	453	49,911	10.0
Medical	4,200	98,000	19.0
Total requirement	7,933	208,030	37.0

Table 4.1 Employment land provisions

4.6 Part of the office, industry and warehousing floorspace provisions have been met through planning permissions granted since 2011.

	Offices	Industry	Warehousing
Gross requirement m ²	39,830	20,290	49,911
Supply m ²	24,247	16,595	36,964
Net requirement m ²	15,583	3,695	12,947

Table 4.2

4.7 The local plan allocates sufficient land to provide for industrial and warehousing needs and medical use, but further work is required to meet the office requirement. A restricted level of office demand and take up within the market has been demonstrated over an extended period by persistently high vacancy rates and unbuilt permissions. This trend is replicated across the South

East, including in more local locations such as Kings Hill, Ashford and Ebbsfleet, and is unlikely to change in the short term. However, given the considerable supply of dated and outmoded stock within the town centre there are opportunities to encourage replacement of stock in the latter years of the plan period that is likely to achieve greater space efficiencies.

4.8 The borough's retail needs have been determined through the Retail Capacity Study, which has assessed quantitative needs to 2031 using an empirical model to look at shopping patterns in Maidstone borough as a method of allocating retail expenditure from catchment zones to shopping destinations. The study looked at the needs for both convenience and comparison shopping. Convenience shops sell goods that people need every day, such as food, while comparison shops provide goods that are not bought on a regular basis, such as clothing or electrical products. The need for additional retail floorspace to 2031 is for 6,100m² of convenience floorspace and 23,700m² comparison floorspace. These provisions can be met through land allocations in the local plan.

4.9 A new Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTTSA) for the borough was completed in January 2012. This assessment revealed an need for 157 pitches ⁽⁴⁾ between October 2011 and March 2026 and for 9 Travelling Showpeople plots over the same time frame. The figures have been rolled forward a further 5 years to 2031, resulting in a need for 187 Gypsy and Traveller pitches and 11 Travelling Showpeople plots.

4.10 These pitches and plots will be delivered through the granting of planning consents and through the allocation of sites. The provision of both privately-owned and affordable pitches on publicly owned sites will contribute towards the targets. Local authorities must demonstrate a rolling 5 year supply of deliverable sites, and the council's position will be set out and updated every year in its Annual Monitoring Report. These sites must be available for the use proposed and where this is the case, they should be developed in preference to granting consent on unidentified sites (windfall sites). In addition to this on-going requirement for a 5 year supply, the local plan should identify a further supply of land sufficient to meet at least a further 5 years worth of needs.

4.11 A number of sites have been granted planning permission since 2011 (totalling 57 pitches) and these sites will contribute towards the target of 187 pitches. Sites that can deliver an additional 23 pitches are allocated in the local plan. These sites are not sufficient to meet the arising need for pitches for at least 10 years as national guidance requires. The council will undertake additional work to identify further sites, including a call for additional sites as part of this consultation. New allocations will be subject to additional public consultation.

4 A pitch is the space needed for a single household. The GTTSA found that each Gypsy and Traveller household in the borough would occupy 1.7 caravans on average. For the purposes of this local plan a pitch is therefore regarded as the space needed for 1 mobile home (a static) and 1 touring caravan.

Spatial distribution of development

4.12 Development must be delivered at the most sustainable towns and villages where employment, key services and facilities together with a range of transport choices are available. The spatial distribution of development has taken account of such factors in determining a settlement hierarchy.

County town

Maidstone

Rural service centres

Coxheath, Harrietsham, Headcorn, Lenham, Marden, Staplehurst and Yalding

Larger settlements

Boughton Monchelsea, Eyhorne Street (Hollingbourne) and Sutton Valence

Maidstone urban area

4.13 The county town of Maidstone provides the most service and employment opportunities as well as the best range of transport options in the borough. For this reason it is the focus for a significant proportion of new housing, employment and retail development in the borough. Cultural and tourism facilities are an important contributor to the success of the town centre and opportunities to retain and enhance such facilities in the town centre and the wider urban area are an important consideration. A fundamental objective of the council's strategy is to ensure that the town's growth brings about the regeneration of the town centre and other areas in need of regeneration. Optimum use has been made of the development and redevelopment opportunities that exist within the urban area.

4.14 The urban area of 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. A characteristic of Maidstone is the way tracts of rural and semi-rural land penetrate into the urban area. This feature results from the way 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, including 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.

4.15 Strategic greenfield locations for housing development are identified to the north west and south east of the urban area in order to maximise the use of existing infrastructure and to minimise the impact on landscapes and habitats. The Kent Institute of Medicine and Surgery (KIMS) is nearing completion 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.

Rural service centres

4.16 Rural service centres are villages that provide an appropriate level of services to serve the surrounding villages and rural hinterland. 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 settlements

4.17 Some of the borough's larger villages have fewer services than rural service centres, but can still provide for the day-to-day needs of local communities. These settlements can provide for a limited amount of housing development.

Countryside

4.18 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 the countryside economy, 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.

4.19 In addition to the Kent Downs Area of Outstanding Natural Beauty, 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 together with the Teston, Loose and the Len river valleys. The council will protect its most valued and sensitive landscapes.

Land availability

4.20 The council has undertaken strategic housing and economic development land availability assessments to assess the borough's capacity for delivering its targets. The assessments have considered the availability and suitability of land, the economic viability of delivering sites, and site constraints. The studies show that the local housing target can be met from within the existing built up area and on sites with the least constraints at the edge of Maidstone, the rural service centres and the larger settlements. However, there remains an unmet objectively assessed housing need of 2,500 dwellings and further work will be required to ensure all steps have been taken to meet this need. Retail and business development can be accommodated within the town centre and at an identified

strategic location, though further analysis will be made of the need for further office space and the potential to accommodate it. There remains a need to identify additional land to meet the borough's target for the provision of new Gypsy and Traveller sites, and further work will be undertaken to achieve this.

Sustainability Appraisal

4.21 The sustainability appraisal has appraised various options based on the settlement hierarchy and has also assessed the impact of a new settlement located to the south east of the urban area which was submitted during a previous call for sites. The sustainability appraisal assessed three targets for housing: 19,600 dwellings (objectively assessed need), 17,100 dwellings (draft capacity to date including broad locations for development), and 14,100 dwellings (draft capacity to date excluding broad locations for development). The sustainability appraisal also appraised these targets against the various distribution options for development: a dispersed pattern of development, with and without broad locations for development and/or the new settlement. This compared a strategy of development dispersal with one of a new settlement together with a reduced dispersal of development. These options were tested against their ability to deliver the objectively assessed need for housing, but were balanced by sustainability indicators including flooding, health, poverty, education, congestion, climate change, biodiversity, countryside, heritage, waste, energy and economy.

Option	No. dwellings	Distribution of development
1	19,600	Dispersed and broad locations
2	19,600	Dispersed, broad locations and a new settlement
3	17,100	Dispersed and broad locations
4	17,100	Dispersed and a new settlement
5	14,100	Dispersed only
6	14,100	Dispersed and a new settlement

Table 4.3 Sustainability Appraisal of housing development options

4.22 The emerging results show that, on balance, alternatives 5 and 6 would fail to meet the housing need for the borough, leading to negative impacts on the economy, health and wellbeing in the longer term. Alternatives 1 and 2 would have a more pronounced positive impact on housing and economic factors, but adverse impacts on levels of congestion would be more likely. Options 1 and 2 could also lead to an oversupply of housing compared to the level of jobs planned for. In combination, these factors could have negative implications for the wider local economy, health and wellbeing. Alternatives 3 and 4 may not quite meet the identified housing need, but would be likely to have a less severe impact in terms of congestion and other environmental impacts. These two options are also likely to be more suitably matched to the number of projected jobs. However,

due to the constraints and uncertainties associated with the delivery of a new settlement, the SA concludes that alternative 3 is more favourable than alternative 4.

4.23 Based on all known sites at this point, the sustainability appraisal supports the local plan strategy of providing for 17,100 dwellings in a dispersed distribution pattern of development supported by the identified broad locations for future housing growth.

4.24 Additionally, the sustainability appraisal has examined two employment distribution options: the local plan dispersed strategy and one of concentration at Junction 8.

Option	Floorspace provision (m ²)	Distribution of development
A	Office - 39,830 Industrial - 20,290 Warehousing - 49,911 Medical - 98,000	Concentrated (town centre, J7 and J8)
B	Office - 39,830 Industrial - 20,290 Warehousing - 49,911 Medical - 98,000	Dispersed (town centre, J7 and rural service centres)

Table 4.4 Sustainability Appraisal of employment development options

4.25 The emerging results show that both alternatives would have a significant positive impact by increasing the quantity and quality of employment opportunities. There would also be benefits in terms of increased opportunities to develop skills in the health sector in particular.

4.26 Both options would help to tackle deprivation by providing jobs in close proximity to areas of need. This is particularly the case for alternative A. However, there is a danger that increased movements into the Maidstone urban area could exacerbate existing congestion and air quality issues, having an effect on the wider local economy and health. These effects would be less pronounced for alternative B, which would disperse an element of employment to a number of settlements to the south of the urban area. This dispersal strategy would also support the local economies in a number of service centres, but might not attract high-profile development.

4.27 Alternative A could have a significant negative impact on landscape character due to the location of the Junction 8 site in relation to the Kent Downs AONB. Although alternative B could still lead to localised impacts on character

around a number of settlements, the impacts are considered less significant. Both alternatives make little use of previously developed land and would lead to the loss of grade 2 and 3 agricultural land.

4.28 The sustainability appraisal concluded that, on balance, alternative B (the local plan strategy) has fewer impacts on congestion, countryside and heritage.

4.29 The sustainability appraisal highlighted the fact that proposed mixed use development at Syngenta, Yalding, is within areas at significant risk of flooding. This has been recorded as a negative impact for alternative B, but mitigation measures can be implemented to avoid negative impacts.

Policy SS 1

Maidstone Borough spatial strategy

1. Between 2011 and 2031 provision is made for:
 - i. 17,100 new dwellings;
 - ii. 39,830m² floorspace for office use;
 - iii. 20,290m² floorspace for industrial use;
 - iv. 49,911m² floorspace for warehousing use;
 - v. 98,000m² floorspace for medical use;
 - vi. 6,100m² floorspace for retail use (convenience goods); and
 - vii. 23,700m² floorspace for retail use (comparison goods).
2. Through the granting of planning permissions and the allocation of sites, provision will be made for 187 Gypsy and Traveller pitches and 11 Travelling Showpeople plots between 2011 and 2031.
3. New land allocations that contribute towards meeting the above provisions are identified on the policies map.
4. An expanded Maidstone urban area will be the principal focus for development in the borough. Best use will be made of available sites within the urban area. Regeneration is prioritised within the town centre, which will continue to be the primary retail and office location in the borough. Strategic locations to the north west and south east of the urban area provide for substantial residential development and junction 7 of the M20 motorway is identified as a strategic location for additional business provision in association with a new medical campus.
5. Coxheath, Harrietsham, Headcorn, Lenham, Marden, Staplehurst and Yalding 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.

6. The larger settlements of Boughton Monchelsea, Eyhorne Street (Hollingbourne) and Sutton Valence will be locations for limited housing development consistent with the scale and role of the settlements.
7. Suitably scaled employment opportunities will be permitted at appropriate locations to support the rural economy.
8. 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.
9. The green and blue network of multi-functional open spaces, rivers and water courses will generally be maintained; and landscapes of good condition and high sensitivity will be conserved.
10. Supporting infrastructure will be brought forward in a timely way to provide for the needs arising from development.

Policy SP1 - Maidstone town centre

5.1 Maidstone has a successful town centre. 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 with 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 and 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.

5.2 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.

5.3 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.

5.4 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 also 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 walkers and cyclists are indirect and, to a degree, unattractive to use which limits the potential for sustainable linked trips.

5.5 The town centre like others across the country faces challenges from the economic downturn as shoppers spend more cautiously and prioritise value for money. Retailing patterns are also changing as more people turn 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 Chatham. Planning permission has recently been granted for an extension to Bluewater (30,000m²) which will further enhance its attractiveness as a major shopping destination and result in further competition for the town centre.

5.6 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 including the Hazlitt Theatre on Earl Street, the recently extended museum on St Faiths Street and the Archbishops 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 cafes.

5.7 The combination of the centre’s historic fabric, riverside environment and accessible green spaces helps give the town it’s distinct and attractive character. The town centre benefits from the select number of green spaces interspersed through it, such as Brenchley Gardens and Trinity Gardens, whilst further afield the substantial facilities of both Whatman Park and Mote Park are within an extended walking distance of the town centre.

5.8 The quality and attractiveness of the High Street Conservation Area has been substantially upgraded by the recent High Street Improvement works. As well as expanding pedestrian-friendly areas and reducing the dominance of vehicles, the scheme has created a new public space in Jubilee Square which is used for community and promotional events.

5.9 The River Medway is the key natural landscape feature within the town centre. The river corridor acts as a contrast with the urban townscape, 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.

5.10 The town centre is also the focus of wider initiatives which will add to the vitality of the town centre and increase its draw. Town Centre Management is a long standing initiative which acts to maximise the appeal of the town centre including through the organisation of promotional events and crime reduction initiatives. The recently established Maidstone Town Team will be delivering projects associated with marketing, events, regeneration and culture.



The future role of Maidstone town centre

5.11 The future role of Maidstone as one of the principal town centres in Kent in continuing to act as the County Town will be guided by a vision of what the centre will be like by the end of the plan period.

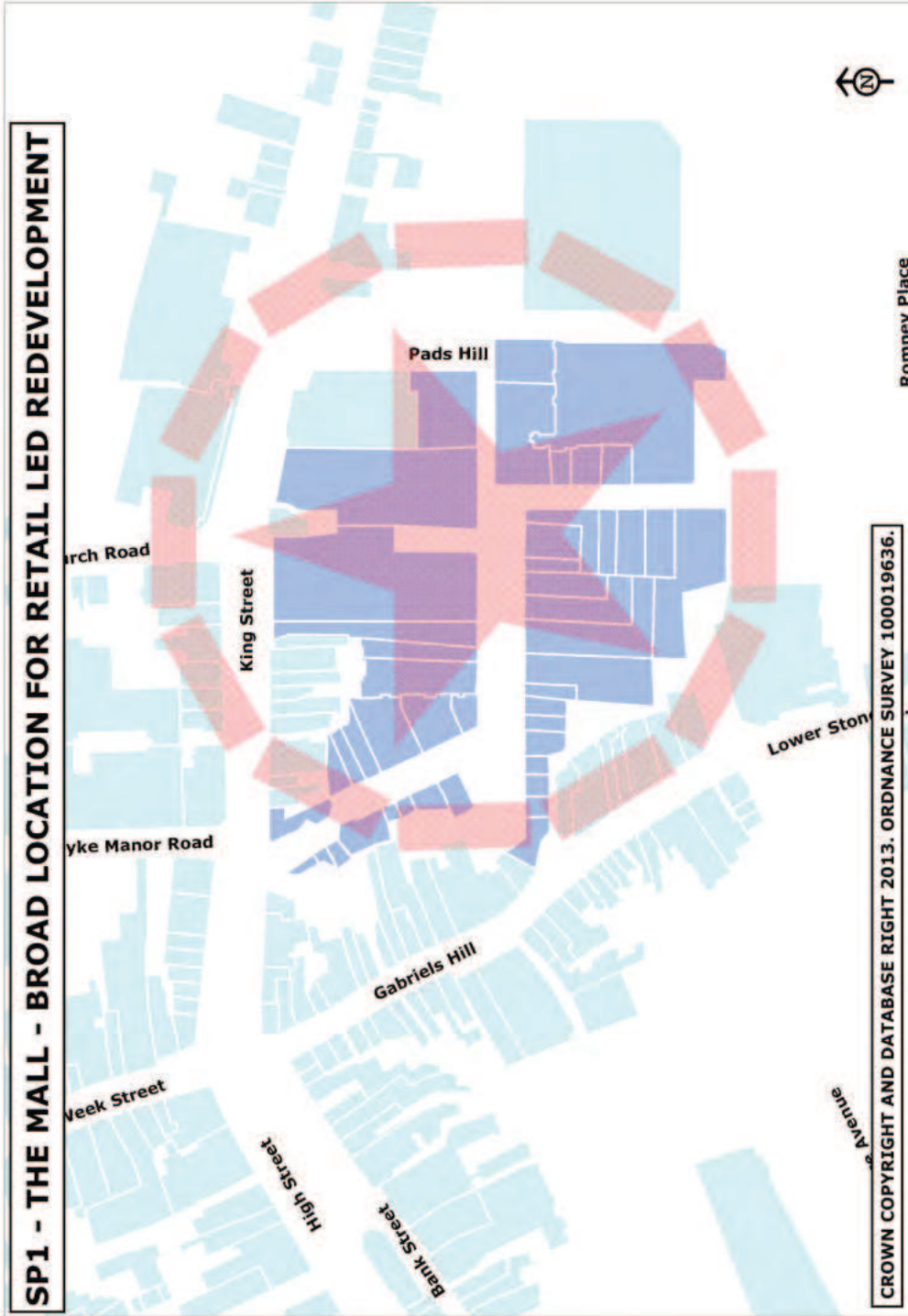
Town centre vision

By 2031 a regenerated and sustainable Maidstone town centre will be a first class traditional town centre at the heart of the 21st Century County Town that has maintained its place as one of the premier town centres in Kent by creating a distinctive, safe and high quality place that has:

- Retained its best environmental features, including the riverside and the enhanced public realm;
- Provided a variety of well-integrated attractions for all ages including new shopping, service sector based businesses, leisure, tourism, and cultural facilities; and
- Improved access for all.

Key components in realising this vision are:

- Enhancing the diversity of the retail offer, supporting a continued balance between independent and multiple retailers;
- Creating a highly sustainable location resilient to future climate change;
- Establishing the town centre as an attractive hub for business building on the town centre's assets and environment; and
- Creating a stronger mix and balance of uses within the centre to support long term viability including where appropriate residential development; and
- Tackling congestion and air quality issues through improvements in provision for vehicles, pedestrians and cyclists, including public transport.



Shopping

5.12 The Town Centre Assessment (2013) reveals that the 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 secondary 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, cafes 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.

5.13 The Retail Capacity Study (2013) forecasts the need for new shopping floorspace in the town for both comparison and convenience shopping over the timeframe 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. There are limits to predicting retail trends over such an extended period and the study advises that the findings for the latter part of the plan period (2026 and 2031) in particular must be regarded as broad indications of retail capacity rather than absolute quantum. A further review of the capacity forecasts will be needed in the middle of the plan period, in or around 2020, in time for the local plan review.

	2016	2021	2026	2031
Comparison (m ²)	5,500	12,400	18,800	23,700
Convenience (m ²)	3,700	4,400	5,250	6,100

Table 5.1 Retail Capacity (cumulative)

5.14 To accommodate needs in the early part of the plan period, the key opportunity and top priority for new retail development will be the Maidstone East/Royal Mail Sorting Office site. The site has capacity to accommodate 10,000m² of convenience and comparison retailing. This is sequentially the first choice site with close, direct walking connections to the heart of the town centre and further scope to enhance the quality and attractiveness of this route through a scheme of enhanced public realm, as well as improved public transport connections in association with the site's development. This site can help to deliver a new modern shopping destination, creating a further 'anchor' shopping location in the town centre alongside Fremlins Walk and The Mall. The site is considered a suitable location for both convenience and comparison type shopping and could help to address the identified lack of larger, more modern units available in the town centre which are important in attracting new operators into the town.

5.15 The Mall is the town centre's main indoor shopping centre and is currently well occupied as one of the key anchor locations in the town centre. The building is, however, becoming dated with its layout and internal environment is less suited to modern retailers' requirements compared with both Fremlin Walk and competing centres further afield such as Tunbridge Wells, Canterbury and

Ashford. 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.

5.16 In response, the plan identifies this part of the town centre, centred on The Mall, as a broad location for a retail led redevelopment for the longer term. The location encompasses The Mall, the multi storey car park fronting Romney Place and Sainsburys as well as the now demolished King Street car park site and the former Bowlplex building, both on the north side of King Street. As well as reproviding 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. Development here will help to sustain and enhance the commercial health of the town centre.

5.17 A scheme in this location is unlikely to come forward until the latter end of the plan period (post 2021) and the Borough Council will work actively to help bring the site forward. Site assembly and the physical constraints of the site will be amongst the issues to be addressed. The identification of the location in this local plan brings clarity about where longer term growth in the town centre will occur.

Offices

5.18 Offices 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.

5.19 The town centre office market has been challenged for a number of 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 sub-division, 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.⁽⁵⁾

5.20 A route to tackle this issue is to address the oversupply of poorer quality stock. Recent changes to the General Permitted Development Order enable the conversion of office space to residential use without the need for planning permission for a limited 3 year period (until 30 May 2016) and this could start to secure a step change. A number of factors are likely to 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
- An uplift in the market for town centre apartments

5.21 There are locations within the town centre, however, where it is considered important that higher quality office floorspace is retained for the longer term, recognising that in the short term its conversion to residential use could happen without consent. These are the locations with more modern office buildings with car parking. These sites are designated in the plan for office (B1) use.

5.22 In addition the site at Mote Road is an opportunity to redevelop an existing office area to provide better quality stock, recognising that viability is likely to be challenging in the short to medium term.

Housing

5.23 Whilst commercial uses are the priority for the town centre, residential development can have a supporting role, in particular as part of mixed use schemes. Additional residential development in the town centre will help to promote town centre vitality, especially during the evening. The principal opportunity will be Maidstone East/Sorting Office site where an element of housing will be delivered alongside significant new retail with other select opportunities for town centre housing also allocated in the plan.

5.24 The Springfield/Whatmans sites off Royal Engineers Road and the Haynes site on Ashford Road are gateway locations just beyond the town centre boundary where significant new residential development is planned.

Accessibility

5.25 The town centre has a function 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 are identified in the draft Integrated Transport Strategy and include increasing the frequency of bus services serving the town centre, enhancing the park & ride service, a revised approach to car parking management and improvements to the bridge gyratory. The strategy also highlights the value of public realm improvements, including to the River Medway towpath, to improve both the pedestrian and cyclist experience.

Quality in the town centre environment

5.26 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.

5.27 The town centre has an interesting historic core but, in the past, it has not consistently benefited from high quality design or exceptional public realm. Much of the core of the town centre is prioritised for pedestrians but in places the quality of the surfaces and street furniture have begun to deteriorate and the connections between different locations within the centre are not always clear and legible.

5.28 The High Street enhancement scheme represents a recent positive step change in this respect and the town centre will benefit from further such schemes being brought forward as highlighted in the draft Integrated Transport Strategy and the Infrastructure Delivery Plan.

5.29 Also better linkages to and enhancement of the existing green spaces and riverside environment within the town centre would help to 'green' the town centre and help to adapt to, and mitigate against, climate change. The Green and Blue Infrastructure Strategy will help to identify the principles that should be followed and the subsequent action plan will include specific initiatives for implementation.

Town centre boundary

5.30 The town centre boundary identifies the area covered by the Policy SP1 and has resulted from a combined assessment of:

- the extent of the area which contains, and is suitable for, the main focus of town centre uses;
- the existing character and form of development;
- the visual, physical and functional relationship between areas; and
- the potential for appropriate development opportunities

5.31 The boundary has been refined since previous version of the Core Strategy (2011) to exclude the areas of Springfield and Haynes to reflect their more distant location from the core of the town centre uses and the potential that these locations have in providing for new housing over the plan period.

Policy SP 1

Maidstone town centre

1. The regeneration of Maidstone town centre, as defined on the policies map, is a priority. This will be achieved by:
 - i. Retaining and enhancing a variety of well integrated attractions for all ages including shopping, service sector-based businesses, leisure and cultural facilities;
 - ii. The retail-led redevelopment of Maidstone East/Royal Mail Sorting Office site;
 - iii. For the medium to longer term, promoting a comprehensive retail redevelopment centred on The Mall;
 - iv. The retention of the best quality office stock whilst allowing for the redevelopment of lower quality offices;
 - v. The protection and consolidation of retail uses in the primary shopping frontages;
 - vi. Outside the primary shopping frontages, allowing for wider range of supporting uses including those that contribute to the night time economy;
 - vii. Select opportunities for residential redevelopment;
 - viii. The retention of the best environmental features, including the riverside, and delivery of the public realm improvements as identified in the Infrastructure Delivery Plan; and
 - ix. Achieving improved accessibility to the town centre through the measures in the draft Integrated Transport Strategy.
2. Development in the town centre should:
 - i. 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 River Medway, development should:
 - a. Respond positively to the river's setting as seen in both short range views and in longer range views from the river valley sides; and
 - b. Ensure public access to the riverside is secured and maintained either through on-site measures or off-site contributions.
 - ii. Contribute to the priority public realm and accessibility improvement schemes for the town centre identified in the Infrastructure Delivery Plan and the draft Integrated Transport Strategy.

Policy SP2 - Maidstone urban area

5.32 Policy SP 2 is specifically concerned with the built up area of Maidstone that is outside the identified town centre boundary but within the urban boundary 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.

5.33 As the town has grown over the centuries areas of distinct architectural character have emerged. Adopted Character Area Assessment 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 in-filling and select redevelopment of appropriate urban sites.

5.34 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. Major planned development at the edge of the urban area to meet housing and employment needs is to be supported by necessary infrastructure. Development proposals at all locations within the urban area should look to include links to open spaces.

Regeneration

5.35 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 and a cross-cutting theme of the Sustainable Community Strategy is to tackle health, education and employment inequalities in these areas of relative disadvantage. 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 health services, equal access to education and training opportunities, and job creation.

Policy SP 2

Maidstone urban area

As the largest and most sustainable location, Maidstone town will be the focus for new development. Outside of the town centre boundary identified in Policy SP 1, Maidstone will continue to be a good place to live and work. This will be achieved by:

1. The development and redevelopment or infilling of appropriate urban sites in a way that contributes positively to the locality's distinctive character;
2. Retaining well located business areas;
3. Maintaining the network of district and local centres, supporting enhancements to these centres in accordance with the overall hierarchy of centres;

4. Ensuring that development positively contributes to the setting, accessibility, biodiversity and amenity value of the town's green spaces and the River Medway and the River Len;
5. Supporting development that improves the social, environmental and employment well-being of those living in identified named areas of deprivation; and
6. Allocating sites at the edge of the town for housing and business development.

The boundary of the urban area is defined on the policies map.

Policy SP3 - Rural service centres

Rural service centres (RSC)

5.36 Outside of the town centre and urban area, rural service centres are considered the most sustainable settlements in Maidstone's settlement hierarchy. The planned development and maintenance of sustainable communities underpins the council's approach to rural areas where 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 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.

5.37 An assessment of population and the services and facilities available in each settlement in the borough forms part of the basis for determining the villages that can be designated as a rural service centre. Other factors like the accessibility of the villages, their potential to accommodate additional growth, and the role each village plays as a service centre for its surrounding hinterland are also important. The following villages have been designated as rural service centres based on the above:

- Coxheath
- Harrietsham
- Headcorn
- Lenham
- Marden
- Staplehurst
- Yalding

5.38 The rural service centres are difficult to compare because they do not all share the same level of key services and facilities. However, all of the service centres have a good range of services and facilities and serve a wider community. They will continue to be focal points where improved infrastructure and the strategic location of new development will reduce the need to travel and will 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. The following text provides a summary of the distinctive character of each rural service centre.

Coxheath

5.39 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 two GP surgeries, a dentist, community trust clinic, chiropractic clinic and a pharmacy. However, the GP surgeries are 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. Unlike the other rural service centres 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 in close proximity to the town centre in comparison with other rural service centres, which affords good access to a number of secondary schools and other facilities.

Harrietsham

5.40 Harrietsham provides a range of key services. Provision of, and access to, schools and community facilities in the village are adequate but will require improvement 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 limited.

Headcorn

5.41 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 wish to ensure that existing employment sites are kept in active employment 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 as the village is surrounded on three sides by the functional floodplain of the River Beult and its tributaries. The Strategic Flood Risk Assessment advises strict controls on the location of development within Flood Zones 2 and 3.

Lenham

5.42 Lenham has the key services and community facilities expected of a rural service centre. The village performs the best in terms of education facilities, with a primary school and nursery school located on the same site, and as the only village to have a secondary school within the village 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. The need for housing is centred on young people to ensure long term sustainability.

Marden

5.43 Marden is a successful 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.

Staplehurst

5.44 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 one would expect, including good health care services consisting of a health centre, pharmacy, optician 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 but improvements 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.

Yalding

5.45 Yalding has a number of the key services and facilities expected of a rural service centre. Retail and healthcare opportunities in the village are not as strong as in some rural service centres but the village does have 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, which is essential in terms of 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.

5.46 The Syngenta site to the west of Yalding village is the primary site proposed for development and is a potential mixed use development site for housing and employment which affords an opportunity to improve the range of services and facilities in the service centre. It is important to ensure that safe and sustainable linkages between the Syngenta site and the village are provided if this development comes forward. 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.

5.47 The Water Cycle Study indicates that a number of the rural service centre catchment areas have at least some known problems with surface water and sewer flooding. It is therefore important that surface water run-off from new development does not make this problem worse. Future developments in the rural service centres 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.

5.48 Whilst Maidstone town will be the focus for most new development, development in the rural service centres with associated infrastructure improvements is considered far more sustainable than the ad hoc growth of smaller settlements. New sites are allocated at all rural service centres for housing development.

Policy SP 3

Rural service centres

At the designated rural service centres of Coxheath, Harrietsham, Headcorn, Lenham, Marden, Staplehurst and Yalding defined on the policies map the council will:

1. Focus new housing and employment development within the settlement boundaries when it is:
 - i. An allocated site in the local plan;
 - ii. Minor development such as infilling; or
 - iii. 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; and
3. Resist the loss of local shops and community facilities, whilst supporting new retail development and community services to meet local need.

Policy SP4 - Larger settlements

5.49 Maidstone borough contains a number of settlements that have a more limited range of services than the rural service centres but still offer some services that meet the day-to-day needs of their local communities. The overall amount of development that will be acceptable in these settlements will be less than in the rural service centres as they are less sustainable locations for meeting the development needs of the borough as a whole.

5.50 The assessment of population, village services and facilities identifies three villages that can be designated as larger settlements, namely:

- Boughton Monchelsea

- Eyhorne Street (Hollingbourne)
- Sutton Valence

5.51 Similar to the rural service centres, all three villages have different characteristics and there is variation in the limited range of services and facilities they provide. The following text provides a summary of the distinctive character of each larger settlement.

Boughton Monchelsea

5.52 Boughton Monchelsea lies to the southeast of Maidstone's urban edge adjacent to the scarp face of the Greensand Ridge. The settlement performs well in the audit in terms of education and childcare, with a primary school, playgroup, nursery and nearby secondary school. It performs poorly in terms of healthcare, with no GP surgery or other health care service. The village has a local shop, post office, village hall and recreation areas. Although the settlement is close to the urban area, public transport connections to Maidstone town centre are infrequent, and this is not helped by the fact that residential areas within the settlement are quite dispersed. Local employment opportunities in the settlement are also limited.

Eyhorne Street (Hollingbourne)

5.53 Hollingbourne (Eyhorne Street) is a linear settlement which lies to the northeast of Maidstone's urban area in the setting of the Kent Downs Area of Outstanding Natural Beauty. 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 village hall, local shop, post office, pubs and a restaurant. Rail connections to Maidstone town centre and other retail and employment destinations are good, and the village also has a regular bus service to the town centre.

Sutton Valence

5.54 Sutton Valence lies to the southeast of Maidstone's urban area on a plateau above the Greensand Ridge. The settlement performs well in the audit in terms of education facilities. There is a pre-school, primary school and the Sutton Valence boarding school, which caters for children from the age of 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 settlement does not have a train station.

5.55 Based on the analysis of population, services and facilities, all three settlements are considered sustainable locations for limited new housing development provided that it is of a scale in keeping with their role, character and scale. 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.

Policy SP 4

Larger settlements

At the designated larger settlements of Boughton Monchelsea, Eyhorne Street (Hollingbourne) and Sutton Valence defined on the policies map the council will:

1. Focus new development within the settlement boundaries, when it is:
 - i. An allocated site in the local plan;
 - ii. Minor development such as infilling; or
 - iii. The redevelopment of previously developed land that is of a size appropriate to the role, character and scale of the village.
2. Resist the loss of local shops and community facilities, whilst supporting new retail and community services to meet local need.

Policy SP5 - Countryside

The countryside

5.56 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 landscapes are of high quality with valuable agricultural and ecological resources within the borough. 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.

5.57 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 with defined settlement boundaries and is depicted on the policies map. The countryside has an intrinsic value 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 part of the borough.

Rural economy

5.58 Maidstone's rural economic character is diverse and complex in nature. The number of rural and agricultural businesses found within villages and 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.

5.59 Agriculture remains an important influence, fulfilling 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 the fact that much of the soil within the borough comprises the most high grade and versatile agricultural land. However, in line with other businesses agriculture needs to be able to react to new and changing markets and 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 will be given in the Landscape Character Guidelines supplementary planning document.

5.60 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.

5.61 The Local Plan 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

5.62 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 these settlements retain their individual identities as there can be a delicate balance between settlement proximity and separation.

5.63 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 will support sustainable development within the MGB provided it is not harmful to the open character of the designation in accordance with the National Planning Policy Framework

5.64 The rural settlements rely heavily on community-focused services. Community facilities such as 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 are essential if small rural settlements are to remain vital and viable.

5.65 For sustainability reasons, the Local Plan priority is to locate new or improved community facilities in defined rural service centres and large villages. However, in small villages new facilities may be permitted to serve the local community provided a clear need is demonstrated. The Local Plan will resist the loss of any community facility that meets an essential community need and which is not available or reasonably accessible elsewhere. In all cases, another beneficial community use should be sought before permission is granted for the removal of these facilities.

5.66 There has been a continued decline in local village services and the Local Plan will continue to resist any further losses. Any proposal for the re-use or re-development of an existing local village service will be required 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.

Design

5.67 The countryside is a sensitive location within which to integrate new development and the borough council will expect proposals to respect the high quality and distinctive landscapes of the borough in accordance with policy DM28.

Kent Downs Area of Outstanding Natural Beauty and its setting

5.68 A large part of the northern part of the borough lies within the Kent Downs Area of Outstanding Natural Beauty (AONB). This is a visually prominent landscape that contributes significantly to the borough’s high quality of life. It is an important amenity and recreation resource for both Maidstone residents and visitors and forms an attractive backdrop to settlements along the base of the Kent Downs scarp. It also contains a wide range of natural habitats and biodiversity. Designation as an AONB confers the highest level of landscape protection and one which the council has a statutory duty to conserve and enhance. Within the AONB the Management Plan provides a framework for objectives to conserve and enhance the natural beauty of the area. The council has adopted the updated reviewed Management Plan and will support its implementation. Open countryside to the immediate south of the AONB forms the setting for this designation. In Maidstone this is a sensitive landscape that is coming under threat from inappropriate development and is viewed as a resource that requires conservation and enhancement where this supports the purposes of the AONB.

5.69 The council will ensure proposals conserve and enhance the natural beauty, distinctive character, biodiversity and setting of the AONB, taking into account the economic and social well-being of the area. Rural diversification and land-based businesses in the Kent Downs AONB will only be acceptable where they help improve the special character of the AONB and are in accordance with

the Kent Downs AONB Management Plan, supporting guidance and position statements. Economic development within the AONB should be located in existing traditional buildings of historic or vernacular merit in smaller settlements, farmsteads or within in groups of buildings in sustainable locations.

5.70 New development in the AONB needs to respect the vernacular architecture, settlement character and the natural beauty of the local landscape. This will require high quality designs as set out in Policy DM28. To help developers produce designs of a suitably high quality, the council will continue to encourage the use of the Kent Downs AONB Unit's design guidance and publications.

Landscapes of local importance

5.71 The council will protect its most sensitive landscapes which are in good condition. In addition to the Kent Downs AONB and sites of European and national importance, the borough includes significant tracts of landscape which are in good condition and are highly sensitive to significant change, including parts of the Greensand Ridge together with the Medway, Loose and Len river valleys. These landscapes were highlighted as areas of local importance by the public through previous consultation.

5.72 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 oasts, with ragstone being a predominant material in walls and buildings. 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.

Policy SP 5

Countryside

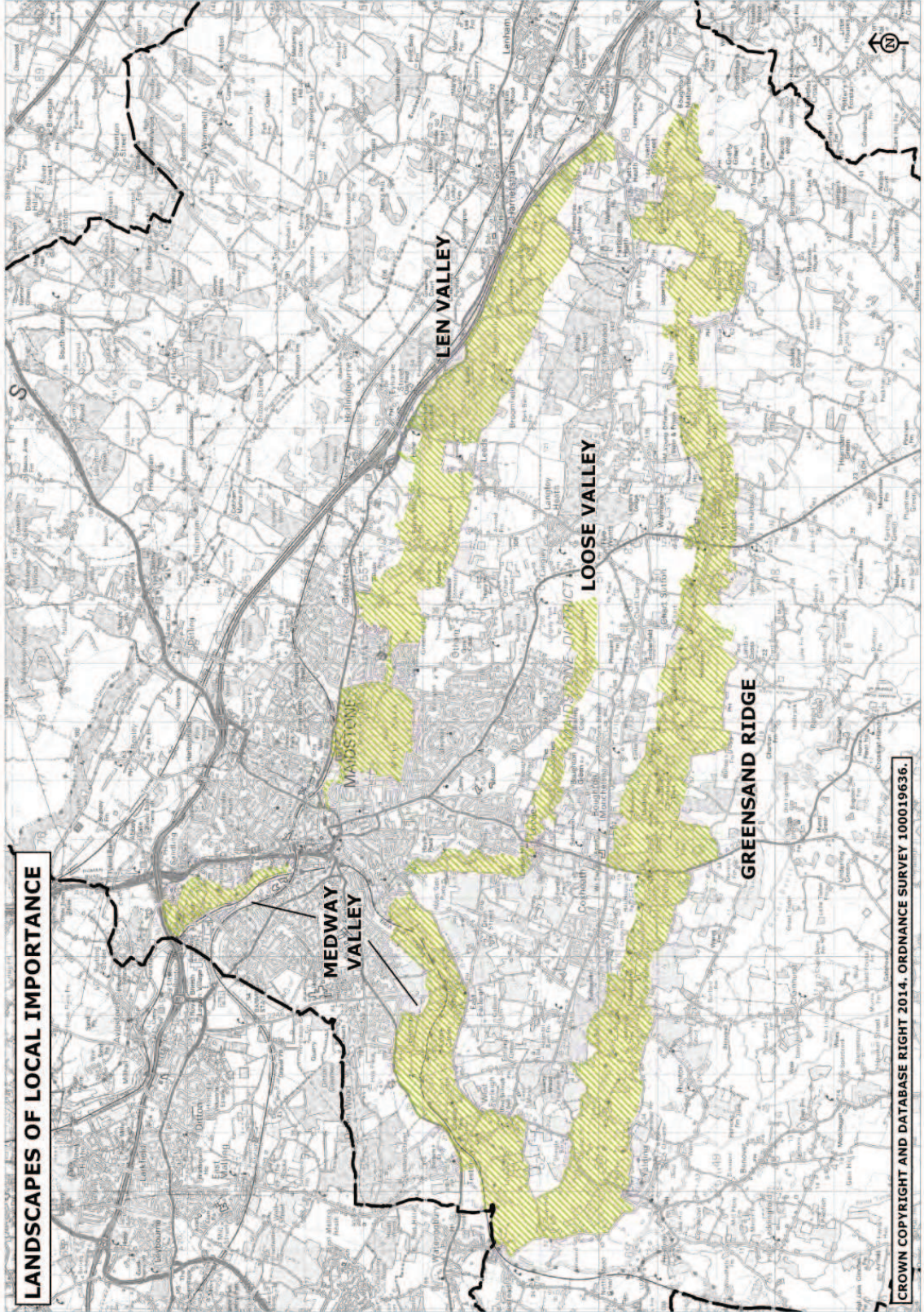
The countryside is defined as all those parts of the plan area outside the settlement boundaries of the Maidstone urban area, rural service centres and larger villages defined on the policies map.

1. Provided there is no significant harm to the character and appearance of an area, the following types of development will be permitted in the countryside:
 - i. Small-scale economic development, including development related to tourism and open-air recreation, through:

- a. The re-use or extension of existing buildings except in isolated locations;
 - b. The expansion of existing businesses; or
 - c. Farm diversification schemes;
 - ii. Small-scale residential development necessary to:
 - a. Meet a proven essential need for a rural worker to live permanently at or near their place of work;
 - b. Meet a proven need for Gypsy and Traveller accommodation; or
 - c. Meet local housing needs;
 - iii. The winning of minerals; and
 - iv. Development demonstrated to be necessary for agriculture or forestry.
2. Where proposals meet criterion 1, development in the countryside will be permitted if:
 - i. The type, design and scale of development and the level of activity maintains, or where possible, enhances local distinctiveness; and
 - ii. Impacts on the appearance and character of the landscape can be appropriately mitigated.
3. The loss of local shops and community facilities which serve villages will be resisted. In all cases, another beneficial community use should be sought before permission is granted for the removal of these facilities;
4. Proposals will be supported which facilitate the efficient use of the borough's significant agricultural land and soil resource provided any adverse impacts on the appearance and character of the landscape can be appropriately mitigated;
5. The distinctive character of the Kent Downs Area of Outstanding Natural Beauty and its setting, and the extent and openness of the Metropolitan Green Belt will be rigorously protected and maintained;
6. The Greensand Ridge, Medway Valley, Len Valley and Loose Valley, as defined on the policies map, will be protected and maintained as landscapes of local importance;
7. Development in the countryside will retain the setting of and separation of individual settlements; and
8. Natural assets, including characteristic landscape features, wildlife and water resources, will be protected from damage with any unavoidable impacts mitigated.

Account should be taken of the Kent Downs Area of Outstanding Natural Beauty Management Plan and the Maidstone Borough Landscape Character Guidelines supplementary planning document.

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Policy H1 - Housing allocations

6.1 The council has identified the north west and south east of the Maidstone urban area as strategic housing locations. In addition, seven rural service centres are identified at Coxheath, Harrietsham, Headcorn, Lenham, Marden, Staplehurst and Yalding. Housing sites are allocated at each of these centres. Larger settlements are identified at Boughton Monchelsea, Eyhorne Street (Hollingbourne) and Sutton Valence. Housing sites are allocated at Boughton Monchelsea and Eyhorne Street (Hollingbourne).

North west strategic housing location

6.2 Sites at the north west strategic housing location are: Bridge Nursery, East of Hermitage Lane, West of Hermitage Lane, Oakapple Lane and Fant Farm.

6.3 The north west strategic housing location benefits from good access to the M20 motorway, the A20 and the A26. There are capacity challenges that will need to be considered with the local transport network, 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, the Highways Agency and the developers of the sites in this location.

6.4 Local services in this part of the town are good and include a mix of health and education facilities within walking distance or frequent access by public transport.

6.5 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.

6.6 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 (in 2000), which concluded that it was acceptable to develop at East of Hermitage Lane. To the south a proportion of the Fant Farm site, adjacent to Gatland Lane, is proposed to be developed. Both East of Hermitage Lane and Fant Farm will deliver country parks as part of their proposals, ensuring the protection of important multi functional green spaces for future generations.

South east strategic housing location

6.7 Sites at the south east strategic housing location are: Langley Park, Land North of Sutton Road, Land North of Bicknor Wood, Bicknor Farm, Land South of Sutton Road and West of Church Road.

6.8 The south east strategic 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 on existing services and facilities in this area, and to put new infrastructure in place to accommodate the demands arising from an increase in population.

6.9 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. New development on the urban periphery in the south east will be underpinned with a co-ordinated infrastructure approach for the area, which will focus 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 mitigate for the increase in population. This is reflected in some of the site allocation policies, where highways improvements such as junction improvements and an additional northbound carriageway on the A274 are proposed, along with a new public park, primary school and community hall.

6.10 At this location the council is keen to limit as much as possible the extension of development further into the countryside along both sides of the A274, Sutton Road. This ensures that the more sensitive landscapes in this area will remain protected and development will be consolidated around the urban edge to make best use of new and existing infrastructure.

Site requirements

6.11 Of the sites listed, some can be developed with minimal infrastructure provision, whereas others will need more intervention. Further details concerning each of the sites, development guidance, mitigation and infrastructure contributions can be found in Appendix A.

Retail and mixed use

6.12 Policy RMX 1 details the retail and mixed use allocations where housing forms part of the development split. The dwellings delivered on these sites will also contribute towards the borough housing target.

Policy H 1

Housing allocations

The following sites, as shown on the policies map are allocated for housing development. These sites will deliver a range of developments of varying sizes, types and densities. Further details of the development requirements for each site can be found in Appendix A.

These sites will deliver a total of 9,665 homes to meet the borough's housing target.

6 . Housing allocations and future locations for housing growth

Policy reference	Site name, address	Approximate number of units
(1)	Bridge Nursery, London Road, Maidstone	165
(2)	East of Hermitage Lane, Maidstone	500
(3)	West of Hermitage Lane, Maidstone	300
(4)	Oakapple Lane, Barming	240
(5)	Langley Park, Sutton Road, Boughton Monchelsea	600
(6)	North of Sutton Road, Otham	285
(7)	North of Bicknor Wood, Gore Court Road, Otham	190
(8)	West of Church Road, Otham	440
(9)	Bicknor Farm, Sutton Road, Otham	335
(10)	South of Sutton Road, Langley	930
(11)	Springfield, Royal Engineers Road and Mill Lane, Maidstone	950
(12)	Haynes, Ashford Road, Maidstone	250
(13)	Medway Street, Maidstone	40
(14)	American Golf, Tonbridge Road, Maidstone	60
(15)	6 Tonbridge Road, Maidstone	15
(16)	Laguna, Hart Street, Maidstone	55
(17)	Barty Farm, Roundwell, Thurnham	125
(18)	Cross Keys, Bearsted	50
(19)	Fant Farm, Maidstone	355
(20)	Whitmore Street, Maidstone	5
(21)	NOT USED	-
(22)	North Street, Barming	35
(23)	Postley Road, Tovil	80
(24)	Kent Police HQ, Sutton Road, Maidstone	115

6 . Housing allocations and future locations for housing growth

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Policy reference	Site name, address	Approximate number of units
(25)	Kent Police training school, Sutton Road, Maidstone	70
(26)	New Line Learning, Boughton Lane, Loose	220
(27)	NOT USED	-
(28)	West of Eclipse, Maidstone	35
(29)	Tongs Meadow, West Street, Harrietsham	100
(30)	South of Ashford Road, Harrietsham	70
(31)	Mayfield Nursery, Ashford Road, Harrietsham	50
(32)	Church Road, Harrietsham	95
(33)	Tanyard Farm, Old Ashford Road, Lenham	155
(34)	Glebe Gardens, Lenham	10
(35)	Ham Lane, Lenham	80
(36)	Howland Road, Marden	55
(37)	Stanley Farm, Plain Road, Marden	170
(38)	The Parsonage, Goudhurst Road, Marden	200
(39)	Marden Cricket and Hockey Club, Stanley Road, Marden	125
(40)	Hen and Duckhurst Farm, Marden Road, Staplehurst	370
(41)	Fishers Farm, Fishers Road, Staplehurst	535
(42)	Old School Nursery, Station Road, Headcorn	5
(43)	Ulcombe Road and Mill Bank, Headcorn	240
(44)	Grigg Lane and Lenham Road, Headcorn	120
(45)	South of Grigg Lane, Headcorn	55

Policy reference	Site name, address	Approximate number of units
(46)	Knaves Acre, Headcorn	5
(47)	Linden Farm, Stockett Lane, Coxheath	85
(48)	Heathfield, Heath Road, Coxheath	130
(49)	Forstal Lane, Coxheath	195
(50)	Vicarage Road, Yalding	65
(51)	Cripple Street, Loose	70
(52)	NOT USED	-
(53)	NOT USED	-
(54)	Hubbards Lane and Haste Hill Road, Boughton Monchelsea	20
(55)	Heath Road, Boughton Monchelsea	25
(56)	East of Eyhorne Street, Eyhorne Street (Hollingbourne)	10
(57)	West of Eyhorne Street, Eyhorne Street (Hollingbourne)	35
(58)	Ware Street, Thurnham	145
TOTAL		9,665

Policy H2 - Housing densities

6.13 The development strategy for the borough is based on meeting future housing requirements through best use of previously developed land before releasing greenfield sites for development in order to protect the borough's valuable landscape and biodiversity assets. Using land efficiently means that each site will contribute more, so less land is needed in total. Consequently, the council has introduced a range of densities that take account of development site characteristics and locations. In all cases development will only be acceptable where schemes are well designed and do not compromise the overall character of the area.

Policy H 2

Density of housing 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.

Subject to this overriding consideration:

1. At sites within and close to the town centre new residential development will be expected to achieve densities of between 45 and 170 dwellings per hectare
2. At sites adjacent to the urban area new residential development will be expected to achieve a density of 35 dwellings per hectare.
3. At sites within or adjacent to the Rural Service Centres and Larger Villages as defined under Policy SP3 and SP4 respectively new residential development will be expected to achieve a density of 30 dwellings per hectare

In other settlements not listed above new residential development will be expected to achieve a density of 30 dwellings per hectare. Development proposals that fail to make efficient use of land for housing, having regard to the character and location of the area, may be refused permission.

Policy H3 - Future locations for housing growth

6.14 The council has identified Maidstone town centre, Invicta Barracks on Royal Engineers Road and Lenham as future broad locations for housing growth, where the expectation is that development will not take place at these locations until the latter end of the plan period (2026-2031).

Maidstone Town Centre

6.15 It is acknowledged that there is an oversupply of poorer quality office stock in the town centre which is no longer fit for purpose. This has the effect of suppressing the town centre office market and thereby inhibiting new development which could better meet modern business needs. A route to tackle this is to rationalise the supply of the poorest stock through conversion or redevelopment to alternative uses. Over the timeframe of the plan it is anticipated that the value of the lowest quality office stock, in terms of rents, will fall further making redevelopment for alternative uses increasingly viable. With a corresponding uplift in the market for town centre apartments, this trend could see the delivery of significant new housing in and around the town centre. In view of the market shifts needed, delivery is likely to be realised towards the end of the plan period. The town centre broad location has the potential to deliver in the order of 200 additional homes.

Invicta Park Barracks, Maidstone

6.16 Invicta Park Barracks covers a substantial area (41 ha) 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. The Ministry of Defence (MoD) has categorised the site as a 'retained' site in its most recent estates review (2013); there are no immediate plans to vacate this site.

6.17 The MoD keeps its property portfolio under regular review. It has been confirmed that, in the longer term, there could be some prospect that the site may be declared surplus and so become available for alternative uses.

6.18 In recognition of this potential, and the need to plan positively for it, the draft Local Plan identifies Invicta Park Barracks as a broad location for future housing growth for towards the end of the Local Plan period (post 2026). The site has the potential to deliver in the order of 1,300 new homes.

Lenham

6.19 Lenham is identified as a rural service centre in the local plan, primarily because of the range of services and facilities in the village, transport infrastructure, local employment opportunities and the fact that the village serves its local population and surrounding areas.

6.20 Approximately 40 ha of land adjacent to the east and west of Lenham's built form is considered suitable to accommodate additional housing in the region of 1500 dwellings in total if required towards the latter end of the plan period (post 2026). The topography of this area is low lying and does not have the same landscape or infrastructure constraints as some other areas of the borough. However, it is accepted that a number of infrastructure improvements and mitigation measures (e.g. transport, highways, education, health, sporting facilities) would be required to ensure that any future development is integrated into the existing fabric of the settlement and to ensure that Lenham remains a sustainable settlement.

Policy H 3

Future locations for housing growth

The following locations are identified as future locations for housing growth for the later phases of the plan period (2026 onwards):

1. Town centre: some 200 dwellings;
2. Invicta Barracks, Maidstone: some 1300 dwellings; and
3. Lenham: some 1500 dwellings.

Appendix F sets out the broad criteria which will govern development in locations (2) and (3). Detailed site allocations for sites (2) and (3) will be made as part of a local plan review.

Policy RMX1 - Retail and mixed use allocations

7.1 A number of sites are allocated in this Local Plan for a combination of uses. The allocation at Newnham Park will deliver both a prestigious medical campus and replacement retail facilities. The council's priority location for new retail development is the Maidstone East/Sorting Office site in the town centre and this site additionally has capacity to deliver an element of housing in a highly sustainable location. Similarly the King Street car park site in conjunction with the adjacent former AMF bowling site could provide for both retail and residential development also within the town centre. In the rural areas there are two further opportunities to achieve employment and housing development on the same site. In Coxheath the Clockhouse Farm site will enhance the employment opportunities in the village. The former Syngenta site near Yalding was previously used for agro-chemicals production and is now vacant. Securing a significant proportion of employment uses on this site alongside housing will have important sustainability benefits.

Newnham Park

7.2 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 under construction on the northern perimeter of the site together with 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.

7.3 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.

7.4 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 parkland nature reserve, and transferred into the ownership of a trust 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.

7.5 Newnham Park is located in the countryside 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.

7.6 Building heights will be restricted across the whole site to two storeys. Exceptionally there are two locations within the site where modestly higher buildings may be achievable. The first of these lies towards the north of the site, immediately west of the stream and south of the KIMS phase 1 development where the site topography would enable a building of up to 4 storeys to be achieved. The second location is at the entrance to the site where buildings of up to three storeys would be acceptable. 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.

7.7 The medical campus will deliver up to 100,000m² of specialist medical facilities and associated uses, of which 25,000m² will provide for related offices and research and development. Appropriate uses on the site will include hospital or healthcare facilities, specialist rehabilitation services, medical related research and development, central laboratory facilities, and medical training. Medical facilities to the west of the existing stream will be delivered in advance of those being provided on land to the east of the stream.

7.8 The regeneration and revitalisation of Maidstone's town centre is a priority and the town centre will continue to be the primary retail and office location in the borough. Development will predominantly comprise replacement premises for the existing garden centre and for the shops already established on site (equating to some 14,300m²) and a limited amount of additional floorspace at Newnham Court Shopping Village (up to 700sqm) within the vicinity of the existing retail footprint, as shown on the policies map. Restrictions on the type of goods sold and the class A and D2 uses operating should ensure that the Village is complementary rather than in conflict with the vitality and viability of the town centre and should ensure that the character and appearance of area is consistent with its sensitive location. The town centre functions successfully due to the mix of uses in close proximity to each other. Consequently, new additional non-retail floorspace (i.e. that which does not fall within use class A1) at Newnham Park, such as cafés, restaurants and public houses, together with banks and estate agents, are unlikely to be acceptable. Similarly, leisure uses such as cinemas and bowling alleys, and other uses that are likely to conflict with the town centre, will not be permitted. Subject to restrictions on the type of goods sold, retail premises that have a unique and recognised "out of town" format, such as 'homeware' offers, could be acceptable on the allocated site provided conflict with town centre uses would be unlikely. The height and bulk of the retail units will need to be controlled in this sensitive landscape location and for this reason conventional retail warehouse style buildings will not be acceptable. In order to assess the impact of proposals on the town centre, a retail impact assessment will be required.

7.9 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.

Maidstone East and Royal Mail sorting office

7.10 Maidstone East is a long standing development site located close to the heart of Maidstone town centre. Combined with the adjacent Royal Mail Sorting Office site, which has more recently become available, there is the opportunity to achieve a substantial retail-led redevelopment here which will help to regenerate this part of the town centre. The site is in a key gateway location, prominent in views from the station, from the Medway valley to the west and, to a lesser degree, from Fairmeadow. The delivery of a successful retail-led mixed use scheme here will do much to upgrade the quality and attractiveness of this northern entrance to the town centre.

7.11 This edge of centre site is considered suitable for a combination of comparison and convenience retailing. The site already benefits from direct links via Week Street to the main shopping areas of the town centre and an important element in any scheme will be upgrading of the quality and attractiveness of this pedestrian route to help maximise the prospect of linked trips. Providing an element of comparison shopping in units fronting onto Sessions Square will particularly help to attract shoppers from the rest of the town centre to the development and vice versa.

7.12 Housing is seen as an important supporting use on this site. Residential development could be delivered in separate blocks either to the west of the site or possibly south of the railway line fronting Brenchley Gardens, or on upper floors above the retail development.

7.13 The overall station environment will also be uplifted, improving overall accessibility to and within the station, increasing the prominence of the station building itself and facilitating easier transfer between buses, trains and taxis. Network Rail has specific requirements for the site relating to the provision of commuter car parking and track maintenance.

7.14 Sessions House is a prominent listed building which faces and over-looks the site. Development heights will be controlled to limit the impact on views of the building from the west and would not normally exceed 5 storeys. There is also the opportunity through the development to achieve a better frontage to the western side of Sessions House Square.

7.15 A development proposal could also encompass Cantium House as part of a comprehensive scheme if this site becomes available.

King Street car park/AMF Bowling

7.16 The King Street multi storey car park site has recently been cleared and is being used as a surface level car park for the short term. Together with the adjacent AMF Bowling site which has recently been vacated, this area offers a significant redevelopment opportunity close to the heart of the town centre to deliver a mix of ground floor retail and residential uses. This area could be brought

forward in conjunction with the wider redevelopment of The Mall proposed for the longer term. This would enable a comprehensive approach to development on both sides of King Street at this gateway location to the town centre.

Former Syngenta site, Yalding

7.17 The former Syngenta site near Yalding was previously used for agro-chemicals production and is now vacant. 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. Securing a significant proportion of employment uses on this site alongside housing will important sustainability benefits. Comprehensive measures to address flood risk will be required in association with development.

Policy RMX 1

Retail and mixed use allocations

The following sites are identified on the policies map for mixed use development. Development will be permitted provided the policy criteria set out for each site in Appendix B are met.

Policy reference	Site name, address	Approximate amount of retail f'space	Approximate amount of employment f'space	Approximate housing units
(1)	Newnham Park, Bearsted Road, Maidstone	15,000m ² (6)	100,000m ² (medical and associated uses)	N/A
(2)	Maidstone East and Maidstone sorting office, Sandling Road, Maidstone	10,000m ²	N/A	210
(3)	King Street car park and former AMF Bowling site, Maidstone	1,400m ²	N/A	70

7 . Retail and mixed use allocations

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Policy reference	Site name, address	Approximate amount of retail f'space	Approximate amount of employment f'space	Approximate housing units
(4)	Clockhouse Farm, Heath Road, Coxheath	N/A	7,700m ² B1	40
(5)	Former Syngenta works, Hampstead Lane, Yalding	N/A	8,600m ² B1/B2	200
TOTAL		26,400m²	100,000m² (medical uses) 16,300m² B1/B2	520

Policy EMP1 - Employment allocations

8.1 The Strategic Employment Land Availability Assessment (SEDLAA) assessed the potential of a range of sites to accommodate new office, industrial and warehousing/storage development. Sites assessed as suitable, available and achievable and appropriate for allocation in the local plan are listed in Policy EMP 1.

8.2 Policy criteria for each of the allocated employment sites can be found in Appendix C.

Policy EMP 1

Employment allocations

The following sites are identified on the policies map for B class employment development. Development will be permitted provided the policy criteria set out for each site in Appendix D are met. These sites will deliver some 34,800m² of floor space to help meet employment needs during the plan period.

Policy reference	Site name, address	Approximate amount of employment floorspace
(1)	NOT USED	
(2)	Mote Road, Maidstone	8,000m ² (B1)
(3)	South of Claygate, Pattenden Lane, Marden	6,800m ² (B1, B2, B8)
(4)	West of Wheelbarrow Industrial Estate, Pattenden Lane, Marden	14,500m ² (B1, B2, B8)
(5)	West of Barradale Farm, Maidstone Road, Headcorn	5,500m ² (B1, B2, B8)
TOTAL		34,800m²

8 . Employment allocations

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Policy reference	Site name, address	Approximate amount of employment floorspace (B1, B2, B8)
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Policy GT1 - Gypsy and Traveller allocations

9.1 The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTTSAA) revealed a need for 187 permanent Gypsy and Traveller pitches to be provided in the borough during the period October 2011 and March 2031. A further 10 plots for Travelling Showpeople will be required over the same period.

9.2 A request for potential Gypsy and Travelling Showpeople sites was included as part of the call for sites undertaken for the Strategic Housing Land Availability Assessment. The sites that came forward were assessed. Faced with the significant scale of pitch need which the GTTSAA reveals, the search was broadened to include established sites in the borough which either have no planning permission or a temporary planning permission to determine whether any are suitable for permanent Gypsy accommodation.

9.3 The sites assessed as appropriate for allocation are listed in the policy below. These sites are not sufficient to meet the Government's requirement that the Local Plan should identify 10 years worth of pitches. Further site identification work will be undertaken before the Local Plan is published again for public consultation (regulation 19 stage).

9.4 Policy criteria for each site are to be found in Appendix D.

Policy GT 1

Gypsy and Traveller allocations

The following sites (1 to 7) are identified on the policies map for Gypsy and Traveller accommodation. Development will be permitted provided the policy criteria set out for each site in Appendix D are met.

Policy reference	Site name, address	Approximate number of permanent pitches
(1)	1 Oak Lodge, Tilden Lane, Marden	2
(2)	Little Boarden, Boarden Lane, Headcorn	2
(3)	The Chances, Lughorse Lane, Hunton	4
(4)	Hawthorn Farm, Pye Corner, Ulcombe	3
(5)	Cherry Tree Farm, West Wood Road, Stockbury	2
(6)	Flips Hole, South Street Road, Stockbury	5
(7)	The Ash, Yelsted Road, Stockbury	5

Policy reference	Site name, address	Approximate number of permanent pitches
TOTAL		23

Policy PKR1 - Park and ride allocations

10.1 Park and ride is an important part of the council's transport vision for Maidstone and the rest of the borough. The existing park and ride service accommodates demand for access from the A249/M20 transport corridor and from east and west on the A20 transport corridor. The Integrated Transport Strategy sets out how the service can help to accommodate journeys from new housing and employment developments in the borough. The A229 transport corridor from the south of the borough into Maidstone (Staplehurst, Marden, Linton, Coxheath, Boughton Monchelsea and Loose) is an area of strong demand, which is currently not served.

10.2 The A229/B2163 Linton crossroads is allocated for a new park and ride facility. This location is at an appropriate distance from the town centre to intercept traffic movements early enough along the A229 corridor and provide easy access to the identified catchment area. Along the length of the A229 corridor bus priority measures will help provide faster access to and from the town centre in peak times than an equivalent private vehicle journey could achieve.

10.3 Landscape mitigation is key to the delivery of the site due to its prominent location at the top of the Greensand Ridge. The site will be designed to mitigate the impact of long range views, incorporating structural landscaping to lessen any visual impact. The site is also in close proximity to the Linton conservation area, which lies to the south of the site, at a lower level on the scarp slope. The development of this site will need to be such that there are no incompatible impacts on the setting of the conservation area.

10.4 The existing park and ride site at the A249, Old Sittingbourne Road, near junction 7 of the M20 will be retained and improved. The suitability of this site for park and ride will be enhanced by the addition of a single deck of car parking spaces, which will increase the capacity of the site without increasing the site's footprint. Public transport priority measures on the Bearsted Road and Sittingbourne Road will also make the site a more attractive travel mode for commuters.

10.5 Landscape mitigation will be key to the delivery of an expanded site in this location, and any design will need to be sensitively incorporated into the surrounding landscape with consideration of long distance views from the Kent Downs AONB.

Policy PKR 1

Park and ride allocation

The following sites are identified on the policies map for park and ride:

Policy reference	Site name, address
(1)	Linton crossroads (A229/B2163). Capacity of 1000 car parking spaces
(2)	Old Sittingbourne Road (A249) at M20 junction 7. Capacity of 1000 car parking spaces

Policy DM1 - Development on brownfield land

Development on brownfield land

11.1 One of the core principles of the National Planning Policy Framework 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 and, in Maidstone, a large proportion of brownfield sites in the 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.

11.2 Development of brownfield land is favoured ahead of greenfield development because in most cases it is more sustainable. It is important to ensure that brownfield land is not underused and that the most is made of vacant and 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.

11.3 Brownfield development is essential for urban regeneration and if done to a high design standard it brings homes, jobs and services closer together; reduces dependency on the car; and strengthens communities.

Policy DM 1

Development on brownfield land

Proposals for development on previously developed land (brownfield land) that make effective and efficient use of land and which meet the following criteria will be permitted:

1. The site is not of high environmental value; and
2. 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 H2 unless there are justifiable planning reasons for lower density development.

Policy DM2 - Sustainable design standards

11.4 Recognition of climate change and its contributing factors will be central to the future of development across the borough. New developments will need to incorporate mitigating measures, while still achieving the high quality designs that make the borough a desirable place to live and work.

11.5 The Climate Change Act 2008 sets two legally binding targets, a 34% reduction in greenhouse gas emissions by 2020, leading to an 80% emissions cut by 2050, both of which are set against a 1990 baseline. Maidstone Borough

Council adopted the Kent Environment Strategy in 2011, which itself seeks a 60% cut in greenhouse gas emissions (measured as CO₂ equivalent) against 1990 levels by 2030.

11.6 It is more energy and cost efficient to design and develop buildings to an appropriate standard, than it is to develop them at a lower standard and retrofit them later in their life. The Code for Sustainable Homes (residential) and the Building Research Establishment Environmental Assessment Method (BREEAM) (non-residential) are the most appropriate/recognisable assessment methods by which to judge and require increased sustainability standards in new developments.

11.7 The Code for Sustainable Homes itself sets out national water efficiency standards with the aim of reducing potable water consumption in residential developments. Applications for residential developments will need to have regard to these standards and the Maidstone water cycle study.

Policy DM 2

Sustainable design standards

Development proposals in the borough will:

1. If residential; achieve a minimum of Code for Sustainable Homes (or any future national equivalent) level 4. The council will encourage the achievement of higher Code for Sustainable Homes levels where it is a feasible.
2. If non-residential developments of 1000m² (gross) and above; achieve BREEAM (or any future national equivalent) Very Good. The council will encourage the achievement of higher BREEAM levels where it is a feasible element of the proposal.
3. If residential developments of 10 units and above, or non-residential of 1000m² (gross) and above; provide 10% of their energy from decentralised, energy from waste, renewable and/or low-carbon energy sources. Where applicable this requirement will count towards (1) and (2) above.
4. Relating to the criteria above, and with the exception of meeting a minimum water efficiency standard equivalent to Code for Sustainable Homes level 4, development will be permitted to achieve a reduced standard, to be negotiated with the council, only if it can be demonstrated on the grounds of viability or feasibility that the above standards are unattainable, including the option of equivalent carbon emissions reduction near or off site.

Policy DM3 - Renewable and low carbon energy schemes

11.8 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.

11.9 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. The council is keen that while it contributes to bringing about a low carbon future, the process of doing so should not affect the existing amenity of residents and businesses in a harmful way. Living environments should remain appropriate as such and the operation of businesses should not be impeded.

11.10 Where applications are submitted for larger scale renewable or low carbon energy schemes including, but not limited to, solar farms, wind farms and biomass, proposals will be judged on individual merits.

11.11 In January 2014, the council adopted planning policy advice notes⁽⁷⁾⁽⁸⁾ which provide technical advice to applicants and guidance on decision making, with regard to solar energy proposals. Where solar energy schemes are proposed, the guidance within the planning policy advice notes should be referenced.

11.12 Further guidance is available in the document Planning practice guidance for renewable and low carbon energy⁽⁹⁾.

Policy DM 3

Renewable and low carbon energy schemes

Applications for larger scale renewable or low carbon energy projects will be required to demonstrate that the following have been taken into account in the design and development of the proposals.

1. The cumulative impact of such proposals in the local area.
2. The landscape and visual impact of development, with particular regard to any impact on, or the setting of, the Kent Downs AONB.
3. The impact on heritage assets and their setting.
4. The impact of proposals on the amenities of local residents, e.g. noise generated and in the case of wind turbines, shadow flicker.

7 Planning policy advice note: Domestic and medium scale solar PV arrays (up to 50kW) and solar thermal.

8 Planning policy advice note: Large scale (>50kW) solar PV arrays.

9 Department for Communities and Local Government, 2013.

5. The impact on the local transport network.
6. The impact on ecology and biodiversity including the identification of measures to mitigate impact and provide ecological or biodiversity enhancement.
7. In the case of wind turbines, [in addition to 1 to 6 above] the impact on:
 - i. air traffic and safety.
 - ii. defence installations and operations.
 - iii. other radar installations.
 - iv. electromagnetic transmissions.
8. Preference will be given to sites comprising previously developed land or agricultural land that is not classified as the best and most versatile.

Policy DM4 - Principles of good design

11.13 Good design is the fundamental principle underpinning good planning. It has a very important impact upon the quality of the environment and the way in which places function. The National Planning Policy Framework places great emphasis upon 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.

11.14 The council aspires to achieve high quality design throughout the borough, and policy DM3 seeks to manifest 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 respect and, where appropriate, enhance the character of their surroundings. It is important that development contributes to its context.

11.15 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.

11.16 In establishing the use and designing the layout and site coverage of development, landscape 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 protects and enhances any on site biodiversity and geodiversity features, or provides sufficient mitigation measures, and in areas at risk of flooding, inappropriate development should be avoided.

11.17 In assessing the appropriateness of design, the council will have regard to adopted Conservation Area Appraisals and Management Plans, Character Area Assessments 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.

11.18 Proposals which fail to take opportunities to secure high quality design will be resisted.

Policy DM 4

Principles of good design

Proposals which would create high quality design and meet the following criteria will be permitted:

- i. 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;
- ii. Respond positively to and where possible enhance, the local, natural or historic character of the area. Particular regard will be paid to scale, height, materials, detailing, mass, bulk, articulation and site coverage - incorporating a high quality, modern design approach and making use of vernacular materials where appropriate;
- iii. A modern design approach incorporating vernacular materials will be sought;
- iv. Create high quality public realm and, where opportunities permit, provide improvements, particularly in town centre locations;
- v. Respect the amenities of occupiers of neighbouring properties and uses and provide adequate residential amenities for future occupiers of the development by ensuring that development does not result in excessive noise, vibration, odour, air pollution, activity or vehicular movements, overlooking or visual intrusion, and that the built form would not result in an unacceptable loss of privacy or light enjoyed by the occupiers of nearby properties;
- vi. Respect the topography and respond to the location of the site and sensitively incorporate natural features such as trees, hedges and ponds worthy of retention within the site;
- vii. Provide a quality of design commensurate with the degree of environmental value;
- viii. Orientate development, where possible, in such a way as to maximise the opportunity for sustainable elements to be incorporated and to reduce the reliance upon less sustainable energy sources;
- ix. Protect and enhance any on site biodiversity and geodiversity features where appropriate, or provide sufficient mitigation measures;
- x. Safely accommodate the vehicular and pedestrian movement generated by the proposal on the local highway network and through the site access;

- xi. Create a safe and secure environment and incorporate adequate security measures and features to deter crime, fear of crime, disorder and anti-social behaviour;
- xii. In areas at risk of flooding, provide mitigation measures integral to the design of buildings will be required;
- xiii. Avoid inappropriate new development within areas at risk from flooding or mitigate any potential impacts of new development within such areas;
- xiv. Incorporate measures for the adequate storage of waste, including provision for increasing recyclable waste;
- xv. Provide adequate vehicular and cycle parking to meet adopted council standards; and
- xvi. Be flexible towards future adaptation in response to changing life needs.

Account should be taken of Conservation Area Appraisals and Management Plans, Character Area Assessments, the Kent Design Guide and the Kent Downs Area of Natural Beauty Management Plan.

Policy DM5 - Residential garden land

11.19 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 resist development where it cannot 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 DM 5

Residential garden land

Development of domestic garden land to create new buildings which meet the following criteria will be permitted provided:

- i. The higher density resulting from the development would not result in harm to the character and appearance of the area;
- ii. There is no significant loss of privacy, light or outlook for adjoining properties and/or their curtilages;
- iii. Access of an appropriate standard can be provided to a suitable highway; and
- iv. There would be no significant increase in noise or disturbance from traffic gaining access to the development.

Policy DM6 - External lighting

11.20 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. The National Planning Policy Framework seeks to limit light pollution in locations which are particularly sensitive to light, such as intrinsically dark landscapes.

11.21 The council recognises that carefully designed external lighting can enhance the night-time economy and have benefits for security and the viability of recreational facilities. However, inappropriate and excessive external lighting can not only be both visually obtrusive and inefficient in energy terms, but can also damage rural character in areas containing little built development, and can have highway safety implications for drivers. Protected species, such as bats, tend to avoid well-lit areas and lighting schemes should ensure that ecological issues are fully considered in their design.

11.22 The council will seek to secure well-designed lighting schemes, which are suitable for their environments. External lighting should play its role in achieving sustainable development by meeting relevant codes. Where appropriate the recommendations within the Institute of Lighting Engineers Technical Report Number 5 will be considered as a guide to maximum levels of luminance. Low level bollard lighting will be supported where appropriate. The council will also encourage the use of PIR motion sensor lighting for business development and public buildings, in order to provide energy efficiency savings.

Policy DM 6

External lighting

Proposals for external lighting which meet the following criteria will be permitted:

- i. It is demonstrated that the minimum amount of lighting necessary to achieve its purpose is proposed;
- ii. 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;
- iii. The relevant standards as set out in the Code for Sustainable Homes and BREEAM are met; and
- iv. The lighting scheme would not be visually detrimental to its immediate or wider setting.

Policy DM7 - Signage and shop fronts

11.23 Signage and shop fronts have a significant impact upon the attractiveness and vitality of shopping and other commercial areas. The National Planning Policy Framework requires that new development integrates well into the built environment. Advertisements which 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 windows and signs can also damage the character of their locality, especially in conservation areas.

11.24 The council wishes to support commercial and retail frontage and signage schemes which are in sympathy with, and contribute positively towards, the visual amenity of their locality. The scale, design and detailing of such schemes should respect and visually complement their surroundings, being appropriately designed for their context.

11.25 Solid external shutters which completely cover a shop or other commercial front are visually unattractive and generally detract from the vitality of commercial areas. In order to preserve the quality of the built environment, the council will seek alternative security solutions such as internal lattice grilles, security systems or use of laminated glass. In some cases, external roller shutters having an open grille design which let light on to the street may be acceptable, subject to the housing being unobtrusive and unlikely to harm the character of the building or street scene. Solid external roller shutters will only be approved where an overriding security need can be demonstrated. Such evidence is likely to include details of break-ins and information from Kent police confirming that roller shutters are necessary and the only viable security solution.

Policy DM 7

Signage and shop fronts

Proposals for new signage and for shop (A1) or other commercial (A2-A5) fronts which meet the following criteria will be permitted:

- i. The size, design, positioning, materials, colour and method of illumination of signage would not be detrimental to the character and appearance of the building or the surrounding area;
- ii. The proposal would not result in the loss of a traditional shop front or features and details of architectural or historic interest;
- iii. 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
- iv. 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.

Policy DM8 - Residential extensions, conversions and redevelopment

11.26 The conversion of larger residential properties to self-contained flats and houses in multiple occupation (HMOs) aids the provision of accommodation for smaller households and contributes towards a mix and choice of homes, advocated by the National Planning Policy Framework. HMOs differ from self contained flats as bedrooms/bed sitting rooms are private but other facilities,

such as bathrooms and kitchens, are shared. The National Planning Policy Framework 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.

11.27 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 DM7 seeks to control the potential problems arising from such proposals.

11.28 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 Supplementary Planning Document (May 2009) will be used to guide the assessment of proposals for residential extensions.

Policy DM 8

Residential extensions, conversions and redevelopment

1. Within the defined boundaries of the urban area, rural service centres and larger villages, proposals for the extension, conversion or redevelopment of a residential property which meet the following criteria will be permitted:
 - 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. The privacy, daylight, sunlight and maintenance of a pleasant outlook of adjoining residents would be safeguarded; and
 - iv. Sufficient parking would be provided within the curtilage of the dwelling without diminishing the character of the street scene.

2. Within the defined boundaries of the urban area, rural service centres and larger villages, 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 and amenity of the surrounding area.

Policy DM9 - Non-conforming uses

11.29 Some uses may be detrimental to the quality of the environment and a nuisance to neighbouring land uses. The Borough Council therefore seeks to ensure that new development is appropriately sited and mitigated so that it does not cause a nuisance through noise or other disturbance to users in the local area.

11.30 It is recognised that certain uses may be more appropriate at rural sites, because there may be a lower number of sensitive users nearby, or due to land requirements, such as catteries and kennels, waste or recycling uses (which are normally a matter for determination by the County Council), as well as recreation uses including shooting and motor sports.

11.31 Policy DM4 ensures that development respects the amenities of occupiers of neighbouring properties and uses and should be read in conjunction with this policy.

Policy DM 9

Non-conforming uses

Proposals for development which could create, intensify or expand noisy or noxious uses or which would generate volumes or types of traffic unsuited to the local area, will only be permitted if they meet such other exceptions as indicated by policies elsewhere in this plan.

Policy DM10 - Historic and natural environment

11.32 Maidstone's historic and natural environment is a fundamental part of the borough's economic wealth and social well being, the benefits of which are far-reaching. It is essential to ensure these historic and natural asset bases remain robust and viable.

Historic environment

11.33 Maidstone has been shaped and influenced by a long past history, the legacy of which is a strong and rich cultural heritage. The Archbishop's Palace and Leeds Castle are two high profile heritage assets but the borough also abounds with many other historical buildings. These heritage assets contribute to the strong sense of place which exists across the borough. However, this rich historical resource is very vulnerable to damage and loss. The Local Plan allows some flexibility for the re-use and conversion of historic assets but care must be taken to ensure this does not lead to unacceptable adverse impacts. Small scale changes over time, especially the standardisation of building materials and practices can erode the special character and appearance of places, and the setting of historic features such as listed buildings and scheduled monuments, which can be crucial in maintaining historic integrity.

11.34 The Local Plan will ensure the qualities and local distinctiveness of the historic environment are recognised and protected. This will be achieved in part through the protection of Scheduled Ancient Monuments, Listed Buildings and Conservation Areas from inappropriate development. The Local Plan will seek to encourage a greater understanding of designated and non-designated heritage assets and their values through partnership working with communities, developers and asset managers. The council will encourage mutually beneficial and sustainable proposals to conserve and enhance heritage assets for future generations whilst acknowledging the social and economic challenges faced by land owners and managers.

11.35 All development proposals will be expected to be accompanied by an initial survey to establish what on-site assets there are. Sufficient information to assess the direct and indirect effects of development on past or present heritage assets together with any proposed prevention, mitigation or compensation measures will also be required. Without this there will be a presumption against granting permission.

Green and blue infrastructure

11.36 Green and blue infrastructure (GBI) is a network of natural components of open space and water which lie within and between the borough's towns and villages and which 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 AONB, 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.

11.37 Green and blue infrastructure has the capacity to deliver a wide range of positive outcomes in line with the objectives of the Sustainable community strategy including:

- Helping to attract and retain higher paying employers;
- Helping in the creation of an efficient, sustainable, integrated transport system;
- Helping to tackle climate change; and
- Creating healthier communities.

11.38 The green and blue infrastructure is considered to be of such importance that a green and blue infrastructure strategy (GBIS) is being produced. The strategy will look to encourage the creation of links and stepping stones 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 deficiencies exist and look to provide guidance

on how these can be overcome. The council will promote a partnership approach with developers, land owners and neighbouring local authorities, including Kent County Council, to help achieve the objectives of the GBIS.

11.39 The growth proposed in the borough provides a chance to increase the value of accessible green spaces and blue corridors. New development will be expected to contribute towards the goal of a linked network which extends across the borough and beyond. Development schemes will be expected to contribute towards improved connectivity through the provision of footpaths and cycle routes that are part of a strategic network; space for nature that contributes to the larger landscape-scale pattern of connected habitat; and the provision of imaginative recreational facilities that give educational and physical health benefits to local people. The council will liaise with neighbouring local authorities, including Kent County Council, to ensure potential linkages at all scales and across administrative boundaries are recognised in the development of specific proposals. Developers will also be expected to provide details of how the green and blue infrastructure elements of their proposal, including publicly accessible open spaces, sites managed for their biodiversity, geodiversity or heritage interest, will be managed and maintained over the long-term. The council will provide further advice on this in the green and blue infrastructure supplementary planning document.

11.40 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 open space development plan document and will be updated in the green and blue infrastructure supplementary planning document.

Climate change

11.41 Climate change is resulting in ever more variable weather patterns, the outcomes of which include flooding and drought. Natural systems are able to adapt to these consequences. 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. A green and blue infrastructure approach represents a means to positively tackle these issues. It can offer alternative flood mitigation strategies, such as Sustainable Urban 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. Development proposals will be expected to take full account of climate change and mitigate for any anticipated climate change impacts.

Water Framework Directive

11.42 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 (RBMP).

11.43 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.

Biodiversity

11.44 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 land owners, land managers and developers to encourage better soil handling practices to avoid the degradation of soil and ensure soil functions are maintained as appropriate.

11.45 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.

11.46 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 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 to and adapt to climate change.

11.47 Development proposals will be expected to 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.

11.48 Development likely to have an adverse effect on the integrity and conservation objectives of internationally important nature conservation sites is unlikely to meet the requirements of the Habitats Directive. Such development will not be considered favourably. Damage must be minimised in those exceptional cases where the strategic benefits of a development clearly outweigh the importance of a local nature conservation site, species, habitat or geological feature. Any remaining impacts must be fully mitigated and a mitigation strategy accompany the planning application. Compensation will only be acceptable in exceptional circumstances.

Landscape

11.49 The visual character of Maidstone's landscape is highly valued by those living, working and visiting here. A significant proportion of the borough benefits from high quality landscapes. A large area of the borough lies within the Kent Downs AONB, a nationally important landscape designation and a strong level of protection will be given to this designation and its setting, set out in Policy SP5. However, 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. This is in line with the European Landscape Convention.

11.50 The National Planning Policy Framework encourages the protection of valued landscapes. Whilst the Maidstone Landscape Character Assessment 2012 identifies the various landscape types and characters. For Maidstone, these landscapes are identified as the Greensand Ridge, Medway River Valley and Loose River Valley, which are afforded protection in Policy SP5.

11.51 Landscape Character Assessment is part of the evidence base and should be used to inform development and land management proposals. It is a descriptive tool which identifies and describes variation 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. It identifies 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.

Policy DM 10

Historic and natural environment

1. To enable Maidstone borough to retain a high quality of living and to be able to respond to the effects of climate change, developers will ensure that new development protects and enhances the historic and natural environment, where appropriate, by incorporating measures to:
 - i. Protect positive historic and landscape character, heritage assets and their settings, areas of Ancient Woodland, veteran trees, trees with significant amenity value, important hedgerows, features of biological or geological interest, and the existing public rights of way network from inappropriate development and ensure that these assets do not suffer any adverse impacts as a result of development;
 - ii. Avoid damage to and inappropriate development within or adjacent to:
 - a. Cultural heritage assets protected by international, national or local designation and other non-designated heritage assets recognised for their archaeological, architectural or historic significance, or their settings;
 - b. Internationally, nationally and locally designated sites of importance for biodiversity; and
 - c. Local Biodiversity Action Plan priority habitats.
 - iii. Control pollution to protect ground and surface waters where necessary and mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones, and/or incorporate measures to improve the ecological status of water bodies as appropriate;
 - iv. Enhance, extend and connect designated sites of importance for biodiversity, priority habitats and fragmented Ancient Woodland; support opportunities for the creation of new Biodiversity Action Plan priority habitats; create, enhance, restore and connect other habitats, including links to habitats outside Maidstone Borough, where opportunities arise;
 - v. Provide for the long term maintenance and management of all heritage and natural assets, including landscape character, associated with the development;

- vi. Mitigate for and adapt to the effects of climate change; and
 - vii. Positively contribute to the improvement of accessibility of natural green space within walking distance of housing, employment, health and education facilities and to the creation of a wider network of new links between green and blue spaces including links to the Public Rights of Way network.
2. The character, distinctiveness, diversity and quality of Maidstone's landscape and townscape will be protected and enhanced by the careful, sensitive management and design of development.
 3. Where appropriate, development proposals will be expected to appraise the value of the borough's historic and natural environment through the provision of the following:
 - i. An ecological evaluation of development sites and any additional land put forward for mitigation purposes to take full account of the biodiversity present; and
 - ii. Heritage and arboricultural assessments to take full account of any past or present heritage and natural assets connected with the development and associated sites.
 - iii. A landscape and visual impact assessment to take full account of the significance of, and potential effects of change on, the landscape as an environmental resource together with views and visual amenity.
 4. Publicly accessible open space should be designed as part of the overall green and blue infrastructure and layout of a site, taking advantage of the potential for multiple benefits including enhanced play, wildlife, sustainable urban drainage, tree planting and landscape provision. The form and function of green infrastructure will reflect a site's characteristics, nature, location and existing or future deficits.
 5. Development proposals will not be permitted where they lead to adverse impacts on natural and heritage assets for which mitigation measures appropriate to the scale and nature of the impacts cannot be achieved.

Account should be taken of the Landscape Character Guidelines supplementary planning document and the Green and Blue Infrastructure SPD.

Policy DM11 - Open space and recreation

11.52 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 well being 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. The National Planning Policy Framework encourages the provision and retention of high quality open spaces, a stance that the council supports.

11.53 The council will seek to secure publicly accessible open space provision for new housing and mixed use development sites, in accordance with standards[to be defined] in the green and blue infrastructure supplementary planning document.

11.54 It is important to ensure that any new publicly accessible open space and sports provision preserves the quality of life for existing residents, as well as the visual amenity of the locality. Intense sports uses, such as multi use games areas, can generate significant amounts of noise; while sports and other recreation uses may include lighting, such as floodlighting. This can be harmful to the living environment of nearby occupiers and to the visual amenity of the countryside where levels of artificial lighting are generally very limited. The council will seek to ensure that new publicly accessible open space and recreation areas are appropriate to their setting in these regards.

11.55 The loss of existing open space, sport and recreation facilities will be resisted, unless there is a proven overriding need for the development and there would be no resulting deficiency, or net loss, of such space/facilities in the locality. In considering the impact of the loss of open space, the council will have regard to the visual amenity and biodiversity value of the land in question.

Policy DM 11

Publicly accessible open space and recreation

1. For new housing or mixed use development sites, the council will seek to deliver the following categories of publicly accessible open space provision in accordance with the standards [to be defined] in the green and blue infrastructure SPD:
 - i. Natural and semi natural areas of open space;
 - ii. Amenity green space;
 - iii. Provision for children and young people's equipped play areas;
 - iv. Public [and private⁽¹⁰⁾] outdoor sports facilities; and
 - v. Allotments.
2. Proposals for, and including, new publicly accessible open space and recreation provision shall respect the amenities of neighbouring

¹⁰ definition required

occupiers, by ensuring that development does not result in excessive levels of noise or light pollution. New lighting relating to such development will also preserve the character and visual amenity of the countryside.

3. Proposals for new development which would result in the net loss of open space or sport and recreation facilities will not be permitted unless there is a proven overriding need for the development. In addition, the development will only be permitted if:
 - i. There is no resulting deficiency in open space or recreation facilities in the locality; or
 - ii. An alternative provision of an equivalent community benefit can be provided to replace the loss.
4. In dealing with applications to develop existing open areas within the urban area and village settlements, the borough council will have regard to the impact of the loss of the contribution that the existing site makes to the character, amenity and biodiversity of the area.

Further details on the provision of green and blue infrastructure, including publicly accessible open space, will be provided in a Green and blue infrastructure supplementary planning document.

Policy DM12 - Community facilities

11.56 In order to build well functioning, sustainable communities, it is essential that adequate community facilities are provided. The National Planning Policy Framework emphasises the importance of creating healthy, inclusive communities, with appropriate facilities, to create attractive residential environments. The Infrastructure Delivery Plan lists the key social infrastructure needed to support the level of development planned for the borough. Community facilities encompass educational, cultural and recreational facilities, including schools, libraries, places of worship, meeting places, cultural buildings (such as museums and theatres) and sports venues.

11.57 The council seeks to resist the net loss of viable community facilities, as this runs contrary to the aim of achieving sustainable, inclusive communities.

11.58 School premises are generally only in operation during particular hours. These sites offer opportunities to provide additional community uses outside of school hours. Such dual uses can increase the range of community facilities and can help to maximise land usage in a suitable manner. The council will therefore encourage dual usage of educational premises in appropriate circumstances.

Policy DM 12

Community facilities

The adequate provision of 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 by planning conditions or through legal agreements unless the specific facilities are identified for delivery through the Community Infrastructure Levy
2. Proposals which would lead to a loss of community facilities will not be permitted unless demand within the locality no longer exists or a replacement facility acceptable to the council is provided.
3. 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.

Policy DM13 - Sustainable transport

Transport

11.59 Working in partnership with Kent County Council (the local transport authority), the Highways Agency, infrastructure providers and public transport operators, the council will facilitate the delivery of transport improvements to support the growth proposed by the local plan. An Integrated Transport Strategy (ITS), prepared by the council and its partners, will have 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 needs to address a number of transport challenges as set out below.

Highway network

11.60 Maidstone borough 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 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.

11.61 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.

11.62 Modelling conducted in 2012 indicates that by 2026, a combination of background traffic growth and planned housing and employment development will increase the number of person trips in Maidstone during the morning peak hour by 42%. Significantly however, background growth associated with increased economic activity and greater car ownership is expected to have over one-and-a-half times the impact on trip generation of new housing and employment, demonstrating that robust solutions to Maidstone's transport challenges are required regardless of the development proposed in the Local Plan.

11.63 Maidstone has an average vehicle occupancy of approximately 1.23 persons per car, which is significantly lower than the UK average of 1.6 persons per car . This represents an inefficient use of road space and contributes to greater traffic congestion and air pollution. Whilst it is recognised that the private car will continue to provide the primary means of access in areas where alternative travel choices are not viable, the traffic data suggests that the ITS should focus on demand management measures that enable a higher people-moving capacity over the existing road network. Specifically, the strategy should aim for a reduction in the number of single-occupancy car trips into Maidstone town centre by long-stay commuters – particularly during peak periods – which can be achieved through interventions such as enhanced Park and Ride and walking and cycling infrastructure. This approach, combined with targeted capacity improvements to strategic junctions such as the bridges gyratory, would improve the reliability and hence attractiveness of public transport, as well as providing businesses and freight operators with greater journey time reliability .

Car Parking

11.64 The provision of an adequate supply of well-located and reasonably priced car parking is essential to support the borough's retail economy, to facilitate access to areas where alternative travel modes are limited or unavailable, and to 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 MBC and its partners avoid an overprovision of parking, particularly in and around Maidstone town centre.

11.65 The ITS will seek address parking issues by producing a refreshed Town Centre Parking Strategy, prioritising shoppers and visitors; giving consideration to a reduction in town centre long-stay parking supply; utilising 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.

Park and Ride

11.66 MBC 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. Three sites are currently in operation at London Road, Sittingbourne Road, and Willington Street, which in total comprise some 1,450 parking spaces.

11.67 During the 2012/13 financial year some 400,000 transactions were recorded on Park and Ride bus services, which equates to a fall of 7% from the previous year . The Park and Ride services are also available for use by concessionary pass holders, and indeed approximately half of the trips recorded in 2012/13 were made by this group.

11.68 The reduction in patronage can be partially explained by the recession and suppressed economic activity in the town centre. Usage of the Park and Ride service should also be considered in the context of the supply of town centre car parking (both public and private) and the associated parking tariffs. The Park and Ride service is used by both commuters and shoppers; however it accounts for just 2% of all person trips into the town centre during peak periods (excluding walking and cycling), compared to 12% for bus and 77% for private car . The service currently requires a significant annual subsidy and therefore the ITS is seeking to take a targeted approach to address this situation.

11.69 The ITS is targeting the provision of an enhanced Park and Ride service, with an improved site on Old Sittingbourne Road in the vicinity of M20 Junction 7 and on the A229 corridor at Linton Crossroads to the south of the town, aimed at long-stay commuters into the town centre. Bus priority measures will also be provided on Park and Ride routes in tandem with the enhanced service.

Bus services

11.70 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.

11.71 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 has been formalised through the signing of a voluntary Quality Bus Partnership (QBP) agreement, which includes commitments by Arriva, KCC and MBC to work collectively to improve all aspects of bus travel and to increase passenger numbers.

11.72 A number of services cannot be provided commercially and 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, healthcare, ¹¹³essential food shopping. KCC also

completed the countywide roll out of the Kent Freedom Pass during 2009. The County Council now provides free travel on almost all public bus services in Kent for an annual fee of £100 for young people living in the county and in academic years 7 to 11. The County Council also assumed responsibility from MBC for the administration and funding of the statutory Kent and Medway Concessionary Travel Scheme for disabled people, their companions and those aged over 60, in April 2011. As the Local Education Authority, KCC also provides free or subsidised home-to-school transport to children who meet the criteria.

11.73 Through the ITS bus service frequencies will look to be increased (to at least every 7 minutes) on radial routes serving Maidstone town centre. Bus priority measures will be provided in order to encourage the use of public transport and services will continue to be made more accessible to all users.

Rail services

11.74 Three railway lines cross Maidstone borough, serving a total of 14 stations. The operator of the vast majority of rail services in the area is the south east franchise holder, Southeastern.

11.75 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 an 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, which places pressure on the limited station car park capacity in these villages.

11.76 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. Collectively, these enhancements have contributed to a 25% increase in passenger numbers on the Medway Valley Line since 2007 , putting it in the top 10 lines nationally for ridership growth according to the Association of Train Operating Companies.

11.77 KCC published its Rail Action Plan for Kent in 2011, which sets out the County Council's objectives for the new South Eastern Franchise. The reinstatement of services between Maidstone and the City of London is the plan's top priority. It also recognises the need for the level 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

11.78 Vehicle emissions are a major contributor to poor air quality at both the local level and on a wider global scale. Indeed the entire Maidstone Urban Area has been declared an Air Quality Management Area, 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 Air Quality Action Plan 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.

11.79 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:

- Using green infrastructure to absorb dust and other pollutants;
- Promoting infrastructure to encourage the use of modes of transport with low impact on air quality
- 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

Influencing travel behaviour

11.80 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.

11.81 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

11.82 Both KCC and MBC are therefore committed to the provision of a comprehensive cycle network for residents and visitors to Maidstone.

11.83 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.

11.84 The provision of attractive and safe walking and cycling routes with adequate cycle parking will be incorporated within the 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. The Maidstone Cycling Strategy will be developed through the ITS. These strategies and documents will have the aim of increasing the proportion of trips made by walking and cycling in the borough by 2031.

Assessing the transport needs of development

11.85 New developments have the potential to generate a considerable number of vehicular and pedestrian trips which in turn has both a direct and cumulative impact on the transport network. Improvements to public transport, walking, cycling and highway infrastructure to mitigate these impacts need to be in place to ensure the increase in trips generated will not lead to an unacceptable level of transport impact. To further minimise these impacts, measures and initiatives must be incorporated into the design of development to minimise vehicular trip generation. 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. New development proposals will also be expected to enter into legal agreements to mitigate both their direct and cumulative impact on the transport network. The council will also seek to secure Construction Management Plans to minimise impacts from new developments during construction.

Policy DM 13

Sustainable transport

1. Working in partnership with Kent County Council (the local transport authority), the Highways Agency, infrastructure providers and public transport operators, the borough council will facilitate the delivery of transport improvements to support the growth proposed by the local plan. An Integrated Transport Strategy, prepared by the council and its partners, will have 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.
2. In doing so, the council and its partners will:
 - i. Ensure the transport system supports the growth projected by Maidstone's Local Plan and facilitates economic prosperity;
 - ii. Manage demand on the transport network through enhanced public transport and Park and Ride services and walking and cycling improvements;
 - iii. Improve highway network capacity and function at key locations and junctions across the borough;
 - iv. Manage parking provision in the town centre and the wider borough to ensure it is fair and proportionate and supports demand management;
 - v. Improve transport choice across the borough and seek to influence travel behaviour;

- vi. Develop the strategic and public transport links to and from Maidstone, and connections to the rural service centres;
- vii. Improve strategic links to Maidstone across the county and to wider destinations such as London;
- viii. Ensure the transport network provides inclusive access for all users; and
- ix. Address the air quality impact of transport.

3. Development proposals must:

- i. Demonstrate that the impacts of trips generated to and from the development are remedied or mitigated;
- ii. Provide a satisfactory Transport Assessment 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
- iii. Demonstrate that development in, or likely to adversely affect, Air Quality Management Areas incorporates mitigation measures to reduce impact to an acceptable level.

A parking standards supplementary planning document will be produced to provide greater detail in support of the policy.

Policy DM14 - Public transport

Policy DM 14

Public transport

1. 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. Such measures may include:
 - i. Dedicated bus lanes, including contraflow lanes where appropriate;
 - ii. Bus priority measures at junctions;
 - iii. Prioritisation within traffic management schemes; and/or
 - iv. Enhanced waiting and access facilities and information systems for passengers, including people with disabilities.
2. Proposals for major development will be permitted if adequate provision is made, where necessary and appropriate, within the overall design and site layout for the following facilities for public transport secured through legal agreements:

- i. Priority or exclusive provision for public service vehicle access to or through the proposed development area;
- ii. Safe and convenient passenger waiting facilities, information systems and signed pedestrian access routes;
- iii. Suitable provision for disabled access to the waiting facilities from all parts of the development area; and
- iv. Suitable provision for disabled access onto buses from the waiting facilities.

Policy DM15 - Park and ride sites

Policy DM 15

Park and ride

1. The following sites, as defined on the policies map, are designated bus park and ride sites:
 - i. Old Sittingbourne Road (to serve the A249 corridor);
 - ii. London Road (to serve the A20 west corridor);
 - iii. Willington Street (to serve the A20 east corridor); and
 - iv. Linton Crossroads (to serve the A229 corridor).
2. The provision of new or replacement park and ride facilities should meet the following criteria:
 - i. Satisfactory access, layout, design, screening and landscaping;
 - ii. Provision of suitable waiting and access facilities and information systems for passengers, including people with disabilities; and
 - iii. The implementation of complementary public transport priority measures both to access the site and moreover along the route. Measures will include dedicated bus lanes (including contraflow lanes where appropriate), together with bus priority measures at junctions.

Policy DM16 - Air quality

Air Quality

11.86 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. It is therefore essential that these issues are adequately assessed through the development management process.

11.87 The National Planning Policy Framework requires planning policies to sustain compliance with EU limit values or national objectives for pollutants and the cumulative impacts on air quality from individual sites in local areas. The council has a responsibility to work towards achieving these targets and does this through the Local Air Quality Management (LAQM) regime. Through this function the council has identified 6 areas currently exceeding EU guideline values and has an Air Quality Action Plan (AQAP) in place in order to identify measures aimed at reducing air pollution at these locations.

11.88 The hotspots are located at key transport junctions but the AQAP covers the wider Maidstone Urban Area designated by the Air Quality Management Area (AQMA) in recognition of the nature of road networks and traffic movements. This action plan contributes to the delivery of the national air quality strategy.

11.89 The air quality action plan identifies key partners and their responsibility for delivering measures to improve air quality in the exceedence areas. The primary focus is placed on achieving modal shift to walking, cycling and public transport and low emission transport. The council's Integrated Transport Strategy is in place to address this objective. This policy will support the ITS and AQAP by:

- Promoting infrastructure that encourages the use of modes of transport with low impact on air quality;
- Locating development close to transport infrastructure and community services and facilities to minimise trip generation;
- Installing charging points to facilitate expected increases in electric vehicle ownership;
- Requiring developers to mitigate more effectively against emissions from new developments through soft measures such as landscaping and tree planting; and
- 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

11.90 The Council will review the significance of the air quality impacts from new proposals in line with national guidance. Evaluation of air quality impacts will take into account factors such as the number of people affected, the absolute levels and the predicted magnitude of the changes in pollutant concentrations, the scale and kind of the proposed mitigation. The evaluation will also take into account how the impacts from the development relate to the principles contained within the council's air quality action plan and other relevant strategic guidance documents.

11.91 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 immediate air quality issues, it has a role to play so any likely scheme impacts are reasonably mitigated. It is also important to ensure cumulative impacts of developments are responded to in a fair and proportionate way. In order to achieve this, a Low Emission Strategy will be developed going forward.

11.92 The Low Emission Strategy will outline the principles behind defining the scale of a development and it's likely impact depending on it's location and proximity to exceedence areas and the public. It will be developed in line with emerging best practice and national guidelines and be developed to support the Air Quality Action Plan.

Policy DM 16

Air Quality

Proposals that have an impact on air quality that meet the following criteria will be permitted:

1. Proposals located close to identified air quality exceedence areas as defined through the Local Air Quality management process will require a full Air Quality Impact Assessment in line with national and local guidance;
2. Proposals within or adjacent to Air Quality Management Areas that are likely to have a negative impact on air quality should identify sources of emissions to air from the development and an Emissions Statement identifying how these emissions will be minimised and mitigated against must be provided; and
3. Proposals in or affecting Air Quality Management Areas or of a sufficient scale to impact local communities should, where necessary, incorporate mitigation measures which are locationally specific and proportionate to the likely impact.

Policy DM17 - Economic development

11.93 The local economy is characterised by its strong base in administration and professional services, as well as public services, stemming in particular from Maidstone's county town role. The town centre is an established focus for shopping and leisure activities, drawing trade from both within the town and beyond, in particular the Malling area, Medway and Sittingbourne. The local workforce is generally quite highly skilled and although a proportion of residents travel outside the borough to work this is more than matched by those who commute in. Whilst the average earnings of those who commute out of the borough is higher than that of those who work in the borough, because of the prevalence of higher paid jobs in London as well as a preponderance of lower wage employment in the borough, the gap has been narrowing over recent years ⁽¹¹⁾ In general unemployment in the borough is low when compared with the Kent and national picture ⁽¹²⁾.

11 Annual Monitoring Report 2011/12.

12 'Unemployment in Kent' Research & Evaluation Bulletin, Kent County Council (September 2013)

11.94 For Maidstone Borough to grow in a sustainable manner the increase in house building needs to be aligned with growth in local employment. Economic growth will be achieved through a range of provision and for the purposes of the Local Plan, and in line with the NPPF, economic development includes the following uses:

- Uses within Class B of the Use Class Order including offices, research and development, warehouses and industry
- Public and social uses such as health and education
- Town centre uses such as retail, leisure, entertainment, arts, cultural and tourism development.

11.95 The net additional land requirements for B class uses and retail to 2031 are to be delivered through the allocation of sites and the granting of planning permissions. 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. The council's Economic Development Strategy (2008) provides the economic vision for the borough and sets out how prosperity will be achieved across the range of business sectors. This strategy is currently being reviewed.

11.96 A significant proportion of Maidstone's growth in B class uses is expected to come from office-based employment. The first choice location for new office development will be the town centre. The council is aiming to create the right conditions for growth in the town centre through a comprehensive approach, improving accessibility, enhancing the public realm and encouraging a range of commercial uses, primarily retail, office and leisure related. This is directed through the specific policies of the Local Plan. A particular issue is the quantity of long-term vacant office stock in the town centre and the identification of appropriate alternative uses for such stock. An initial estimate is that some 5,100sqm of currently vacant office stock in the town centre and elsewhere may no longer be fit for purpose at present⁽¹³⁾.

11.97 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.

11.98 The proposed strategic site allocation at Junction 7 is a particular opportunity to create a hub for medical related businesses, capitalising on the development of the Kent Institute of Medicine and Surgery, 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 recently been granted for the medical hub (subject to the completion of a section 106 agreement). The further specific sites allocated for additional employment development, including storage, warehousing and industrial development in line with identified needs, will help provide for a range of jobs of differing skill and wage levels as a way of helping to maintain a low unemployment rate going forward.

11.99 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 the business stock for the future which can also help to provide for the range of employment needs. Policy DM16 directs the retention, intensification and regeneration of the identified Economic Development Areas. In addition, there is a significant stock of commercial premises outside 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.

11.100 Retail development 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 RSCs also providing appropriate local levels of retail facilities as set out in the Centre Hierarchy. Retail provision elsewhere in the borough currently comprises district centres and a degree of out of town development.

11.101 Within the countryside the priority for economic development will be on the conversion and extension of existing suitable buildings and established sites, farm diversification and tourism where this can be achieved in a manner consistent with local rural and landscape character in order that a balance is struck between supporting the rural economy and the protection of the countryside for its own sake. Policy DM37 sets out the considerations which will apply when established rural businesses want to expand their existing premises. There is also a trend towards to greater homeworking which allows for a reduced impact on transport infrastructure.

11.102 Opportunities for further tourist related development will be supported in particular within the town centre as well as small scale initiatives that support the rural economy. The council will also promote education, leisure and cultural facilities, again within the town centre in particular, to 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.

Policy DM 17

Economic development

1. 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 specific sites and through:
 - i. The retention, intensification, regeneration of the existing industrial and business estates identified as Economic Development Areas as defined on the policies map;
 - ii. 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 and suited to the economic development use in terms of scale, impacts and economic viability;

- iii. Enhancing the vitality and viability of Maidstone town centre and maintaining the hierarchy of retail centres;
- iv. Supporting proposals that encourage highly skilled residents to work in the borough to reduce out-commuting;
- v. Improving skills in the workforce in particular by supporting further and higher education provision within Maidstone's urban area;
- vi. Supporting improvements in information and communications technology to facilitate more flexible working practices;
- vii. Prioritising the commercial re-use of existing rural buildings in the countryside over conversion to residential use; and
- viii. Supporting proposals for the expansion of existing economic development premises in the countryside, including tourism related development, provided the scale and impact of the development is appropriate for its countryside location.

Policy DM18 - Retention of employment sites

11.103 In addition to new allocations of employment land, it is important that a stock of existing employment sites is maintained. A range of well located commercial premises and sites need to be secured so that they can continue to be available to meet the needs of existing and modernising businesses. Policy DM16 identifies Economic Development Areas across the borough designated specifically for B class uses, which include sites with planning permission as well as established, existing employment locations.

11.104 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. It is important that these designated, good quality and productive 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. Recent changes to the General Permitted Development Order enable the conversion of office space to residential use without the need for planning permission for a limited 3 year period (until 30 May 2016). Policy DM18 identifies locations with higher quality office floorspace for retention in the longer term, recognising that in the short term conversion to residential use could happen without consent. The recent General Permitted Development Order changes also allow up to 500m² of B1 floorspace to be used for B8 uses without the need for planning permission.

11.105 Planning applications which seek alternative non B class uses 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 ¹²³suitability and viability assessments

should evidence current market conditions and also the 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.

11.106 Exceptionally, a mixed use scheme which incorporates an element of non B class uses may be a means to achieve an overall upgrade in the quality of B class 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 DM17.

11.107 There is also a significant stock of B class employment premises and sites outside 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. Redevelopment of such sites for non-employment generating uses will be permitted where the existing use has an adverse impact on residential amenity, causes highway safety issues or causes over-riding visual harm or where it is proven through the submission of a viability report that there is no realistic prospect of its commercial reuse.

Policy DM 18

Retention of employment sites

1. The following locations, as defined on the policies map, are designated Economic Development Areas for use classes B1, B2 and B8:
 - i. Lordswood Industrial Estate;
 - ii. Forstal Road, Aylesford;
 - iii. 20/20 Allington;
 - iv. Parkwood Industrial Estate, Maidstone;
 - v. Tovil Green/Burial Ground Lane, Tovil;
 - vi. Station Road/Lodge Road, Staplehurst;
 - vii. Pattenden Lane, Marden;
 - viii. Detling Airfield;
 - ix. Lenham Storage, Lenham;
 - x. Marley Works, near Lenham;
 - xi. Barradale Farm, near Headcorn;
 - xii. Station Road, Harrietsham;
 - xiii. Dove Hill Works, Boxley;
 - xiv. Lenham Triangle, Lenham;
 - xv. Tenacre Park, Harrietsham; and
 - xvi. Hart Street Commercial Centre, Hart Street, Maidstone.

2. The following locations, as defined on the policies map, are designated Economic Development Areas for use class B1:
 - i. South Park Business Village, Maidstone;
 - ii. Turkey Mill Court, Maidstone;
 - iii. Eclipse Park, Maidstone;
 - iv. Albion Place and Sittingbourne Road, Maidstone;
 - v. East and West of Lower Stone Street, Maidstone;
 - vi. Fairmeadow and Bishops Way, Maidstone; and
 - vii. County Gate, Staceys Street and Invicta House, Sandling Road, Maidstone.
3. Within designated Economic Development Areas, change of use or redevelopment of a site or premises to non B class uses will not be permitted unless it can be demonstrated that there is no reasonable prospect of their take up or continued use for the designated uses in the medium term.
4. Within designated Economic Development Areas, mixed use proposals incorporating an element of non B class uses may exceptionally be permitted where such development would facilitate the regeneration of the site to more effectively meet the needs of modern business and where the overall employment capacity of the site is maintained.
5. Outside the designated Economic Development Areas, the redevelopment and expansion of existing B class employment premises in Maidstone urban area and the rural service centres for employment-generating uses will be supported. Redevelopment of existing or vacant employment premises in Maidstone urban area and the rural service centres for non-employment uses will be permitted provided it can be demonstrated that the existing use has an adverse impact on residential amenity, highway safety or causes over-riding visual harm and/or there is no reasonable prospect of continuing or re-establishing an employment use.

Policy DM19 - Town centre uses

11.108 The National Planning Policy Framework defines the main town centre uses as retail, leisure and entertainment, offices, arts, culture and tourism and the town centre is the first choice location for these uses. Applicants will be expected to have demonstrably followed a sequential approach when selecting development sites for town centre uses, including fully exploring how the scheme could be adapted so that it could be accommodated on a more central site (i.e.'disaggregation'). The sequential approach, whereby in centre and then edge of centre sites are selected above well connected out of centre sites, is underpinned by the principle that sites closest to existing centres are likely to be better served by public transport and be more accessible by walking and cycling. Development on such sites also increases the prospect of linked trips, whereby one journey into the centre can serve a number of purposes.

11.109 The National Planning Policy Framework provides the definitions of 'edge of centre' and 'out of centre' sites. For retail uses the site's relationship to the primary shopping area is the key factor in determining whether a site is in, edge or out of centre. This is defined on the policies map. For other town centre uses the key factor is the site's relationship to the town centre boundary, which is also shown on the policies map. Applicants should follow the approach to sequential sites' assessment set out in the Communities and Local Government (CLG) document 'Practice Guidance on Need, Impact and the Sequential Approach December 2009', together with the tests set out in the National Planning Policy Framework (paragraph 24). The local plan also identifies a number of district and local centres across the borough, which serve more localised shopping and service needs, and these should also be regarded as centres for the purposes of a sequential search for retail sites.

11.110 In assessing the impact of proposals, applicants should also follow the approach in the CLG practice guidance and the National Planning Policy Framework (paragraph 26). Additionally, applicants will be expected to give specific analysis to the impact of their proposals on the retailers in the primary shopping frontages because maintaining the health of this core retail area is considered to be particularly important in sustaining the future vitality and viability of the town centre.

11.111 The Local Plan identifies the Maidstone East/Royal Mail Sorting Office, which is an important regeneration site, as a [*Cabinet change 22/10/13*] priority site for new retail development at the edge of the town centre. Out of centre retail proposals which would undermine the delivery of this key allocated site will not be supported.

Policy DM 19

Town centre uses

1. Proposals for main town centre uses should be located in an existing centre unless:
 - i. By means of a sequential approach, it is demonstrated that the proposal could not be accommodated first on a site within an existing centre and the proposal is located at the edge of an existing centre, or second it is demonstrated that the proposal could not be accommodated on a site within or at the edge of an existing centre and the proposal is located on an accessible out of centre site; and
 - ii. By means of an impact assessment it is demonstrated that a retail, office or leisure proposal would not result in a significant adverse impact, cumulative or otherwise [*Cabinet change 22/10/13*], on the vitality and viability of an existing centre or undermine the delivery of a site allocated for the use proposed.
2. Proposals located at the edge of an existing centre or out of centre should ensure the provision of specific measures which will 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.

Policy DM20 - District centres, local centres and local shops and facilities

11.112 Local convenience shops and other such facilities can play an important role in sustainable development, by meeting the day-to-day needs of local communities. The National Planning Policy Framework 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.

11.113 Whilst the council recognises the importance of securing viable uses for premises, this must also be balanced against the needs of the community. Changes in the economy sometimes lead to public houses becoming vacant and alternative uses being sought. However, for some communities, especially in rural areas, these facilities provide both important services and leisure opportunities.

11.114 Where the loss of a local convenience shop or facility is proposed, the council will expect such an application to be supported by a viability report, prepared by a qualified professional within the relevant industry, together with financial accounts and marketing information illustrating that the use is no longer viable. Accounts should, where possible, cover a three year period. The council will also give consideration to the availability of comparable alternative facilities. In assessing this, the feasibility of such alternatives being used will be considered, including not only the distance from the potential users, but also the attractiveness and likelihood of the route being used. The impact of the loss of a local facility may be greater in village locations, where alternatives are less accessible. Well located local facilities can be positive assets, which are available to all, including those without cars and mobility problems.

11.115 Within the borough, the council has identified district and local centres 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.

11.116 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 A or D use classes⁽¹⁴⁾ 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, plus a new local centre to complement the new residential development scheme at Langley Park, will be supported for similar sustainability reasons.

Policy DM 20

District centres, local centres and local shops and facilities

1. The council will seek to maintain and enhance the existing retail function and supporting community uses in the following district centres, as defined on the policies map:
 - i. Mid Kent Centre, Castle Road, Allington;
 - ii. Grovewood Drive, Grove Green;
 - iii. Heath Road, Coxheath;
 - iv. The Square, Lenham;
 - v. High Street, Headcorn;
 - vi. High Street, Marden; and
 - vii. High Street, Staplehurst.

2. The council will seek to maintain and enhance the existing retail function and supporting community uses in the following local centres, as defined on the policies map:
 - i. Ashford Road, Bearsted;
 - ii. The Green/The Street, Bearsted;
 - iii. Marlborough Parade, Beverley Road, Barming;
 - iv. Cherry Tree, Tonbridge Road;
 - v. Boughton Parade, Loose;
 - vi. Egremont Road, Madginford;
 - vii. Parkwood Parade;
 - viii. Sandling Lane, Penenden Heath;
 - ix. Senacre Square, Woolley Road;
 - x. Northumberland Court, Shepway;
 - xi. Snowdon Parade, Vinters Park;
 - xii. Mangravet, Sutton Road/Mangravet Avenue;
 - xiii. High Street/Benover Road, Yalding; and
 - xiv. Hermitage Walk, Hermitage Lane.

3. A new local centre will be provided as part of a new residential development scheme at Langley Park.

14 A use classes comprise A1 shops, A2 financial and professional services, A3 food and drink, A4 pubs and bars, and A5 hot food take aways; D use classes comprise non residential community uses and small scale leisure uses.

4. In considering planning proposals which would involve or require the loss of existing post offices, pharmacies, banks, public houses or class A1 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.

Policy DM21 - Residential premises above shops and businesses

11.117 '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 National Planning Policy Framework.

11.118 The council wishes to support such proposals in all suitable locations, where good standards of living can be provided for future occupiers. New proposals will be required to meet the design criteria set out in policy DM3. The loss of residential accommodation above retail and business premises will be resisted unless the circumstances of the site render it unsuitable for continued occupation.

Policy DM 21

Residential premises above shops and businesses

1. Change of use from residential accommodation in premises where the ground floor is (or last was) in class A retail or class B1 business uses 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 location or design.
2. The council will permit 'living over the shop' projects in all suitable premises in the town centre, district and local centres, and village shops.

Policy DM22 - Mooring facilities and boat yards

11.119 Mooring facilities and boatyards can provide tourism and recreation facilities which can contribute positively towards the economy. The National Planning Policy Framework lends strong support to the building of a robust economy, including within rural areas. The River Medway, which runs through both the urban and rural parts of Maidstone Borough, is an important asset, which 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.

11.120 However, in order to safeguard the rural character of the countryside and the quality of the built environment, it is important that such proposals are limited in scale and that their cumulative impact is not harmful to amenity. Much of the River Medway is seen in the context of highly sensitive townscape and landscapes, such as the Maidstone All Saints' Church Conservation Area, the valley formation of high landscape quality through Teston, East and West Farleigh and the Green Belt at Nettlestead.

11.121 The council will also have regard to the advice of the Environment Agency in assessing flooding issues.

Policy DM 22

Mooring facilities and boat yards

1. 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 - subject to an increase in the width of the navigable channel without loss of ecological value
- iii. Wateringbury
- iv. East Farleigh
- v. Yalding
- vi. Stoneham

And provided that all of 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 and it being possible to provide 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.

Policy DM23 - Housing mix

11.122 The key requirements for of 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. 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. The council will actively seek to balance communities where particular house sizes or tenures have become prevalent beyond an evidenced need.

11.123 Evidence detailed in the Maidstone Strategic Housing Market Assessment (SHMA) 2013 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 which types and tenures of housing are required. The council will not, however, set specific targets within policy because these would result in inflexibility and a situation where imbalances could begin to occur over time.

11.124 Developers will need to access a range of sources, including the SHMA, to help shape their proposals. Local stakeholders, including parish councils, may often be able to provide targeted information that assists an applicant to submit a locally relevant scheme. Where affordable housing is proposed or required, the housing register may provide additional guidance.

Policy DM 23

Housing mix

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.

1. A sustainable mix of house sizes, types and tenures will be sought that reflects the needs of those living in Maidstone Borough now and in years to come.

2. Accommodation profiles detailed in the Strategic Housing Market Assessment 2013 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.
3. Gypsy, Traveller and Travelling Showpeople accommodation requirements will form part of the borough need for housing.

An affordable and local needs housing supplementary planning document will be produced to expand on how the proposals in this policy will be implemented.

Policy DM24 - Affordable housing

11.125 Maidstone Borough has a clear affordable housing need. The Strategic Housing Market Assessment (SHMA) supports the approach of seeking a proportion of dwellings to be provided on site for affordable housing needs. The on site provision of dwellings is necessary to aide community integration.

11.126 Viability testing indicates that affordable housing is achievable with a one dwelling threshold. For practical purposes, the threshold will be set at 10 dwellings. Affordable housing will be provided on site. 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.

Targets by area

11.127 Affordable housing targets will differentiate across the borough by geographical area and existing land use, this is due to relative issues such as land price and policy considerations. Previously developed land, within the urban area, will be required to provide the lowest level of affordable housing contribution, primarily because of existing use values, meaning that it costs more to regenerate sites and areas that may otherwise remain unused or under used. On greenfield and private residential garden sites in the urban area and around the urban periphery, the council recognises that land may be relatively more expensive because of the expectation of policy coming forward to develop these sites, giving a hope value. Sites at urban periphery locations can also reasonably expect to contribute to a wide range of infrastructure requirements as well as affordable housing. Evidence has indicated that in rural locations and on the edge of rural settlements, although land values are higher, so are the values of the developments. In these areas development remains viable when factoring in higher affordable housing targets, still returning acceptable profits for landowners and developers.

Previously developed land

11.128 In the urban area and on the urban periphery the definition of previously developed land that the council uses when applying this policy will determine which affordable housing target is applied to a given development. The resulting difference in requirement will be between 15% and 30% as per the proposed policy.

11.129 The NPPF definition clarifies what is considered previously developed land and [in most cases] what is commonly referred to as greenfield land. However, there are circumstances where land that demonstrably exhibits greenfield characteristics can technically be argued to be previously developed land.

11.130 The key consideration that the council will take into account in these circumstances is how the viability of the proposed development is likely to be affected. On sites where there is inherent viability, developers should make commensurate contributions. On sites where there is a question relating to how much of the site actually is previously developed land (likely attracting higher costs to redevelop) and how much is more reflective of greenfield land (likely attracting lower costs to develop), at least half of the land area should have been developed i.e. buildings and ancillary features, if the 15% target rate is to apply.

Policy DM 24

Affordable housing

On housing sites or mixed use development sites of 10 residential units or more, the council will seek the delivery of affordable housing.

1. The target rates for affordable housing provision are:
 - i. Previously developed land - urban - 15%;
 - ii. Greenfield and private residential gardens - urban and urban periphery - 30%; and
 - iii. Countryside, rural service centres and larger settlements - 40%.

This provision will consist of:

2. The integrated on site provision of dwellings or, where proven necessary in exceptional circumstances, off site provision in the following order of preference:
 - i. An identified off site scheme;
 - ii. The purchase of dwellings off site; or
 - iii. A financial contribution towards off site affordable housing.
3. The council will seek a tenure split in the borough of not less than 65% affordable rented housing, social rented housing or a mixture of the two. The balance of up to 35% of affordable dwellings delivered will be

intermediate affordable housing (shared ownership and/or intermediate rent). Specific site circumstances may influence the tenure split of each development, so the council requires developers to enter negotiations with the council's Housing department in consultation with registered providers at the earliest stage of the application process, to be able to determine whether a variation of tenure split is acceptable/appropriate and what alternative proportions are achievable.

4. In cases where the required provision cannot be achieved on the grounds of viability, the council will negotiate a reduced contribution. This will be subject to viability evidence.

An affordable and local needs housing supplementary planning document will be produced to expand on how the proposals in this policy will be implemented.

Policy DM25 - Local needs housing

11.131 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.

11.132 This means that local people can often be forced to move away from the settlement that they call home, or that they must share a dwelling beyond a point that is reasonably comfortable for them to do so.

11.133 Outside of Maidstone, the seven rural service centres and selected rural settlements, the amount of market housing that is planned will be more limited. This means that many rural communities may not benefit from a general supply of affordable housing as provided for in policy DM22.

11.134 The council must therefore work in close partnership with parish councils and local stakeholders in order to maintain and promote sustainable, mixed and inclusive communities.

11.135 Local needs housing seeks to address the lack of general supply by allowing the development of exception sites under agreed local needs, sustainability and environmental criteria. The housing must remain affordable in perpetuity and priority will be given to occupants who have a specified connection to the settlement – often being residential, employment or family.

11.136 Rural service centres will benefit from some general affordable housing as a result of planned development, but there may also be cases where local needs housing is required.

Policy DM 25

Local needs housing

The council will work with parish councils and local stakeholders to bring forward sustainably located local needs housing at its rural communities, where this has been proven necessary by a local needs housing survey undertaken by or on behalf of the parish council(s) concerned.

1. People meeting the relevant occupation criteria will be given priority to occupy local needs housing (under the council's housing allocation scheme).
2. 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.
3. 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 including shops, health and education are present. Settlements must be effectively served by public transport.
4. The scale of development must be sympathetic to the context of the settlement where it is located.
5. Where national landscape, ecological and heritage designations are affected by the proposed development, the necessity for development must be proven to outweigh the purpose for which the designation is made.

An affordable and local needs housing supplementary planning document will be produced to expand on how the proposals in this policy will be implemented.

Policy DM26 - Gypsy, Traveller and Travelling Showpeople accommodation

11.137 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. These patterns have prevailed, especially in the Weald area, and the borough has a significant number of pitches mostly on small, privately owned sites. 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 countryside for its own sake.

11.138 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.

11.139 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.

Policy DM 26

Gypsy, Traveller and Travelling Showpeople accommodation

Planning permission for Gypsy and Traveller and Travelling Showpeople accommodation will only be granted if the site is allocated for that use or if the following criteria are met:

1. Local services, in particular school and health facilities, are accessible from the site preferably on foot, by cycle or on public transport;
2. The development would not harm the landscape and rural character of the area, in particular the Kent Downs Area of Outstanding Natural Beauty, and the openness of the Metropolitan Green Belt. 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 caravans; and
 - iii. Existing landscape features - development is well screened by existing landscape features and there is a reasonable prospect of such features' long term retention.

Additional planting should be used to supplement existing landscaping but should not be the sole means of mitigating the impact of the development.

3. The site can be safely accessed to and from the highway by all vehicles using the site on a regular basis;
4. 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

5. The ecological impact of the development has been assessed through appropriate survey and a scheme for any necessary mitigation and enhancement measures confirmed.
6. In addition to the above criteria the following applies to Travelling Showpeople accommodation only:
 - i. The site should be suitable for the storage and maintenance of show equipment and associated vehicles.

Policy DM27 - Primary shopping frontages

12.1 The primary shopping frontages are the identified parts of Maidstone town centre where retail uses are concentrated. These primary frontages are shown on the policies map and include the key shopping locations of Fremlin Walk and The Mall together with the connecting stretch of Week Street. In these frontages the proportion of ground floor floorspace ⁽¹⁵⁾ dedicated to retail uses (use class A1) is some 85% or above (at May 2013). This part of the town centre is principally occupied by national retailing chains and is where the town centre's supply of larger shop units (above 500m²) is predominantly found. The attraction of the town centre for shoppers is particularly influenced by the presence of national retailers, and retaining the overall and predominant retail character of this area and a critical mass of such operators is important in sustaining ongoing vitality.

12.2 The large unit occupied by House of Fraser is the key anchor store in Fremlin Walk. It is the largest unit in the town centre (east of the river) and that best suited for a major, modern department store. Retaining such a department store in the town centre will be important in sustaining the centre's continuing attraction as a shopping destination. Recognising this more strategic significance, the House of Fraser unit has been identified as a primary frontage in its own right to control the loss, or partial loss, of this unit to non A1 uses.

12.3 A further important factor in maintaining vitality of the town centre is the presence of associated cafés and restaurants which encourage people to stay in the town centre for longer, as well as banks, buildings societies and other retail services such as hairdressers and travel agents for both day-to-day and more specialist needs. Allowing shops and cafes to extend their opening hours is a way of attracting people into the town centre later into the evening. As well as retaining the predominant retail character of the central part of the town, existing retail floorspace also contributes to meeting predicted needs for the town centre.

12.4 The objective of policy DM27 is to ensure retail (A1) remains the predominant use in this area. In addition it allows for limited retail-based supporting uses in a manner so as not diminish the overall prime retail purpose of this part of the town centre.

12.5 Recent amendments to the General Permitted Development Order (2013) do enable A1 premises to be temporarily changed to A2 (professional and financial services), A3 (cafés and restaurants) or B1 (offices) without the need for planning permission. This change of use can be enacted for a finite period of 2 years after which the premises must revert to their previous lawful use. A permanent change of use for beyond the 2 year period would require the submission of a planning application, and the considerations of policy DM27 would apply.

15 the exception is The Mall where frontage figures for the lower ground floor, ground floor and upper floor have been estimated separately

Policy DM 27

Primary shopping frontages

The primary shopping frontages in Maidstone town centre are shown on the policies map. To ensure that retail (A1) remains the predominant use within the primary shopping frontages, development will be permitted where:

- i. The proposal is for retail (A1) use; or
- ii. The proposal is for a professional and financial services use (A2), a café and restaurant use (A3) or a drinking establishment (A4) and would not result in the percentage of ground floor retail (A1) floorspace in the frontage block in which the development would be located falling below 85%.

Policy DM28 - Secondary shopping frontages

12.6 In the secondary frontage areas, also shown on the policies map, the retail units are generally smaller (under 500m²) and occupied by a mix of both national and local independent retailers. The latter have an important role in adding to the diversity and distinctiveness of the shopping 'offer' in Maidstone town centre. The approach of policy DM28 is to enable a broader range of uses to include professional services (A2), cafés and restaurants (A3) and pubs and wine bars (A4) which contribute to the wider appeal of the town centre. Earl Street in particular has become popular for food and drink outlets making it a destination in its own right.

12.7 A feature of vibrant and attractive town centre streets is the prevalence of entrances and open, glazed frontages to premises at ground floor level. An open frontage to the street, with views in to and out of the premises, is an invaluable way of enlivening the street scene. This is a characteristic of retail type uses, and community and leisure proposals in the secondary shopping areas should also be specifically designed to incorporate such active frontages.

Policy DM 28

Secondary shopping frontages

The secondary shopping frontages in Maidstone town centre are shown on the policies map. Development within the secondary frontages will be permitted where:

- i. The proposal is for a retail use (A1), a professional and financial services use (A2), or a café and restaurant (A3); or
- ii. The proposal is for a drinking establishment (A4) or hot food takeaway (A5) provided the development, either alone or cumulatively with other A4 and A5 uses in the frontage, does not have an adverse impact on

- local amenity, including as a result of fumes, noise, hours of operation or the visual impact of ducting ; or
- iii. The proposal is for a leisure or community use which accords with Policy DM29.

In all cases, proposals should establish or retain an 'active frontage' to the street.

Policy DM29 - Leisure and community uses in the town centre

12.8 Allowing for a variety of leisure uses (Class D2) as well as more community uses (class D1) such as health centres, crèches and community centres within the town centre will add to its diversity and will extend both its appeal and periods of activity throughout the day. Allowing these types of uses, including within the secondary shopping area, could similarly increase the prospects of vacant premises being brought into use. It is the case, however, that both these use class are quite broad and cover a wide variety of uses, so the impact of individual uses within the classes may be very different. The degree and nature of those impacts on local amenity need to be assessed as part of the overall assessment of proposals.

12.9 Changes of use can sometimes create concentrations of single uses, where the cumulative effects can also cause local problems. Proposals should be assessed not only on their positive contribution to diversification, but also on their cumulative effects on local amenity.

12.10 Community and leisure proposals in the secondary shopping areas should also be specifically designed to incorporate active frontages which are characteristic of shopping streets and can help to add to their overall vibrancy.

Policy DM 29

Leisure and community uses in the town centre

Proposals for leisure uses (Class D2) and community uses (Class D1) in the town centre which meet the following criteria will be permitted:

- i. The development, including in combination with any similar uses in the locality, will not have an adverse impact on local amenity, including as a result of noise and hours of operation;
- ii. The proposal establishes or retains an 'active frontage' to the street; and
- iii. The proposal is not located at ground floor level in the primary shopping frontage.

Policy DM30 - Design principles in the countryside

13.1 Policy SP5 sets out the types of development which would be acceptably located within the borough's countryside. The Local Plan seeks high quality designs in all types of development but Policy DM28 sets out additional principles to ensure high quality designs are realised in the borough's countryside.

Policy DM 30

Design principles in the countryside

Outside of the settlement boundaries as defined on the policies map, proposals which would create high quality design and meet the following criteria will be permitted:

1. Conserve and enhance the landscape and scenic beauty of the Kent Downs AONB and its setting;
2. Outside the Kent Downs AONB, cause no significant harm to landscape of highest value and respect the landscape character of the locality;
3. 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.

Account should be taken of the Kent Downs AONB Management Plan and the Maidstone Borough Landscape Character Guidelines SPD.

Policy DM31 - New agricultural buildings and structures

13.2 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 1995 (as amended). However, most of the 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. The National Planning Policy Framework 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.

13.3 Whilst the council generally seeks a positive approach towards agricultural development, it is important to ensure that new development is justified and appropriately sited, in order to minimise the impact upon the openness, character and appearance of the countryside.

13.4 In recent years, changing consumer demands and production techniques have seen an increase in the use of polytunnels or other similar semi-permanent structures for cultivation purposes in the countryside. Such structures can have a significant visual impact on the landscape and due to their impermeable nature can result in increased surface water run-off. There is also a concern that such development has an impact on biodiversity. These potential negative impacts should however, be seen against the benefit that an increased growing season can have for the rural economy and the increased period where locally grown produce is available thus reducing reliance on imported produce.

Policy DM 31

New agricultural buildings and structures

Proposals for new agricultural buildings or structures on land in use for agricultural trade or business which meet the following criteria will be permitted:

1. The proposal is necessary for the purposes of agriculture;
2. The proposal would not have an adverse impact on the amenity of existing residents;
3. 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; and
4. In the case of polytunnel development in addition to the above, the council will expect proposals to address the following issues:
 - i. How surface water run-off will be dealt with and controlled;
 - ii. The inclusion of a rotation programme for the covering/uncovering of the structures/frames; and
 - iii. The inclusion of a programme for the maintenance and enhancement of existing field margins in **142** interests of encouraging biodiversity.

Policy DM32 - Conversion of rural buildings

13.5 Kent has a long agricultural history, with many buildings and structures having been constructed over the centuries to support the agricultural industry. However, changes in agricultural practises have rendered many of these buildings redundant, leaving them vacant and prone to dereliction. Government advice in the National Planning Policy Framework supports the re-use of redundant buildings where an enhancement to their setting would result. It also places emphasis upon the building of a strong, rural economy, which the conversion of redundant rural buildings can support.

13.6 However, the quantity and quality of buildings in the countryside in Maidstone borough brings increasing pressure for their re-use. In line with the objective to protect the quality of rural landscapes for their intrinsic value and openness, it is necessary that buildings considered for re-use are of permanent and substantial construction, not requiring major or complete reconstruction and that their resulting form and appearance is in keeping with the simple, functional character inherent in rural areas.

13.7 The quality and condition of rural buildings in the borough varies considerably. This wide range of buildings includes buildings such as oasthouses, which are indigenous only to the hop growing areas of the country and exemplify the historical development of agriculture in Kent. Many of these vernacular buildings have a degree of significance which merits consideration as a heritage asset. These functional buildings are often of simple form and character, so external alterations require careful consideration.

13.8 In order to support the objective of promoting a strong, rural economy, the council will seek to secure business or recreation uses for redundant rural buildings, unless it can be demonstrated that such a use is not suitable or viable. Such uses are of a more functional nature than residential uses, and typically require less physical changes, having a lesser impact upon the countryside and rural character. Residential conversions can be detrimental to the fabric and simple form and character of the building. They therefore require particular attention, in order to prevent a loss of rural character and local identity.

Policy DM 32

Conversion of rural buildings

Outside of the settlement boundaries as defined on the policies map, proposals for the re-use and adaptation of existing rural buildings which meet the following criteria will be permitted:

1. The building is of a form, bulk and general design which is in keeping with its rural surroundings;
2. The building is of permanent, substantial and sound construction and is capable of conversion without major or complete reconstruction;
3. 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;

4. 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
5. 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.

In addition to the criteria above, proposals for the re-use and adaptation of existing rural buildings for commercial, industrial, sport, recreation or tourism uses which meet the following criteria will be permitted:

6. 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 countryside;
7. In the case of a tourist use, the amenity of future users would not be harmed by the proximity of farm uses or buildings; and
8. In the case of self-catering accommodation a holiday occupancy condition will be attached, preventing their use as a sole or main residence.

Proposals for the re-use and adaptation of existing rural buildings for residential purposes will not be permitted unless the following additional criteria to the above are met:

9. Every reasonable attempt has been made to secure a suitable business re-use for the building;
10. Residential conversion is the only means of providing a suitable re-use for 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 towards the character of the countryside or which exemplify the historical development of the Kentish countryside; and
11. There is sufficient land around the building to provide a reasonable level of outdoor space for the occupants, and the outdoor space provided is in harmony with the character of its setting.

Policy DM33 - Rebuilding and extending dwellings in the countryside

13.9 The intrinsic character and beauty of the countryside is an important asset of the borough, which is recognised by the National Planning Policy Framework and which is highly sensitive to development. However, in order to support rural communities, a level of flexibility for certain forms of development in rural areas is required.

13.10 In appropriate circumstances, the council will support the rebuilding of a lawful residential dwelling or an extension to an existing dwelling. In considering such proposals, the council will have particular 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.

13.11 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 DM 33

Rebuilding and extending dwellings in the countryside

Outside of the settlement boundaries as defined on the policies map, proposals for the replacement of a dwelling in the countryside which meet the following criteria will be permitted:

1. The present dwelling has a lawful residential use;
2. The present dwelling is not the result of a temporary planning permission;
3. The building is not listed;
4. The mass and volume of the replacement dwelling is no more visually harmful than the original dwelling;
5. The replacement dwelling would result in a development which individually or cumulatively is visually acceptable in the countryside; and
6. 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.

Proposals to extend dwellings in the countryside which meet the following criteria will be permitted:

7. The proposal is well designed and is sympathetically related to the existing dwelling without overwhelming or destroying the original form of the existing dwelling;
8. The proposal would result in a development which individually or cumulatively is visually acceptable in the countryside;
9. 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; and
10. 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.

Policy DM34 - Change of use of agricultural land to domestic garden land

13.12 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 pasture land. 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.

13.13 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 National Planning Policy Framework recognises the benefits of 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.

13.14 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 National Planning Policy Framework. 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.

13.15 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 DM 34

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 there would be no harm to the character and appearance of the countryside and/or the loss of the best and most versatile agricultural land.

Policy DM35 - Accommodation for agricultural and forestry workers

13.16 The maintenance of land in agricultural use generally aids the preservation of the rural character of the countryside and the rural economy. The National Planning Policy Framework 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.

13.17 In considering whether a dwelling is essential, the council will apply functional and, if appropriate, financial tests. It is the needs of the holding, not the preferences of the individuals concerned, which will determine whether a dwelling is essential or not. The council will condition any planning permission to ensure that proposed dwellings and, where appropriate, existing dwellings remain in agricultural occupancy.

13.18 If a new dwelling is essential to support a new farming activity, whether on a newly created agricultural unit or an established one, it should normally be provided by a caravan or other temporary accommodation for the first three years. This is to ensure that the enterprise is viable and to prevent the retention of unnecessary built development within the countryside.

Policy DM 35

Accommodation for agricultural and forestry workers

Proposals to site a caravan or other form of temporary housing accommodation for an agricultural or forestry worker outside of the settlement boundaries as defined on the policies map which meet the following criteria will be permitted:

1. The dwelling and its siting on an agricultural or forestry holding are essential for the efficient development and running of the enterprise there;
2. The need is for accommodation for a full time worker;
3. There is clear evidence that the enterprise has been planned on a sound financial basis and that there is a firm intention and ability to develop it;
4. No other housing accommodation is already available locally to meet the need;
5. The necessary accommodation cannot be provided by the conversion of a building on the holding; and
6. The necessary accommodation would be sited with any farmstead or other group of rural buildings on the holding.

Where a temporary planning permission is granted for a dwelling, the council will:

7. Limit the permission to a term of no more than 3 years;
8. Limit the occupation of the accommodation to a person solely or mainly working, or last working in the locality in agriculture or forestry, or a widow or widower of such a person and to any resident dependants;
9. Require the removal of the temporary accommodation within 3 months after the expiry of the permission; and
10. 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.

Proposals for a new permanent agricultural or forestry dwelling in the countryside outside defined settlement boundaries in support of existing agricultural or forestry activities on well-established units which meet the following criteria will be permitted:

11. There is a clearly established existing functional need for the dwelling;
12. 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;

13. The unit and the agricultural or forestry 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;
14. 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
15. 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.

The council will limit the occupation of any dwelling to a person solely or mainly working, or last working, in the locality in agriculture or forestry, or a widow of such a person, and to any resident dependents.

Policy DM36 - Live-work units

13.19 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.”

13.20 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 Order. In practical terms it is a composite use that brings together, within a single unit, residential (use class C3) and workspace. The workspace element would generally be expected to fall within the B1 use class, as, by definition being integral to a living space, the work use undertaken would have to be capable of being carried out in a residential area without detriment to residential amenity.

13.21 In practical terms this usually means use class B1(a) offices, but the work element of live/work could conceivably include small scale B1(c) light industrial use. In some instances it might include uses which do not fall strictly within the B use class such as a treatment room for an alternative health practitioner, or an artists’ studio.

13.22 The construction of new live/work buildings will be restricted to the defined urban area and the defined boundaries of the rural service centres and larger villages. New-build live/work units in the countryside would result in additional development of uses which can be located elsewhere. In the countryside permission will be restricted to appropriate proposals for the conversion and re-use of existing buildings.

13.23 If a large extension to the building would be necessary to provide appropriate workspace and living accommodation planning permission will not be granted. The council’s policy on rural building conversions to create live-work units relates to the re-use of existing buildings, not to the extension and re-use of rural buildings.

13.24 It is also important that a conversion creates a workspace which can accommodate a genuine business use. The workspace element of a conversion should be at least 30% of the total floorspace. While the policy refers to an ancillary residential use it is not considered that this means that the employment premises must be larger than the residential accommodation and a 30% designation will normally be acceptable provided that the resulting employment premises are sufficient to accommodate a genuine business use.

13.25 Nevertheless, the employment premises are of primary importance in terms of a live-work conversion; it is on this basis that permission would be granted for a conversion scheme and occupation of the ancillary residential accommodation is always tied to the use of these employment premises. The calculation of floorspace in the rural building will include ground and first floor accommodation.

13.26 For conversion and re-use applications, the council will require a full application, with detailed drawings of elevations showing the impact of the conversion on the building and its setting. Permitted development rights for subsequent alterations will normally be withdrawn.

13.27 The occupancy of the living space on new-build or conversion schemes will be restricted to a person directly involved with the business being operated. 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.

Policy DM 36

Construction and conversion of buildings to employment generating uses with ancillary living accommodation (live-work units)

1. The construction of new-build live-work units will be restricted to the defined urban area and settlement boundaries of the rural service centres and larger villages. New-build live-work units outside of the settlement boundaries as defined on the policies map will not be permitted.
2. Proposals for the conversion of rural buildings to employment generating uses with ancillary living accommodation which meet the following criteria will be permitted:
 - 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.

Policy DM37 - Expansion of existing businesses in rural areas

13.28 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. 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 weigh carefully 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.

13.29 In all cases where permission for expansion is granted, the council will require reasonable measures to be taken to ameliorate the impact, not only of the extension but also of the existing enterprise, on the local environment. Such measures, where required, will normally be considered essential for the grant of permission. Where necessary, planning agreements may be used to secure environmental improvements. Conditions will also be imposed to ensure there is adequate landscaping, parking and servicing provision.

Policy DM 37

Expansion of existing businesses in rural areas

In the first instance, rural businesses requiring expanded premises should look to relocate to one of the Economic Development Areas identified in Policy DM18 or to a site within Maidstone urban area or one of the Rural Service Centres. Where it is demonstrated that relocation cannot be achieved, the expansion of existing industrial or business enterprises which are currently located outside of the settlement boundaries as defined on the policies map will be permitted where;

1. There is no significant increase in the site area of the enterprise. Minor increases and rounding off the existing site will be acceptable;
2. There is no significant addition of new buildings. New buildings may be permitted, provided they are small in scale and provided the resultant development as a whole is appropriate in scale for the location and can be satisfactorily integrated into the local landscape;
3. The increase in floorspace would not result in unacceptable traffic levels on nearby roads or a significant increase in use of an existing substandard access;
4. The new development, together with the existing facilities, will not result in an unacceptable loss in the amenity of the area. In particular the impact on nearby properties and the appearance of the development from public roads will be of importance;
5. The open storage of materials can be adequately screened from public view throughout the year.

Policy DM38 - Holiday caravan and camp sites

13.30 Holiday caravan and camp sites provide alternative forms of accommodation which can add to the tourist attraction of the borough. The National Planning Policy Framework recognises the importance of sustainable tourism for a prosperous rural economy. However, the provision of tourist facilities must be balanced against the need to protect the quality of the countryside for the sake of its intrinsic character and beauty. Holiday caravan and camp sites should be located outside the borough's most sensitive landscape areas, in particular outside the Kent Downs AONB, and should not be prominent in the landscape and should be well screened.

13.31 In order to prevent the creation of isolated residential uses in rural areas, which would conflict with the aims of sustainable development, a holiday occupancy condition will be attached to any planning permissions.

Policy DM 38

Holiday caravan and camp sites

1. Proposals for sites for the stationing of 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;
 - 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 encampment.

Policy DM39 - Caravan storage in the countryside

13.32 In many cases, it is impractical to store private caravans within the curtilage of dwellings. However, open storage of caravans can be an intrusive feature of rural landscapes. Within Maidstone Borough, the Kent Downs Area of Outstanding Natural Beauty is a highly sensitive and open landscape of national importance. In this area, the council will resist proposals for open storage of caravans, in order to preserve the quality of this valued landscape. In other locations, such development should be appropriately screened and sited, where it would not be isolated or prominent in the landscape.

Policy DM 39

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 Area of Outstanding Natural Beauty and its setting;
2. The site would provide comprehensive all year screening before the use commences, which may including bunding, tree and shrub planting, and fencing in appropriate locations, and there is no unacceptable impact on the landscape or environment;
3. Security arrangements (including lighting) would not be intrusive;

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.

Policy DM40 - Retail units in the countryside

13.33 The creation and expansion of rural businesses can contribute towards a prosperous rural economy. However, whilst promoting a strong rural economy, the National Planning Policy Framework also recognises the intrinsic character and beauty of the countryside, which is a valuable asset. Retail development in the countryside, if not strictly controlled, can also run counter to the objectives of sustainable development, by creating additional journeys to rural locations. It is therefore necessary to restrict 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.

13.34 In considering such development, the council will view positively proposals where a significant proportion of produce, in terms of turnover, would originate upon the farm holding where it would be sold and, in granting planning permission, will consider the imposition of conditions to restrict the type of goods and extent of produce which does not originate upon the holding, for sustainability reasons. The council will seek to resist retail proposals in rural locations where the business case is not considered to justify such a location.

Policy DM 40

Retail units in the countryside

1. Proposals involving retail sales of fresh produce at the point of production (or originating from the farm holding) outside defined settlement boundaries as defined on the policies map which meet the following criteria will be permitted:
 - 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 agricultural produce and the offer for sale of other goods, including packaged or preserved food products, would not exceed a minimal level; and
 - iii. The proposal would not demonstrably damage the viability of district centres and village shops.
2. In granting planning permission for farm shops, the council may impose conditions 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.

Policy DM41 - Equestrian development

13.35 Horse riding remains a popular leisure activity in the borough. The National Planning Policy Framework advises that recreational facilities can make an important contribution to 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. The use of land for grazing (which is part of the definition of agriculture in Section 336 of the Town and Country Planning Act 1990) is widely taken to include the grazing of horses and so does not require planning permission. The need for planning permission arises when horses are kept on the land. Horses are considered to be 'kept' when their food is supplemented over and above any grazing that takes place or shelter is provided for them. This can be in the form of stables or field shelters. If these circumstances exist 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.

13.36 In order to protect the openness of the countryside, the use of existing buildings is preferred to the erection of new structures for equestrian purposes. Where this is not possible, the scale, siting and finish should be chosen to minimise visual impact and avoid prominent and isolated development. The proposed development should not be of a degree of permanence that could be adapted for other use in the future. Consideration must also be given to the security and safety of the animals being kept upon the land. For commercial proposals (10 stables or more), the council will only grant consent where the manager or owner of the animals makes adequate provision for the security of the site.

Policy DM 41

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. All new development is of a design which is sympathetic to its surroundings in terms of scale, materials, colour and details;

4. The proposal is accompanied by an integral landscaping scheme including boundary treatments which reflect the landscape character of the area;
5. The proposal contains an appropriately sited and designed area for the reception of soiled bedding materials and provision for foul and surface water drainage;
6. Adequate provision is made for the safety and comfort of horses in terms of size of accommodation and land for grazing and exercising;
7. The site would have easy access to bridleways and/or the countryside; and
8. 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.

Policy ID1 - Infrastructure delivery

Providing the infrastructure needed to support growth

14.1 Infrastructure can be separated into three main categories; physical infrastructure (such as highways and public realm improvements), community infrastructure (such as schools, adult social services and cultural facilities) and green infrastructure (such as play spaces and parks).

14.2 The local plan shapes where new development should be located and also 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 of new infrastructure.

14.3 The council has actively engaged with the main providers of infrastructure including parish councils at the Rural Service Centres and Larger Villages and has a good understanding of existing infrastructure in the borough and its associated constraints to further development. The product of this engagement process is the 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 and estimated delivery timescales.

14.4 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 legal agreements) to make the development acceptable in planning terms. The key requirements of dedicated planning agreements are that they must be:

- Necessary to make the proposed development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the proposed development.

14.5 Site specific infrastructure requirements arise when there is a direct link between development and supporting infrastructure that is required to make the development happen. It will usually be provided within the development site boundary or exceptionally may be provided in an off-site location or in the last resort by in-lieu contributions.

14.6 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 co-ordinated effort is made to ensure that essential infrastructure accompanies new development at all times.

14.7 Where there are competing demands for developer contributions towards the delivery of infrastructure for new development proposals, the council will prioritise these demands in the manner listed below, which ranks infrastructure types in order of importance:

Infrastructure priorities for residential development:

1. Affordable Housing
2. Transport
3. Open Space
4. Public realm
5. Health
6. Education
7. Social Services
8. Utilities
9. Libraries
10. Emergency Services

Infrastructure priorities for business and retail development

1. Transport
2. Public Realm
3. Open Space
4. Education
5. Utilities

14.8 The prioritisation of infrastructure provision has been designed to address essential requirements first. This should not be taken to imply that the infrastructure at the lower end of the list is of lesser importance rather than the precise timing of providing it is not critical to the phasing of development.

14.9 There is a 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.

Community Infrastructure Levy (CIL)

14.10 It is important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. The Infrastructure Delivery Plan provides the evidence that the council has an understanding of the costs required in meeting anticipated growth set out in the local plan. Funding for the infrastructure schemes listed in the Infrastructure Delivery Plan is expected to comprise a number of components:

- Existing resources (i.e. current/outstanding Section 106 Contributions)
- New Homes Bonus
- Mainstream public funding
- Future site specific provision (Including Section 106 contributions)
- Community Infrastructure Levy

14.11 It would be extremely unlikely that the finance from the first 4 funding sources listed above would be sufficient to fund the total amount of infrastructure provision that is being sought. The Community Infrastructure Levy is intended to fill the funding gap that exists once existing resources (to the extent that they are known) have been taken into account. If a funding shortfall remains once the CIL charging levy is determined there will be a need to prioritise key infrastructure projects to ensure that the overall strategy within the local plan can be delivered. The list of key infrastructure projects considered necessary to support the local plan (identified through consultation with infrastructure providers) is included in the Infrastructure Delivery Plan, which accompanies this document.

14.12 The local plan focuses development at the Maidstone urban area and the Rural Service Centres. Infrastructure is needed at a strategic level to support this growth. Strategic elements of the infrastructure required will be provided for by the Community Infrastructure Levy. This could include but is not limited to:

- Environmental improvements to Maidstone town centre;
- Improvements needed to transport infrastructure particularly in Maidstone urban area;
- Additional education and community facilities or expansion to existing facilities; and
- Strategic open space requirements.

14.13 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 and the council can determine whether to charge the levy for other forms of development.

14.14 As the council moves towards developing its Community Infrastructure Levy it will need to make decisions about which types of development it wishes to place the charge on. Proceeds from the levy will be applied to identified projects within the Infrastructure Delivery Plan, with contributions being pooled and generally applied on an off-site basis.

14.15 The council will produce a Charging Schedule setting out the levy rate(s). This will comprise part of the Local Development Framework but it will not be part of the Statutory Development Plan. Viability testing will be undertaken to ensure a levy is set that strikes an appropriate balance between the desirability of funding infrastructure from the levy and the potential impacts of the levy on the viability of development across the borough. Once the levy is set, it will be applied to all development that meets the qualifying criteria.

14.16 Section 106 Agreements will continue to be used for site specific infrastructure on development sites, such as local provision of open space, connection to utility services (as required by legislation), habitat protection, flood mitigation and access roads.

14.17 Exceptionally, where developers face genuinely abnormal costs or for any other reason consider that paying the normal contribution towards infrastructure costs would seriously threaten the viability of a development, the council will be prepared to consider requests for a reduction subject to an "open book" approach being adopted.

14.18 Provision of affordable and local needs housing is dealt with in detail in policies DM22 and DM23 respectively.

Policy ID 1

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.
2. Detailed specifications of the site specific contributions required are included in the site allocation policies. Development proposals should make provision for all the land required to accommodate any additional infrastructure arising from that development. Dedicated Planning Agreements (S.106 of the Town and Country Planning Act,1990) will be used to provide the range of site specific facilities which will normally be provided on site but may in exceptional circumstances be provided in an off site location or as a last resort via an in-lieu financial contribution. In some cases, separate agreements with utility providers may be required.
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 developer contributions towards the delivery of infrastructure for new development proposals, the council will prioritise these demands in the manner listed below, which ranks infrastructure types in order of importance:

Infrastructure priorities for residential development:

- i. Affordable housing
- ii. Transport
- iii. Open space
- iv. Public realm
- v. Health

- vi. Education
- vii. Social services
- viii. Utilities
- ix. Libraries
- x. Emergency Services

Infrastructure priorities for business and retail development:

- xi. Transport
- xii. Public realm
- xiii. Open space
- xiv. Education
- xv. Utilities

- 5. The Community Infrastructure Levy will 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. Once the levy is set, it will be applied to all development that meets the qualifying criteria. Following viability testing, the Community Infrastructure Levy rate(s) will be set out in the Charging Schedule to accompany the Publication version of the local plan.

Policy ID2 - Electronic communications

14.19 Advanced, high quality communications infrastructure plays a key role in sustainable economic growth, and high speed communication networks, including broadband, are also an important element in the provision of local community facilities and services. The National Planning Policy Framework lends strong support to the expansion of electronic communication networks, including telecommunications and high speed broadband.

14.20 The council recognises the importance of such development and similarly adopts a positive approach to such development. New development (residential, employment and commercial) should provide ducting that is available for strategic fibre deployment. Other forms of infrastructure, such as facilities supporting mobile broadband and Wi-Fi, should be included where practicable.

14.21 Certain telecommunications developments do not require planning permission by virtue of the Town and Country Planning (General Permitted Development) Order 1995 (as amended). However, local authorities are able to exercise some control over the siting and appearance of these developments. In these cases, and in the case of telecommunication developments subject to full planning control, the council will apply policy ID2.

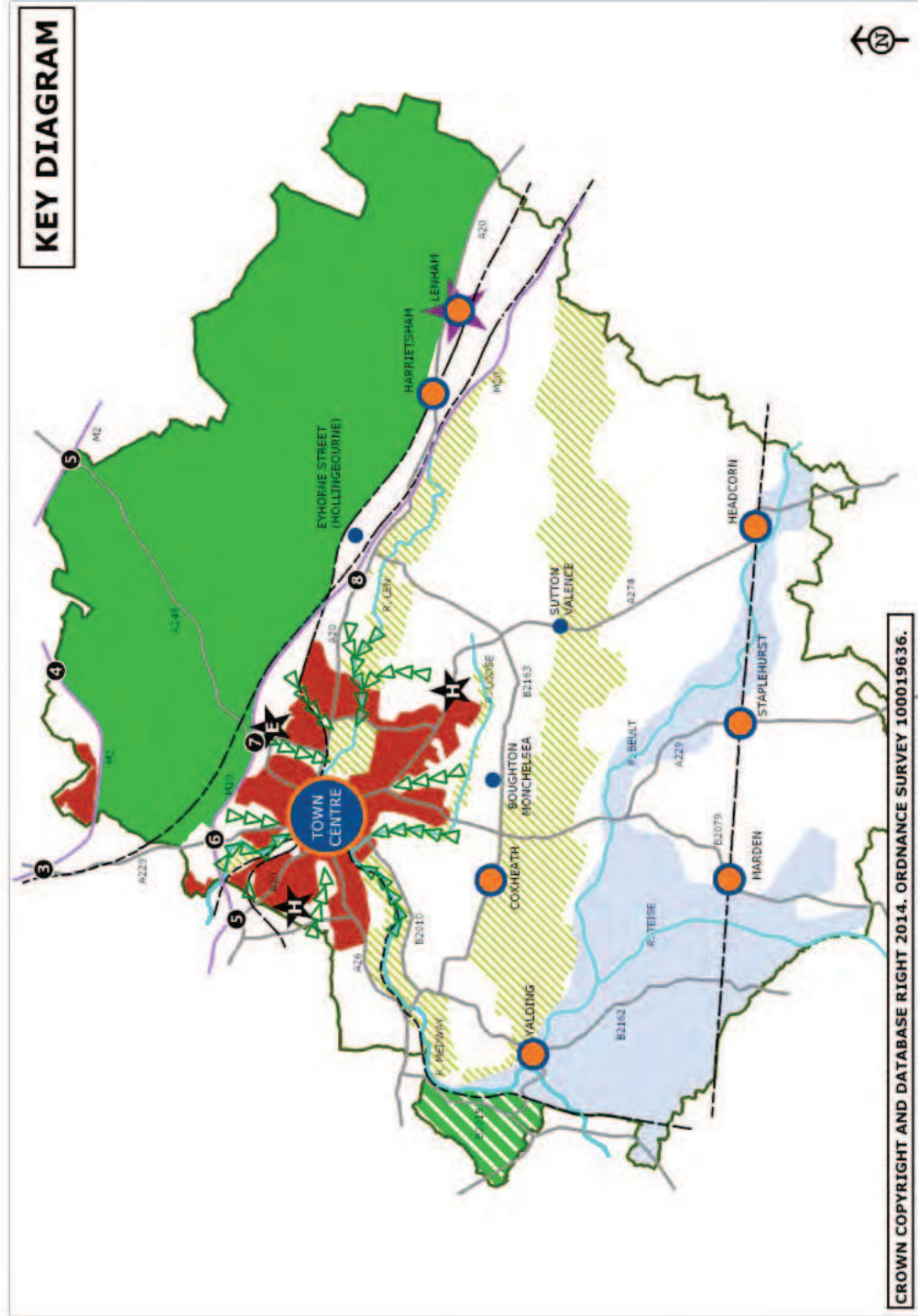
14.22 In considering electronic communications development, the council will expect the operator to have regard to the Code of Best Practice on Mobile Network Development in England (published July 2013) or any subsequent best practice guide. Development should be sited, where possible, to minimise visual impact.

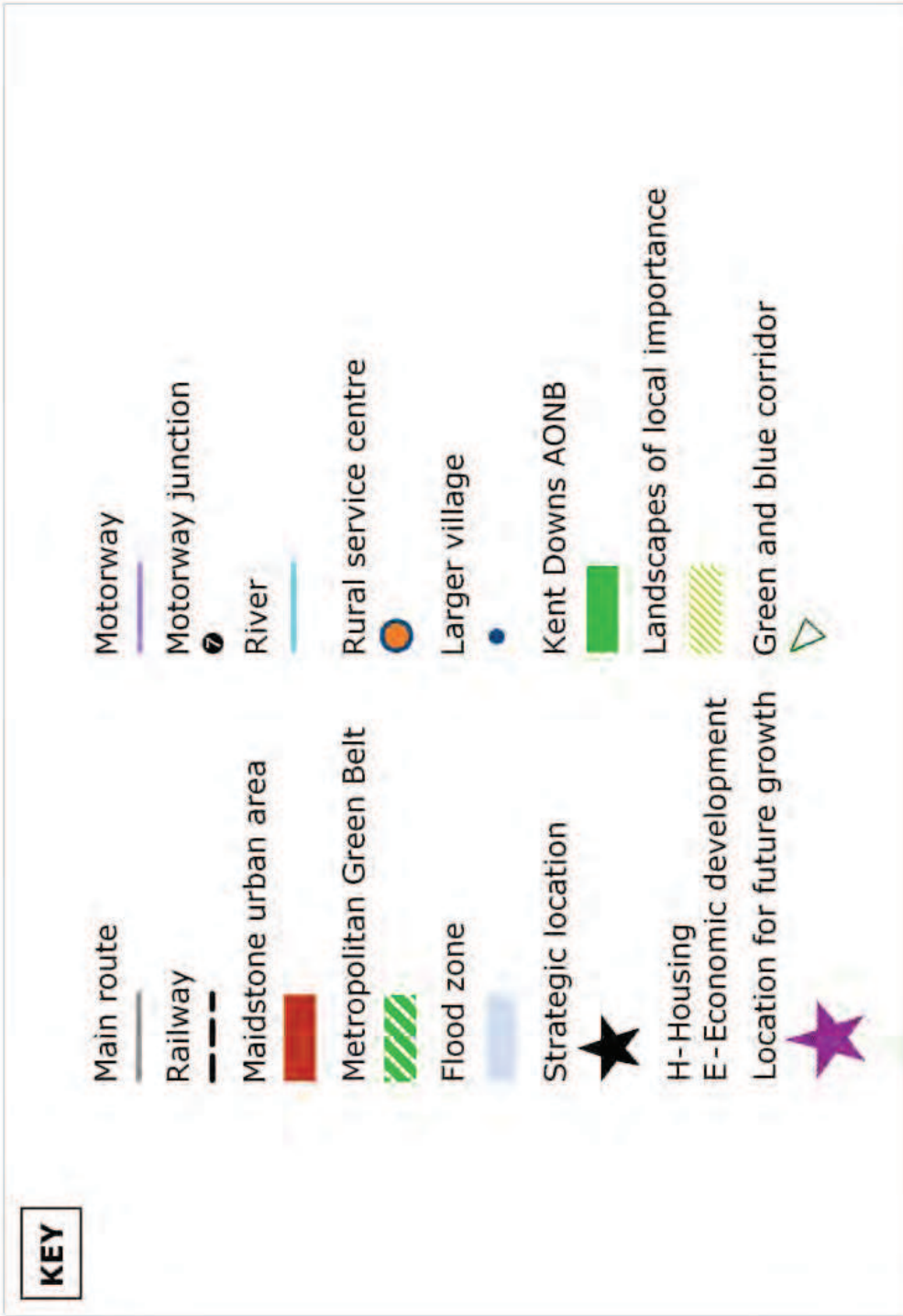
Policy ID 2**Electronic communications**

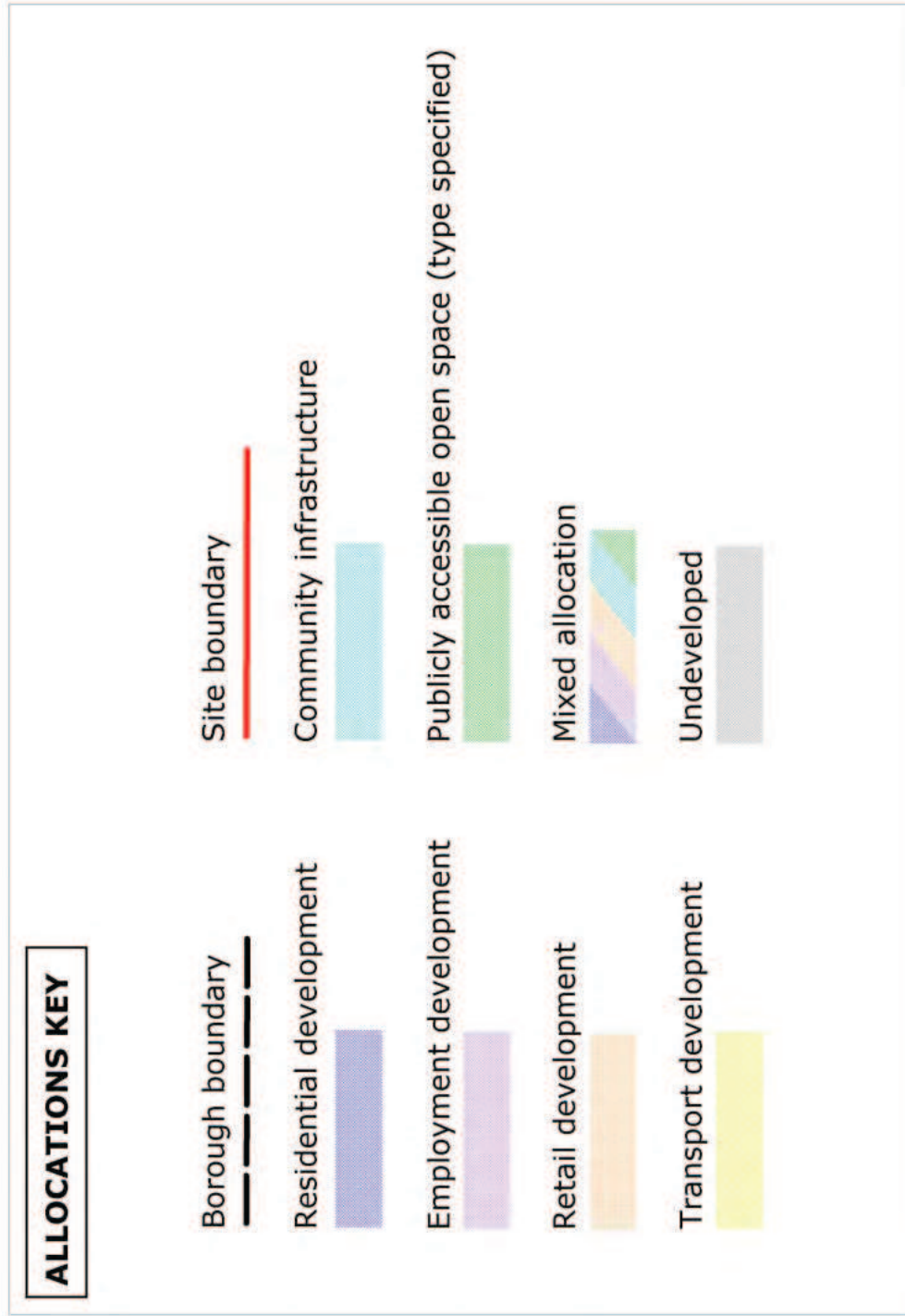
The council supports the expansion of electronic communications networks, including the provision of high speed broadband. Proposals for new masts and antennae by telecommunications and code systems operators will be permitted provided:

1. 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;
2. It has been demonstrated that an alternative, less environmentally harmful means of providing the same service is not feasible;
3. Every effort has been made to minimise the visual impact of the proposal;
4. Proposals adhere to current Government advice on the health effects of exposure to radio waves; and
5. Consideration has been given to the future demands of network development, including that of other operators.

Key diagram

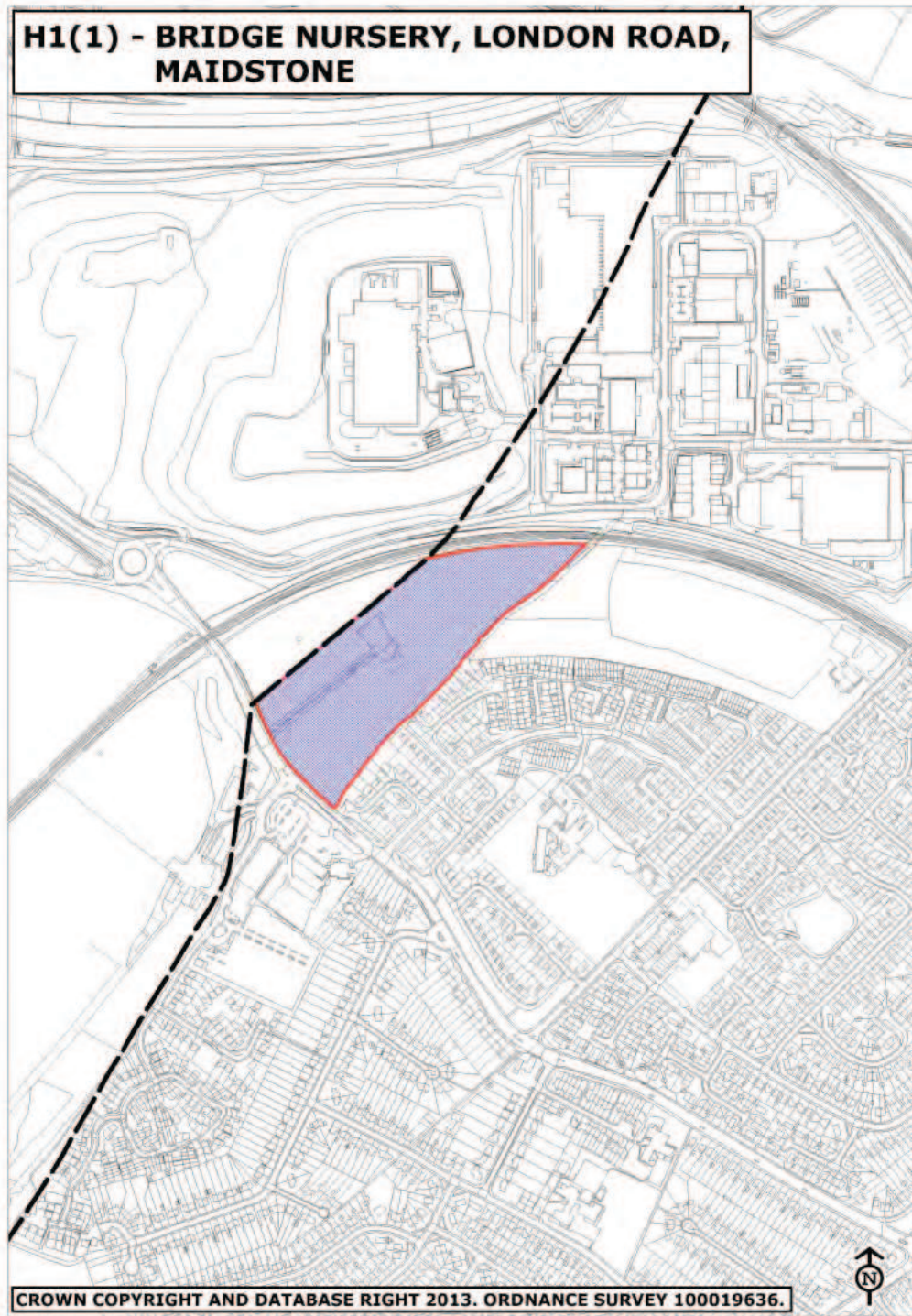






Site name, address	H1(1) - Bridge Nursery, London Road, Maidstone		
Ward	Allington	Parish	N/A
Current use	No current use, open land		
<p>Bridge Nursery development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Access</p> <p>1. Access will be taken from the A20 London Road only.</p> <p>Ecology</p> <p>2. Submission of necessary ecological and landscape surveys, with a detailed mitigation scheme that:</p> <ul style="list-style-type: none"> i. Includes a legal obligation to retain the land beyond the borough boundary, in Tonbridge and Malling, as a protected habitat; ii. Maintains the land immediately adjacent to the Maidstone East railway line as an ecological corridor with incorporated noise attenuation measures appropriate to accommodate the residential dwellings in close proximity; iii. Subject to further evaluation of their value, retains trees subject to a (woodland) tree preservation order as per advice from the Borough Council iv. Retains and strengthens trees and shrubs that form the site boundary; and v. Retains the hedge bordering the A20 London Road, except at the point of access to the site. <p>Air quality</p> <p>3. Appropriate air quality mitigation measures will be implemented as part of the development.</p> <p>Open space</p> <p>4. Provision of publicly accessible open space as proven necessary, and/or contributions.</p> <p>Community infrastructure</p>			

Site name, address	H1(1) - Bridge Nursery, London Road, Maidstone		
<p>5. Appropriate contributions towards community infrastructure will be provided, where proven necessary.</p> <p>Highways</p> <p>6. Complementary enhancement of the informal pedestrian link through the north eastern end of the site into the sports ground off of Castle Road</p> <p>7. Contributions towards pedestrian and cycle links to existing residential areas, shops, schools and health facilities.</p> <p>Strategic transport requirements</p> <p>8. Allocations H1(1), H1(2), H1(3), H1(4) and H1(19) are subject to strategic transport requirements as part of the north west strategic housing location. These allocations will contribute, as proven necessary, towards junction improvements (and associated approaches) at:</p> <ul style="list-style-type: none"> i. M20 junction 5 and Coldharbour roundabout (where junction 5 connects to the A20); ii. A20 London with St, Laurence Avenue (20/20 roundabout); iii. B2246 Hermitage Lane with the A20 London Road; and iv. Junctions in the vicinity of the southern end of Hermitage Lane, where it meets the A26 Tonbridge Road. <p>An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council, as the highway authority, and the Highways Agency, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.</p> <p>9. Proportional contributions towards a circular bus route will be sought 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.</p> <p>Sites will not be granted permission until an obligation has been completed with regard to the improvements and contributions as listed.</p>			
Gross area (ha)	5.5	Net area (ha)	5.5
Approximate density (dpha)	30	Approximate net capacity	165

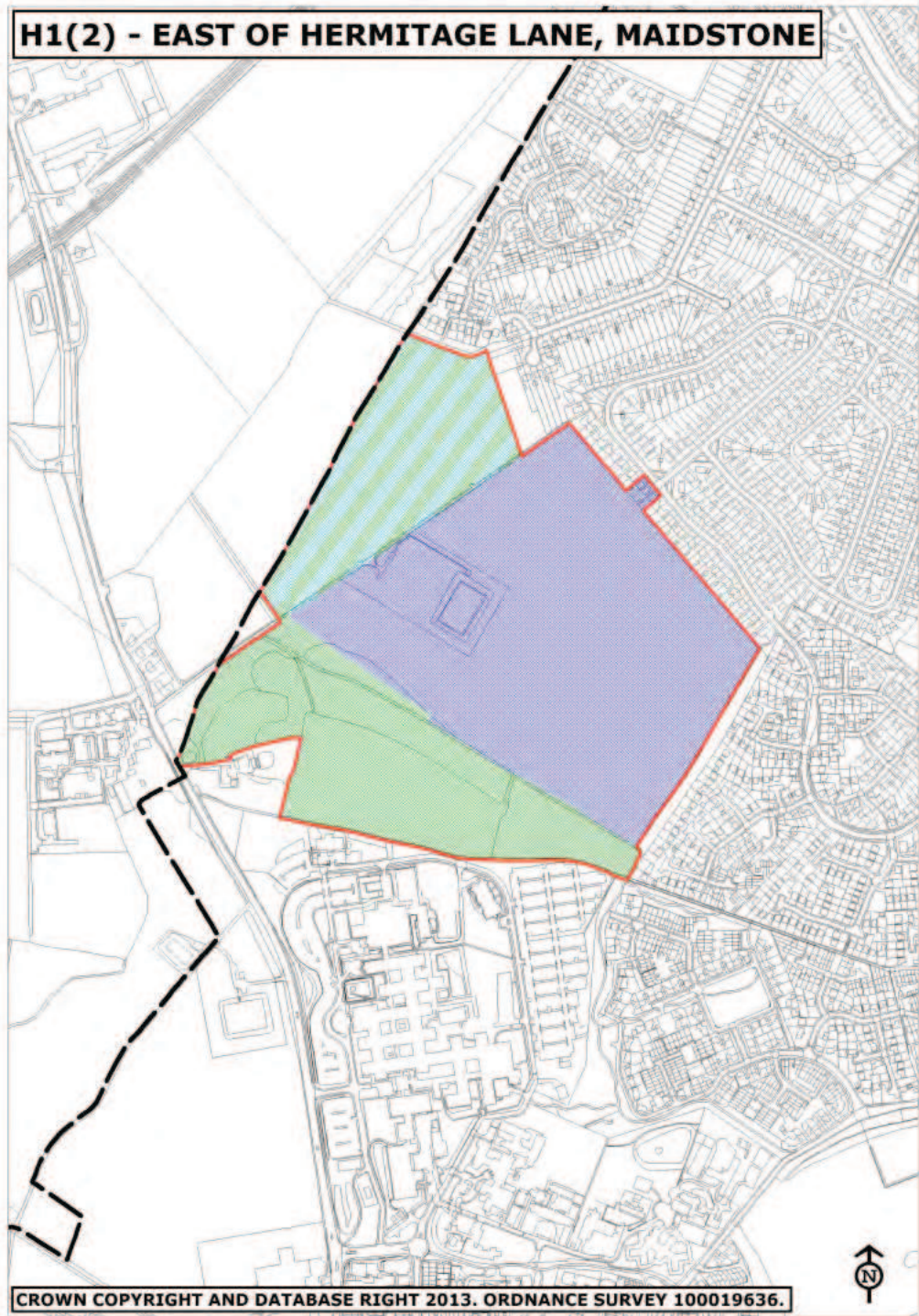


Site name, address	H1(2) - East of Hermitage Lane, Maidstone		
Ward	Allington	Parish	N/A
Current use	Agricultural/open land		
<p>East of Hermitage Lane development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The covered reservoir and the field in which the reservoir is sited will be developed as housing. 2. 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. 3. 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. 4. 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. 5. The wooded character of the footpath (KB19) running along the south eastern boundary of the site will be maintained. 6. Development will be subject to the results and recommendations of an archaeological survey. <p>Access</p> <ol style="list-style-type: none"> 7. Access to the western section of 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. 8. Access for a limited number of dwellings in the eastern section of the site will be taken from Howard Drive. 			

Site name, address	H1(2) - East of Hermitage Lane, Maidstone
<p>9. An automated bus gate will be provided that allows buses and emergency vehicles to pass between the two sections of the site. The passage of private vehicles will be restricted between the western and eastern sections of the site.</p> <p>10. Where ownership of component land parcels differs, access for development purposes will not be impeded to or from these component parcels.</p> <p>Ecology</p> <p>11. Development will be subject to the results and recommendations of a phase one ecological survey.</p> <p>Air quality</p> <p>12. Appropriate air quality mitigation measures will be implemented as part of the development</p> <p>Open space</p> <p>13. The ancient woodland on the south western boundary of the housing development will be retained as public open space.</p> <p>14. The linear woodland, extending south and south east from the ancient woodland to the site boundary, will be retained as public open space.</p> <p>15. The field at the south western extent of the site will be retained as public open space.</p> <p>16. 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.</p> <p>17. A signed legal obligation relating to 15.35 hectares of land within Tonbridge and Malling Borough, which is comprised of the remainder of the commercial orchard, the field bounded by Hermitage Lane and the Maidstone East railway line and the field immediately north east of this, which is also bounded on its north western edge by the Maidstone East railway line. This legal obligation will secure the ongoing use of this land as:</p> <ul style="list-style-type: none"> i. A country park in association with the development of East of Hermitage Lane. ii. Necessary ecological mitigation measures in relation to the development of East of Hermitage Lane, as identified in an ecological survey. 	

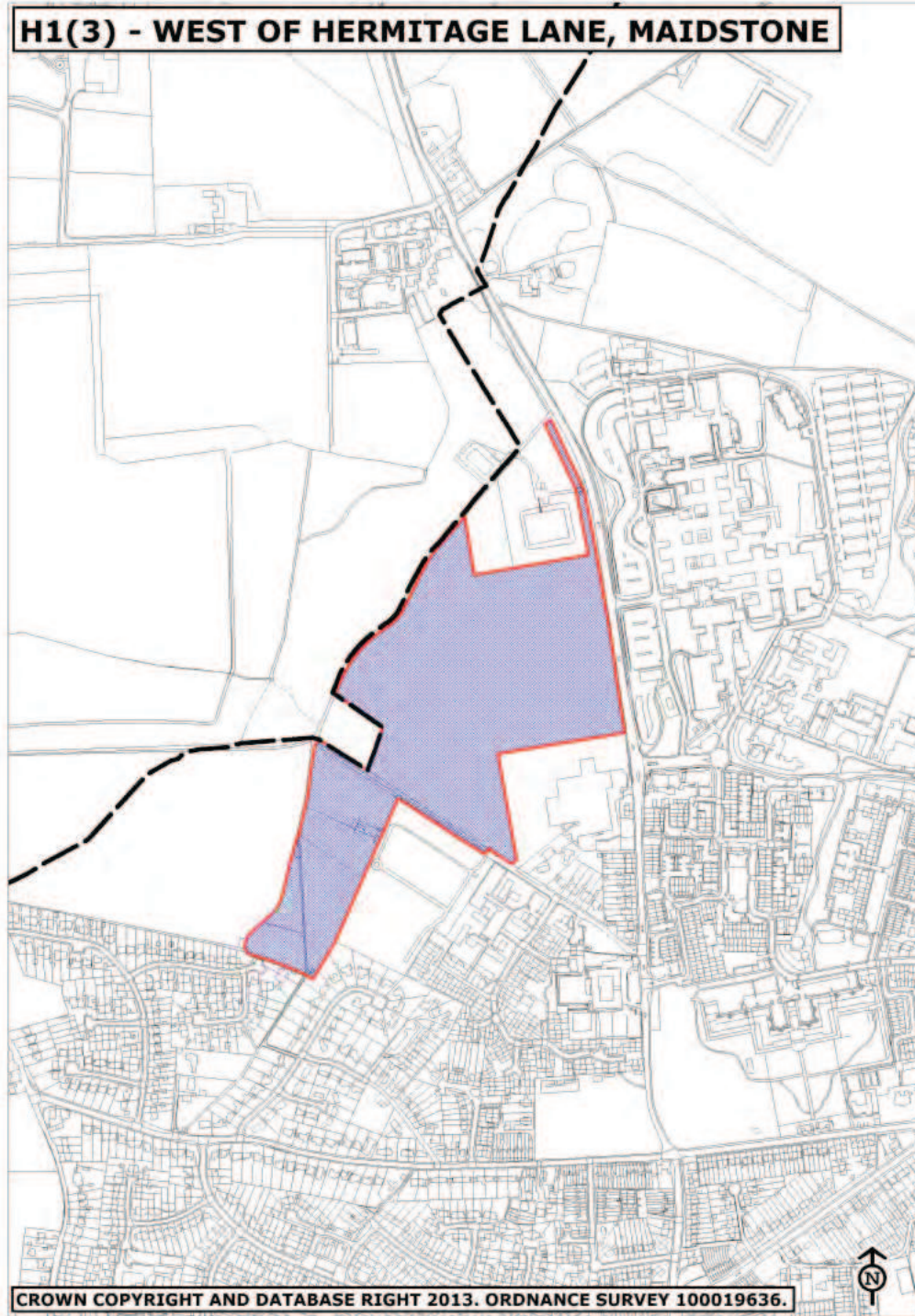
Site name, address	H1(2) - East of Hermitage Lane, Maidstone
<p>iii. Site access to the western section of the development.</p> <p>iv. Maintenance of the open character between Allington (in Maidstone Borough) and the Medway Gap settlements (in Tonbridge and Malling Borough).</p> <p>Community infrastructure</p> <p>18. Land will be transferred for primary education use, the details of which will be agreed with the local education authority. This will be located in the area identified for combined community infrastructure and public open space uses.</p> <p>19. A multi-functional community centre will be provided on the land identified for combined community infrastructure and public open space uses.</p> <p>20. A local shopping parade appropriate to the scale of development, incorporating convenience and comparison retail, which will be located to provide a focal point in the development.</p> <p>Highways</p> <p>21. 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.</p> <p>22. 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.</p> <p>23. Contribution will be made towards the provision of an appropriate pedestrian and cycle route on B2246 Hermitage Lane.</p> <p>Strategic transport requirements</p> <p>24. Allocations H1(1), H1(2), H1(3), H1(4) and H1(19) are subject to strategic transport requirements as part of the north west strategic housing location. These allocations will contribute, as proven necessary, towards junction improvements (and associated approaches) at:</p> <ul style="list-style-type: none"> i. M20 junction 5 and Coldharbour roundabout (where junction 5 connects to the A20); ii. A20 London with St, Laurence Avenue (20/20 roundabout); iii. B2246 Hermitage Lane with the A20 London Road; and iv. Junctions in the vicinity of the southern end of Hermitage Lane, where it meets the A26 Tonbridge Road. 	

Site name, address	H1(2) - East of Hermitage Lane, Maidstone		
<p>An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council, as the highway authority, and the Highways Agency, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.</p> <p>25. Proportional contributions towards a circular bus route will be sought 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.</p> <p>Sites will not be granted permission until an obligation has been completed with regard to the improvements and contributions as listed.</p>			
Gross area (ha)	30.9	Net area (ha)	17.0
Approximate density (dpha)	30	Approximate net capacity	500



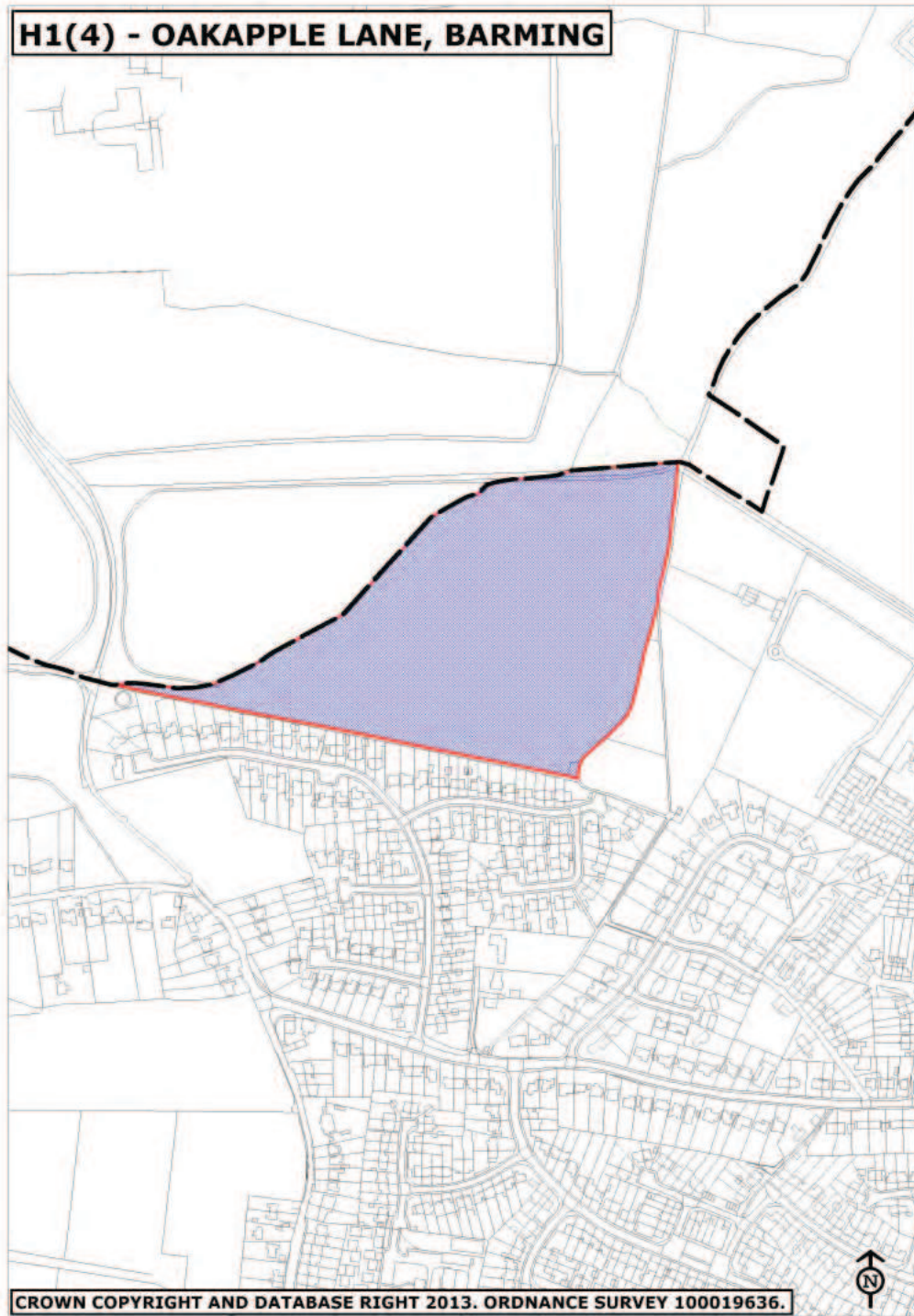
Site name, address	H1(3) - West of Hermitage Lane, Maidstone		
Ward	Heath / Barming	Parish	Barming / N/A
Current use	Agricultural, equine		
West of Hermitage Lane development criteria			
<p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Inclusion of a 15 metres wide landscape buffer along the north west boundary adjacent to the designated area of ancient woodland, to be planted as per recommendations detailed in a landscape survey. 2. Provision of landscaping on the B2246 Hermitage Lane frontage to maintain an element of its current open character. <p>Access</p> <ol style="list-style-type: none"> 3. Provision of a new pedestrian footpath along the B2246 Hermitage Lane frontage of the site, linking south along the western side of Hermitage Lane to the existing footpath. 4. Securing private vehicular access only from B2246 Hermitage Lane. 5. Provision of a pedestrian crossing point close to the site access on Hermitage Lane. 6. Complementary enhancement of the unmade section of Oakapple Lane, retaining the features that are integral to its character, to provide a secondary access, used by emergency vehicles, pedestrians and cyclists. <p>Ecology</p> <ol style="list-style-type: none"> 7. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Air quality</p> <ol style="list-style-type: none"> 8. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 9. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 10. Appropriate contributions towards community infrastructure will be provided, where proven necessary. 			

Site name, address	H1(3) - West of Hermitage Lane, Maidstone		
<p>Highways</p> <p>11. Contributions towards pedestrian and cycle links to existing residential areas, shops, schools and health facilities, incorporating a link along the unmade section of Oakapple Lane.</p> <p>12. Contribution towards providing a new cycle lane on B2246 Hermitage Lane.</p> <p>Strategic transport requirements</p> <p>13. Allocations H1(1), H1(2), H1(3), H1(4) and H1(19) are subject to strategic transport requirements as part of the north west strategic housing location. These allocations will contribute, as proven necessary, towards junction improvements (and associated approaches) at:</p> <ul style="list-style-type: none"> i. M20 junction 5 and Coldharbour roundabout (where junction 5 connects to the A20); ii. A20 London with St, Laurence Avenue (20/20 roundabout); iii. B2246 Hermitage Lane with the A20 London Road; and iv. Junctions in the vicinity of the southern end of Hermitage Lane, where it meets the A26 Tonbridge Road. <p>An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council, as the highway authority, and the Highways Agency, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.</p> <p>14. Proportional contributions towards a circular bus route will be sought 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.</p> <p>Sites will not be granted permission until an obligation has been completed with regard to the improvements and contributions as listed.</p>			
Gross area (ha)	12.0	Net area (ha)	10.0
Approximate density (dpha)	30	Approximate net capacity	300



Site name, address	H1(4) - Oakapple Lane, Barming		
Ward	Barming	Parish	Barming
Current use	Open field		
<p>Oakapple Lane development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 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. <p>Access</p> <ol style="list-style-type: none"> 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. <p>Ecology</p> <ol style="list-style-type: none"> 6. Development will be subject to the results and recommendations of a phase one ecological survey. 7. A legal obligation will be signed to create a habitat corridor along the northern boundary of the field (of which this allocation occupies the south eastern portion), between Fullingpits Wood and Oaken Wood. <p>Noise</p> <ol style="list-style-type: none"> 8. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the operations at Hermitage Quarry. <p>Air quality</p> <ol style="list-style-type: none"> 9. Appropriate air quality mitigation measures will be implemented as part of the development <p>Open space</p> <ol style="list-style-type: none"> 10. Provision of publicly accessible open space as proven necessary, and/or contributions. 			

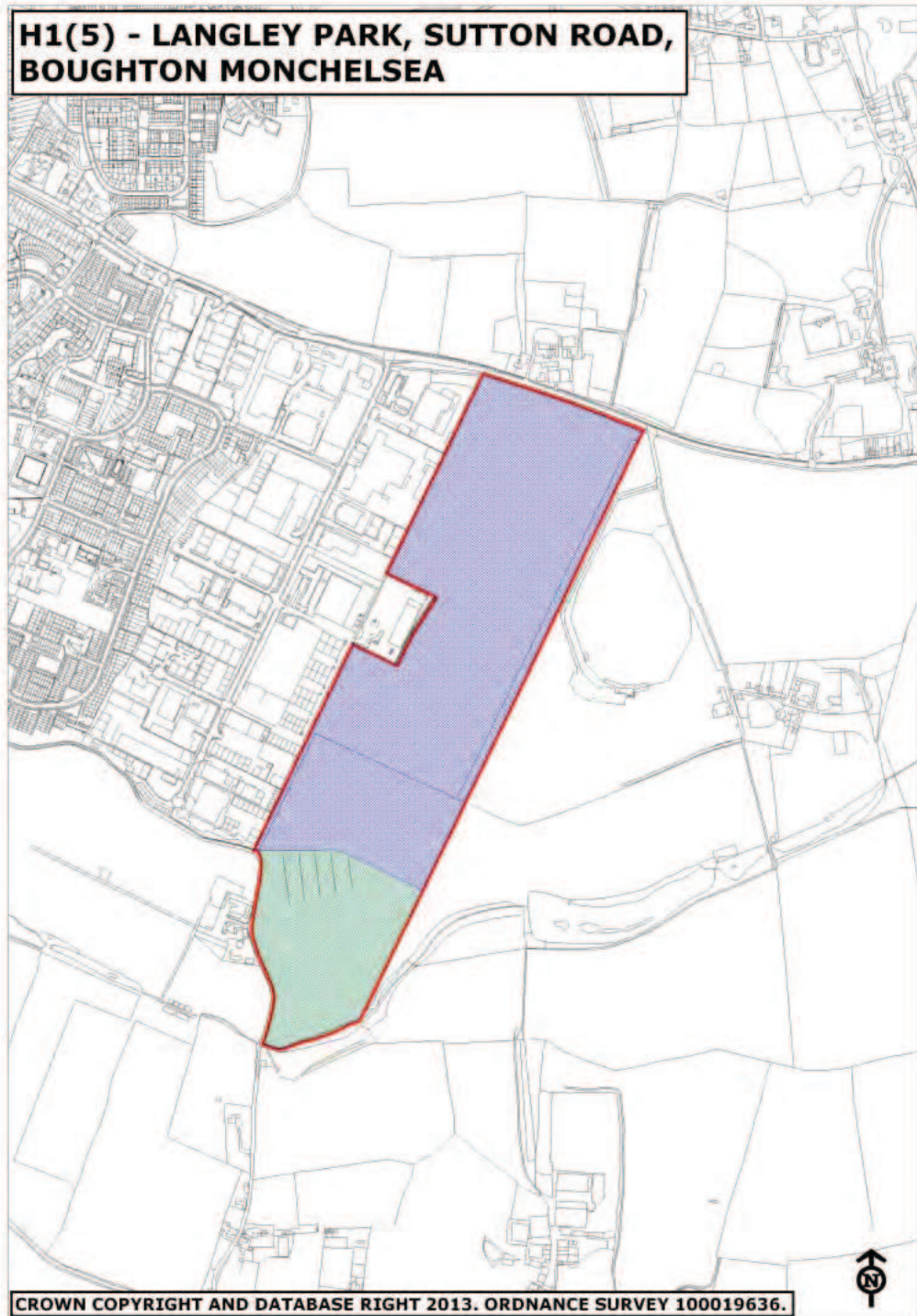
Site name, address	H1(4) - Oakapple Lane, Barming		
Community infrastructure			
11. Appropriate contributions towards community infrastructure will be provided, where proven necessary.			
Strategic transport requirements			
12. Allocations H1(1), H1(2), H1(3), H1(4) and H1(19) are subject to strategic transport requirements as part of the north west strategic housing location. These allocations will contribute, as proven necessary, towards junction improvements (and associated approaches) at:			
<ul style="list-style-type: none"> i. M20 junction 5 and Coldharbour roundabout (where junction 5 connects to the A20); ii. A20 London with St, Laurence Avenue (20/20 roundabout); iii. B2246 Hermitage Lane with the A20 London Road; and iv. Junctions in the vicinity of the southern end of Hermitage Lane, where it meets the A26 Tonbridge Road. 			
An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council, as the highway authority, and the Highways Agency, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.			
13. Proportional contributions towards a circular bus route will be sought 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.			
Sites will not be granted permission until an obligation has been completed with regard to the improvements and contributions as listed.			
Gross area (ha)	6.9	Net area (ha)	6.9
Approximate density (dpha)	35	Approximate net capacity	240



Site name, address	H1(5) - Langley Park, Sutton Road, Boughton Monchelsea		
Ward	Park Wood / Sutton Valence and Langley	Parish	Boughton Monchelsea
Current use	No current use, open land		
<p>Langley Park development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Provision of at least 6 hectares of open space in the southern section of the site. 2. Provision of a minimum 10 metres wide structural landscape buffer to the south of the developable area, to soften development from the site's southernmost area of open space. 3. Provision of a minimum 10 metres wide structural landscape buffer along the eastern boundary of the site. 4. Any development should be sited in order to preserve the setting of the listed building, Bicknor Farmhouse, in close proximity to the site's northern boundary. <p>Access</p> <ol style="list-style-type: none"> 5. Access will be taken from the A274 Sutton Road. 6. Emergency/bus prioritisation access to the site will be taken from Bircholt Road near its junction with Cuxton Road. <p>Ecology</p> <ol style="list-style-type: none"> 7. A phase 1 ecological survey of the site is required, and further specific surveys where deemed necessary, with appropriate mitigation measures 8. Development should, where possible, aim to conserve and enhance biodiversity as informed by ecological surveys, and any significant harm must be adequately mitigated. <p>Noise</p> <ol style="list-style-type: none"> 9. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A274 Sutton Road. <p>Air quality</p>			

Site name, address	H1(5) - Langley Park, Sutton Road, Boughton Monchelsea
<p>10. Appropriate air quality mitigation measures will be implemented as part of the development.</p>	
<p>Open space</p>	
<p>11. Provision of publicly accessible open space as proven necessary, and/or contributions.</p>	
<p>Community infrastructure</p>	
<p>12. Transfer of land for a 2FE primary school.</p>	
<p>13. Provision of appropriate shopping facilities for the needs of the development, which shall be delivered within a community hub/local centre.</p>	
<p>14. Provision of appropriate community facilities for the needs of the development.</p>	
<p>15. Appropriate contributions towards primary and secondary education, where proven necessary.</p>	
<p>16. Appropriate contribution towards, community infrastructure and health, where proven necessary.</p>	
<p>Strategic transport requirements</p>	
<p>17. Allocations H1(5), H1(6), H1(7), H1(8), H1(9), H1(10), H1(23) and H1(24) are subject to strategic transport requirements as part of the south east strategic housing location. These allocations will contribute, as proven necessary, towards the following:</p>	
<ul style="list-style-type: none"> i. An in-bound bus lane on the A274 Sutton Road from Willington Street to the junction with Armstrong Road and Park Way; ii. The improvement of the Willington Street / A274 Sutton Road junction; iii. A new roundabout to be provided on the A274 to allow access to Langley Park site; iv. A new access road of a width suitable to accommodate contra-flow traffic and adjacent footways between Gore Court Road from the western boundary of Bicknor Wood and the A274 Sutton Road; v. Widening Gore Court Road to a suitable width to accommodate contra-flow traffic with a footway on the eastern site of the carriageway between White Horse Lane and the A274 Sutton Road; and vi. A pedestrian and cycle crossing on the A274 to link the allocated development sites. 	
<p>An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council as the highway authority and the Highways Agency, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.</p>	
<p>180</p>	

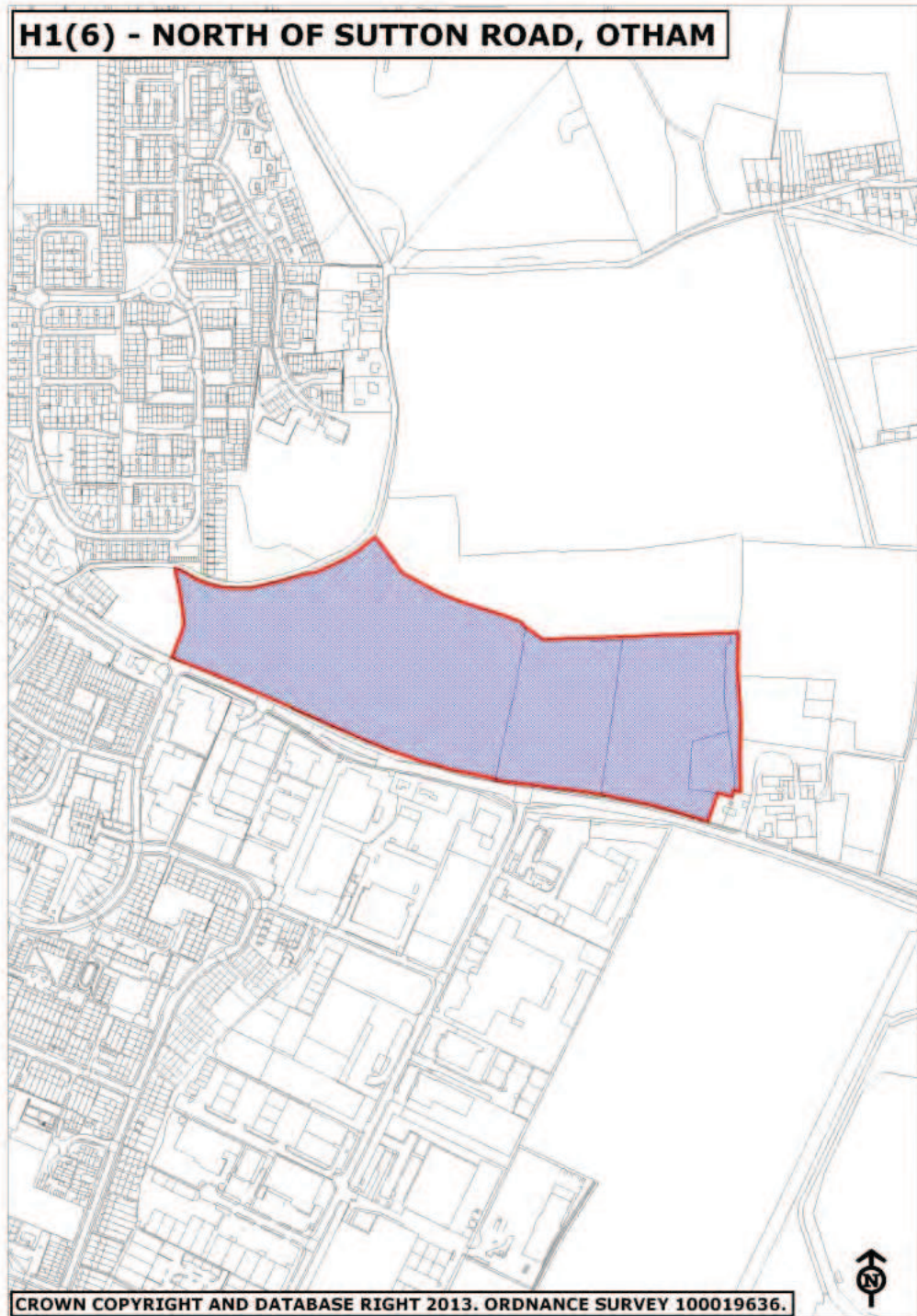
Site name, address	H1(5) - Langley Park, Sutton Road, Boughton Monchelsea		
Gross area (ha)	34.0	Net area (ha)	27.0
Appropriate density (dpha)	25	Appropriate net capacity	600



Site name, address	H1(6) - North of Sutton Road, Otham		
Ward	Park Wood	Parish	N/A
Current use	No current use, open land		
<p>North of Sutton Road development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The provision of a 15 metre landscape buffer along the site's northern boundary incorporating a pedestrian route and cycle way, which will be constructed and planted before the occupation of the first dwelling. 2. Provision of a minimum 10 metres wide structural landscape buffer provided and maintained along the eastern boundary of the site. 3. Provision of a Local Equipped Area of Play to a standard approved in advance by the Borough Council. 4. Development should be sited in order to preserve the setting of the listed building, Bicknor Farmhouse, in close proximity to the site's eastern boundary. <p>Access</p> <ol style="list-style-type: none"> 5. A new access road of a width suitable to accommodate contra-flow traffic and adjacent footways to be taken from the A274 Sutton Road. <p>Ecology</p> <ol style="list-style-type: none"> 6. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Noise</p> <ol style="list-style-type: none"> 7. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A274 Sutton Road. <p>Air quality</p> <ol style="list-style-type: none"> 8. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 9. Provision of publicly accessibly open space as proven necessary, and/or contributions. 			
Community infrastructure	183		

Site name, address	H1(6) - North of Sutton Road, Otham		
<p>10. Appropriate contributions towards community infrastructure will be provided, where proven necessary.</p> <p>Highways</p> <p>11. Pedestrian and cycle links to existing residential areas, A274 Sutton Road and Gore Court Road including a pedestrian and cycle crossing on the A274 to link the site to Langley Park.</p> <p>12. Provision of a cycling and pedestrian link to connect with site H1(9) Bicknor Farm.</p> <p>Strategic transport requirements</p> <p>13. Allocations H1(5), H1(6), H1(7), H1(8), H1(9), H1(10), H1(23) and H1(24) are subject to strategic transport requirements as part of the south east strategic housing location. These allocations will contribute, as proven necessary, towards the following:</p> <ul style="list-style-type: none"> i. An in-bound bus lane on the A274 Sutton Road from Willington Street to the junction with Armstrong Road and Park Way; ii. The improvement of the Willington Street / A274 Sutton Road junction; iii. A new roundabout to be provided on the A274 to allow access to Langley Park site; iv. A new access road of a width suitable to accommodate contra-flow traffic and adjacent footways between Gore Court Road from the western boundary of Bicknor Wood and the A274 Sutton Road; v. Widening Gore Court Road to a suitable width to accommodate contra-flow traffic with a footway on the eastern site of the carriageway between White Horse Lane and the A274 Sutton Road; and vi. A pedestrian and cycle crossing on the A274 to link the allocated development sites. <p>An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council as the highway authority and the Highways Agency, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.</p>			
Gross area (ha)	9.0	Net area (ha)	9.0

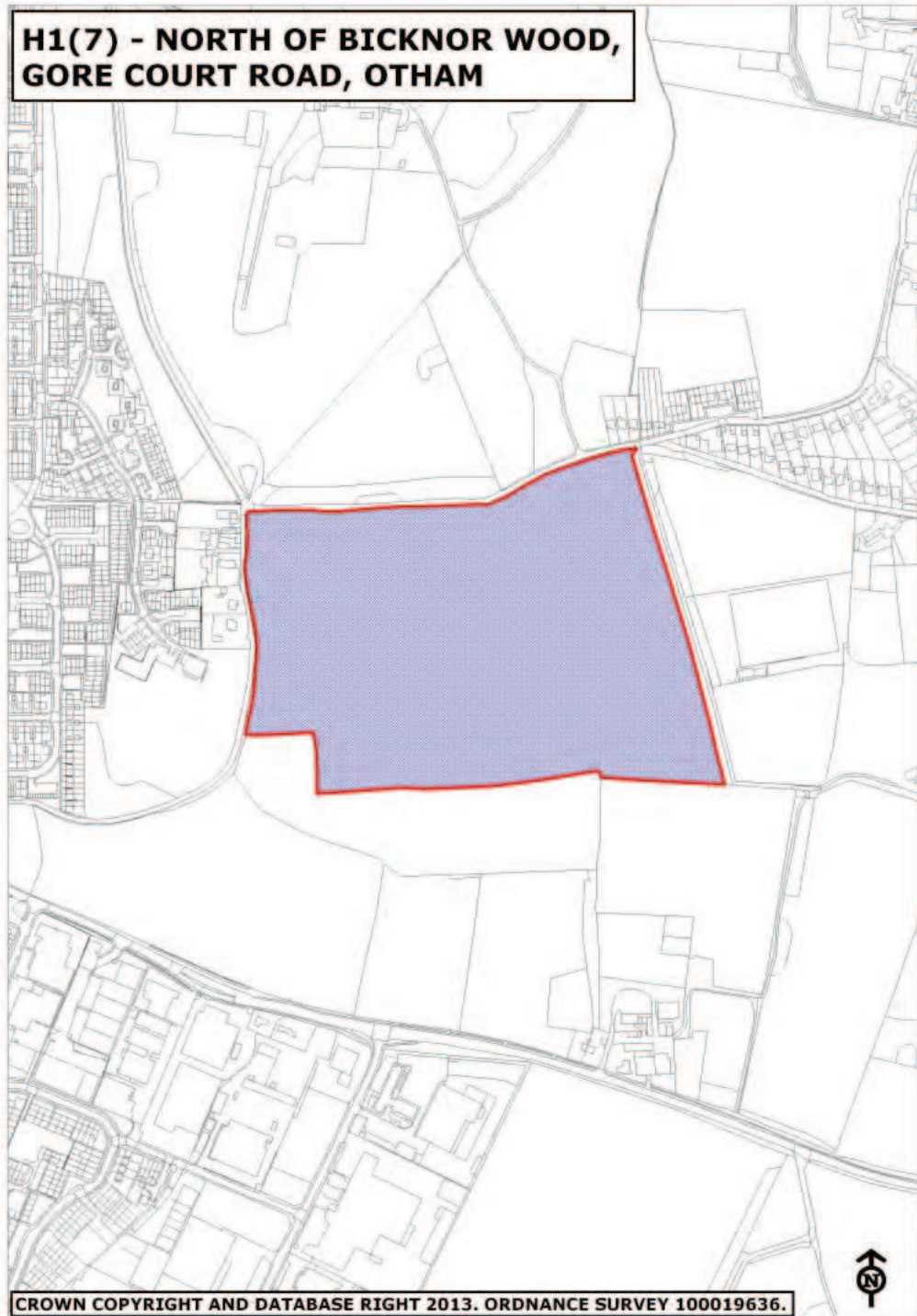
Site name, address	H1(6) - North of Sutton Road, Otham		
Appointe density (dpha)	30	Appointe net capacity	285



Site name, address	H1(7) - North of Bicknor Wood, Gore Court Road, Otham		
Ward	Downswood and Otham	Parish	Otham
Current use	Arable farmland		
<p>North of Bicknor Wood development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>North of Bicknor Wood, as shown on the policies map, is allocated for residential development and will not be released until:</p> <ol style="list-style-type: none"> 1. Access from Sutton Road to Gore Court Road is completed in association with site H1(6) North of Sutton Road; and 2. A woodland belt ranging from a minimum of 40 metres to 80 metres in width linking the eastern section of Bicknor Wood to East Wood is planted. <p>Design and layout</p> <ol style="list-style-type: none"> 3. An undeveloped section of land will be retained on the eastern part of the site. 4. Provision of a 15 metre wide landscape buffer along the site's boundary with Bicknor Wood incorporating a pedestrian route and cycle way, which will be constructed and planted before the occupation of the first dwelling. 5. Provision of a woodland belt ranging from a minimum of 40 metres to 80 metres in width to link the eastern section of Bicknor Wood to East Wood. <p>Access</p> <ol style="list-style-type: none"> 6. Access will be taken from Gore Court Road connecting to spine road on site H1(6) North of Sutton Road. <p>Ecology</p> <ol style="list-style-type: none"> 7. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Air quality</p> <ol style="list-style-type: none"> 8. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 9. Provision of publicly accessible open space as proven necessary, and/or contributions. 			

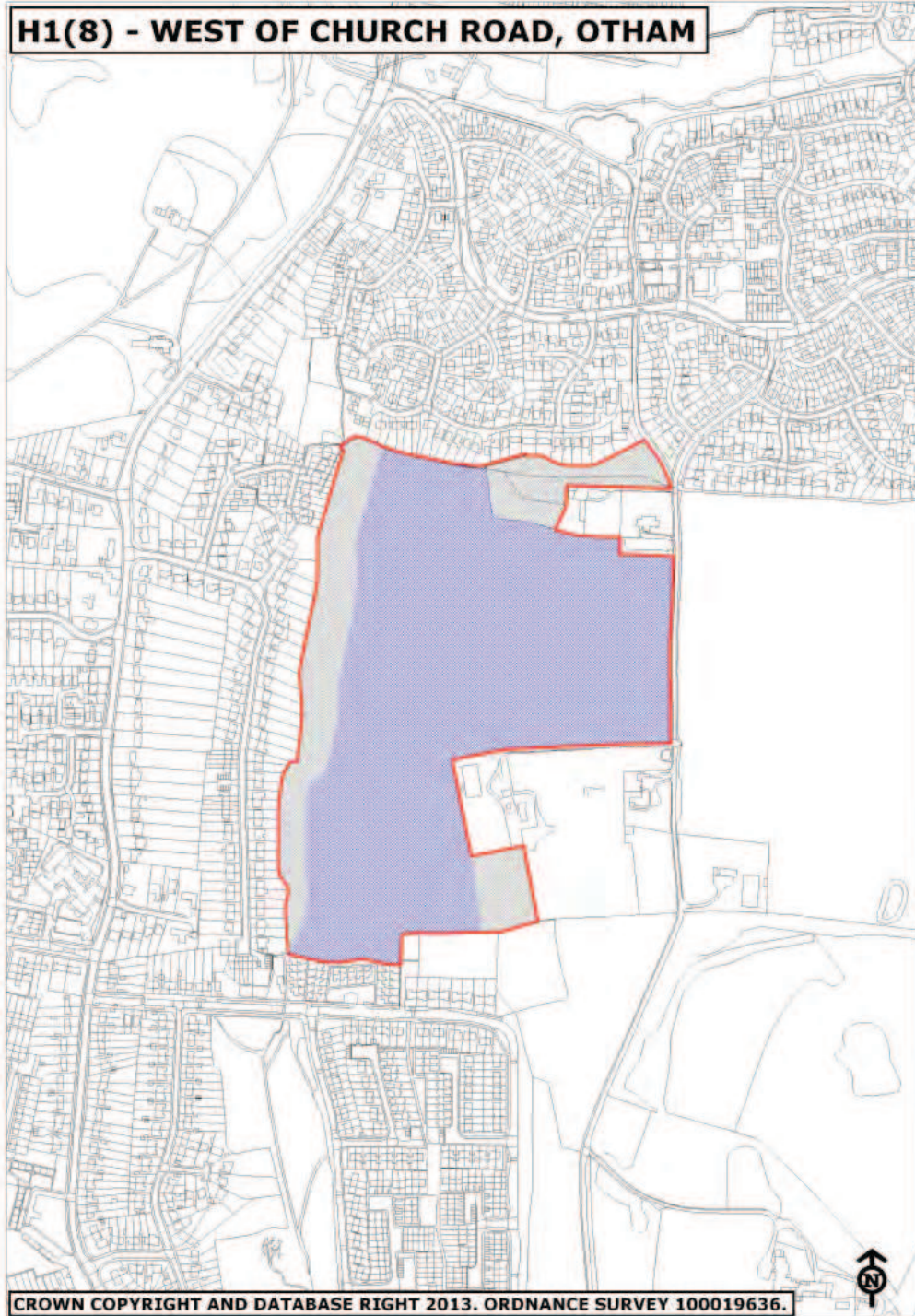
Site name, address	H1(7) - North of Bicknor Wood, Gore Court Road, Otham		
<p>Community infrastructure</p> <p>10. Appropriate contributions towards community infrastructure will be provided, where proven necessary.</p> <p>Highways</p> <p>11. Contributions to widen Gore Court Road to a suitable width to accommodate contra-flow traffic and a footway on the eastern side of the carriageway between White Horse Lane and the A274 Sutton Road.</p> <p>12. Pedestrian and cycle links to existing residential areas, White Horse Lane and Gore Court Road.</p> <p>Strategic transport requirements</p> <p>13. Allocations H1(5), H1(6), H1(7), H1(8), H1(9), H1(10), H1(23) and H1(24) are subject to strategic transport requirements as part of the south east strategic housing location. These allocations will contribute, as proven necessary, towards the following:</p> <ul style="list-style-type: none"> i. An in-bound bus lane on the A274 Sutton Road from Willington Street to the junction with Armstrong Road and Park Way; ii. The improvement of the Willington Street / A274 Sutton Road junction; iii. A new roundabout to be provided on the A274 to allow access to Langley Park site; iv. A new access road of a width suitable to accommodate contra-flow traffic and adjacent footways between Gore Court Road from the western boundary of Bicknor Wood and the A274 Sutton Road; v. Widening Gore Court Road to a suitable width to accommodate contra-flow traffic with a footway on the eastern site of the carriageway between White Horse Lane and the A274 Sutton Road; and vi. A pedestrian and cycle crossing on the A274 to link the allocated development sites. <p>An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council as the highway authority and the Highways Agency, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.</p>			
Gross area (ha)	14.0	Net area (ha)	7.0

Site name, address	H1(7) - North of Bicknor Wood, Gore Court Road, Otham		
Appointe density (dpha)	30	Appointe net capacity	190



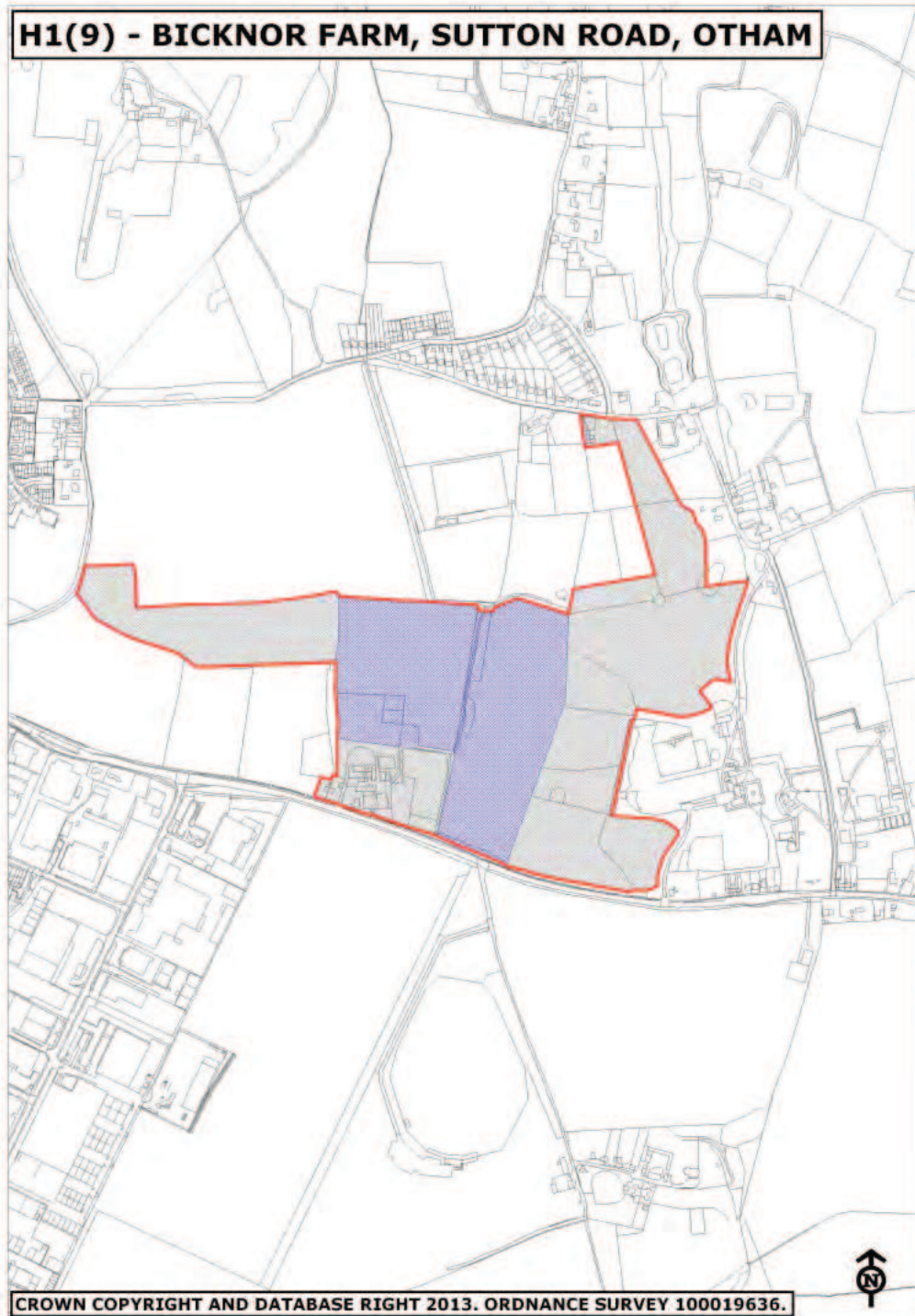
Site name, address	H1(8) - West of Church Road, Otham		
Ward	Downswood and Otham	Parish	Otham
Current use	Agriculture		
<p>West of Church Road development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 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. 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. 4. Retain non-arable land to the north and east of St Nicholas Church, to protect its setting. 5. 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. <p>Access</p> <ol style="list-style-type: none"> 6. Access will be taken from Church Road only. <p>Air quality</p> <ol style="list-style-type: none"> 7. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 8. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 9. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Strategic transport requirements</p>			

Site name, address	H1(8) - West of Church Road, Otham		
<p>10. Allocations H1(5), H1(6), H1(7), H1(8), H1(9), H1(10), H1(23) and H1(24) are subject to strategic transport requirements as part of the south east strategic housing location. These allocations will contribute, as proven necessary, towards the following:</p> <ul style="list-style-type: none"> i. An in-bound bus lane on the A274 Sutton Road from Willington Street to the junction with Armstrong Road and Park Way; ii. The improvement of the Willington Street / A274 Sutton Road junction; iii. A new roundabout to be provided on the A274 to allow access to Langley Park site; iv. A new access road of a width suitable to accommodate contra-flow traffic and adjacent footways between Gore Court Road from the western boundary of Bicknor Wood and the A274 Sutton Road; v. Widening Gore Court Road to a suitable width to accommodate contra-flow traffic with a footway on the eastern site of the carriageway between White Horse Lane and the A274 Sutton Road; and vi. A pedestrian and cycle crossing on the A274 to link the allocated development sites. <p>An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council as the highway authority and the Highways Agency, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.</p>			
Gross area (ha)	16.2	Net area (ha)	12.6
Approximate density (dpha)	35	Approximate net capacity	440



Site name, address	H1(9) - Bicknor Farm, Sutton Road, Otham		
Ward	Downswood and Otham / Sutton Valence and Langley	Parish	Otham / Langley
Current use	Agriculture		
<p>Bicknor Farm development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 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. <p>Access</p> <ol style="list-style-type: none"> 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. <p>Ecology</p> <ol style="list-style-type: none"> 7. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Noise</p> <ol style="list-style-type: none"> 8. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A274 Sutton Road. <p>Air quality</p> <ol style="list-style-type: none"> 9. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 10. Provision of publicly accessible open space as proven necessary, and/or contributions. 			

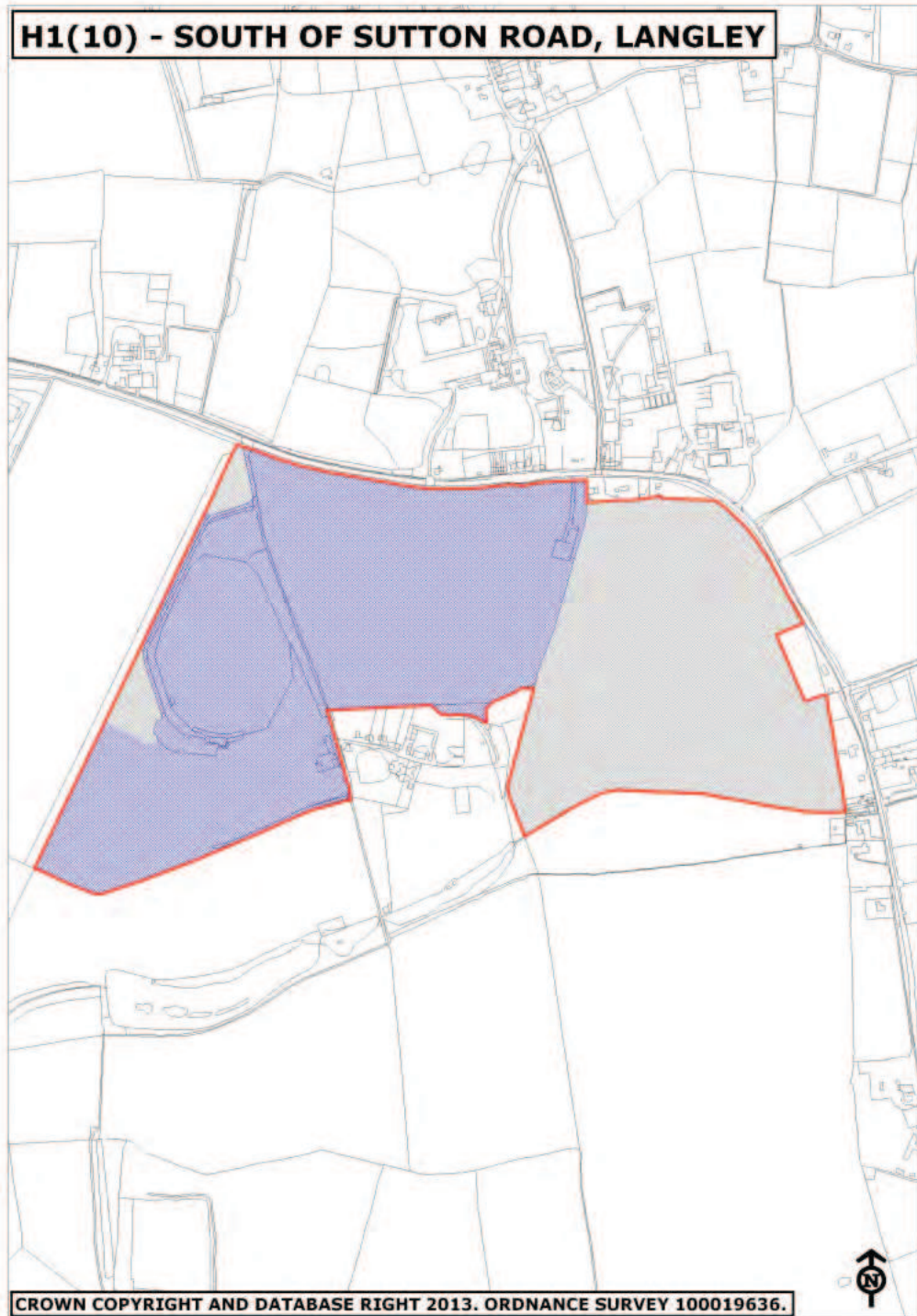
Site name, address	H1(9) - Bicknor Farm, Sutton Road, Otham		
Community infrastructure			
11. Appropriate contributions towards community infrastructure will be provided, where proven necessary.			
Strategic transport requirements			
12. Allocations H1(5), H1(6), H1(7), H1(8), H1(9), H1(10), H1(23) and H1(24) are subject to strategic transport requirements as part of the south east strategic housing location. These allocations will contribute, as proven necessary, towards the following:			
<ul style="list-style-type: none"> i. An in-bound bus lane on the A274 Sutton Road from Willington Street to the junction with Armstrong Road and Park Way; ii. The improvement of the Willington Street / A274 Sutton Road junction; iii. A new roundabout to be provided on the A274 to allow access to Langley Park site; iv. A new access road of a width suitable to accommodate contra-flow traffic and adjacent footways between Gore Court Road from the western boundary of Bicknor Wood and the A274 Sutton Road; v. Widening Gore Court Road to a suitable width to accommodate contra-flow traffic with a footway on the eastern site of the carriageway between White Horse Lane and the A274 Sutton Road; and vi. A pedestrian and cycle crossing on the A274 to link the allocated development sites. 			
An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council as the highway authority and the Highways Agency, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.			
Gross area (ha)	26.1	Net area (ha)	9.6
Approximate density (dpha)	35	Approximate net capacity	335



Site name, address	H1(10) - South of Sutton Road, Langley		
Ward	Park Wood / Sutton Valence and Langley	Parish	Boughton Monchelsea / Langley
Current use	Golf driving range and plant nursery		
<p>South of Sutton Road development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. An undeveloped section of land will be retained on the eastern part of the site to create a buffer between development and the adjacent open countryside. 2. The southern boundary of the site will be enhanced to protect the amenity and privacy of existing residential properties. 3. Development should be sited in order to preserve the setting of the listed buildings surrounding the site. 4. Public footpath KM94 will be retained and improved, continuing the link between Sutton Road and the Loose/Shaw stream. 5. The eastern section of the site will be built at a lower density to reflect the existing open character of the countryside beyond. <p>Access</p> <ol style="list-style-type: none"> 6. Primary access will be taken from the A274 Sutton Road. 7. Secondary access will be taken through site H1(5) Langley Park subject to agreement with the highways authority and Borough Council. 8. 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. <p>Ecology</p> <ol style="list-style-type: none"> 9. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Noise</p> <ol style="list-style-type: none"> 10. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A274 Sutton Road. <p>Air quality</p>			

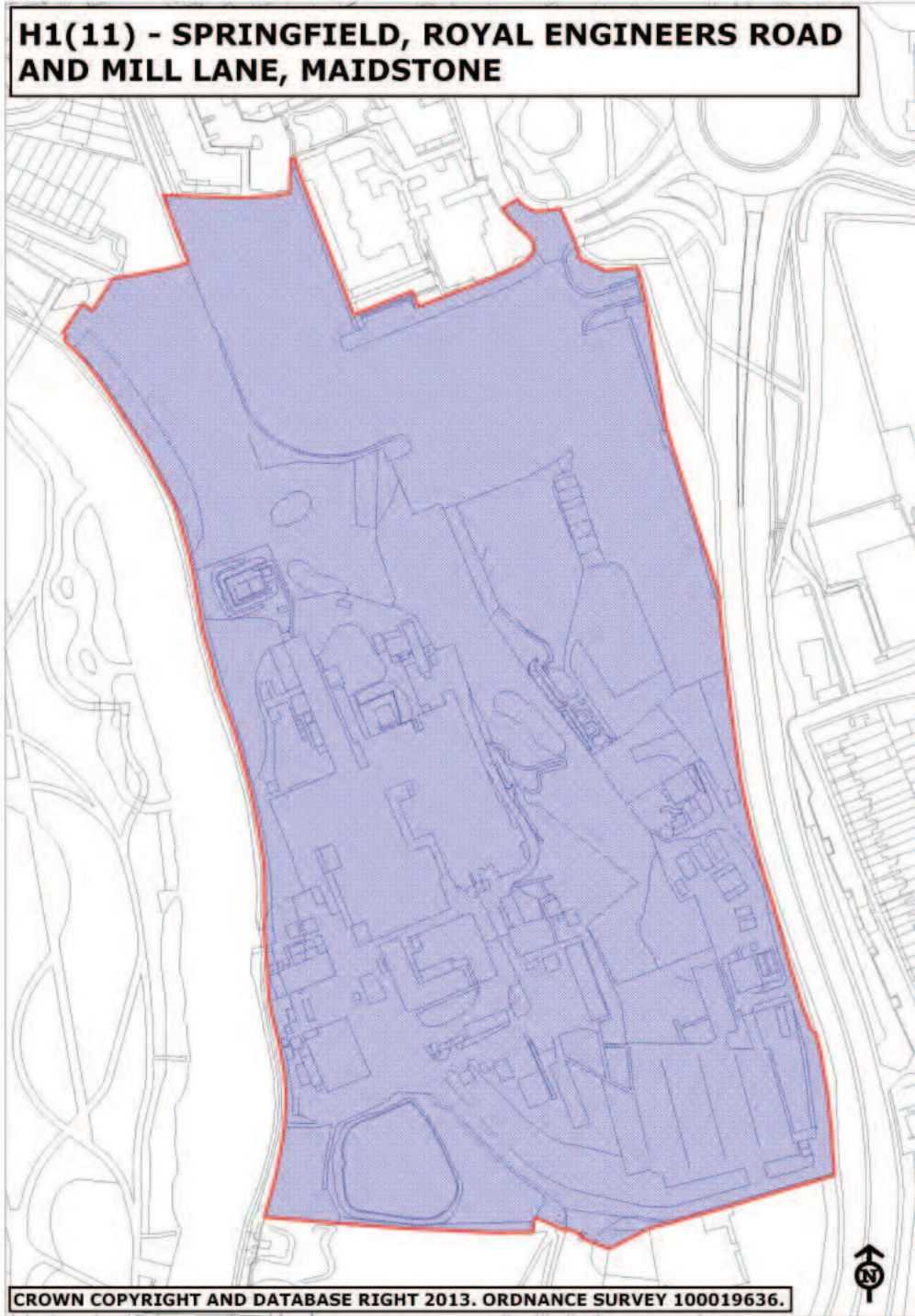
Site name, address	H1(10) - South of Sutton Road, Langley
<p>11. Appropriate air quality mitigation measures will be implemented as part of the development.</p> <p>Open space</p> <p>12. Provision of publicly accessible open space as proven necessary, and/or contributions.</p> <p>Community infrastructure</p> <p>13. Appropriate contributions towards community infrastructure will be provided, where proven necessary.</p> <p>Highways</p> <p>14. Safe connections will be made to the existing cycle network from Park Wood to the town centre.</p> <p>Strategic transport requirements</p> <p>15. Allocations H1(5), H1(6), H1(7), H1(8), H1(9), H1(10), H1(23) and H1(24) are subject to strategic transport requirements as part of the south east strategic housing location. These allocations will contribute, as proven necessary, towards the following;</p> <ul style="list-style-type: none"> i. An in-bound bus lane on the A274 Sutton Road from Willington Street to the junction with Armstrong Road and Park Way; ii. The improvement of the Willington Street / A274 Sutton Road junction; iii. A new roundabout to be provided on the A274 to allow access to Langley Park site; iv. A new access road of a width suitable to accommodate contra-flow traffic and adjacent footways between Gore Court Road from the western boundary of Bicknor Wood and A274 Sutton Road; v. Widening Gore Court Road to a suitable width to accommodate contra-flow traffic with a footway on the eastern site of the carriageway between White Horse Lane and A274 Sutton Road; and vi. A pedestrian and cycle crossing on the A274 to link the allocated development sites. <p>An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council as the highway authority and the Highways Agency, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.</p>	

Site name, address	H1(10) - South of Sutton Road, Langley		
Gross area (ha)	47.1	Net area (ha)	26.6
Approximate density (dpha)	35	Approximate net capacity	930



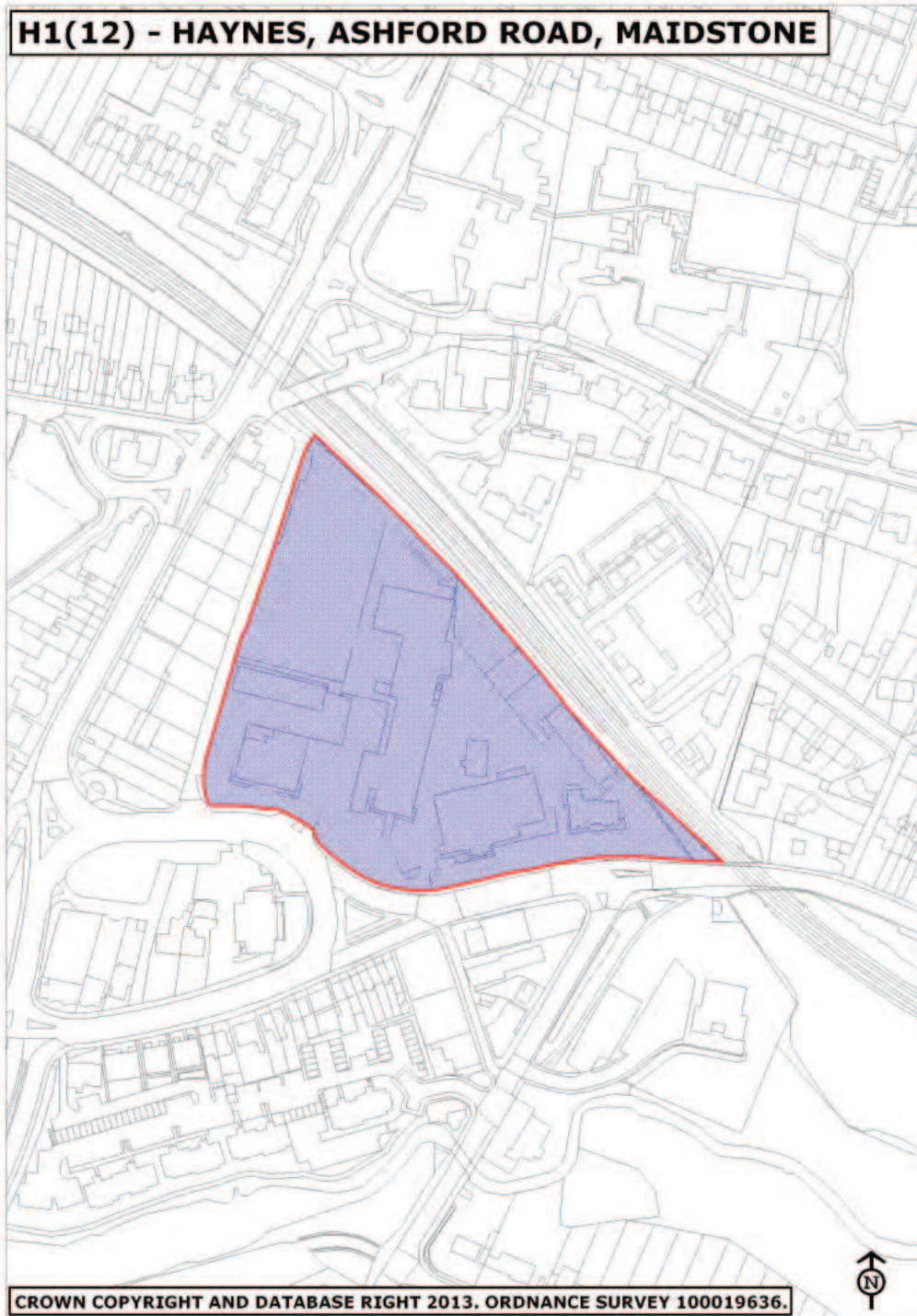
Site name, address	H1(11) - Springfield, Royal Engineers Road and Mill Lane, Maidstone		
Ward	North	Parish	N/A
Current use	Paper mill and former Kent County Council offices		
<p>Springfield development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. A high density scheme will be developed reflecting that the site is in an edge of town centre location. 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. <p>Access</p> <ol style="list-style-type: none"> 4. Access will be taken from the A229 Springfield and A229 Royal Engineers roundabouts only. <p>Ecology</p> <ol style="list-style-type: none"> 5. Development will be subject to the results and recommendations of a phase one ecological survey. 6. Subject to further evaluation of their value, retain trees subject to a (woodland) tree preservation order as per advice from the Borough Council. <p>Flooding and water quality</p> <ol style="list-style-type: none"> 7. Appropriate surface water and flood mitigation measures will be implemented where the site coincides with identified flood zones, subject to a flood risk assessment, incorporating sustainable drainage systems. <p>Air quality</p> <ol style="list-style-type: none"> 8. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Land contamination</p> <ol style="list-style-type: none"> 9. Development will be subject to the results and recommendations of a land contamination survey. <p>Open space</p>			

Site name, address	H1(11) - Springfield, Royal Engineers Road and Mill Lane, Maidstone		
<p>10. Provision of publicly accessible open space as proven necessary, and/or contributions.</p> <p>Community infrastructure</p> <p>11. Appropriate contributions towards community infrastructure will be provided, where proven necessary.</p> <p>Highways</p> <p>12. Improvements to and provision of pedestrian and cycle links connecting the site to and through Maidstone town centre.</p> <p>13. Complimentary improvements to the eastern bank of the river towpath for pedestrian and cycle use.</p>			
Gross area (ha)	8.6	Net area (ha)	3.8
Approximate density (dpha)	250	Approximate net capacity	950



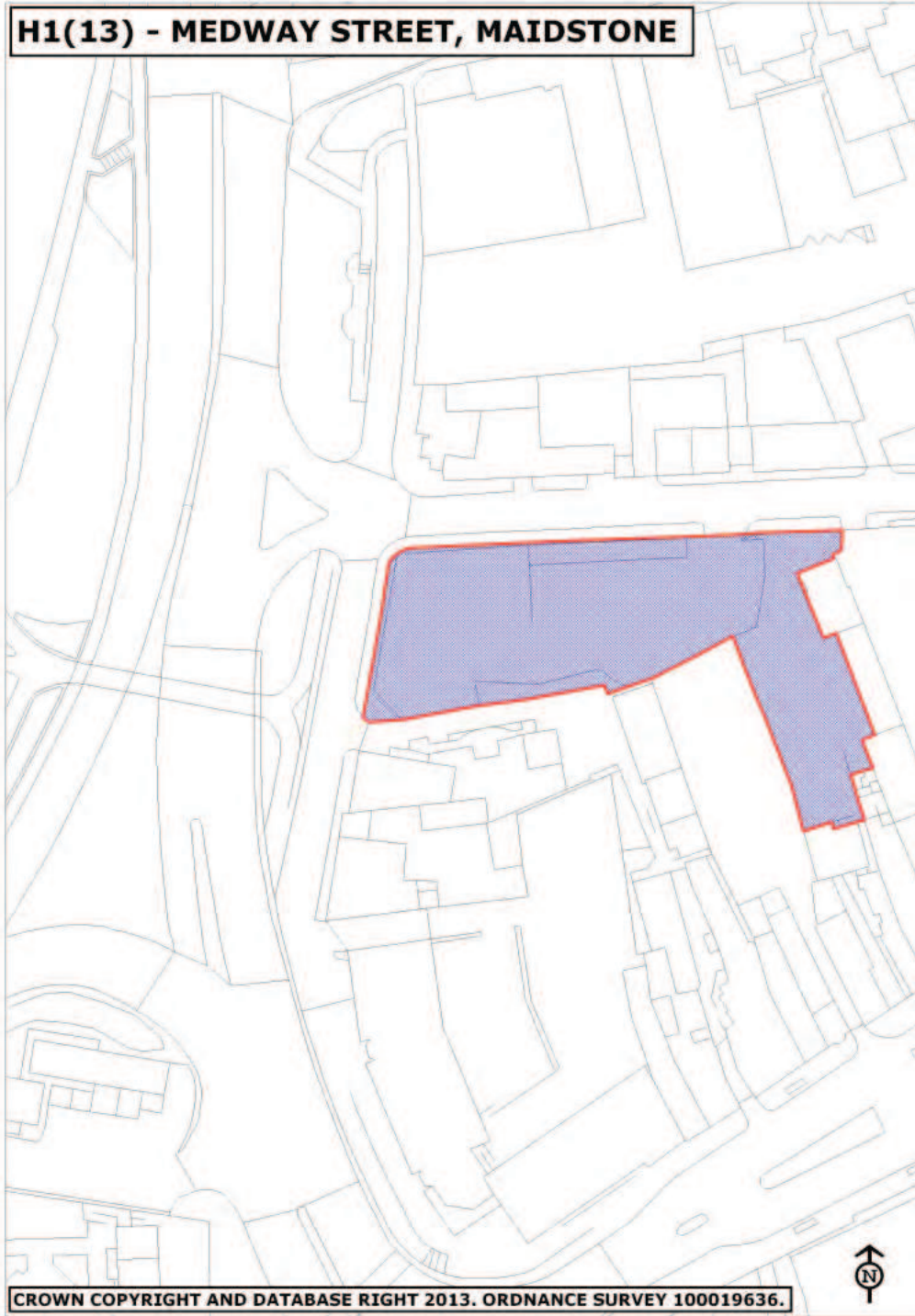
Site name, address	H1(12) - Haynes, Ashford Road, Maidstone		
Ward	High Street	Parish	N/A
Current use	Car sales dealership and service garage		
<p>Haynes development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. A high density scheme will be developed reflecting that the site is in an edge of town centre location. <p>Access</p> <ol style="list-style-type: none"> 2. Access will be taken from the A20 Ashford Road only. <p>Noise</p> <ol style="list-style-type: none"> 3. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A20 Ashford Road and Maidstone East railway line. <p>Air quality</p> <ol style="list-style-type: none"> 4. Appropriate air quality measures will be implemented as part of the development. <p>Land contamination</p> <ol style="list-style-type: none"> 5. Development will be subject to the results and recommendations of a land contamination survey. <p>Open space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p>			

Site name, address	H1(12) - Haynes, Ashford Road, Maidstone		
8. Improvements to and provision of pedestrian and cycle links connecting the site to and through Maidstone town centre.			
Gross area (ha)	1.4	Net area (ha)	1.4
Approximate density (dpha)	180	Approximate net capacity	250



Site name, address	H1(13) - Medway Street, Maidstone		
Ward	High Street	Parish	N/A
Current use	Car park		
<p>Medway Street development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. A high density scheme will be developed reflecting that the site is in a town centre location. <p>Access</p> <ol style="list-style-type: none"> 2. Access will be taken from Medway Street only. <p>Flooding and water quality</p> <ol style="list-style-type: none"> 3. Appropriate surface water and flood mitigation measures will be implemented where the site coincides with identified flood zones, subject to a flood risk assessment, incorporating sustainable drainage systems. <p>Noise</p> <ol style="list-style-type: none"> 4. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location. <p>Air quality</p> <ol style="list-style-type: none"> 5. Appropriate air quality measures will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p>			

Site name, address	H1(13) - Medway Street, Maidstone		
8. Improvements to and provision of pedestrian and cycle links connecting the site to and through Maidstone town centre.			
Gross area (ha)	0.2	Net area (ha)	0.2
Approximate density (dpha)	200	Approximate net capacity	40



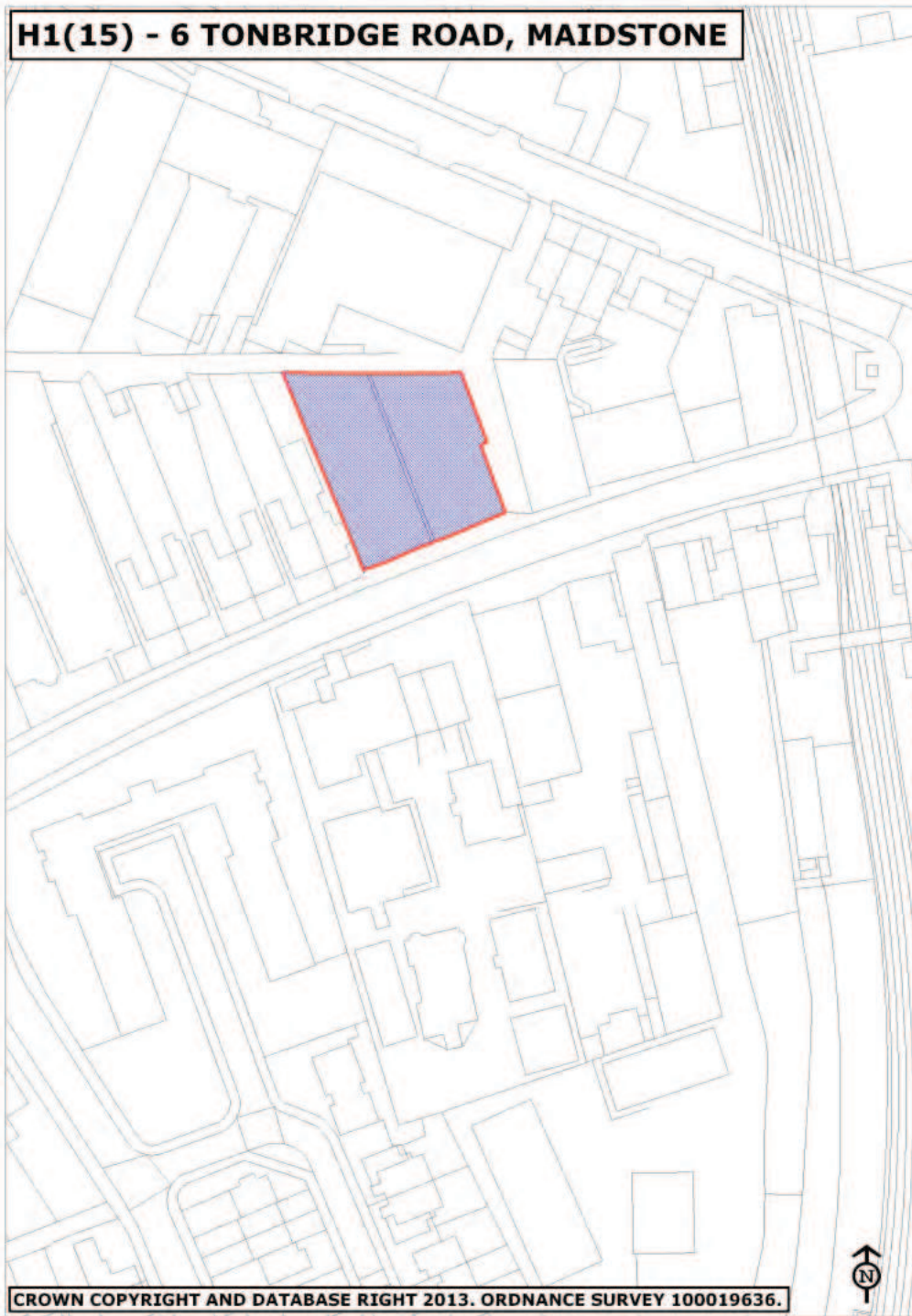
Site name, address	H1(14) - American Golf, Tonbridge Road, Maidstone		
Ward	Fant	Parish	N/A
Current use	Retail and industrial units		
<p>American Golf development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. A high density scheme will be developed reflecting that the site is in a town centre location. <p>Access</p> <ol style="list-style-type: none"> 2. Access will be taken from the A26 Tonbridge Road only. <p>Noise</p> <ol style="list-style-type: none"> 3. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location. <p>Air quality</p> <ol style="list-style-type: none"> 4. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Land contamination</p> <ol style="list-style-type: none"> 5. Development will be subject to the results and recommendations of a land contamination survey. <p>Open space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p> <ol style="list-style-type: none"> 8. Improvements to and provision of pedestrian and cycle links connecting the site to and through Maidstone town centre. 			

Site name, address	H1(14) - American Golf, Tonbridge Road, Maidstone		
Gross area (ha)	0.8	Net area (ha)	0.8
Approximate density (dpha)	75	Approximate net capacity	60



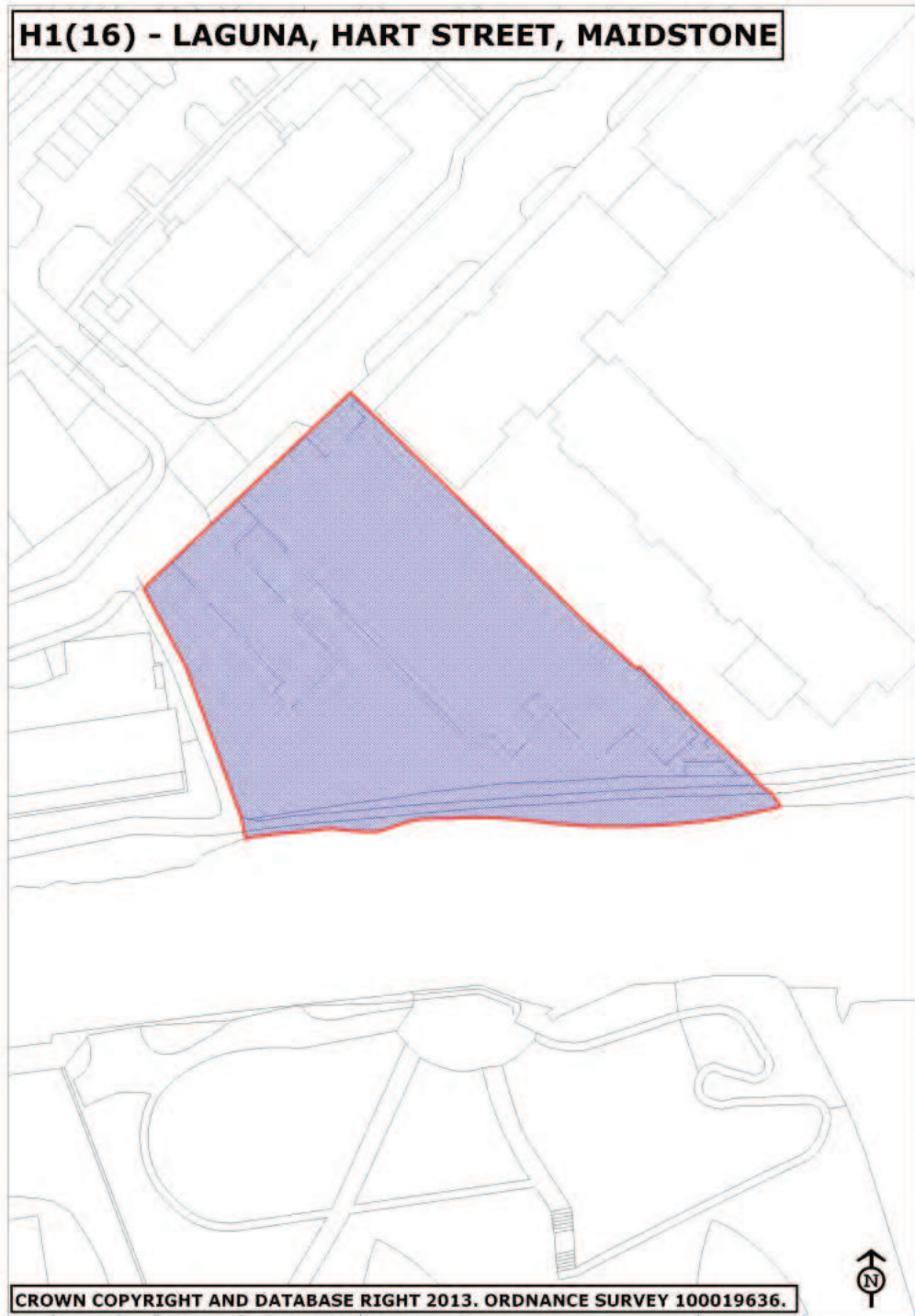
Site name, address	H1(15) - 6 Tonbridge Road, Maidstone		
Ward	Bridge	Parish	N/A
Current use	Retail unit and car park		
<p>6 Tonbridge Road development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <p>1. A high density scheme will be developed reflecting that the site is in a town centre location.</p> <p>Access</p> <p>2. Access will be taken from the A26 Tonbridge Road only.</p> <p>Noise</p> <p>3. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location.</p> <p>Air quality</p> <p>4. Appropriate air quality mitigation measures will be implemented as part of the development.</p> <p>Land contamination</p> <p>5. Development will be subject to the results and recommendations of a land contamination survey.</p> <p>Open space</p> <p>6. Provision of publicly accessible open space as proven necessary, and/or contributions.</p> <p>Community infrastructure</p> <p>7. Appropriate contributions towards community infrastructure will be provided, where proven necessary.</p> <p>Highways</p> <p>8. Improvements to and provision of pedestrian and cycle links connecting the site to and through Maidstone town centre.</p>			

Site name, address	H1(15) - 6 Tonbridge Road, Maidstone		
Gross area (ha)	0.1	Net area (ha)	0.1
Approximate density (dpha)	170	Approximate net capacity	15



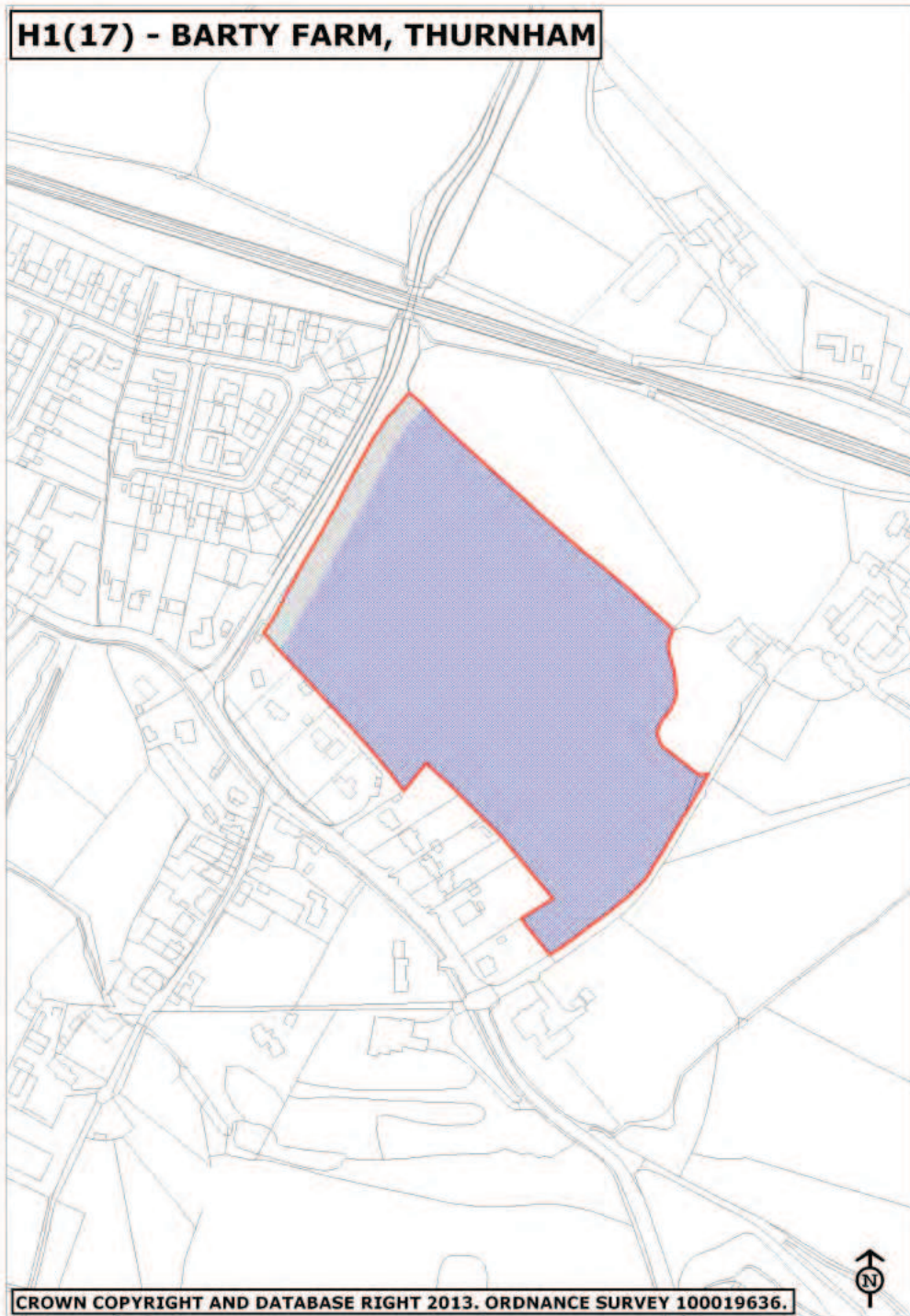
Site name, address	H1(16) - Laguna, Hart Street, Maidstone		
Ward	Fant	Parish	N/A
Current use	Motorcycle sales and repair		
<p>Laguna development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. A high density scheme will be developed reflecting that the site is in an edge of town centre location. <p>Access</p> <ol style="list-style-type: none"> 2. Access will be taken from Hart Street only. <p>Flooding and water quality</p> <ol style="list-style-type: none"> 3. Appropriate surface water and flood mitigation measures will be implemented where the site coincides with identified flood zones, subject to a flood risk assessment, incorporating sustainable drainage systems. <p>Air quality</p> <ol style="list-style-type: none"> 4. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Land contamination</p> <ol style="list-style-type: none"> 5. Development will be subject to the results and recommendations of a land contamination survey. <p>Open space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. 			

Site name, address	H1(16) - Laguna, Hart Street, Maidstone		
Highways			
8. Complimentary improvements to the western bank of the river towpath for pedestrian and cycle use.			
Gross area (ha)	0.3	Net area (ha)	0.3
Approximate density (dpha)	170	Approximate net capacity	55



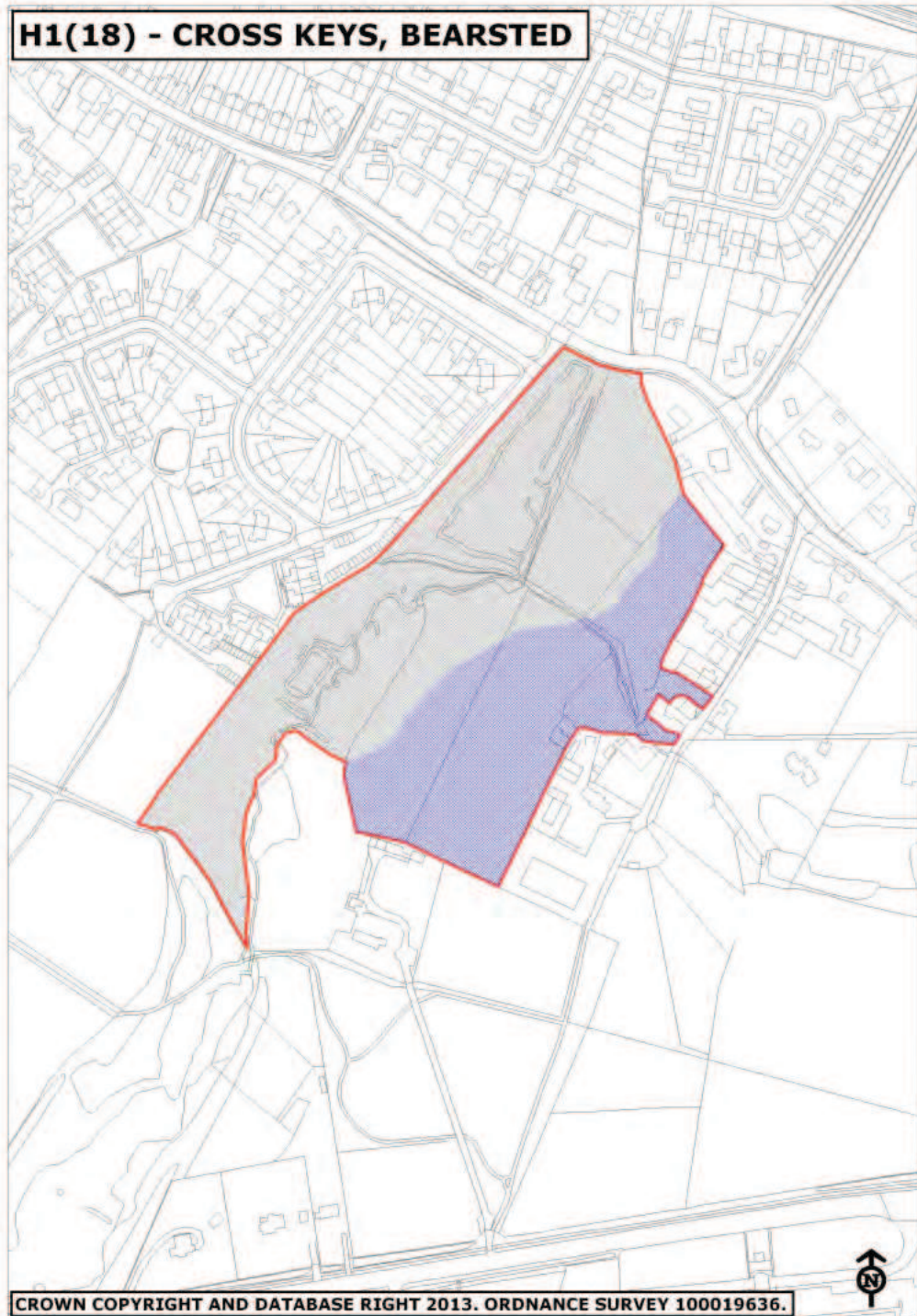
Site name, address	H1(17) - Barty Farm, Roundwell, Thurnham		
Ward	Detling and Thurnham	Parish	Thurnham
Current use	Agriculture		
<p>Barty Farm development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. 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 Water Lane. 2. The eastern section of the site will be built at a lower density to reflect the existing open character of the countryside beyond. <p>Access</p> <ol style="list-style-type: none"> 3. Access will be taken from Roundwell only. <p>Ecology</p> <ol style="list-style-type: none"> 4. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Air quality</p> <ol style="list-style-type: none"> 5. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p> <ol style="list-style-type: none"> 8. Improvements to and provision of pedestrian and cycle links to the village centre. 9. Appropriate contributions towards improvements to secure vehicle and cycle parking at Bearsted railway station. 			

Site name, address	H1(17) - Barty Farm, Roundwell, Thurnham		
Gross area (ha)	3.9	Net area (ha)	3.7
Approximate density (dpha)	35	Approximate net capacity	125



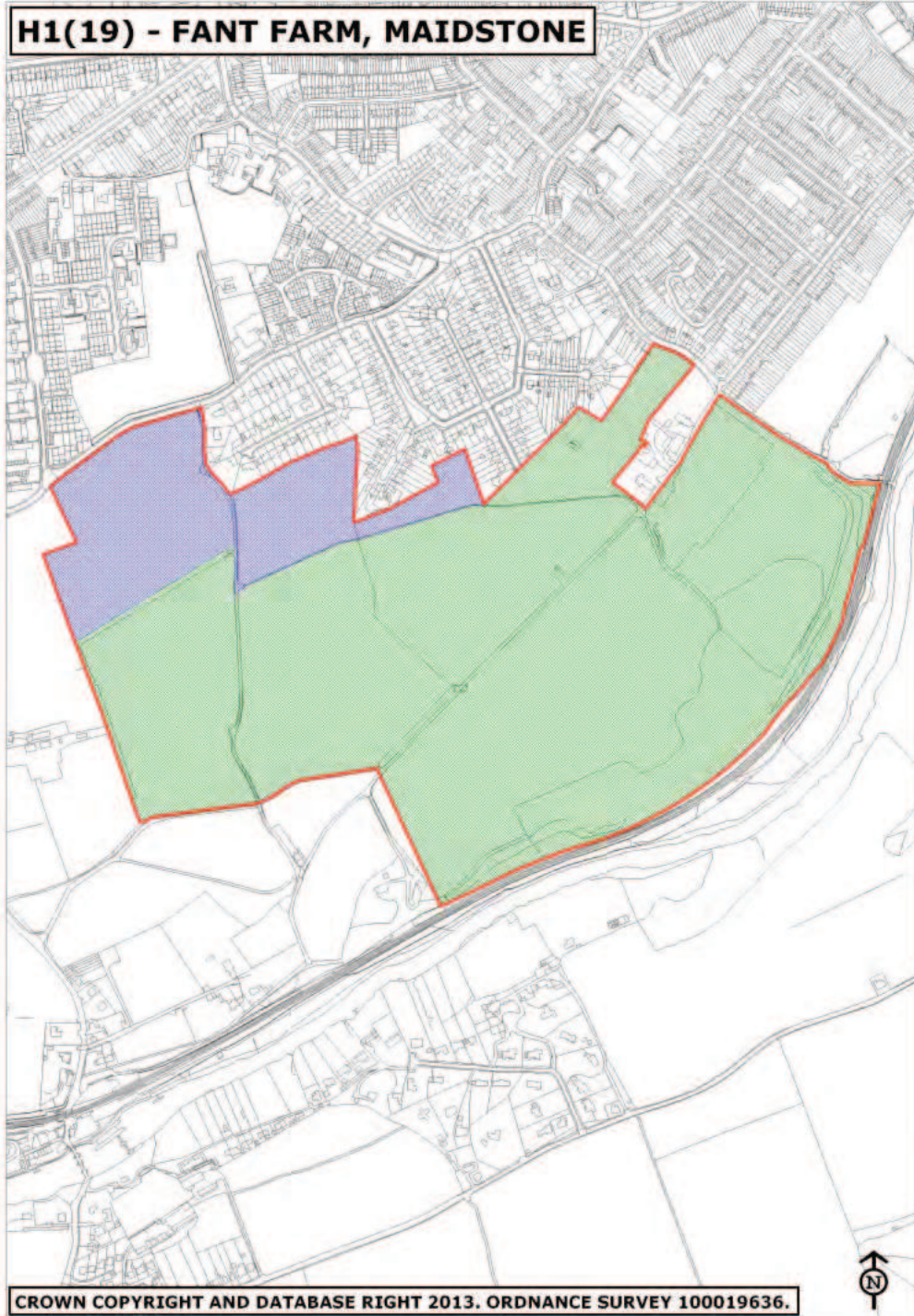
Site name, Address	H1(18) - Cross Keys, Bearsted		
	Bearsted	Parish	Bearsted
Current use	Rough grassland		
<p>Cross Keys development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. An undeveloped section of land will be retained on the western part of the site to protect the stream as a key landscape feature. 2. The existing hedgerows to the south and east of the site will be enhanced, to protect the amenity and privacy of existing residential properties. <p>Access</p> <ol style="list-style-type: none"> 3. Access will be taken from Roundwell only. <p>Ecology</p> <ol style="list-style-type: none"> 4. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Flooding and water quality</p> <ol style="list-style-type: none"> 5. Appropriate surface water and flood mitigation measures will be implemented where the site coincides with identified flood zones, subject to a flood risk assessment, incorporating sustainable drainage systems. <p>Air quality</p> <ol style="list-style-type: none"> 6. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 7. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 8. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p>			

Site name,	H1(18) - Cross Keys, Bearsted		
address	<p>Improvements to and provision of pedestrian and cycle links to the village centre.</p> <p>10. Appropriate contributions towards improvements to secure vehicle and cycle parking at Bearsted railway station.</p>		
Gross area (ha)	4.7	Net area (ha)	1.4
Approximate density (dpha)	35	Approximate net capacity	50



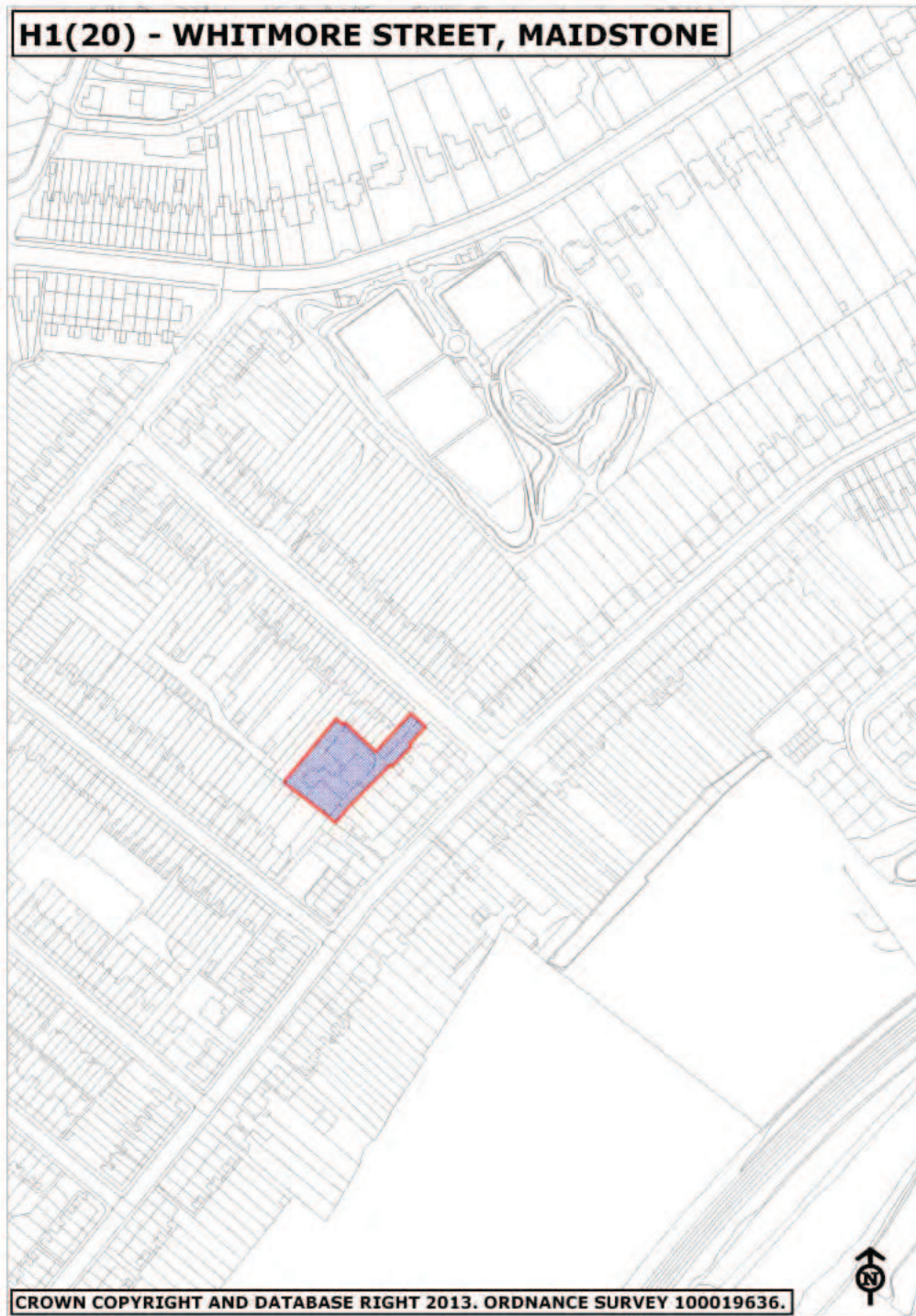
Site name, address	H1(19) - Fant Farm, Maidstone		
Ward	Fant	Parish	N/A
Current use	Orchards and agriculture		
<p>Fant Farm development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The northern portion of this site only will be developed for housing. 2. The southern boundary of the developable area will be landscaped in order to screen the development from views from the south. 3. The housing development will be designed to encourage public access through and beyond to the new country park. <p>Access</p> <ol style="list-style-type: none"> 4. Access will be taken from Gatland Lane only. 5. Existing footpaths KB12, KB13 and KB17 will be upgraded in a complementary nature to provide a pedestrian and cycle link from Upper Fant Road and Unicomes Lane to Gatland Lane and Farleigh Lane. <p>Ecology</p> <ol style="list-style-type: none"> 6. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Air quality</p> <ol style="list-style-type: none"> 7. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 8. Beyond the section of the site identified for housing, a country park will be provided, in accordance with advice from the Borough Council. <p>Community infrastructure</p> <ol style="list-style-type: none"> 9. Appropriate contributions towards community infrastructure will be provided, where proven necessary. 			

Site name, address	H1(19) - Fant Farm, Maidstone		
Highways			
10. Unicomes Lane will be upgraded in a manner complementary to its location and existing character so that access is encouraged beyond the Medway Valley railway line to the River Medway towpath (KB11).			
Strategic transport requirements			
11. Allocations H1(1), H1(2), H1(3), H1(4) and H1(19) are subject to strategic transport requirements as part of the north west strategic housing location. These allocations will contribute, as proven necessary, towards junction improvements (and associated approaches) at:			
i. M20 junction 5 and Coldharbour roundabout (where junction 5 connects to the A20);			
ii. A20 London with St, Laurence Avenue (20/20 roundabout);			
iii. B2246 Hermitage Lane with the A20 London Road; and			
iv. Junctions in the vicinity of the southern end of Hermitage Lane, where it meets the A26 Tonbridge Road.			
An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council, as the highway authority, and the Highways Agency, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.			
12. Proportional contributions towards a circular bus route will be sought 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.			
Sites will not be granted permission until an obligation has been completed with regard to the improvements and contributions as listed.			
Gross area (ha)	47.7	Net area (ha)	10.2
Approximate density (dpha)	35	Approximate net capacity	355



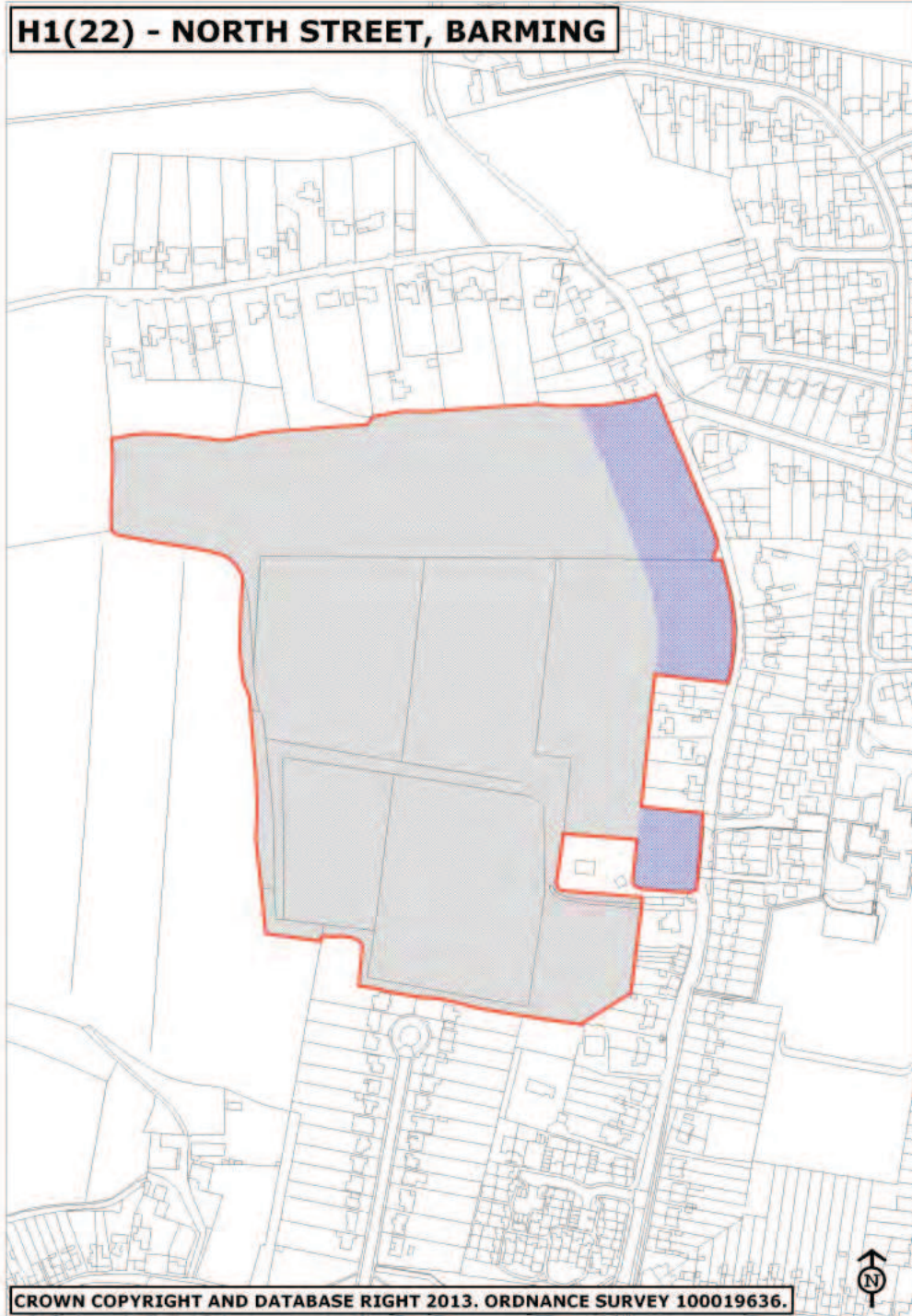
Site name, address	H1(20) - Whitmore Street, Maidstone		
Ward	Fant	Parish	N/A
Current use	Commercial workshops		
<p>Whitmore Street development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. A medium density scheme will be developed reflecting the urban context of this allocation. <p>Access</p> <ol style="list-style-type: none"> 2. Access will be taken from Whitmore Street only. <p>Air quality</p> <ol style="list-style-type: none"> 3. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Land contamination</p> <ol style="list-style-type: none"> 4. Development will be subject to the results and recommendations of a land contamination survey. <p>Open space</p> <ol style="list-style-type: none"> 5. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 6. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p> <ol style="list-style-type: none"> 7. Improvements to and provision of pedestrian and cycle links connecting the site to and through Maidstone town centre. 			
Gross area (ha)	0.1	Net area (ha)	0.1

Site name, address	H1(20) - Whitmore Street, Maidstone		
Approximate density (dpha)	45	Approximate net capacity	5



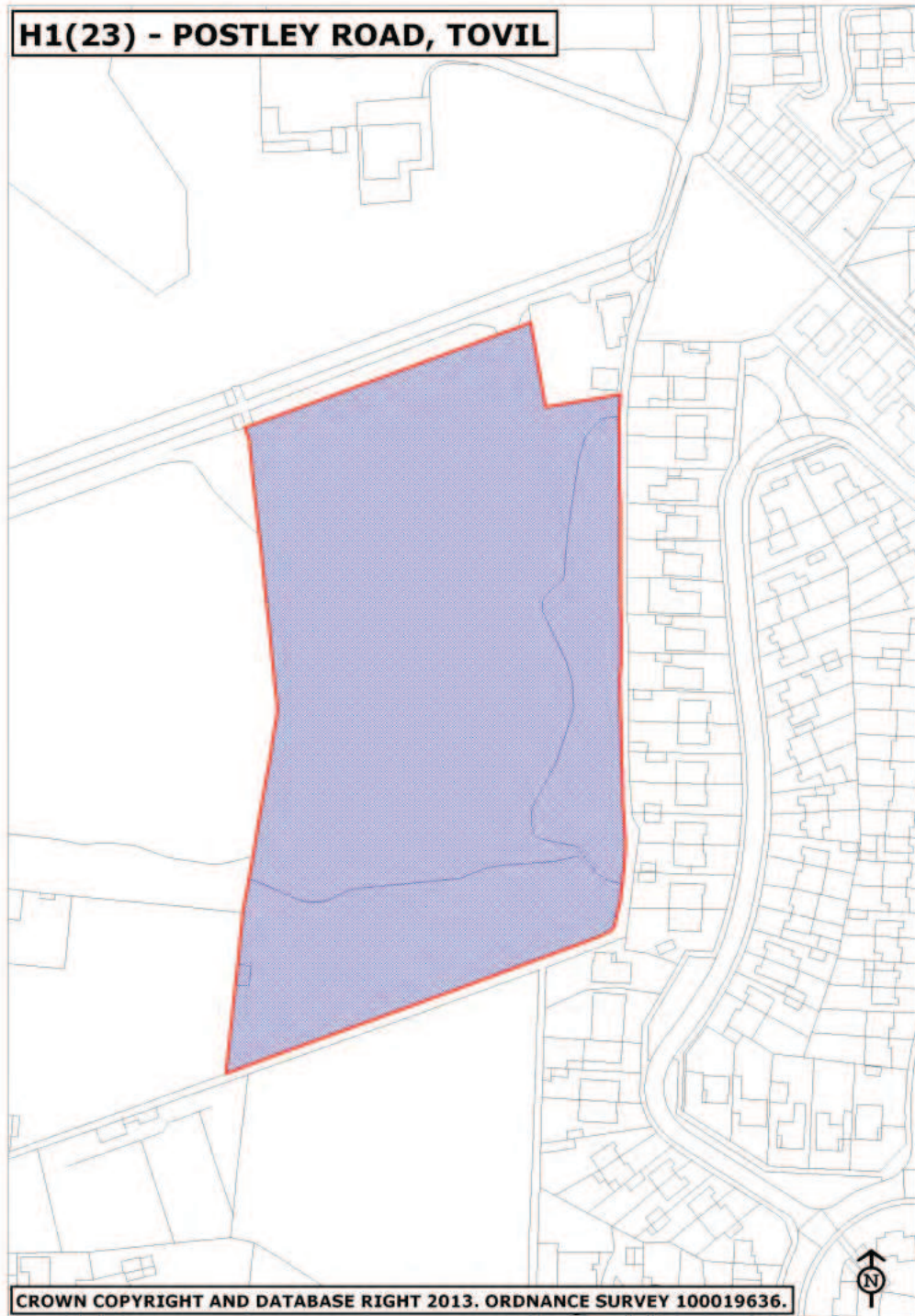
Site name, address	H1(22) - North Street, Barming		
Ward	Barming	Parish	Barming
Current use	Orchards and agriculture		
<p>North Street development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The character of this development will be complementary to its semi-rural location at the edge of the urban area. 2. The North Street frontage will be set back from the road to maintain the open character of this location. <p>Access</p> <ol style="list-style-type: none"> 3. Access will be taken from North Street only. <p>Air quality</p> <ol style="list-style-type: none"> 4. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 5. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 6. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p> <ol style="list-style-type: none"> 7. Appropriate highway improvements to North Street will be implemented as proven necessary. 			
Gross area (ha)	10.2	Net area (ha)	1.0

Site name, address	H1(22) - North Street, Barming		
Approximate density (dpha)	35	Approximate net capacity	35



Site name, address	H1(23) - Postley Road, Tovil		
Ward	South	Parish	Tovil
Current use	Rough grassland		
<p>Postley Road development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 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. <p>Access</p> <ol style="list-style-type: none"> 5. Access will be taken from Postley Road only. <p>Ecology</p> <ol style="list-style-type: none"> 6. Development will be subject to the results of a phase one ecological survey. <p>Air quality</p> <ol style="list-style-type: none"> 7. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 8. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 9. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p>			

Site name, address	H1(23) - Postley Road, Tovil		
10. Complimentary improvements to public footpath KB33A, connecting Postley Road to Teasucer Hill and Cripple Street.			
Gross area (ha)	2.3	Net area (ha)	2.3
Approximate density (dpha)	35	Approximate net capacity	80



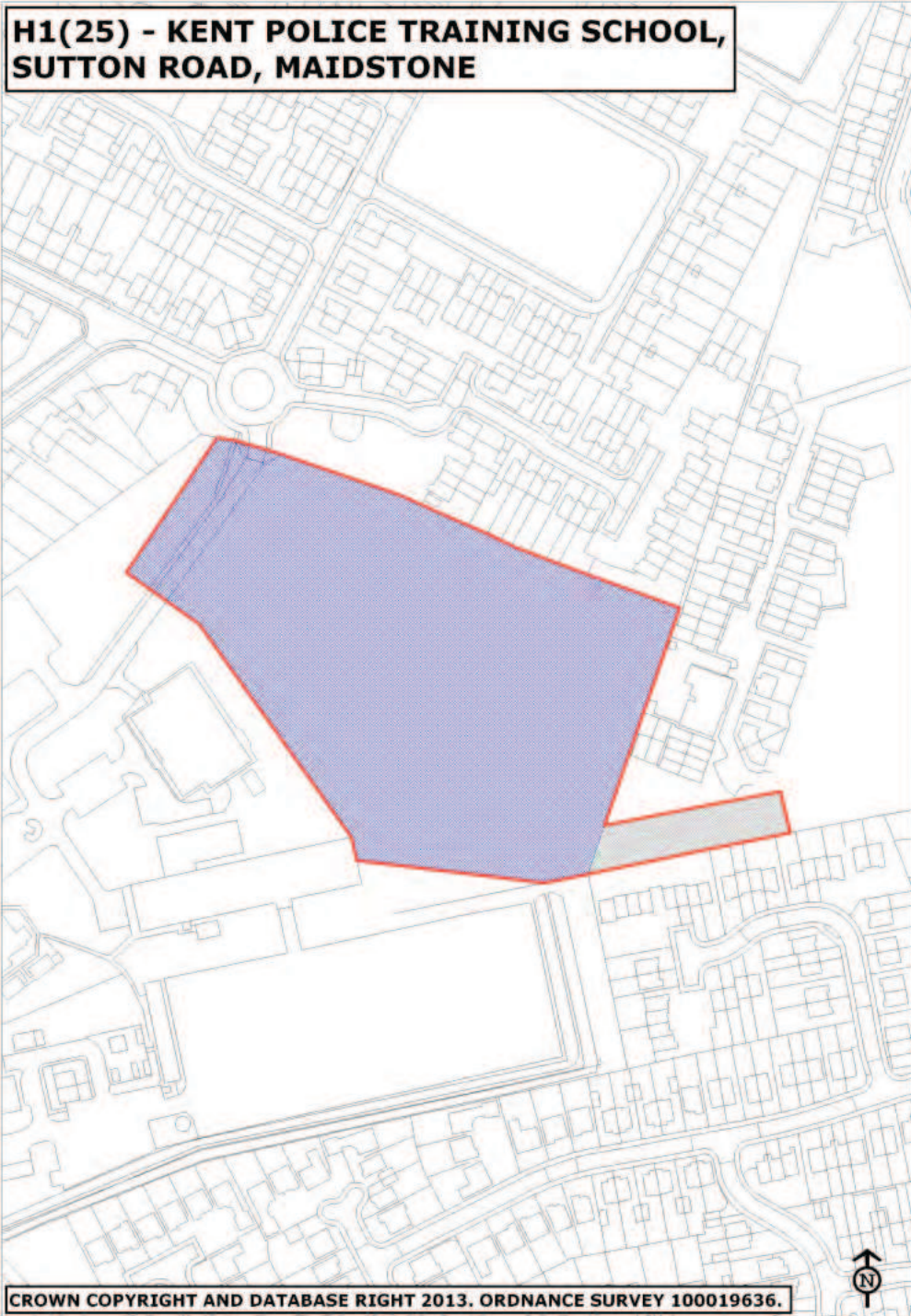
Site name, address	H1(24) - Kent Police HQ, Sutton Road, Maidstone		
Ward	Park Wood	Parish	N/A
Current use	Police sports pitches		
<p>Kent Police HQ development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. A medium density scheme will be developed reflecting the urban context of this allocation. 2. Trees and hedges lining the southern, eastern and western boundaries of the allocation will be retained and enhanced to provide appropriate screening. <p>Access</p> <ol style="list-style-type: none"> 3. Access will be taken from Lansdowne Avenue only. 4. Pedestrian access to the site will be made from footpath KB27 (along the south western boundary). <p>Air quality</p> <ol style="list-style-type: none"> 5. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Strategic transport requirements</p> <ol style="list-style-type: none"> 8. Allocations H1(5), H1(6), H1(7), H1(8), H1(9), H1(10), H1(23) and H1(24) are subject to strategic transport requirements as part of the south east strategic housing location. These allocations will contribute, as proven necessary, by means of individual transport assessments for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council as the highway authority and the 			

Site name, address	H1(24) - Kent Police HQ, Sutton Road, Maidstone		
<p>Highways Agency where appropriate, towards junction improvements (and associated approaches) at:</p> <ul style="list-style-type: none"> i. An in-bound bus lane on the A274 Sutton Road from Willington Street to the junction with Armstrong Road and Park Way; ii. The improvement of the Willington Street / A274 Sutton Road junction; iii. A new roundabout to be provided on the A274 to allow access to Langley Park site; iv. A new access road of a width suitable to accommodate contra-flow traffic and adjacent footways between Gore Court Road from the western boundary of Bicknor Wood and A274 Sutton Road; v. Widening Gore Court Road to a suitable width to accommodate contra-flow traffic with a footway on the eastern site of the carriageway between White Horse Lane and A274 Sutton Road; and vi. A pedestrian and cycle crossing on the A274 to link the allocated development sites. <p>Each of the transport assessments will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.</p>			
Gross area (ha)	4.0	Net area (ha)	3.3
Approximate density (dpha)	35	Approximate net capacity	115



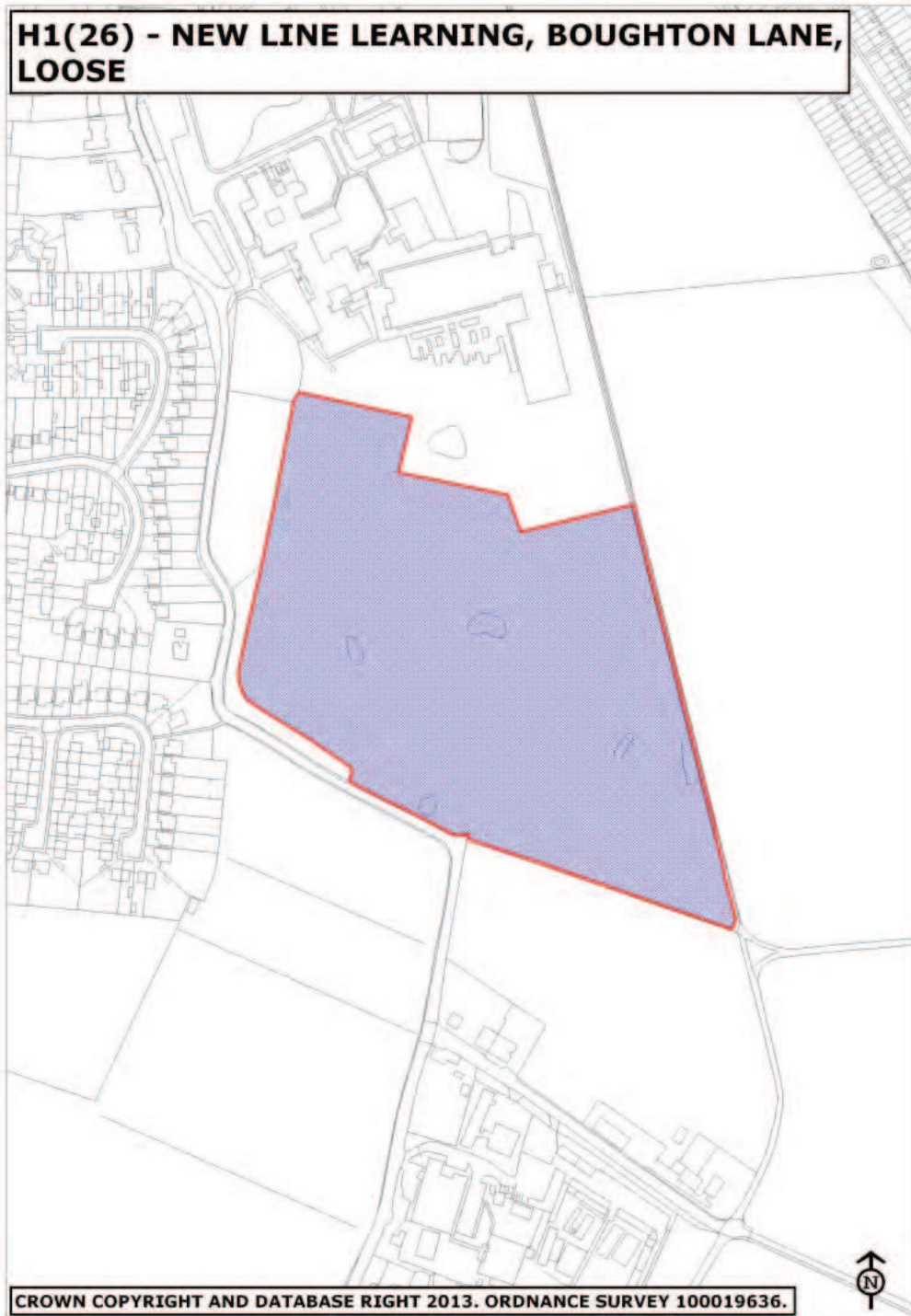
Site name, address	H1(25) - Kent Police training school, Sutton Road, Maidstone		
Ward	Park Wood	Parish	Boughton Monchelsea
Current use	Police sports pitches		
<p>Kent Police training school development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <p>1. A medium density scheme will be developed reflecting the urban context of this allocation.</p> <p>Access</p> <p>2. Access will be taken from Queen Elizabeth Square only.</p> <p>Air quality</p> <p>3. Appropriate air quality mitigation measures will be implemented as part of the development.</p> <p>Open space</p> <p>4. Provision of publicly accessible open space as proven necessary, and/or contributions.</p> <p>Community infrastructure</p> <p>5. Appropriate contributions towards community infrastructure will be provided, where proven necessary.</p> <p>Strategic transport requirements</p> <p>6. Allocations H1(5), H1(6), H1(7), H1(8), H1(9), H1(10), H1(23) and H1(24) are subject to strategic transport requirements as part of the south east strategic housing location. These allocations will contribute, as proven necessary, by means of individual transport assessments for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council as the highway authority and the Highways Agency where appropriate, towards junction improvements (and associated approaches) at:</p> <p>i. An in-bound bus lane on the A274 Sutton Road from Willington Street to the junction with Armstrong Road and Park Way;</p>			

Site name, address	H1(25) - Kent Police training school, Sutton Road, Maidstone		
	<ul style="list-style-type: none"> ii. The improvement of the Willington Street / A274 Sutton Road junction; iii. A new roundabout to be provided on the A274 to allow access to Langley Park site; iv. A new access road of a width suitable to accommodate contra-flow traffic and adjacent footways between Gore Court Road from the western boundary of Bicknor Wood and A274 Sutton Road; v. Widening Gore Court Road to a suitable width to accommodate contra-flow traffic with a footway on the eastern site of the carriageway between White Horse Lane and A274 Sutton Road; and vi. A pedestrian and cycle crossing on the A274 to link the allocated development sites. <p>Each of the transport assessments will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.</p>		
Gross area (ha)	2.2	Net area (ha)	2.0
Approximate density (dpha)	35	Approximate net capacity	70



Site name, address	H1(26) - New Line Learning, Boughton Lane, Loose		
Ward	South	Parish	N/A
Current use	School playing fields		
<p>New Line Learning development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The character of this development will be complementary to its semi-rural location at the edge of the urban area. 2. The existing hedgerow and trees on the southern boundary of the site will be retained and enhanced with structural landscaping where necessary, to provide screening from the open countryside. <p>Access</p> <ol style="list-style-type: none"> 3. Access will be taken from Boughton Lane only. 4. Pedestrian and cycle access will be made to footpath KB26 on the eastern boundary of the site. 5. Pedestrian and cycle access will be made to footpath KM98 on the southern boundary of the site. <p>Ecology</p> <ol style="list-style-type: none"> 6. Provision of a 15 metres wide landscape buffer along the western boundary of the site adjacent to the designated area of ancient woodland (Five Acre Wood), to be planted as per recommendations detailed in a landscape survey. 7. Subject to further evaluation of their value, trees subject to a (woodland) tree preservation order will be retained, as per advice from the Borough Council. <p>Air quality</p> <ol style="list-style-type: none"> 8. Appropriate air quality mitigation measures will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 9. Replacement sports facilities will be provided, as agreed by the Borough Council, before development of this site commences. 10. Provision of publicly accessible open space as proven necessary, and/or contributions. 			

Site name, address	H1(26) - New Line Learning, Boughton Lane, Loose		
Community infrastructure			
11. Appropriate contributions towards community infrastructure will be provided, where proven necessary.			
Highways			
12. Appropriate improvements to Boughton Lane, as proven necessary.			
13. Appropriate improvements to the junction of Boughton Lane and A229 Loose Road, as proven necessary.			
Gross area (ha)	6.3	Net area (ha)	6.3
Approximate density (dpha)	35	Approximate net capacity	220



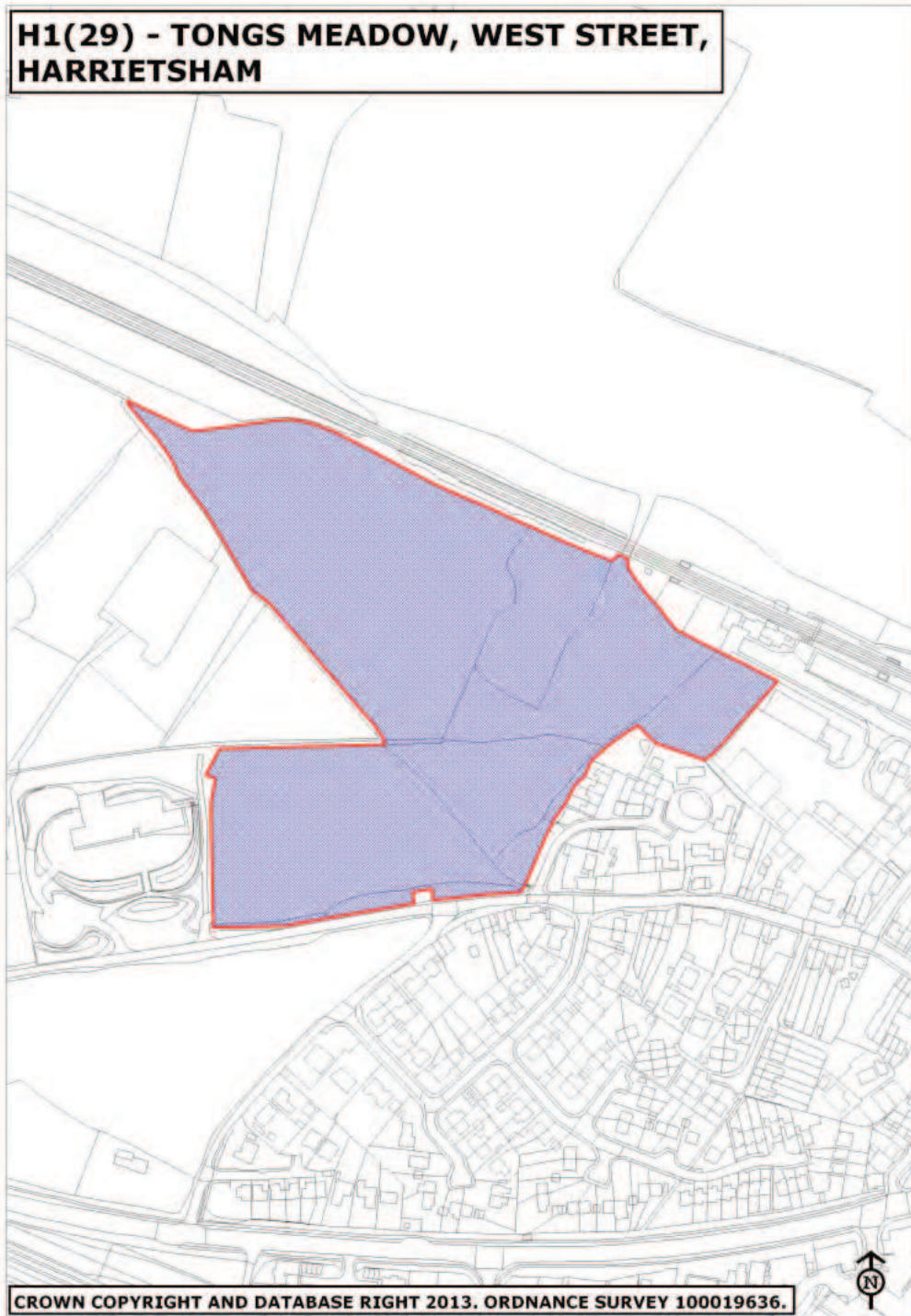
Site name, address	H1(28) - West of Eclipse, Maidstone		
Ward	East / Boxley	Parish	Boxley
Current use	Grazing land		
<p>West of Eclipse development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. An undeveloped section of land will be retained on the north eastern part of the site to provide a suitable buffer between new housing and the M20 motorway. 2. A 15 metre landscape buffer will be implemented adjacent to the ancient woodland at Heath Wood along the western boundary of the site, to be planted as per the recommendations of a landscape survey. <p>Access</p> <ol style="list-style-type: none"> 4. Access will be taken from Bearsted Road only. <p>Ecology</p> <ol style="list-style-type: none"> 5. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Noise</p> <ol style="list-style-type: none"> 6. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the M20 motorway. <p>Air quality</p> <ol style="list-style-type: none"> 7. Appropriate air quality measures will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 8. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p>			

Site name, address	H1(28) - West of Eclipse, Maidstone		
<p>9. Appropriate contributions towards community infrastructure will be provided, where proven necessary.</p> <p>Highways</p> <p>10. Complimentary Improvements to footpath KB9 that runs along the south western boundary of the site.</p> <p>11. Mitigation measures towards peak time congestion at Junction 7 of the M20 motorway.</p>			
Gross area (ha)	1.9	Net area (ha)	1.0
Approximate density (dpha)	35	Approximate net capacity	35



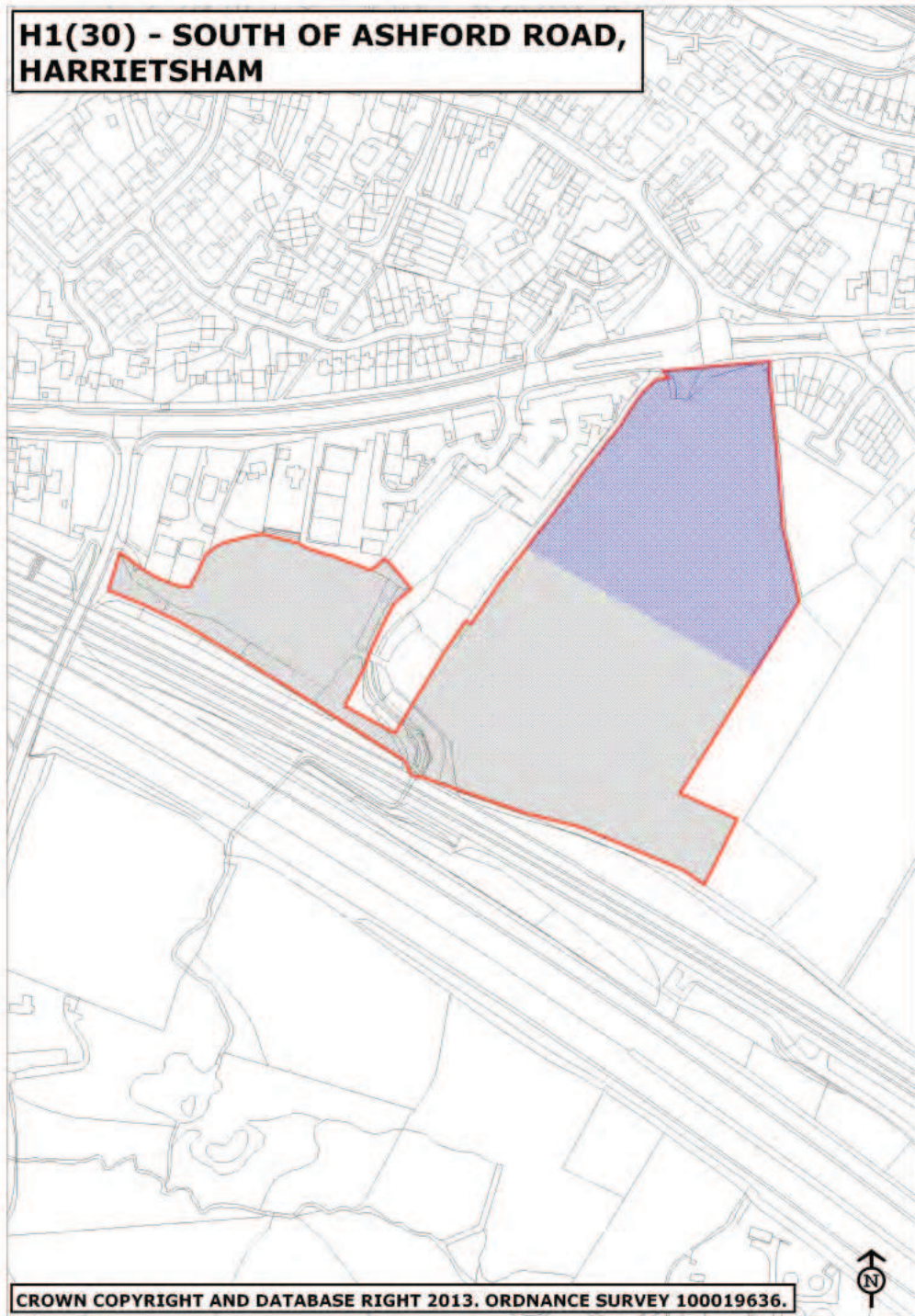
Site name, address	H1(29) - Tongs Meadow, West Street, Harrietsham		
Ward	Harrietsham and Lenham	Parish	Harrietsham
Current use	No current use, open land		
<p>Tongs Meadow development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Submission of a landscape survey, with a detailed mitigation scheme that includes: <ol style="list-style-type: none"> i. Inclusion of a 10 metres wide landscape buffer along the western of the site, to be planted as per recommendations detailed in a landscape survey; ii. The mature trees along the northern boundary the site will be retained and enhanced, to screen the site from the railway line; and iii. Public footpaths KM269 and KM270 will be retained and improved, continuing the existing links from West Street and Goddington Lane to the site. <p>Access</p> <ol style="list-style-type: none"> 2. Access will be taken from West Street only. 3. A separate pedestrian and cycle access will be taken to link the site to the train station and West Street, following public footpath KM269. <p>Ecology</p> <ol style="list-style-type: none"> 4. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Noise</p> <ol style="list-style-type: none"> 5. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the railway line. <p>Open Space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p>			

Site name, address	H1(29) - Tongs Meadow, West Street, Harrietsham		
<p>7. Transfer of land for the provision of an expansion to the primary school and provision of new playing fields to the west of the site, nearest the existing primary school.</p> <p>8. Appropriate contributions towards community infrastructure will be provided, where proven necessary.</p> <p>Highways</p> <p>9. Improvements to and provision of pedestrian and cycle links to the village centre.</p>			
Gross area (ha)	3.3	Net area (ha)	3.3
Approximate density (dpha)	30	Approximate net capacity	100



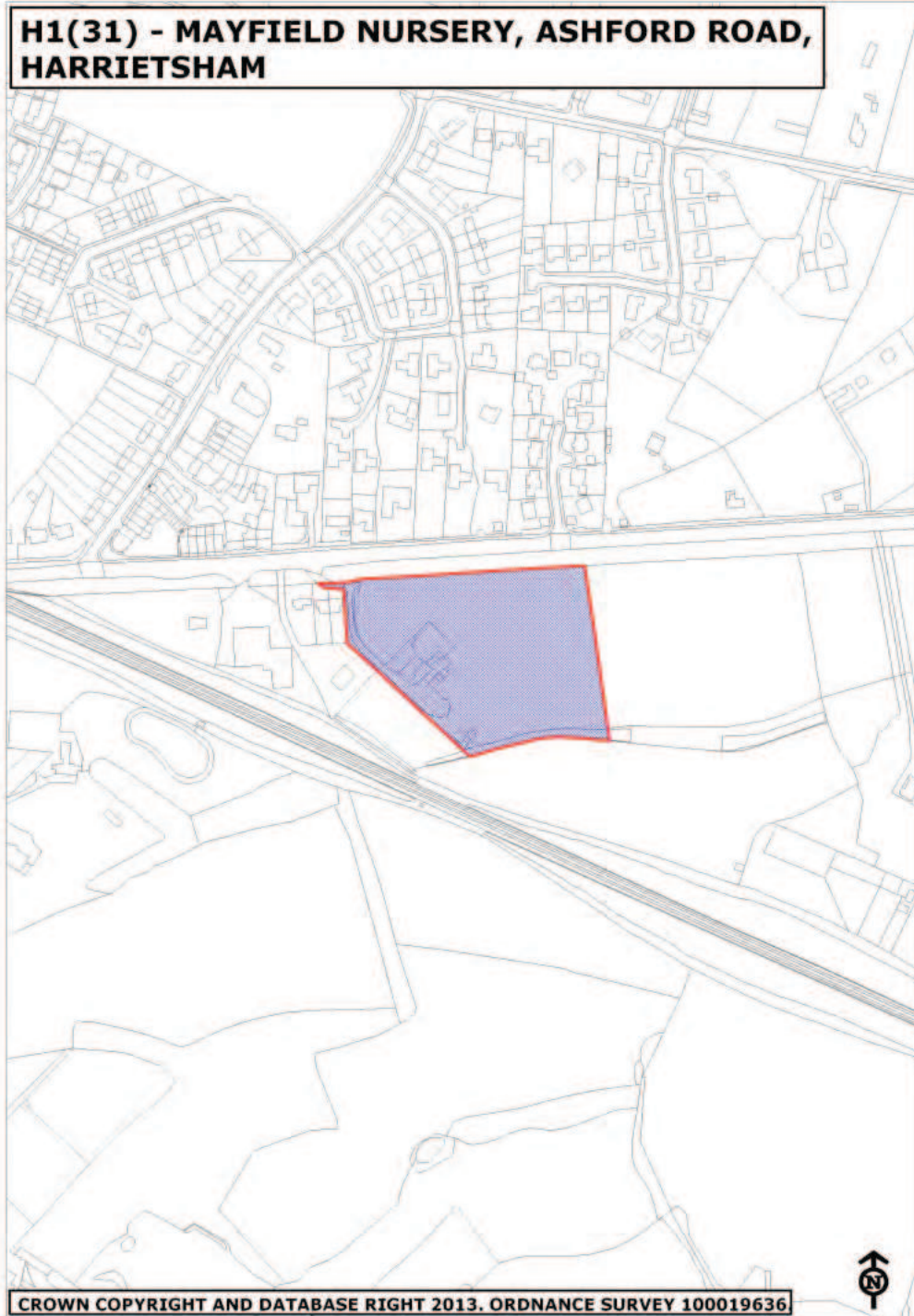
Site name, address	H1(30) - South of Ashford Road, Harrietsham		
Ward	Harrietsham and Lenham	Parish	Harrietsham
Current use	Agriculture		
<p>South of Ashford Road development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. An undeveloped section of land will be retained on the eastern and southern parts of the site to create a buffer between development and the adjacent open countryside. 2. Provision is made on the northern frontage of the site with the A20 Ashford Road for small scale convenience shopping to enhance the quality and range of shops available in the village. <p>Access</p> <ol style="list-style-type: none"> 3. Access will be taken from the A20 Ashford Road only. <p>Ecology</p> <ol style="list-style-type: none"> 4. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Noise</p> <ol style="list-style-type: none"> 5. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the M20 motorway and the HS1 railway line. <p>Open space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p> <ol style="list-style-type: none"> 8. Appropriate contributions towards a highways improvement scheme for the section of the A20 Ashford Road, that passes through Harrietsham. 			

Site name, address	H1(30) - South of Ashford Road, Harrietsham		
<p>9. Appropriate contributions towards the provision of a safe pedestrian and cycle crossing point on the A20 Ashford Road, to be agreed with the Highways Authority.</p> <p>10. Improvements to and provision of pedestrian and cycle links to the village centre.</p>			
Gross area (ha)	4.8	Net area (ha)	2.4
Approximate density (dpha)	30	Approximate net capacity	70



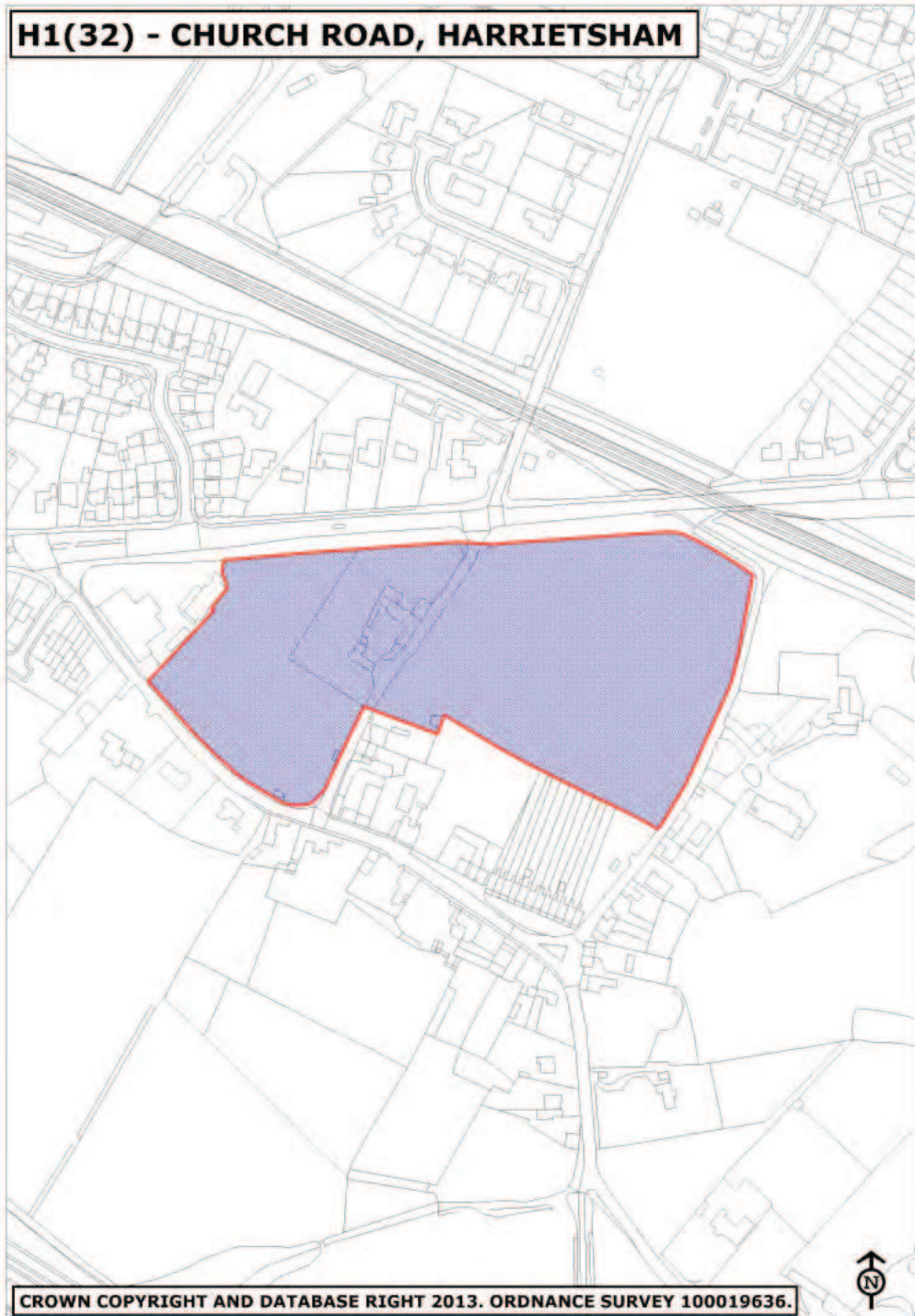
Site name, address	H1(31) - Mayfield Nursery, Ashford Road, Harrietsham		
Ward	Harrietsham and Lenham	Parish	Harrietsham
Current use	No current use, formerly a plant nursery		
<p>Mayfield Nursery development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The woodland areas along the southern boundary of the site will be retained, in order to screen new housing from the railway line. 2. The line of trees along the eastern and western boundaries of the site will be retained and enhanced, in order to provide a suitable buffer between the existing housing to the west and the adjacent open countryside to the east. <p>Access</p> <ol style="list-style-type: none"> 3. Access will be taken from the A20 Ashford Road only. <p>Ecology</p> <ol style="list-style-type: none"> 4. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Open space</p> <ol style="list-style-type: none"> 5. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 6. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Noise</p> <ol style="list-style-type: none"> 7. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the railway line. <p>Highways</p>			

Site name, address	H1(31) - Mayfield Nursery, Ashford Road, Harrietsham		
	<p>8. Appropriate contributions towards a highways improvement scheme for the section of the A20 Ashford Road, that passes through Harrietsham.</p> <p>9. Appropriate contributions towards the provision of a safe pedestrian and cycle crossing point on the A20 Ashford Road, to be agreed with the Highways Authority.</p> <p>10. Improvements to and provision of pedestrian and cycle links to the village centre.</p>		
Gross area (ha)	1.6	Net area (ha)	1.6
Approximate density (dpha)	30	Approximate net capacity	50



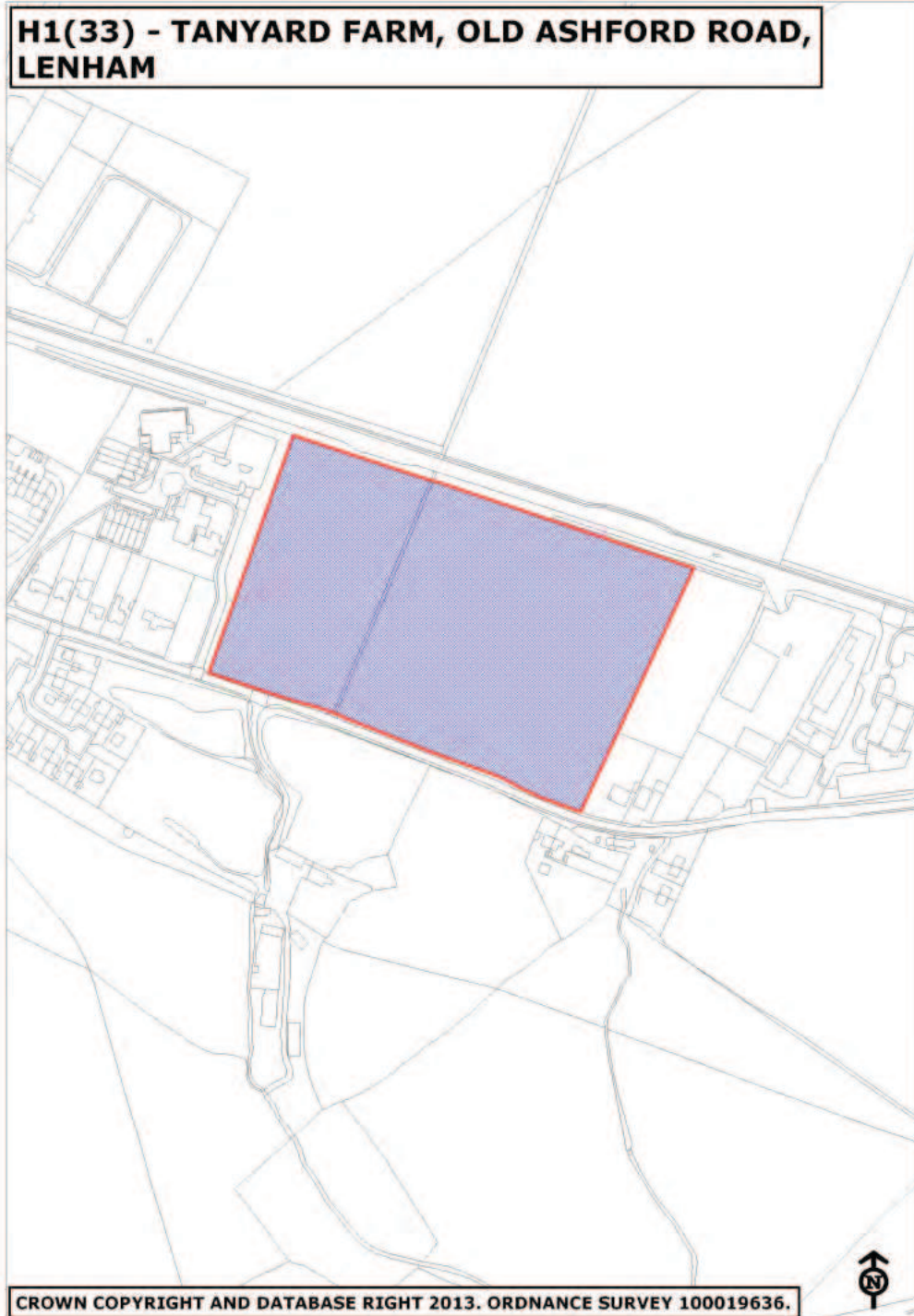
Site name, address	H1(32) Church Road, Harrietsham		
Ward	Harrietsham and Lenham	Parish	Harrietsham
Current use	Agriculture		
<p>Church Road, Harrietsham development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>On site</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The line of trees along the northern boundary of the site will be retained, if proven necessary, to provide a suitable buffer between new housing and the A20 Ashford Road. 2. Development should be sited in order to preserve the setting of the Grade II listed almshouses, in the south east corner of the site. <p>Access</p> <ol style="list-style-type: none"> 3. Access will be taken from the A20 Ashford Road only. <p>Ecology</p> <ol style="list-style-type: none"> 4. Development will be subject to the results of a phase one ecological survey. <p>Noise</p> <ol style="list-style-type: none"> 5. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the M20 motorway and HS1 railway line. <p>Open space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p> <ol style="list-style-type: none"> 8. Appropriate contributions towards a highways improvement scheme for the section of the A20 Ashford Road, that passes through Harrietsham. 9. Improvements to and provision of pedestrian and cycle links to the village centre. 			

Site name, address	H1(32) Church Road, Harrietsham		
Gross area (ha)	3.8	Net area (ha)	3.8
Approximate density (dpha)	25	Approximate net capacity	95



Site name, address	H1(33) Tanyard Farm, Old Ashford Road, Lenham		
Ward	Harrietsham and Lenham	Parish	Lenham
Current use	Agriculture		
<p>Tanyard Farm development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>On site</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The hedgerow and line of trees along the northern and southern boundaries of the site will be enhanced 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. <p>Access</p> <ol style="list-style-type: none"> 3. Access will be taken from Old Ashford Road only. <p>Ecology</p> <ol style="list-style-type: none"> 4. Development will be subject to the results of a phase one ecological survey. <p>Noise</p> <ol style="list-style-type: none"> 5. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A20 Ashford Road. <p>Open space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p> <ol style="list-style-type: none"> 8. Contributions will be sought towards extending the 30mph speed limit to the site access. 			

Site name, address	H1(33) Tanyard Farm, Old Ashford Road, Lenham		
Gross area (ha)	5.2	Net area (ha)	5.2
Approximate density (dpha)	30	Approximate net capacity	155



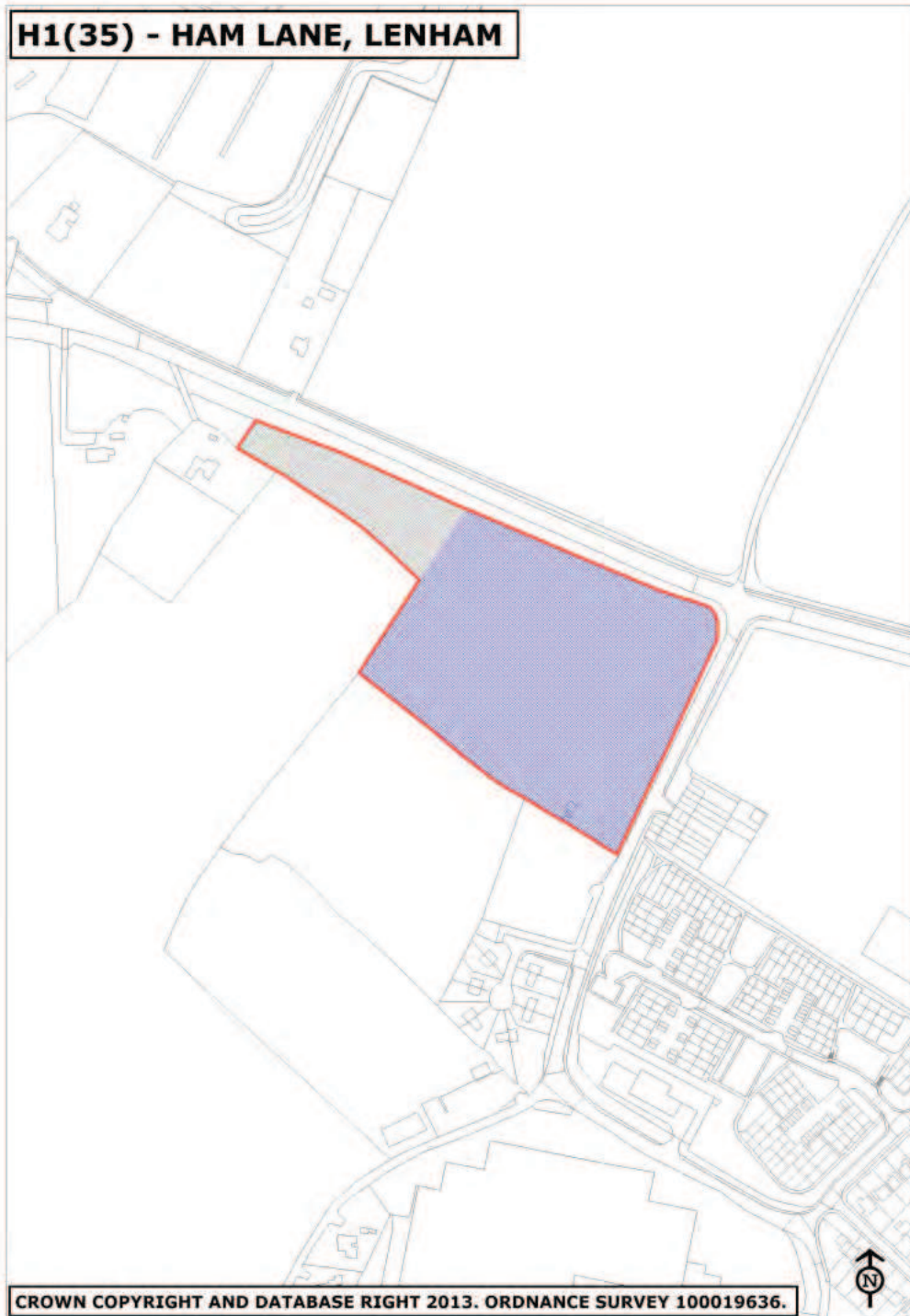
Site name, address	H1(34) Glebe Gardens, Lenham		
Ward	Harrietsham and Lenham	Parish	Lenham
Current use	No current use - overgrown scrub		
<p>Glebe Gardens development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The line of trees along the southern and eastern boundaries of the site will be enhanced in order to protect the setting of the Grade II listed Tanyard Farmhouse. 2. The pond in the north of the site will be enhanced as part of the development of the site. 3. Development will be subject to the results of an archaeological pre-determination assessment. <p>Access</p> <ol style="list-style-type: none"> 4. Access will be taken from Glebe Gardens only. <p>Ecology</p> <ol style="list-style-type: none"> 5. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Flooding and water quality</p> <ol style="list-style-type: none"> 6. Appropriate surface water and flood mitigation measures will be implemented where the site coincides with identified springlines, subject to a flood risk assessment, incorporating sustainable drainage systems. <p>Open space</p> <ol style="list-style-type: none"> 7. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 8. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p>			

Site name, address	H1(34) Glebe Gardens, Lenham		
9. Improvements to footpath KH399 that runs adjacent to the southern boundary of the site, connecting St Mary's Church to Tanyard Farm.			
Gross area (ha)	1.3	Net area (ha)	0.4
Approximate density (dpha)	30	Approximate net capacity	10



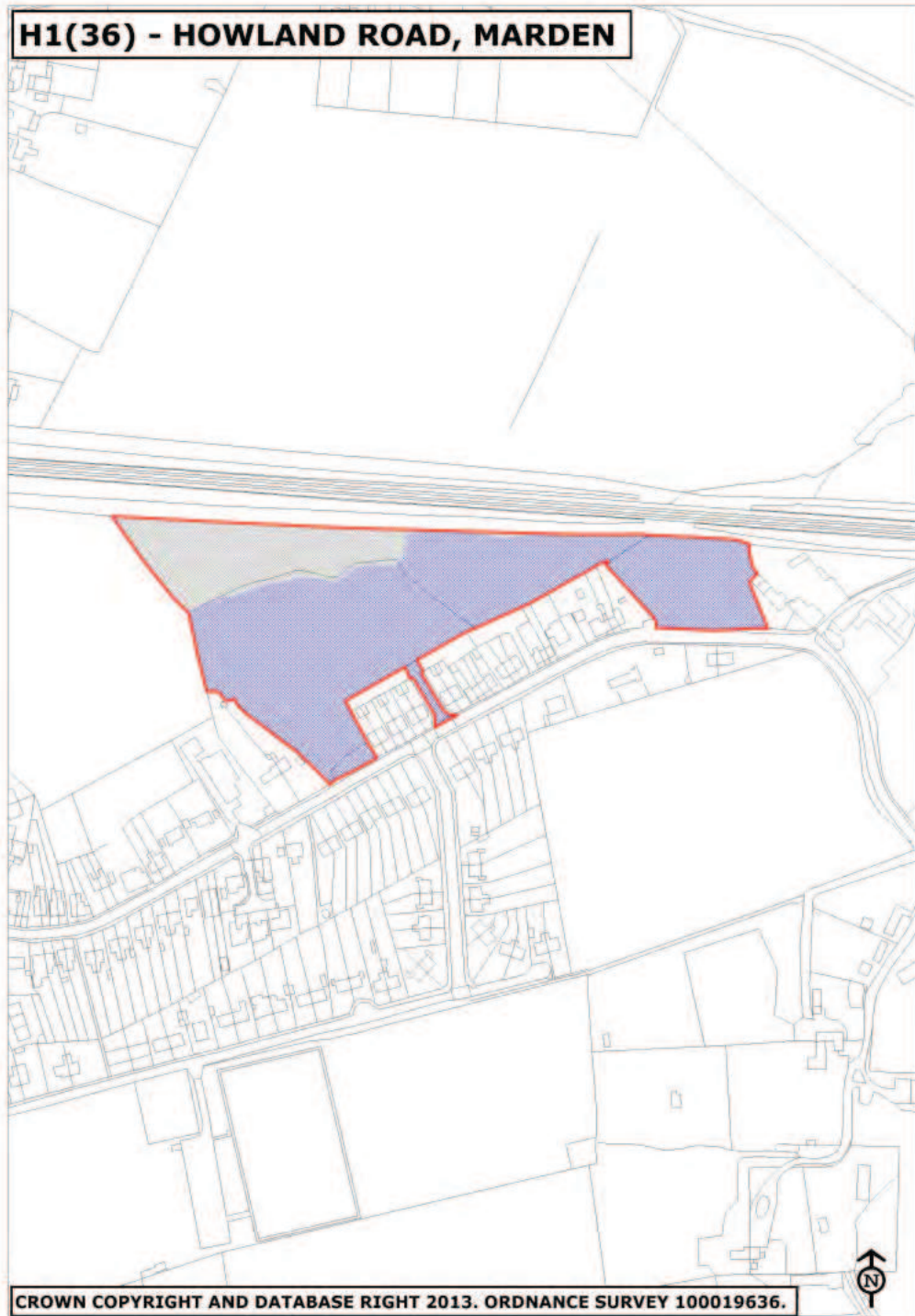
Site name, address	H1(35) Ham Lane, Lenham		
Ward	Harrietsham and Lenham	Parish	Lenham
Current use	Agriculture		
<p>Ham Lane development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. An undeveloped section of land will be retained along the western boundary of the site and where the land narrows, in order to protect the setting of the Kent Downs AONB. 2. The hedgerow along the northern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and the A20 Ashford Road. <p>Access</p> <ol style="list-style-type: none"> 3. Access will be taken from Ham Lane only. <p>Noise</p> <ol style="list-style-type: none"> 4. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A20 Ashford Road. <p>Open space</p> <ol style="list-style-type: none"> 5. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 6. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards the provision of crossing facilities on Ham Lane within the vicinity of the site. 8. Improvements to pedestrian and cycle links to Lenham village centre. 			
Gross area (ha)	3.0	Net area (ha)	2.6

Site name, address	H1(35) Ham Lane, Lenham		
Approximate density (dpha)	30	Approximate net capacity	80



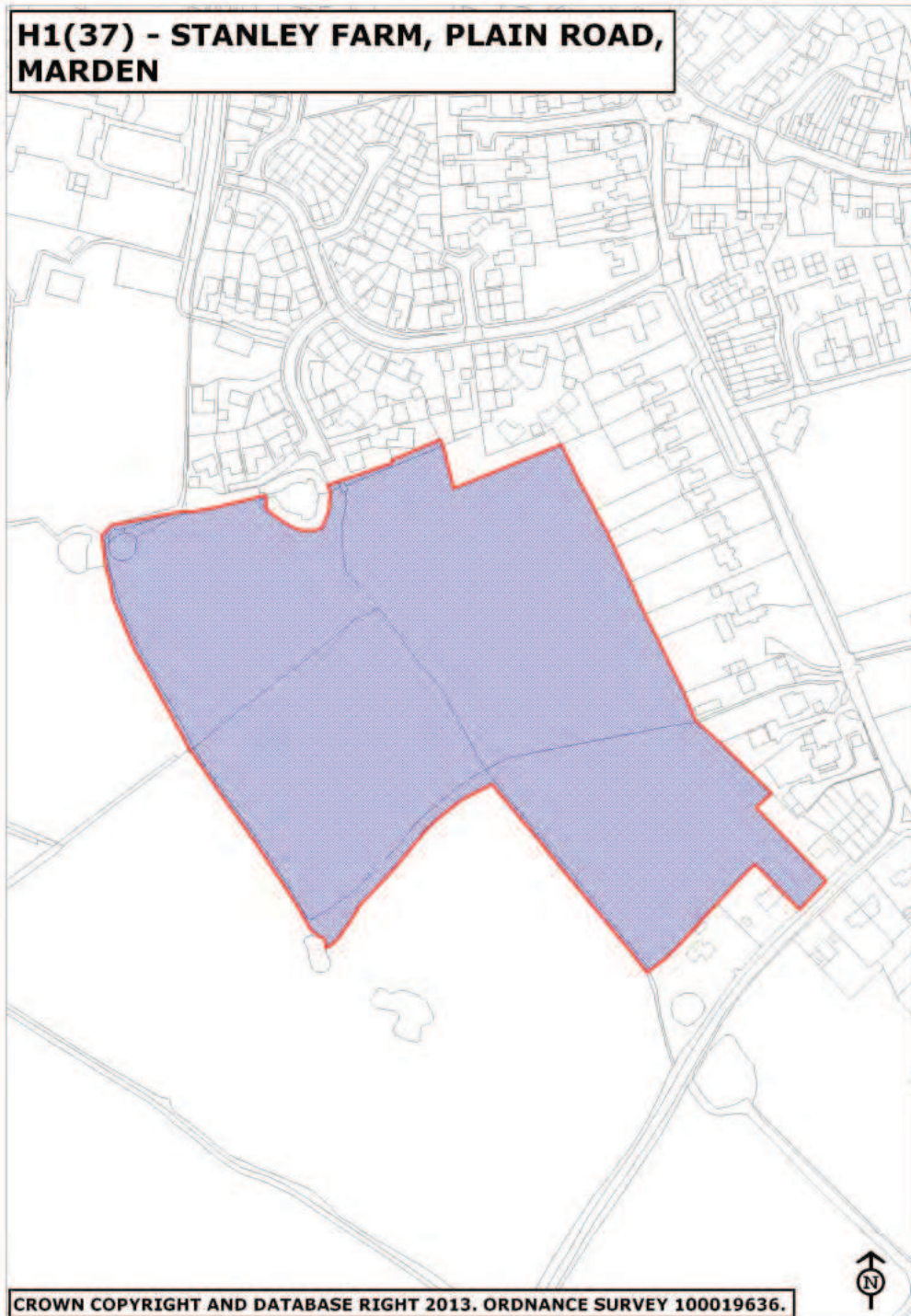
Site name, address	H1(36) - Howland Road, Marden		
Ward	Marden and Yalding	Parish	Marden
Current use	Scrub and grazing		
<p>Howland Road development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The woodland on the north western part of the site will be retained. 2. The hedgerow along the northern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and the railway line. 3. Development should be sited in order to preserve the setting of the listed buildings in the south east corner of the site. <p>Access</p> <ol style="list-style-type: none"> 4. Access will be taken from Howland Road only. <p>Ecology</p> <ol style="list-style-type: none"> 5. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Flooding and water quality</p> <ol style="list-style-type: none"> 6. Appropriate surface water and flood mitigation measures will be implemented where the site coincides with identified flood zones, subject to a flood risk assessment, incorporating sustainable drainage systems. <p>Noise</p> <ol style="list-style-type: none"> 7. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the railway line. <p>Open space</p> <ol style="list-style-type: none"> 8. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 9. Appropriate contributions towards community infrastructure will be provided, where proven necessary. 			

Site name, address	H1(36) - Howland Road, Marden		
Highways			
10. Footpath widening will be undertaken on Howland Road near the site to improve pedestrian accessibility and safety.			
Gross area (ha)	2.4	Net area (ha)	1.8
Approximate density (dpha)	30	Approximate net capacity	55



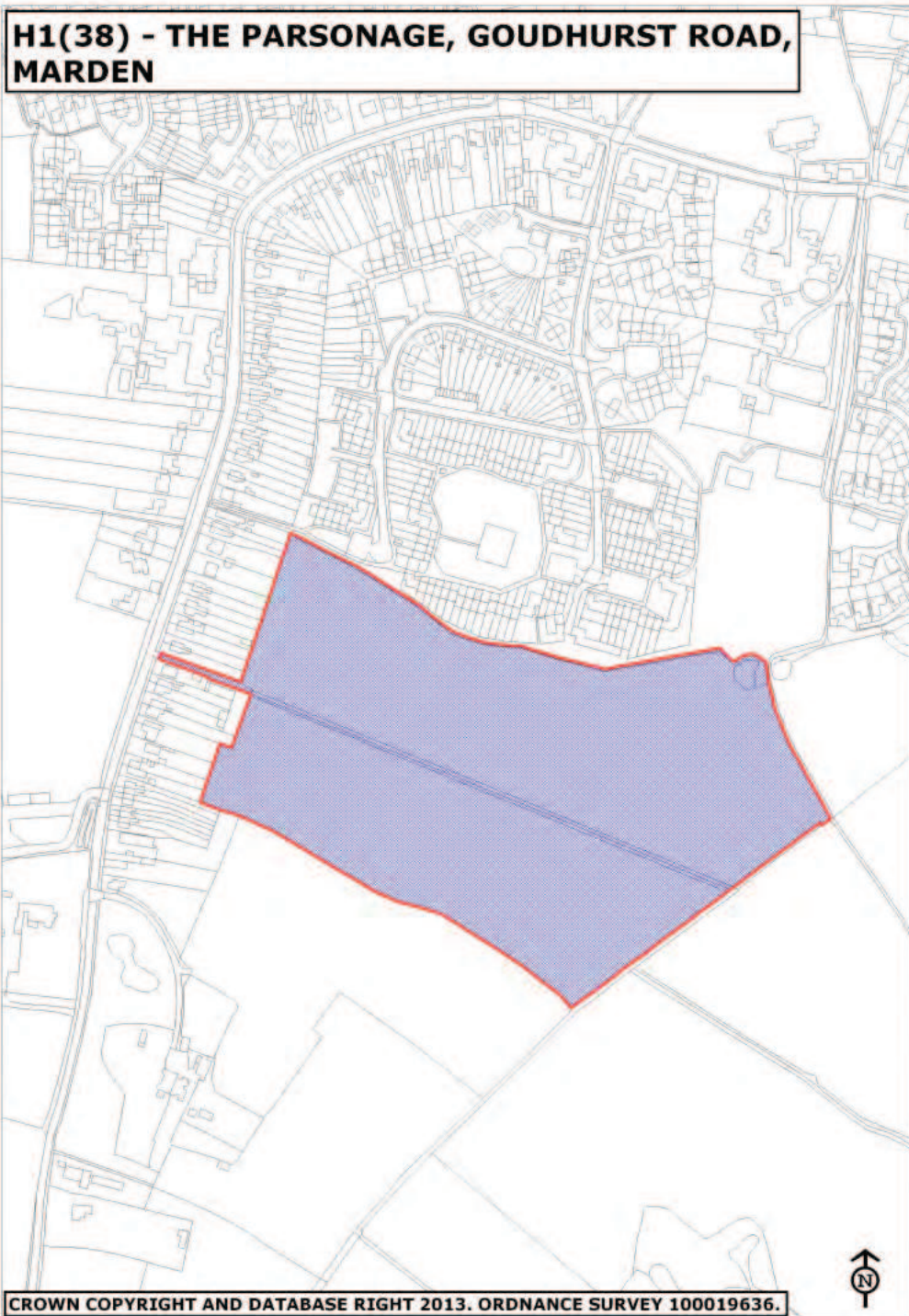
Site name, address	H1(37) - Stanley Farm, Plain Road, Marden		
Ward	Marden and Yalding	Parish	Marden
Current use	Agriculture		
<p>Stanley Farm development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Retain and enhance hedges and trees along the southern and western boundaries of the site in order to screen new housing from the adjacent open countryside. 2. Development should be sited in order to preserve the setting of the listed building, Jewell House, to the east of the site. 3. The function of public footpaths KM281 and KM283 are to be retained, and consideration given to the safety of future users and occupiers of the development. <p>Access</p> <ol style="list-style-type: none"> 4. Access will be taken from Plain Road only. 5. Pedestrian and cycle access will be provided from the site to Napoleon Drive, to ensure good links to existing residential areas and the village centre, and to the existing open space adjacent to the north west corner of the site. <p>Ecology</p> <ol style="list-style-type: none"> 6. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Open space</p> <ol style="list-style-type: none"> 7. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 8. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p>			

Site name, address	H1(37) - Stanley Farm, Plain Road, Marden		
	<p>9. Complimentary improvements to public footpath KM281, connecting the site to Albion Road.</p> <p>10. Complimentary improvements to public footpath KM283, connecting Plain Road to Thorn Road.</p>		
Gross area (ha)	5.6	Net area (ha)	5.6
Approximate density (dpha)	30	Approximate net capacity	170



Site name, address	H1(38) - The Parsonage, Goudhurst Road, Marden		
Ward	Marden and Yalding	Parish	Marden
Current use	Orchards		
<p>The Parsonage development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Retain and enhance hedges and trees along the southern and eastern boundaries of the site in order to screen new housing from the adjacent open countryside. <p>Access</p> <ol style="list-style-type: none"> 2. Access will be taken from Goudhurst Road only. 3. Pedestrian and cycle access will be provided, to ensure good links to existing residential areas and the village centre, and to the existing open space adjacent to the north east corner of the site. <p>Ecology</p> <ol style="list-style-type: none"> 4. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Flooding and water quality</p> <ol style="list-style-type: none"> 5. Appropriate surface water and flood mitigation measures will be implemented where the site coincides with identified flood zones, subject to a flood risk assessment, incorporating sustainable drainage systems. <p>Open space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p>			

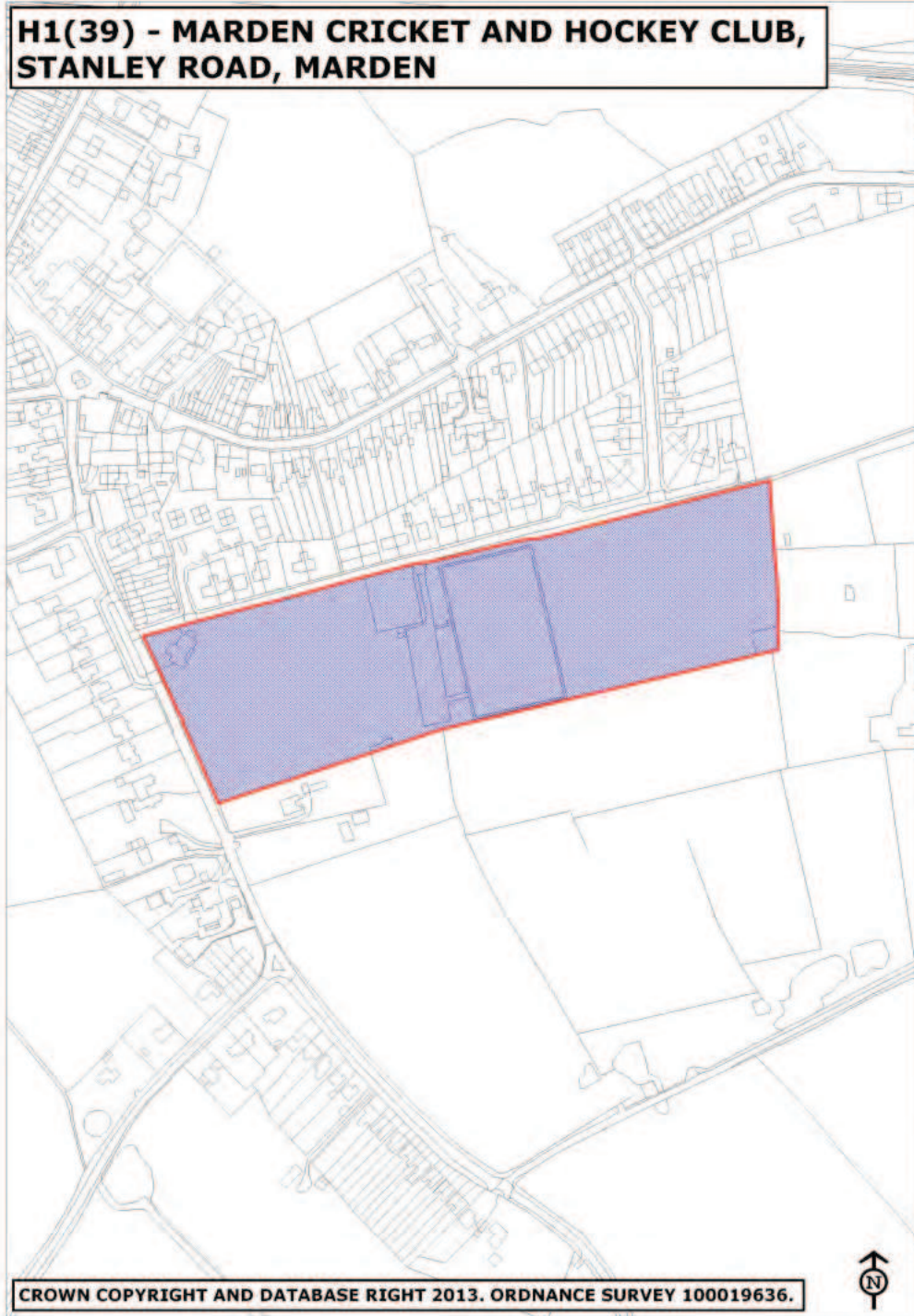
Site name, address	H1(38) - The Parsonage, Goudhurst Road, Marden		
8. A pedestrian and cycle crossing will be provided on Goudhurst Road to facilitate safe access to the local primary school.			
Gross area (ha)	8.0	Net area (ha)	8.0
Approximate density (dpha)	25	Approximate net capacity	200



Site name, address	H1(39) - Marden Cricket and Hockey Club, Stanley Road, Marden		
Ward	Marden and Yalding	Parish	Marden
Current use	Sports fields		
<p>Marden Cricket and Hockey Club development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Retain and enhance hedges and trees along the southern and eastern boundaries of the site in order to screen new housing from the adjacent open countryside. <p>Access</p> <ol style="list-style-type: none"> 2. Access will be taken from either Albion Road or Stanley Road, subject to agreement with the Highways Authority. 3. Pedestrian and cycle access will be provided, to ensure good links to existing residential areas and the village centre. <p>Ecology</p> <ol style="list-style-type: none"> 4. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Open space</p> <ol style="list-style-type: none"> 5. Replacement sports facilities will be provided, as agreed by the Borough Council, before development of this site commences. 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p> <ol style="list-style-type: none"> 8. Complimentary improvements to public footpath KM276, connecting the site to Howland Road. 			
Gross area (ha)	4.2	Net area (ha)	4.2

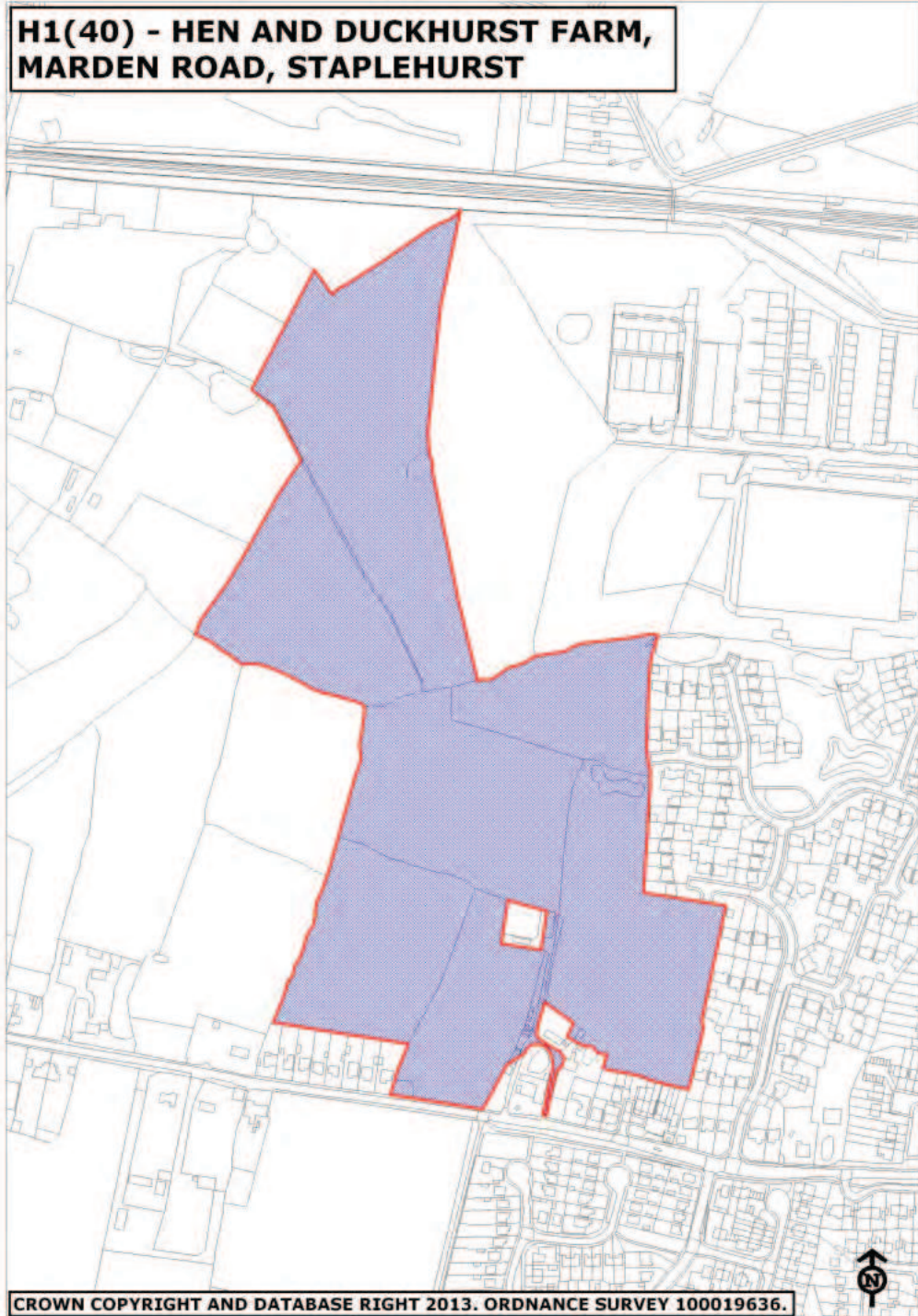
250

Site name, address	H1(39) - Marden Cricket and Hockey Club, Stanley Road, Marden		
Approximate density (dpha)	30	Approximate net capacity	125



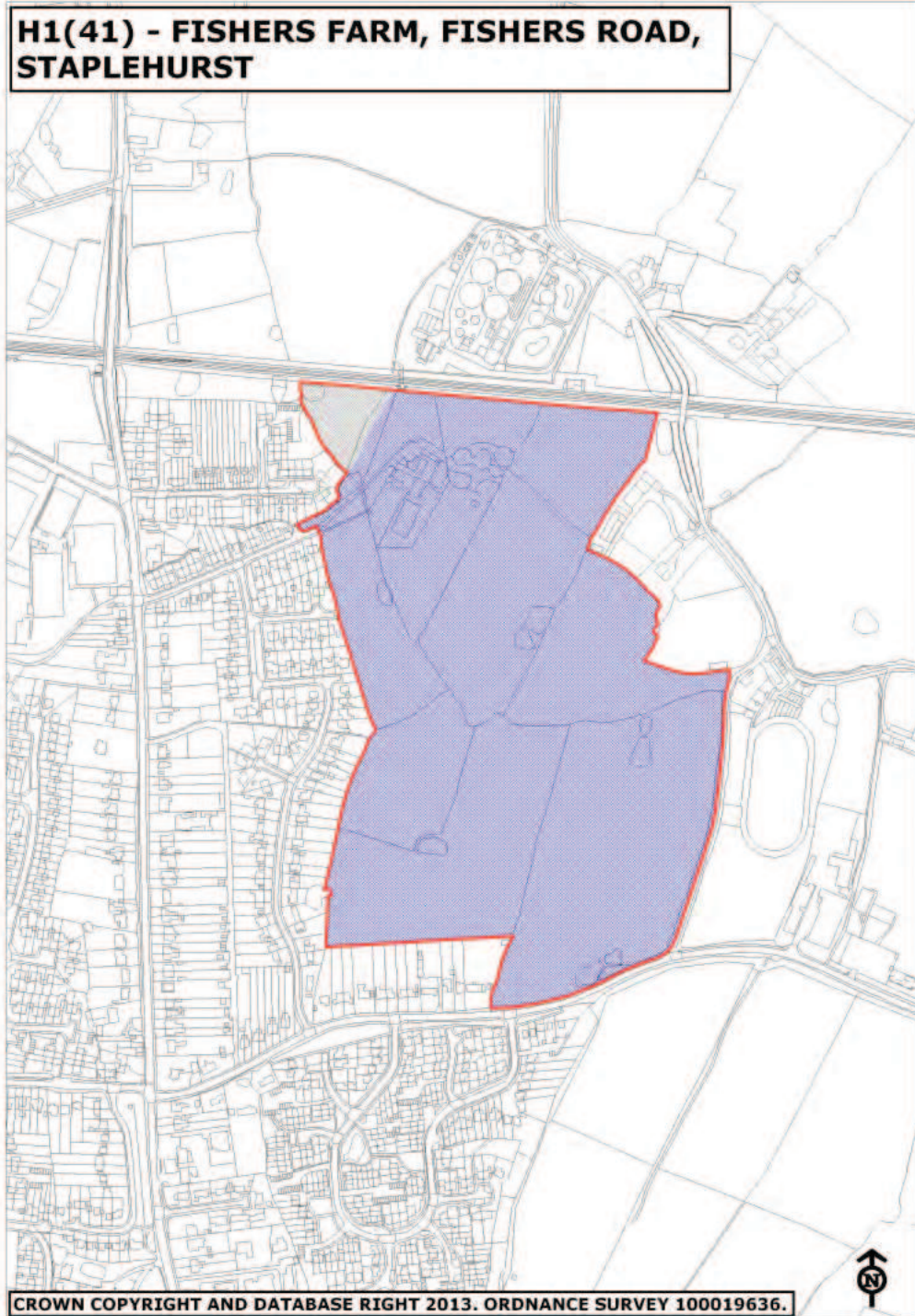
Site name, address	H1(40) - Hen and Duckhurst Farm, Marden Road, Staplehurst		
Ward	Staplehurst	Parish	Staplehurst
Current use	Agriculture		
<p>Hen and Duckhurst Farm development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Retain and enhance hedges and trees along the northern and western boundaries of the site in order to screen new housing from the adjacent open countryside. 2. A suitable landscape buffer will be provided to appropriately screen views of the electricity substation. <p>Access</p> <ol style="list-style-type: none"> 3. Primary access will be taken from Marden Road subject to agreement with the Highways Authority. 4. Secondary and/or emergency access will be taken from Lodge Road subject to agreement with the Highways Authority. 5. Pedestrian and cycle access will be taken from Lodge Road to ensure safe connection to the industrial estate and nearby railway station. 6. Pedestrian and cycle linkages will be provided, to ensure good links to existing residential areas and the village centre. <p>Ecology</p> <ol style="list-style-type: none"> 7. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Flooding and water quality</p> <ol style="list-style-type: none"> 8. Appropriate surface water and flood mitigation measures will be implemented where the site coincides with identified flood zones, subject to a flood risk assessment, incorporating sustainable drainage systems. <p>Noise</p> <ol style="list-style-type: none"> 9. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the railway line and industrial estate. <p>Open space</p>			

Site name, address	H1(40) - Hen and Duckhurst Farm, Marden Road, Staplehurst		
<p>10. Provision of publicly accessible open space as proven necessary, and/or contributions.</p> <p>Community infrastructure</p> <p>11. Appropriate contributions towards community infrastructure will be provided, where proven necessary.</p> <p>Highways</p> <p>12. Appropriate contributions towards improvements to the junction of Headcorn Road, Marden Road and the A229 subject to agreement with the Highways Authority.</p> <p>13. Appropriate contributions towards the enhancement of vehicle and cycle parking provision at the railway station subject to agreement with the Highways Authority.</p>			
Gross area (ha)	12.4	Net area (ha)	12.4
Approximate density (dpha)	30	Approximate net capacity	370

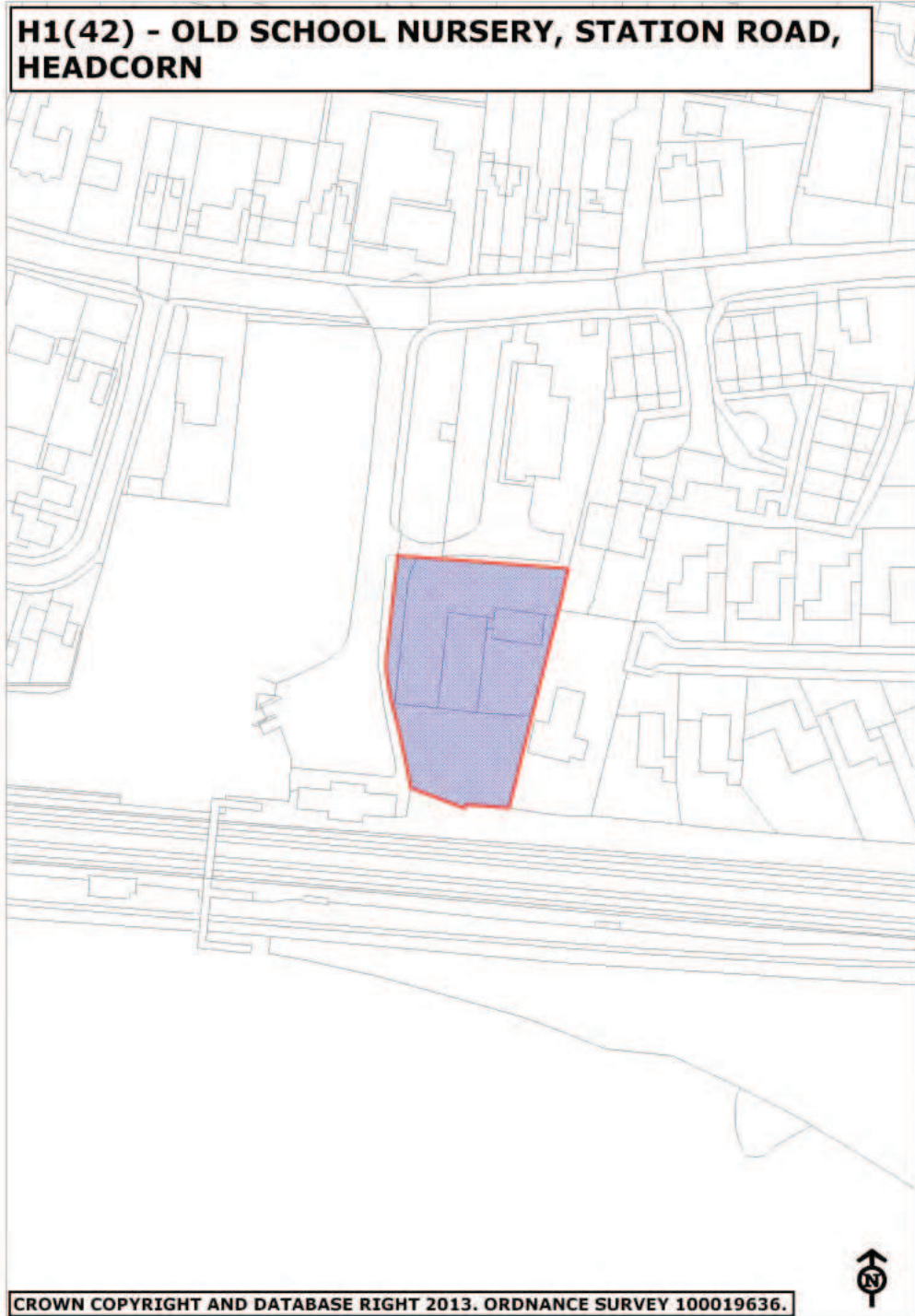


Site name, address	H1(41) - Fishers Farm, Fishers Road, Staplehurst		
Ward	Staplehurst	Parish	Staplehurst
Current use	Agriculture		
<p>Fishers Farm development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 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. <p>Access</p> <ol style="list-style-type: none"> 3. Primary access will be taken from Headcorn Road subject to agreement with the Highways Authority. 4. Secondary and/or emergency access will be taken from Fishers Road subject to agreement with the Highways Authority. 5. Pedestrian and cycle access will be taken from Fishers Road and Hurst Close. 6. Pedestrian and cycle linkages will be provided, to ensure good links to existing residential areas and the village centre. <p>Ecology</p> <ol style="list-style-type: none"> 7. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Flooding and water quality</p> <ol style="list-style-type: none"> 8. Appropriate surface water and flood mitigation measures will be implemented where the site coincides with identified flood zones, subject to a flood risk assessment, incorporating sustainable drainage systems. <p>Noise</p> <ol style="list-style-type: none"> 9. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the railway line. <p>Open space</p>			

Site name, address	H1(41) - Fishers Farm, Fishers Road, Staplehurst		
<p>10. Provision of publicly accessible open space as proven necessary, and/or contributions.</p> <p>Community infrastructure</p> <p>11. Appropriate contributions towards community infrastructure will be provided, where proven necessary.</p> <p>Highways</p> <p>12. Appropriate contributions towards improvements to the junction of Headcorn Road, Marden Road and the A229 subject to agreement with the Highways Authority.</p> <p>13. Appropriate contributions towards the enhancement of vehicle and cycle parking provision at the railway station subject to agreement with the Highways Authority.</p> <p>14. A pedestrian and cycle crossing of Marden Road will be required to ensure safe access to the village centre to the site via Oliver Road.</p>			
Gross area (ha)	18.3	Net area (ha)	17.8
Approximate density (dpha)	30	Approximate net capacity	535

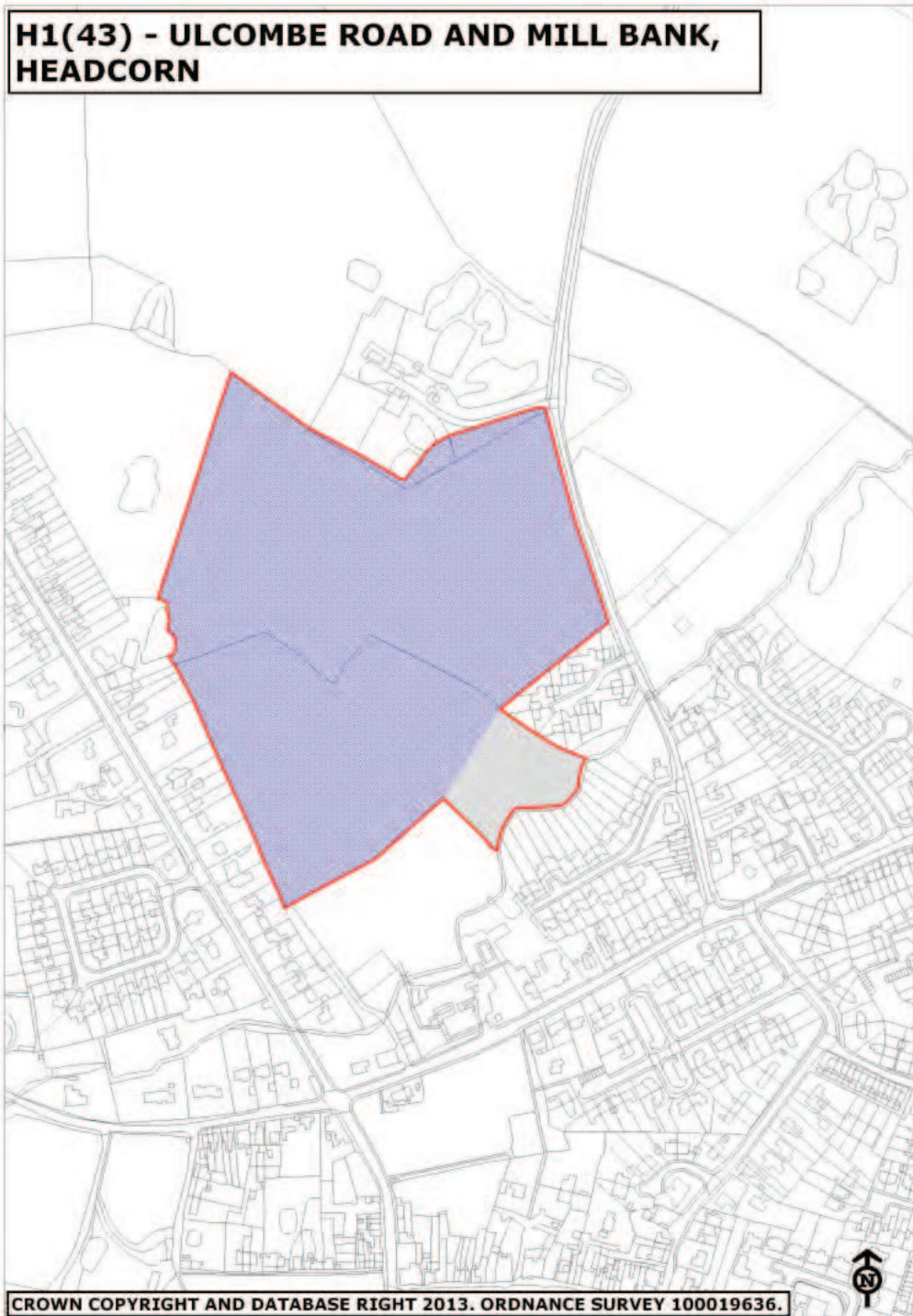


Site name, address	H1(42) - Old School Nursery, Station Road, Headcorn		
Ward	Headcorn	Parish	Headcorn
Current use	Children's day nursery		
<p>Old School Nursery development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Retain the trees along the southern boundary of the site in order to provide a suitable buffer between new housing and the railway line. 2. Enhance the hedgerow along the western boundary of the site in order to provide a suitable buffer between new housing and the existing railway station car park. <p>Access</p> <ol style="list-style-type: none"> 3. Access will be taken from Station Road only. <p>Noise</p> <ol style="list-style-type: none"> 4. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the railway line. <p>Land contamination</p> <ol style="list-style-type: none"> 5. Development will be subject to the results and recommendations of a land contamination survey. <p>Open space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. 			
Gross area (ha)	0.2	Net area (ha)	0.2
Approximate density (dpha)	30	Approximate net capacity	5



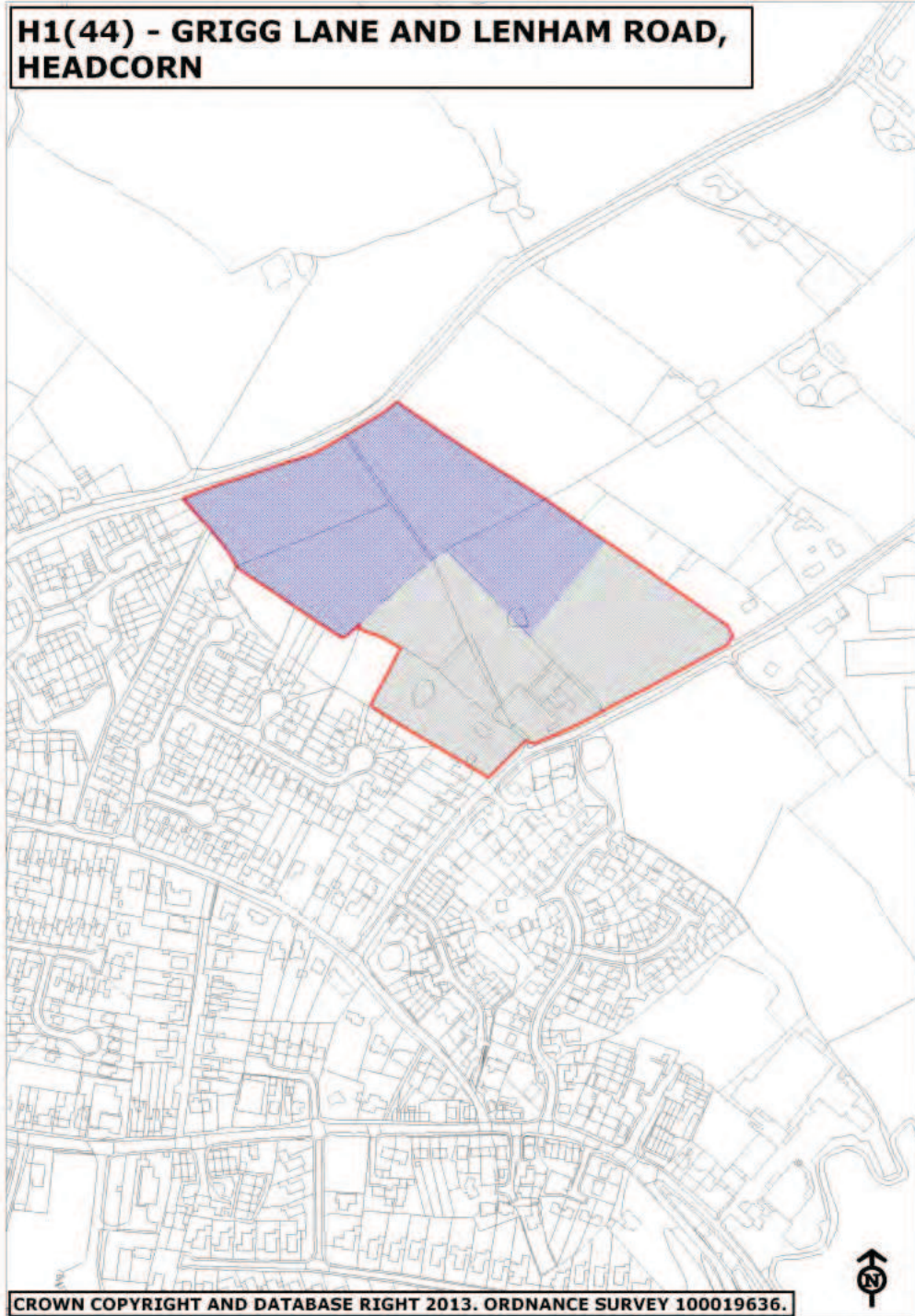
Site name, address	H1(43) - Ulcombe Road and Mill Bank, Headcorn		
Ward	Headcorn	Parish	Headcorn
Current use	Agriculture		
<p>Ulcombe Road and Mill Bank development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 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. <p>Access</p> <ol style="list-style-type: none"> 3. Primary access will be taken from either Kings Road or Mill Bank. 4. Secondary access will be taken from Ulcombe Road. <p>Ecology</p> <ol style="list-style-type: none"> 5. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Flooding and water quality</p> <ol style="list-style-type: none"> 6. Appropriate surface water and flood mitigation measures will be implemented where the site coincides with identified flood zones, subject to a flood risk assessment, incorporating sustainable drainage systems. <p>Open space</p> <ol style="list-style-type: none"> 7. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 8. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p>			

Site name, address	H1(43) - Ulcombe Road and Mill Bank, Headcorn		
	<p>9. Appropriate contributions towards signalling the King's Road/Mill Bank junction on the A274.</p> <p>10. Significant improvements required to Ulcombe Road to adequately accommodate two-way traffic and cycle and pedestrian movements in proximity to the site.</p>		
Gross area (ha)	8.6	Net area (ha)	8.1
Approximate density (dpha)	30	Approximate net capacity	240



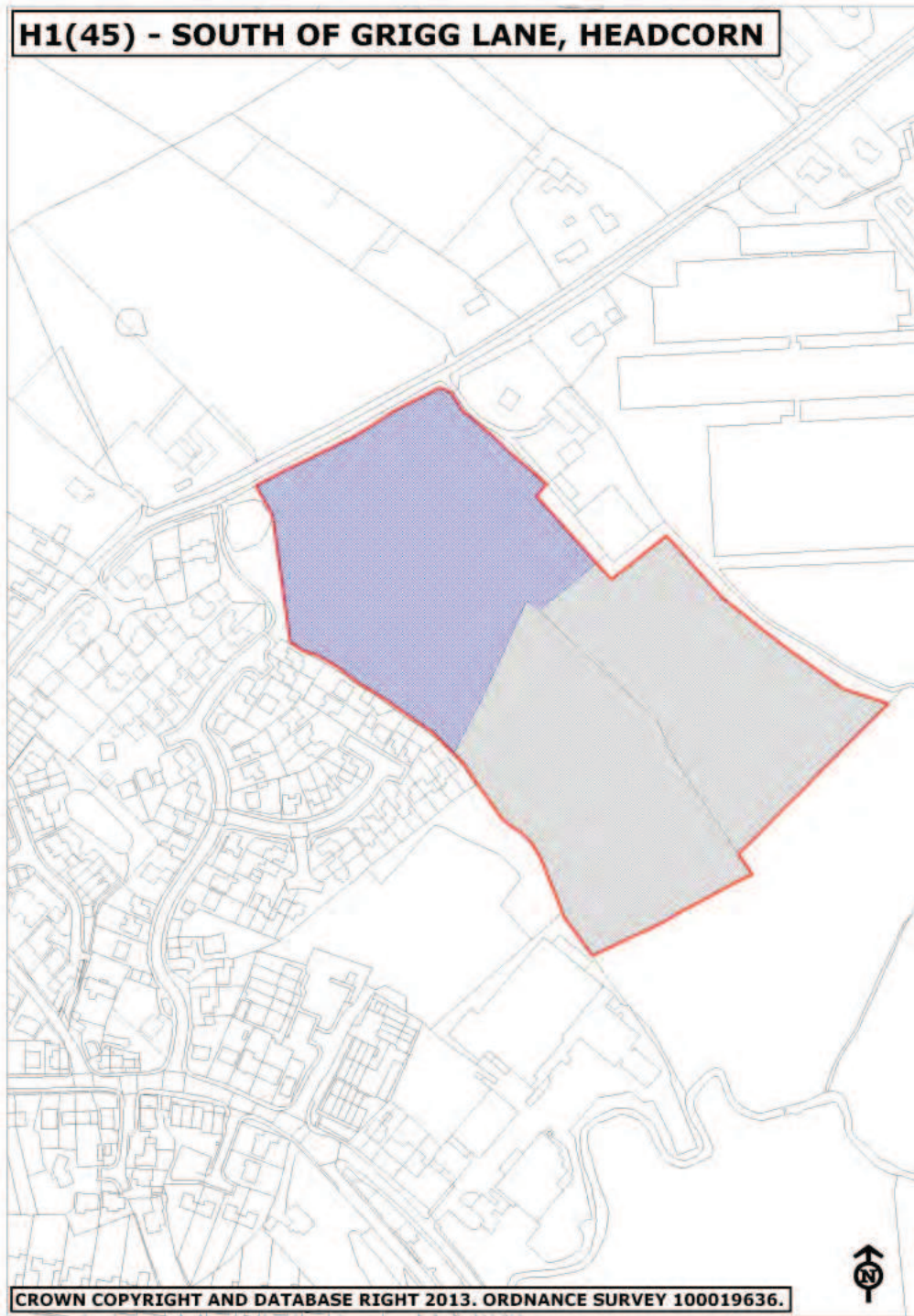
Site name, address	H1(44) - Grigg Lane and Lenham Road, Headcorn		
Ward	Headcorn	Parish	Headcorn
Current use	Agriculture		
<p>Grigg Lane and Lenham Road development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> Retain and enhance hedges and trees along the eastern boundary of the site in order to screen new housing from the adjacent open countryside. <p>Access</p> <ol style="list-style-type: none"> Primary access will be taken from Lenham Road. Secondary/emergency access will be taken from Grigg Lane subject to agreement with the Highways Authority. Pedestrian and cycle access will be taken from Grigg Lane. Pedestrian and cycle linkages will be provided, to ensure good links to existing residential areas and the village centre. <p>Ecology</p> <ol style="list-style-type: none"> Development will be subject to the results and recommendations of a phase one ecological survey. <p>Open space</p> <ol style="list-style-type: none"> Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p> <ol style="list-style-type: none"> Appropriate contributions towards improving and making safe the pedestrian environment along Grigg Lane, Oak Lane and Lenham Road. 			
Gross area (ha)	5.4	Net area (ha)	4.0

Site name, address	H1(44) - Grigg Lane and Lenham Road, Headcorn		
Approximate density (dpha)	30	Approximate net capacity	120

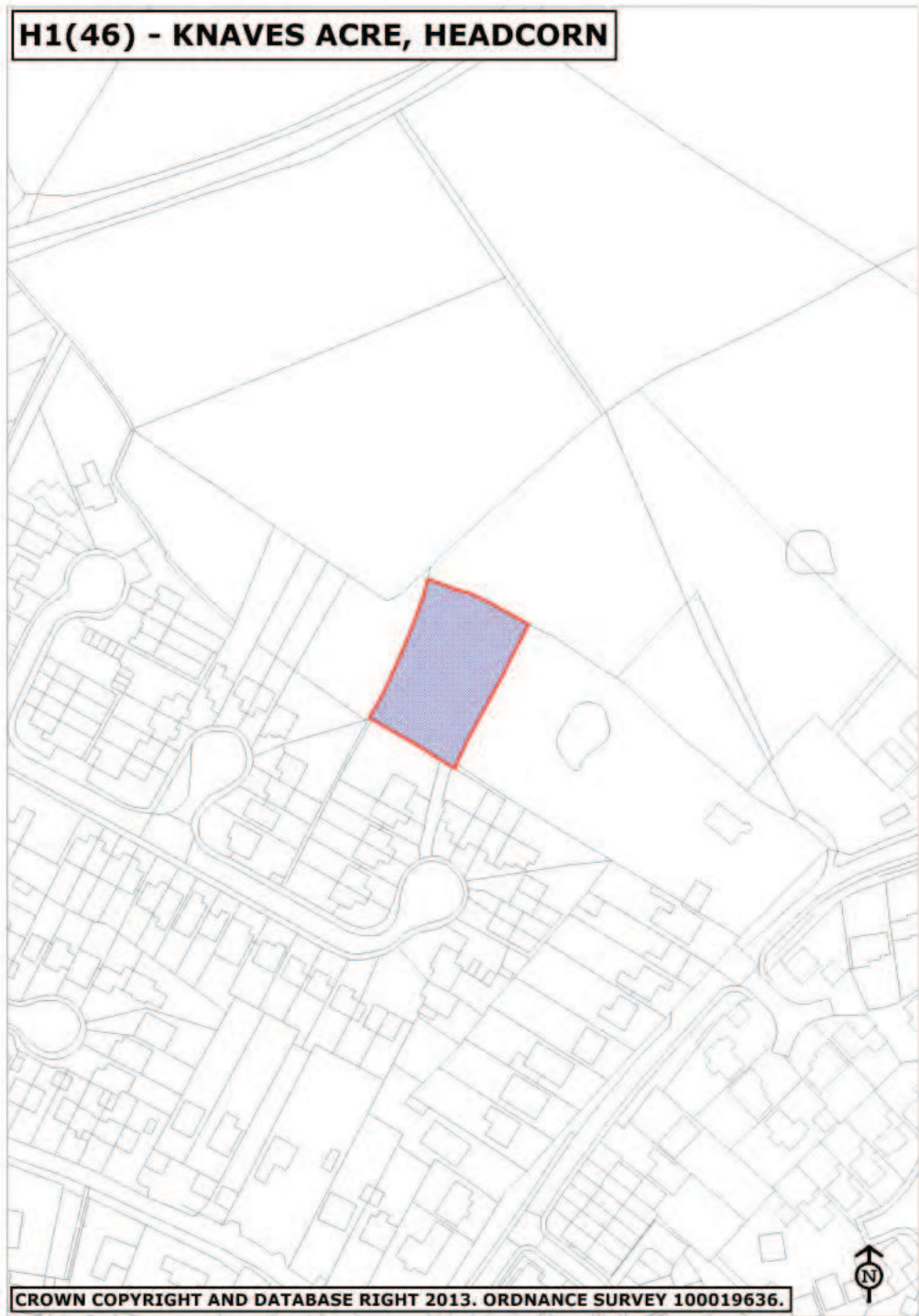


Site name, address	H1(45) - South of Grigg Lane, Headcorn		
Ward	Headcorn	Parish	Headcorn
Current use	No current use - open field		
<p>South of Grigg Lane development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Retain and enhance hedges and trees along the southern boundary of the site in order to screen new housing from the adjacent open countryside. <p>Access</p> <ol style="list-style-type: none"> 2. Access will be taken from Grigg Lane only. 3. Pedestrian and cycle access will be taken from Sharp's Field and Grigg Lane respectively. 4. Pedestrian and cycle linkages will be provided, to ensure good links to existing residential areas and the village centre. <p>Ecology</p> <ol style="list-style-type: none"> 5. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Flooding and water quality</p> <ol style="list-style-type: none"> 6. Appropriate surface water and flood mitigation measures will be implemented where the site coincides with identified flood zones, subject to a flood risk assessment, incorporating sustainable drainage systems. <p>Open space</p> <ol style="list-style-type: none"> 7. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 8. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p>			

Site name, address	H1(45) - South of Grigg Lane, Headcorn		
9. Appropriate contributions towards improving and making safe the pedestrian environment along Grigg Lane and Oak Lane, subject to agreement with the Highways Authority.			
Gross area (ha)	4.2	Net area (ha)	1.8
Approximate density (dpha)	30	Approximate net capacity	55



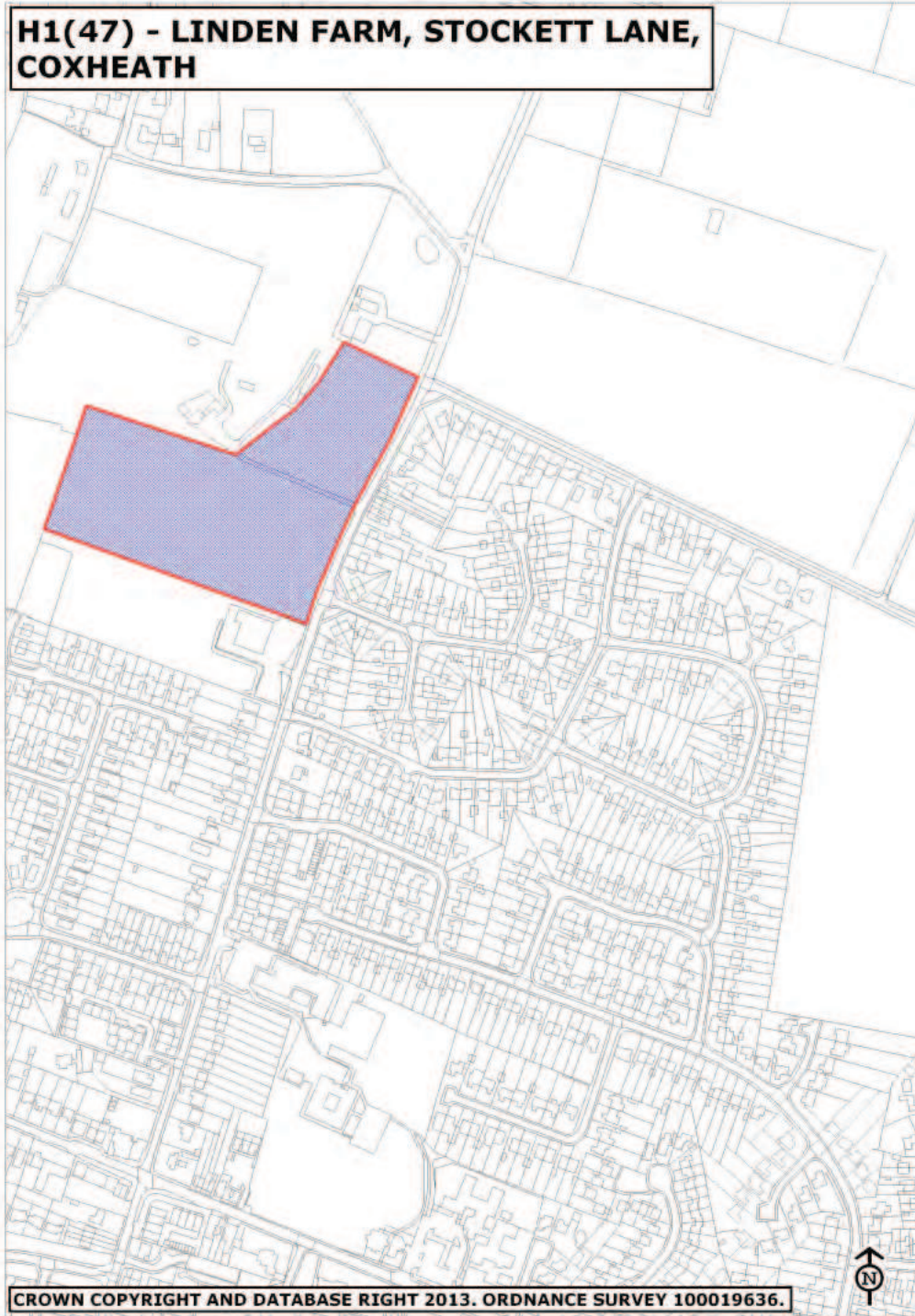
Site name, address	H1(46) - Knaves Acre, Headcorn		
Ward	Headcorn	Parish	Headcorn
Current use	Open field		
<p>Knaves Acre development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <p>1. The function of public footpath KH606 is to be retained, and consideration given to the safety of future users and occupiers of the development.</p> <p>Access</p> <p>2. Access will be taken from Knaves Acre only.</p> <p>Ecology</p> <p>3. Development will be subject to the results and recommendations of a phase one ecological survey.</p> <p>Open space</p> <p>4. Provision of publicly accessible open space as proven necessary, and/or contributions.</p> <p>Community infrastructure</p> <p>5. Appropriate contributions towards community infrastructure will be provided, where proven necessary.</p>			
Gross area (ha)	0.2	Net area (ha)	0.2
Approximate density (dpha)	35	Approximate net capacity	5



Site name, address	H1(47) - Linden Farm, Stockett Lane, Coxheath		
Ward	Coxheath and Hunton	Parish	Coxheath
Current use	Grazing		
Linden Farm development criteria			
Planning permission will be granted if the following criteria are met:			
Design and layout			
<ol style="list-style-type: none"> 1. The line of trees along the western boundary of the site will be retained in order to provide a suitable buffer between new housing and the adjacent playing fields, and to protect the amenity and privacy of residents living at Linden Farm. 2. The hedgerow along the southern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and the village hall facilities. 			
Access			
<ol style="list-style-type: none"> 3. Access will be taken from Stockett Lane only. 			
Ecology			
<ol style="list-style-type: none"> 4. Development will be subject to the results and recommendations of a phase one ecological survey. 			
Open space			
<ol style="list-style-type: none"> 5. Provision of publicly accessible open space as proven necessary, and/or contributions. 			
Community infrastructure			
<ol style="list-style-type: none"> 6. Appropriate contributions towards community infrastructure will be provided, where proven necessary. 			
Highways			
<ol style="list-style-type: none"> 7. Appropriate contributions towards mitigation measures to improve the crash record at the junction of Stockett Lane and the B2163 Heath Road 8. Extension of the footway on the western side of Stockett Lane to the site access. 			
Gross area (ha)	2.9	Net area (ha)	2.9

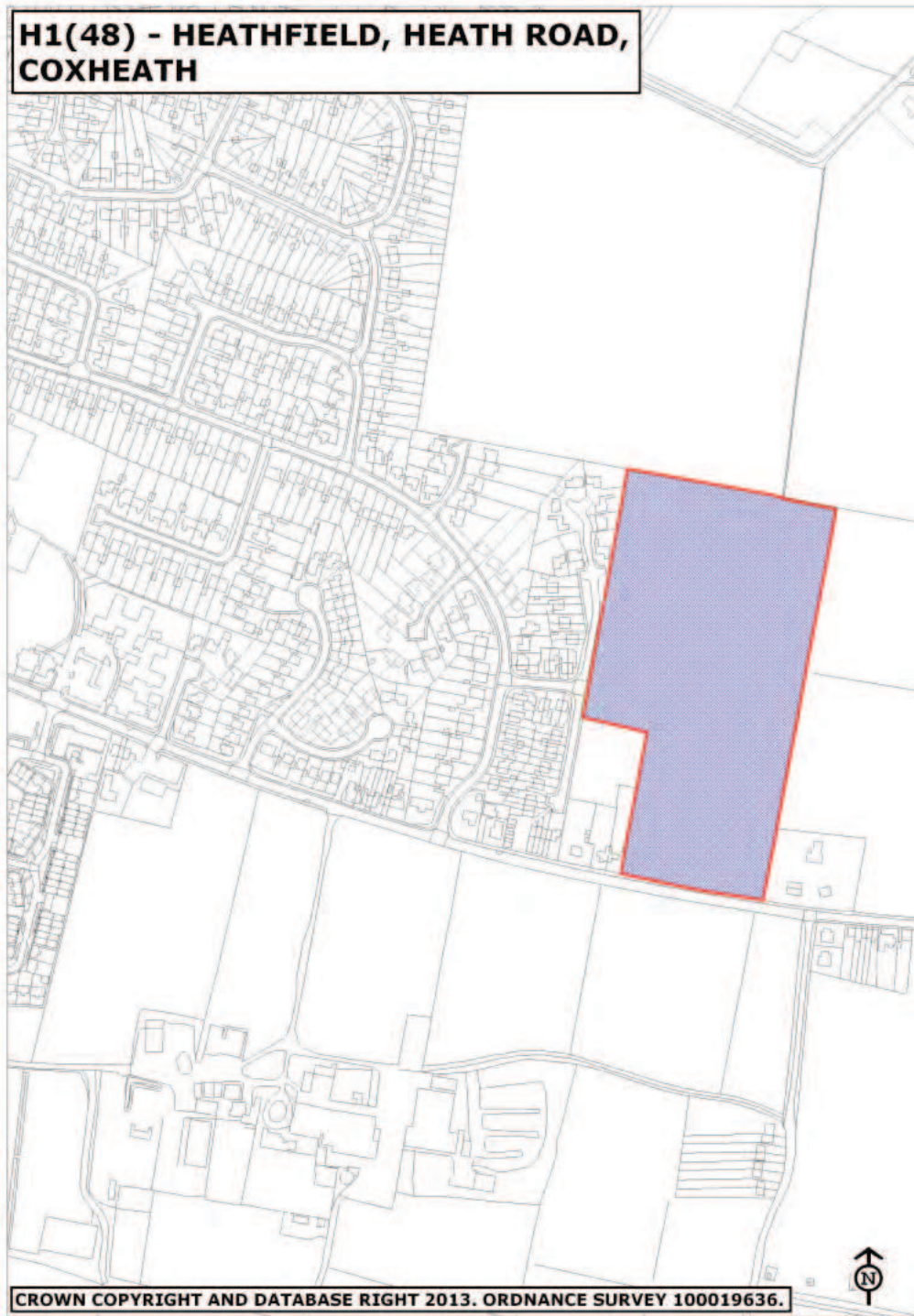
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Site name, address	H1(47) - Linden Farm, Stockett Lane, Coxheath		
Approximate density (dpha)	30	Approximate net capacity	85



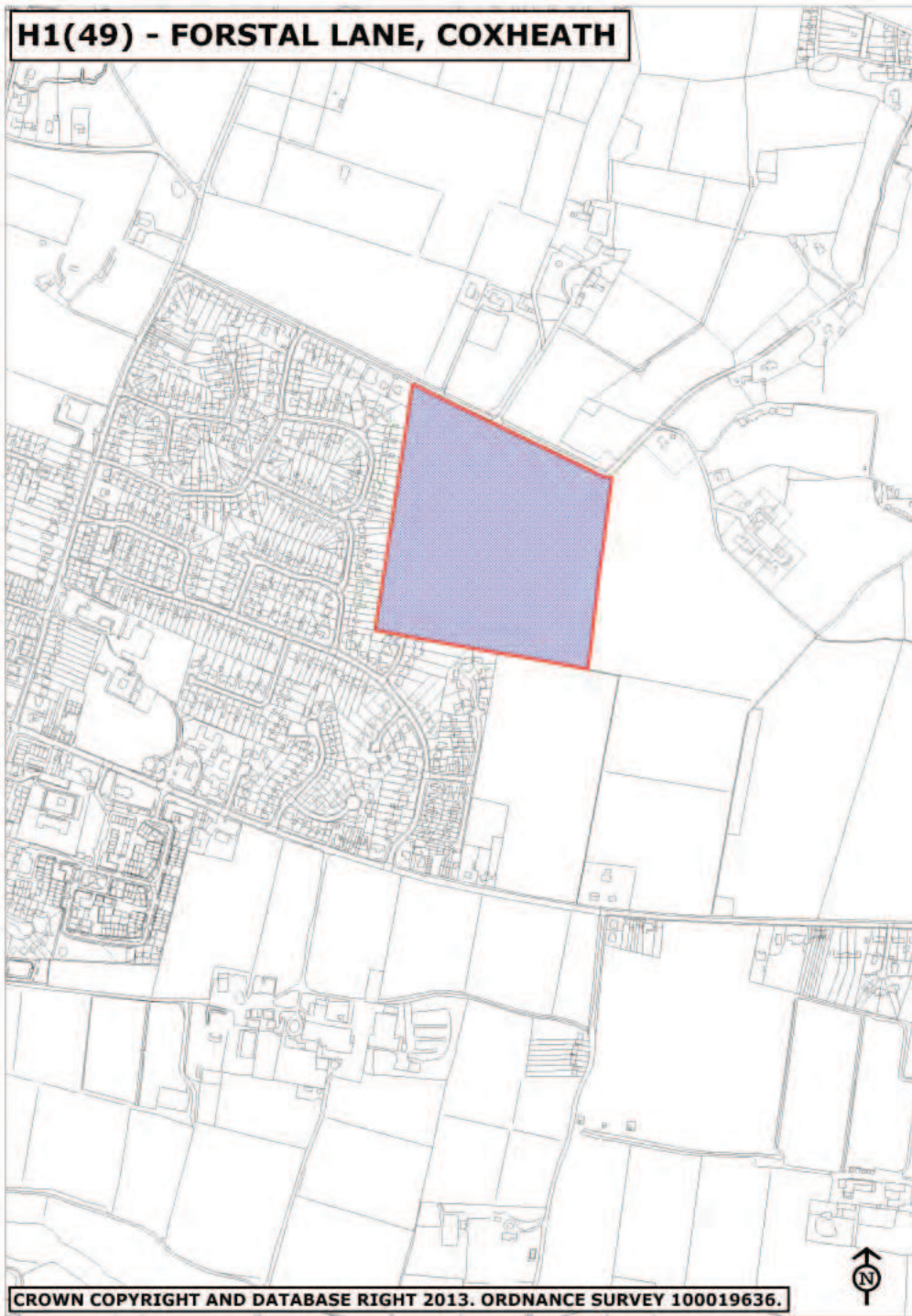
Site name, address	H1(48) - Heathfield, Heath Road, Coxheath		
Ward	Coxheath and Hunton	Parish	Coxheath
Current use	Agriculture		
<p>Heathfield development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The hedgerow along the western boundary of the site will be retained in order to provide a suitable buffer between new housing and existing housing on Aspian Drive, and to protect the amenity and privacy of residents living in Aspian Drive. 2. The hedgerow along the northern boundary of the site will be retained to form a natural break between housing allocations. 3. The hedgerow along the eastern boundary of the site will be retained in order to soften the landscape views from the east. 4. Development should have regard to the public footpath running along the eastern boundary of the site. <p>Access</p> <ol style="list-style-type: none"> 5. Access will be taken from Heath Road only. <p>Ecology</p> <ol style="list-style-type: none"> 6. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Open space</p> <ol style="list-style-type: none"> 7. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 8. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p> <ol style="list-style-type: none"> 9. Appropriate contributions towards mitigation measures to improve the crash record at the junction of Heath Road and the A229 Linton Road. 			

Site name, address	H1(48) - Heathfield, Heath Road, Coxheath		
Gross area (ha)	4.3	Net area (ha)	4.3
Approximate density (dpha)	30	Approximate net capacity	130



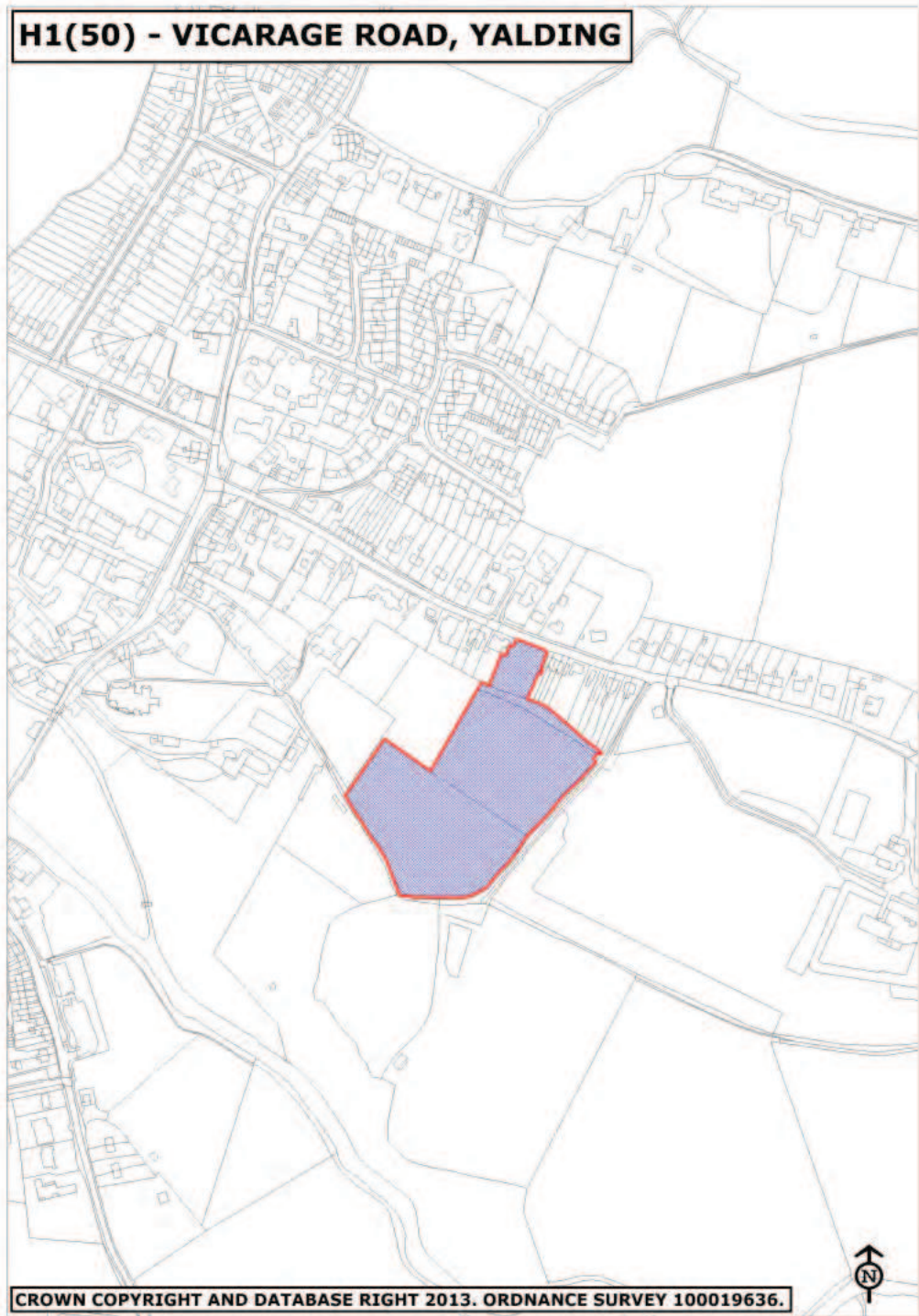
Site name, address	H1(49) - Forstal Lane, Coxheath		
Ward	Coxheath and Hunton	Parish	Coxheath
Current use	Grazing		
<p>Forstal Lane development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The hedgerow along the western boundary of the site will be retained in order to provide a suitable buffer between new housing and existing housing on Wilberforce Road and Springett Way, and to protect the amenity and privacy of residents living in these roads. 2. The hedgerow along the eastern boundary of the site will be retained in order to soften the landscape views from the east. 3. The hedgerow along the southern boundary of the site will be retained to form a natural break between housing allocations. <p>Access</p> <ol style="list-style-type: none"> 4. Access will be taken from Forstal Lane only. <p>Ecology</p> <ol style="list-style-type: none"> 5. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Open space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p> <ol style="list-style-type: none"> 8. Improvements to the footpath that runs along the eastern boundary of the site. 9. Appropriate contributions towards mitigation measures to improve the crash record at the junction of Stockett Lane and the B2163 Heath Road. 10. Provision of a formal footway link between the site access and Mill Lane. 			

Site name, address	H1(49) - Forstal Lane, Coxheath		
Gross area (ha)	7.9	Net area (ha)	7.9
Approximate density (dpha)	25	Approximate net capacity	195



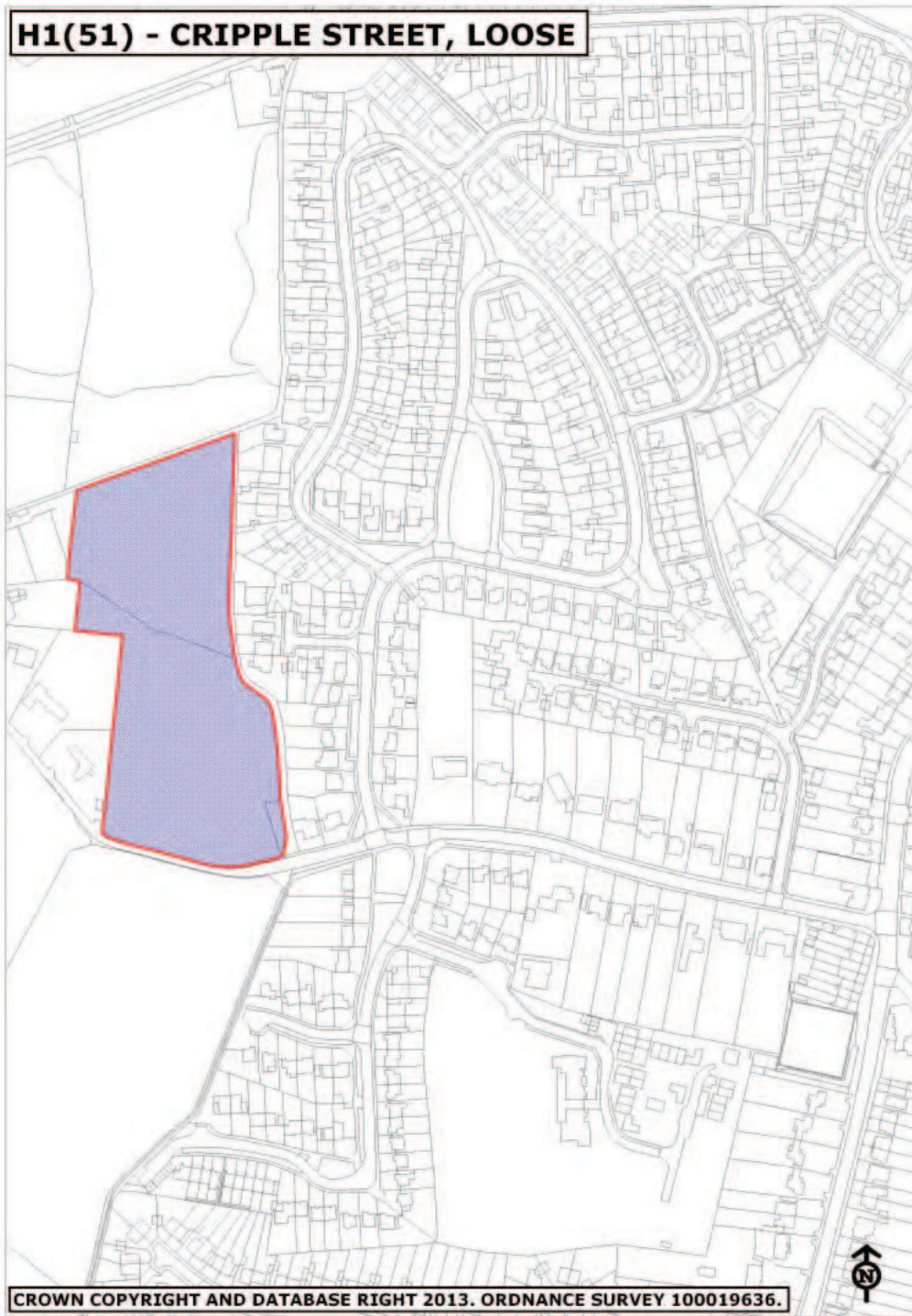
Site name, address	H1(50) - Vicarage Road, Yalding		
Ward	Marden and Yalding	Parish	Yalding
Current use	Agriculture		
<p>Vicarage Road development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> Structural landscaping will be implemented along the eastern, southern and western boundaries of the site in order to screen the edge of development from the open countryside, and to protect the setting of Yalding conservation area. <p>Access</p> <ol style="list-style-type: none"> Access will be taken from Vicarage Road only. <p>Ecology</p> <ol style="list-style-type: none"> Development will be subject to the results and recommendations of a phase one ecological survey. <p>Flooding and water quality</p> <ol style="list-style-type: none"> Appropriate surface water and flood mitigation measures will be implemented where the site coincides with identified flood zones, subject to a flood risk assessment, incorporating sustainable drainage systems. <p>Open space</p> <ol style="list-style-type: none"> Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p> <ol style="list-style-type: none"> Improvements to the footpath that runs adjacent to the southern boundary of the site. Extend the footway along Vicarage Road to the site access. 			

Site name, address	H1(50) - Vicarage Road, Yalding		
Gross area (ha)	2.2	Net area (ha)	2.2
Approximate density (dpha)	30	Approximate net capacity	65

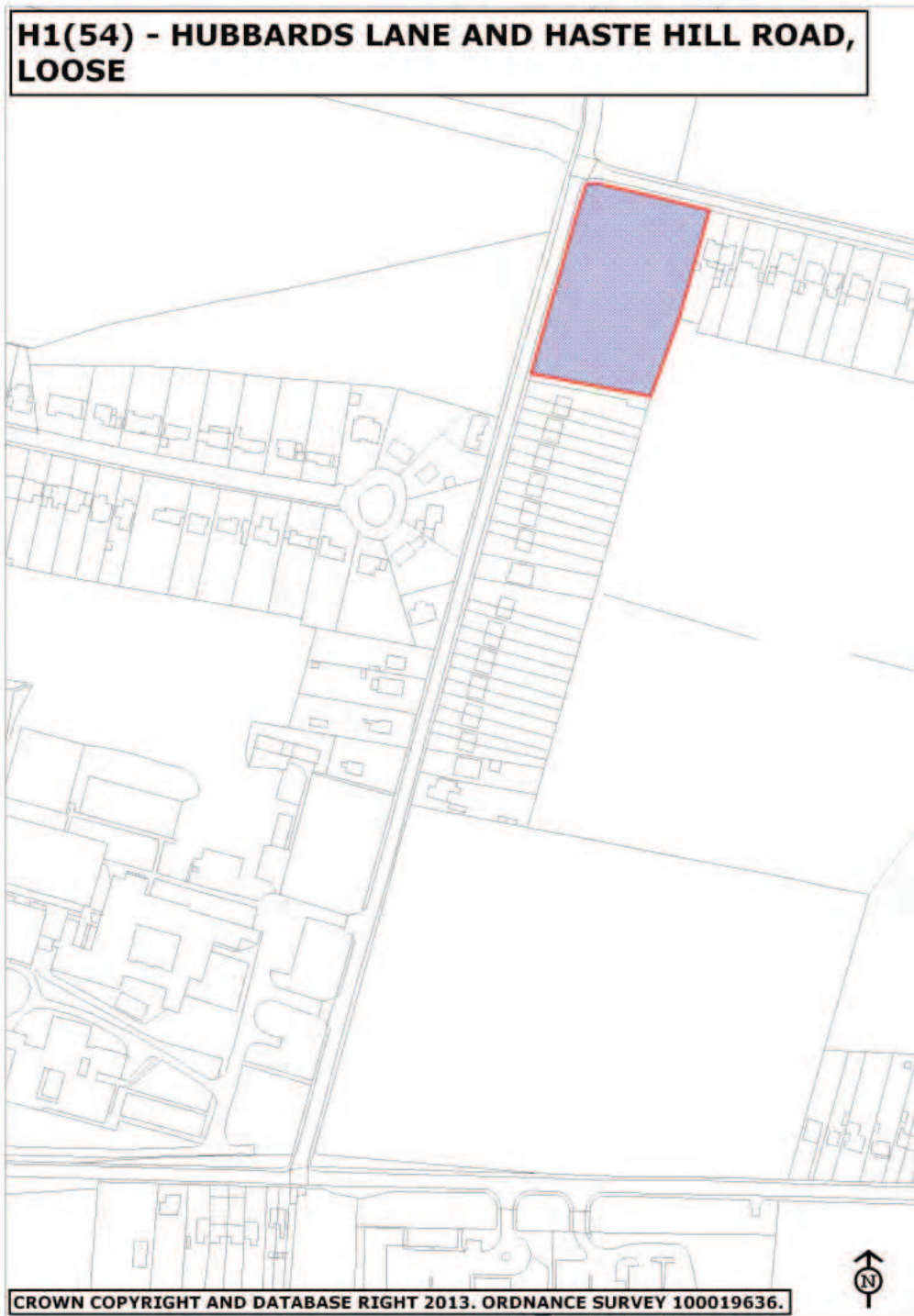


Site name, address	H1(51) - Cripple Street, Loose		
Ward	South	Parish	Tovil
Current use	Rough grassland		
<p>Cripple Street development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The western 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 southern 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 Broadoak Avenue 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. <p>Access</p> <ol style="list-style-type: none"> 5. Access will be taken from Cripple Street only. <p>Ecology</p> <ol style="list-style-type: none"> 6. Development will be subject to the results of a phase one ecological survey. <p>Open space</p> <ol style="list-style-type: none"> 7. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 8. Appropriate contributions towards community infrastructure will be provided, where proven necessary. <p>Highways</p> <ol style="list-style-type: none"> 9. Complimentary improvements to public footpath KB33A, connecting Postley Road to Teasaucer Hill and Cripple Street. 			

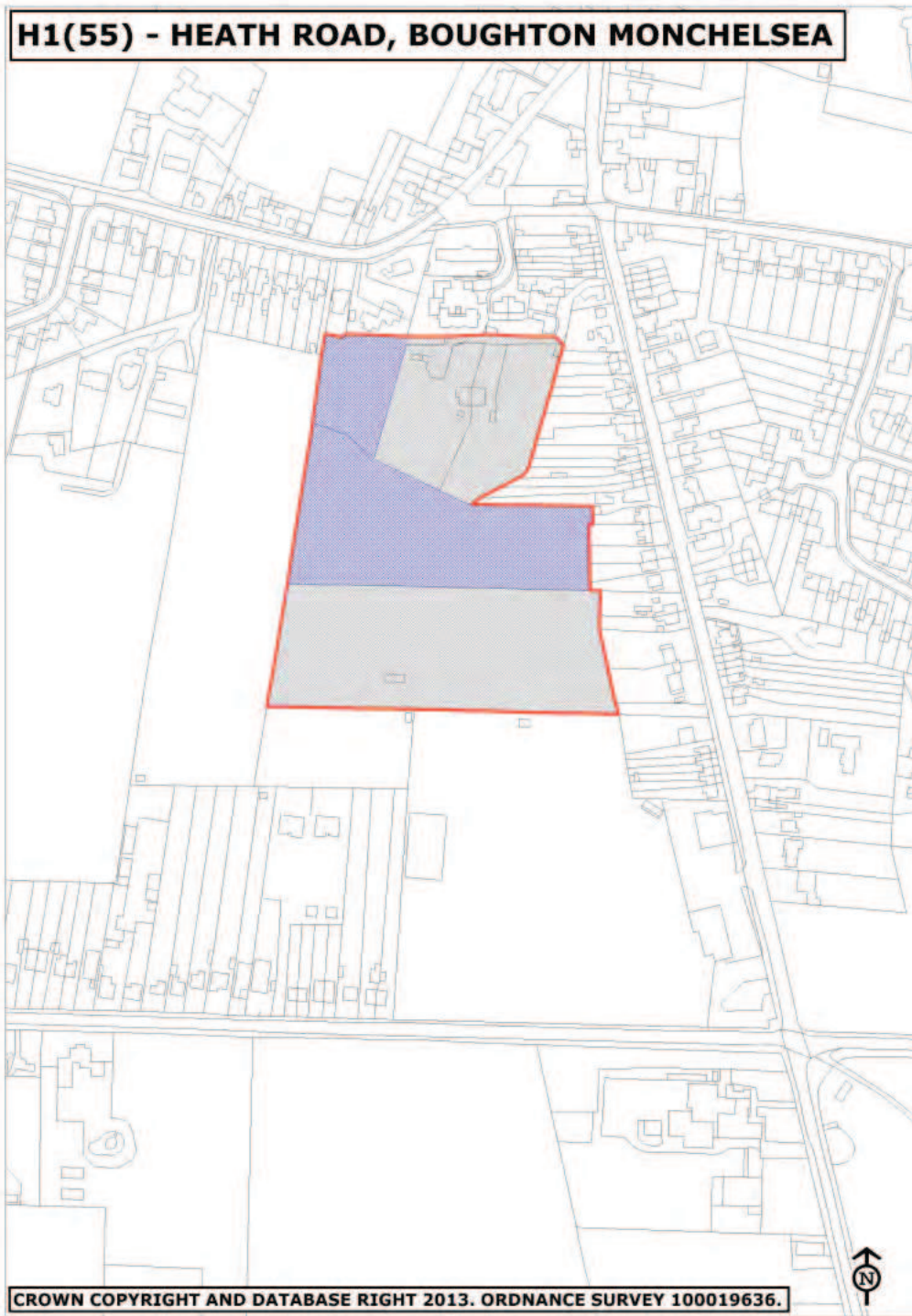
Site name, address	H1(51) - Cripple Street, Loose		
Gross area (ha)	2.1	Net area (ha)	2.1
Approximate density (dpha)	35	Approximate net capacity	70



Site name, address	H1(54) - Hubbards Lane and Haste Hill Road, Boughton Monchelsea		
Ward	Boughton Monchelsea and Chart Sutton	Parish	Boughton Monchelsea
Current use	No current use		
<p>Hubbards Lane and Haste Hill Road development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <p>1. The hedgerows along the southern and eastern boundaries of the site will be enhanced in order to provide a suitable buffer between new housing and existing housing on Hubbards Lane and Haste Hill Road to protect the amenity and privacy of residents.</p> <p>Access</p> <p>2. Access will be taken from Hubbards Lane only.</p> <p>Ecology</p> <p>3. Development will be subject to the results of a phase one ecological survey.</p> <p>Open space</p> <p>4. Provision of publicly accessible open space as proven necessary, and/or contributions.</p> <p>Community infrastructure</p> <p>5. Appropriate contributions towards community infrastructure will be provided, where proven necessary.</p>			
Gross area (ha)	0.6	Net area (ha)	0.6
Approximate density (dpha)	30	Approximate net capacity	20

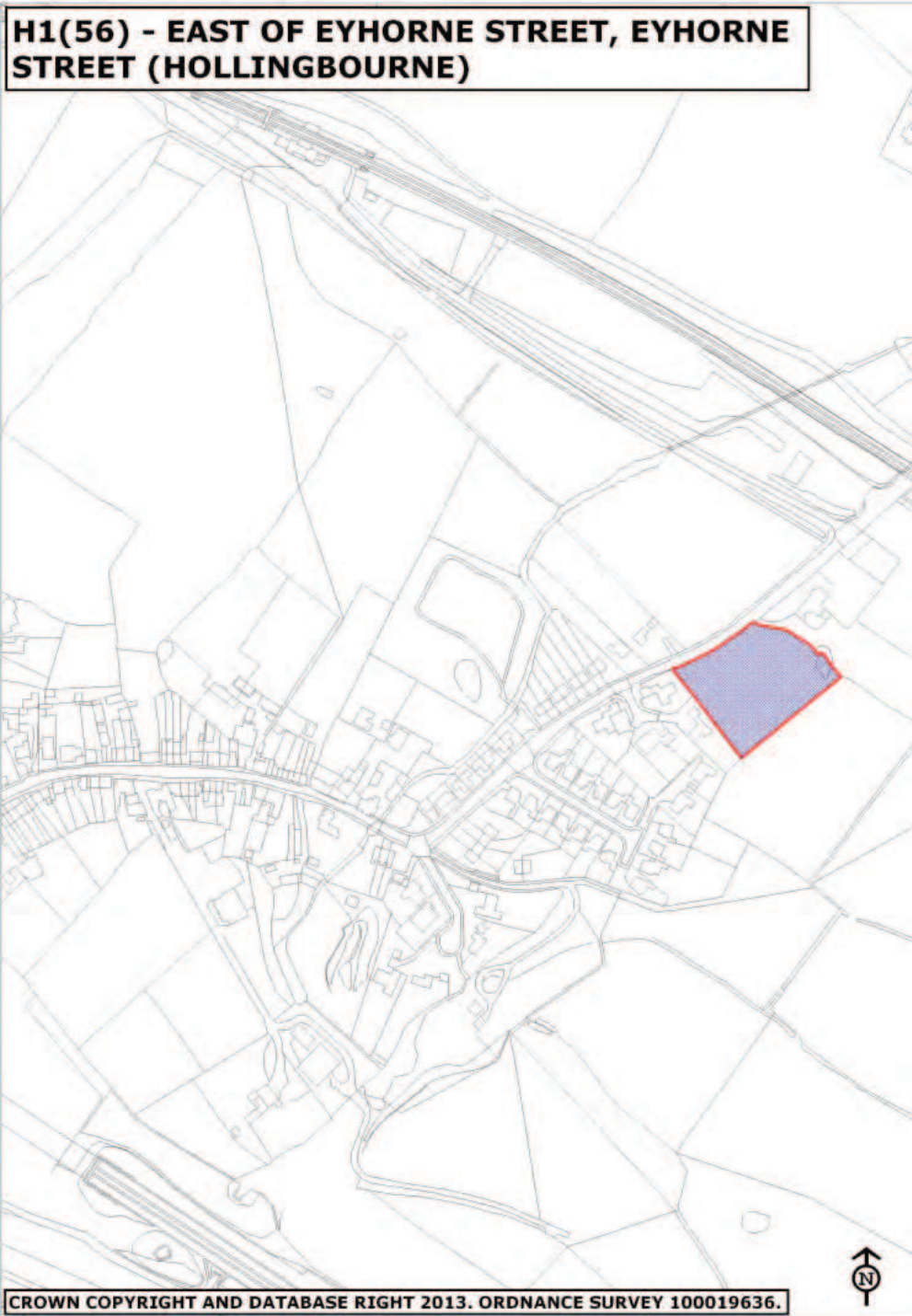


Site name, address	H1(55) - Heath Road, Boughton Monchelsea		
Ward	Boughton Monchelsea and Chart Sutton	Parish	Boughton Monchelsea
Current use	Agriculture		
<p>Heath Road development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The cobnut platt subject to a Tree Preservation Order will be retained in order to screen the edge of development from the open countryside. 2. The hedgerow along the western boundary of the site will be enhanced in order to provide a suitable buffer between new housing and the adjacent allotments. 3. The line of trees along the eastern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and existing housing on Church Street to protect the amenity and privacy of residents. <p>Access</p> <ol style="list-style-type: none"> 4. Access will be taken from Church Street only. <p>Ecology</p> <ol style="list-style-type: none"> 5. Development will be subject to the results of a phase one ecological survey. <p>Open space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. 			
Gross area (ha)	2.9	Net area (ha)	0.8
Approximate density (dpha)	30	Approximate net capacity	25



Site name, address	H1(56) - East of Eyhorne Street, Eyhorne Street (Hollingbourne)		
Ward	North Downs	Parish	Hollingbourne
Current use	Open field		
<p>East of Eyhorne Street development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Structural landscaping will be implemented along the eastern and southern boundaries of the site in order to screen the edge of development from the open countryside and to protect the setting of the Grade II* listed Godfrey House. 2. The hedgerow along the western boundary of the site will be enhanced in order to provide a suitable buffer between new housing and existing housing on Eyhorne Street to protect the amenity and privacy of residents. <p>Access</p> <ol style="list-style-type: none"> 3. Access will be taken from Eyhorne Street only. <p>Ecology</p> <ol style="list-style-type: none"> 4. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Noise</p> <ol style="list-style-type: none"> 5. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the railway line. <p>Open space</p> <ol style="list-style-type: none"> 6. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary. 			
Gross area (ha)	0.5	Net area (ha)	0.3

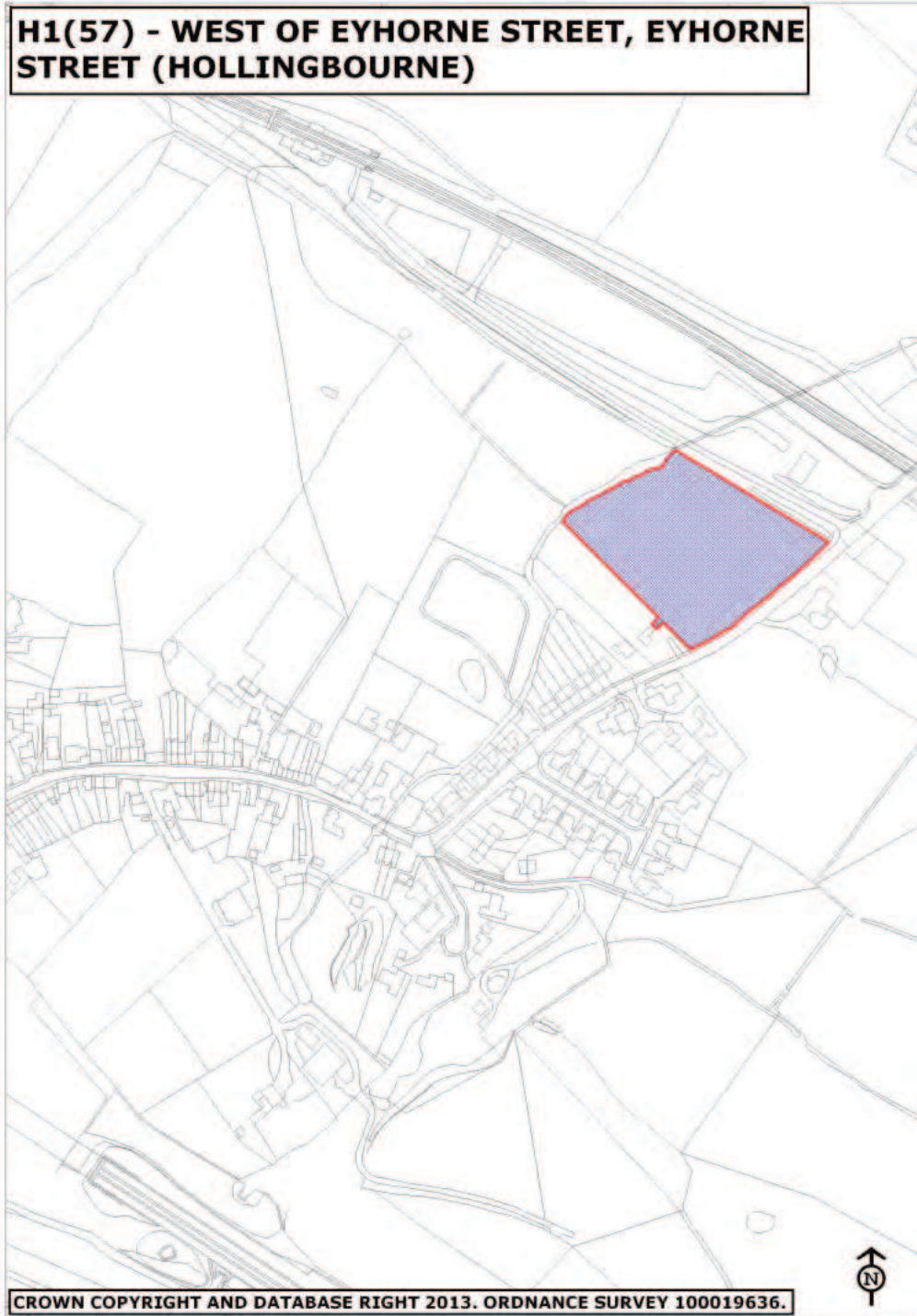
Site name, address	H1(56) - East of Eyhorne Street, Eyhorne Street (Hollingbourne)		
Approximate density (dpha)	30	Approximate net capacity	10



Site name, address	H1(57) - West of Eyhorne Street, Eyhorne Street (Hollingbourne)		
Ward	North Downs	Parish	Hollingbourne
Current use	Open field		
<p>West of Eyhorne Street development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The line of trees along the north eastern boundary of the site will be retained in order to provide a suitable buffer between new housing and the railway line. 2. Structural landscaping will be implemented along the north western boundary of the site in order to screen the edge of development from the open countryside, and to protect the setting of the Kent Downs AONB. 3. The hedgerow along the south eastern boundary of the site will be enhanced in order to protect the setting of the Grade II* listed Godfrey House. <p>Access</p> <ol style="list-style-type: none"> 4. Access will be taken from Eyhorne Street only. <p>Ecology</p> <ol style="list-style-type: none"> 5. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Noise</p> <ol style="list-style-type: none"> 6. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the railway line. <p>Open space</p> <ol style="list-style-type: none"> 7. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 8. Appropriate contributions towards community infrastructure will be provided, where proven necessary. 			
Gross area (ha)	1.2	Net area (ha)	1.2

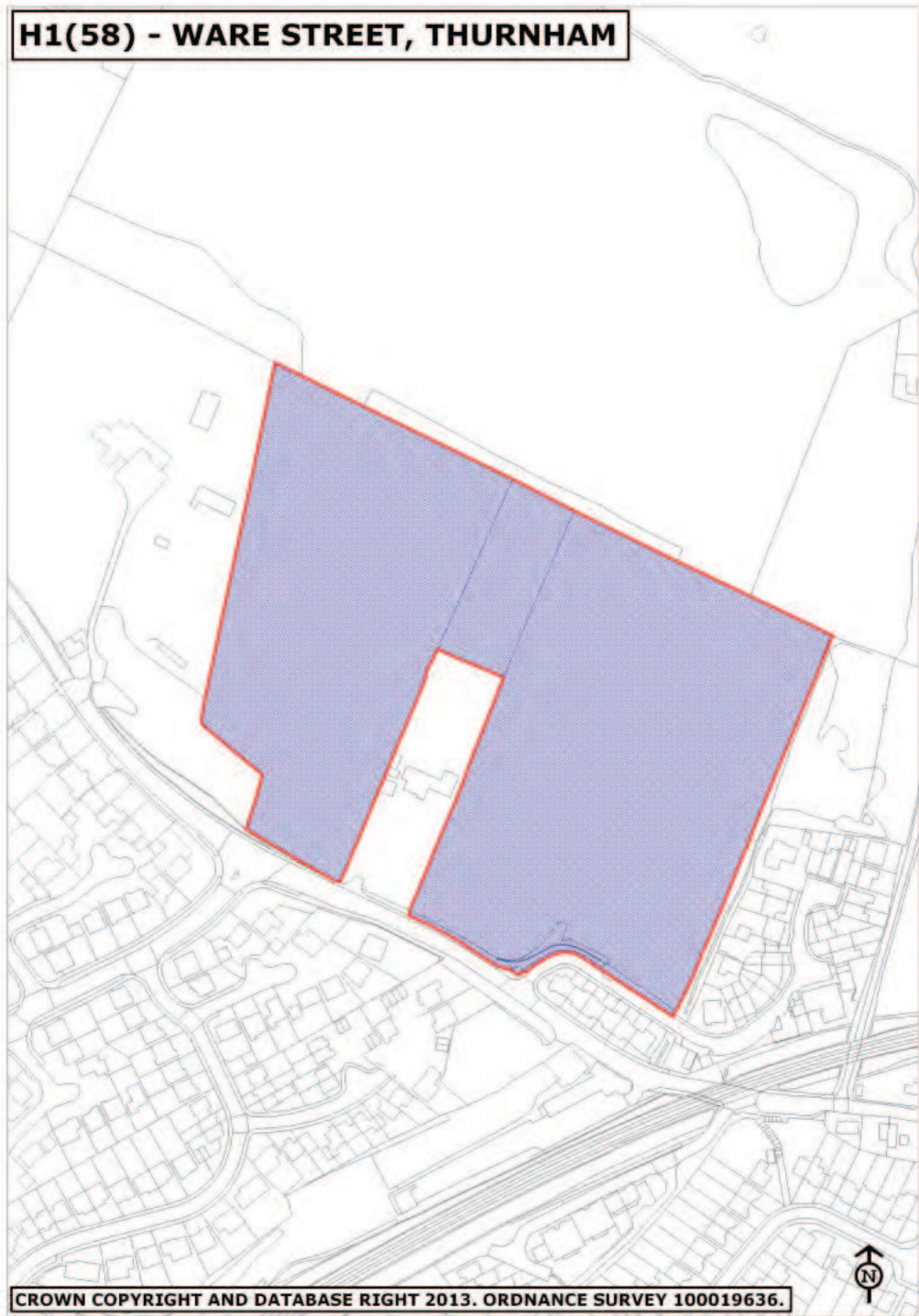
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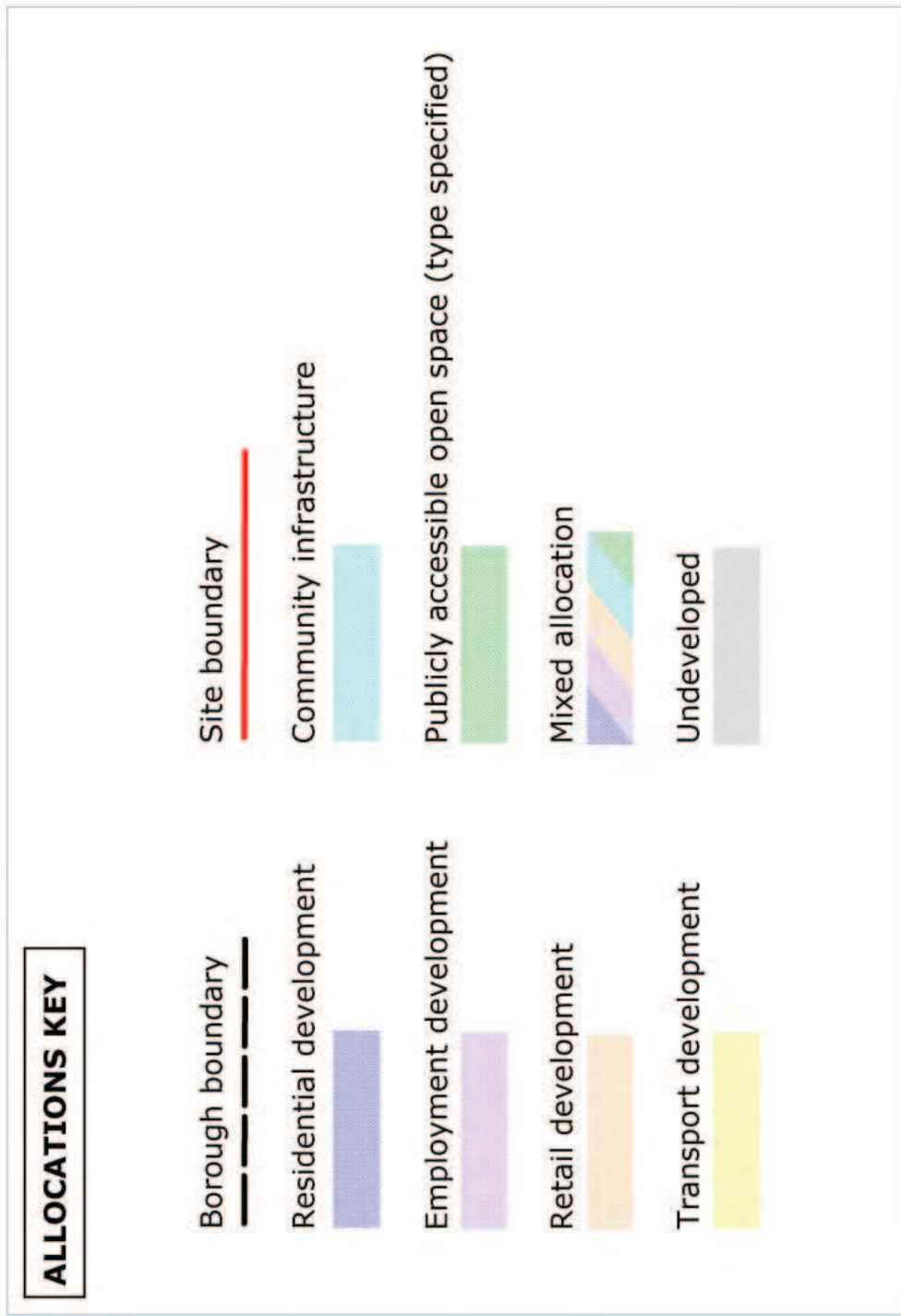
Site name, address	H1(57) - West of Eyhorne Street, Eyhorne Street (Hollingbourne)		
Approximate density (dpha)	30	Approximate net capacity	35



Site name, address	H1(58) - Ware Street, Thurnham		
Ward	Detling and Thurnham	Parish	Thurnham
Current use	No use/scrub		
<p>Ware Street development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Trees on the northern boundary of the site will be retained in order to screen the edge of the development from the open countryside beyond. 2. Trees fronting Ware Street will be retained, except at the access, in order to maintain the character of this location. <p>Access</p> <ol style="list-style-type: none"> 3. Access will be taken from Ware Street only. <p>Ecology</p> <ol style="list-style-type: none"> 4. Development will be subject to the results and recommendations of a phase one ecological survey. <p>Noise</p> <ol style="list-style-type: none"> 5. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the railway line. <p>Land contamination</p> <ol style="list-style-type: none"> 6. Development will be subject to the results and recommendations of a land contamination survey. <p>Open space</p> <ol style="list-style-type: none"> 7. Provision of publicly accessible open space as proven necessary, and/or contributions. <p>Community infrastructure</p> <ol style="list-style-type: none"> 8. Appropriate contributions towards community infrastructure will be provided, where proven necessary. 			
Gross area (ha)	4.2	Net area (ha)	4.2

Site name, address	H1(58) - Ware Street, Thurnham		
Approximate density (dpha)	35	Approximate net capacity	145

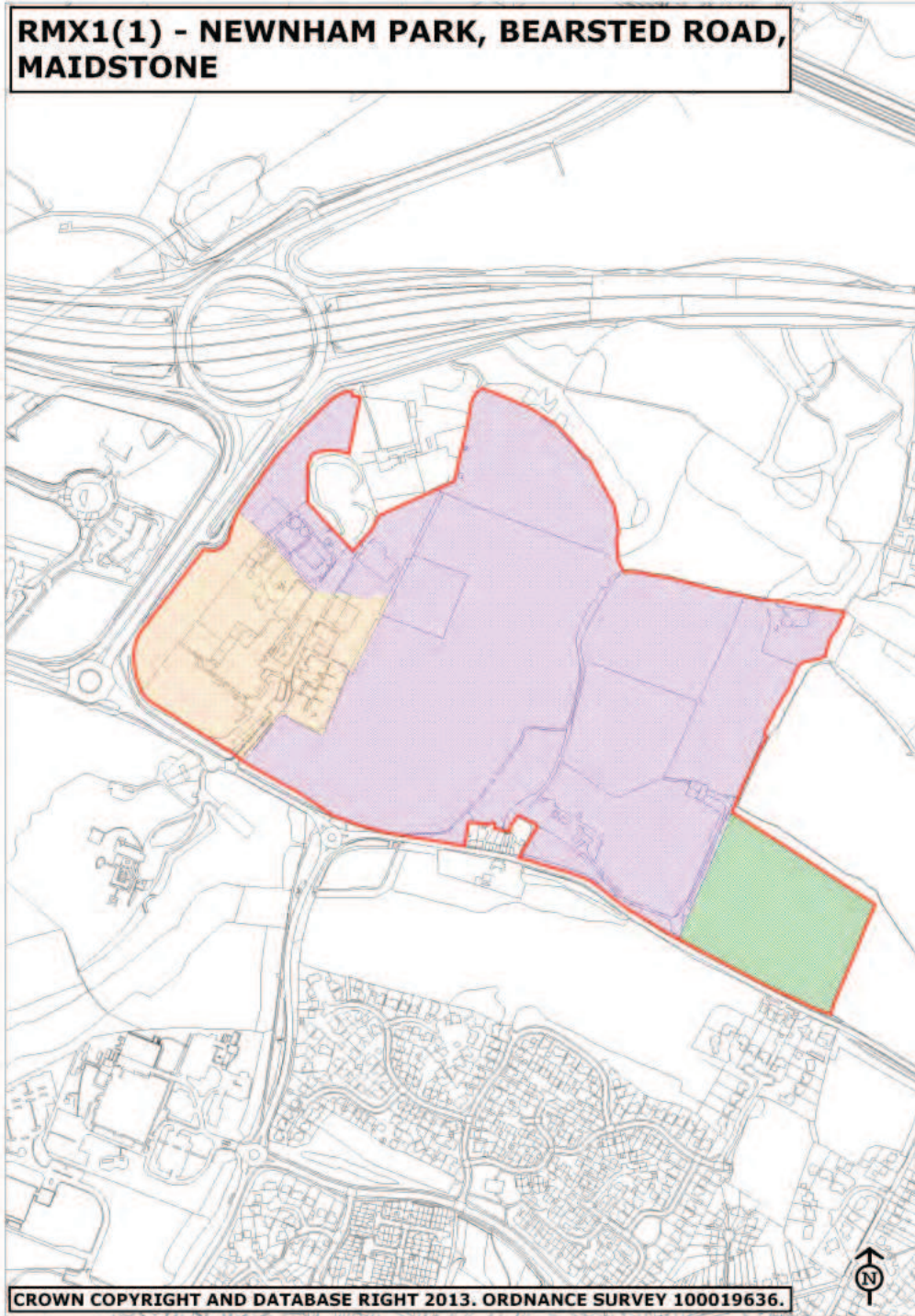




Site name, address	RMX1(1) - Newnham Park, Bearsted Road, Maidstone		
Ward	Boxley	Parish	Boxley
Current use	Medical, retail and open countryside		
<p>Newnham Park development criteria</p> <p>Newnham Park is allocated for a medical campus, a replacement retail centre and a nature reserve, as identified on the policies map. Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 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 and additional provision of retail floorspace not exceeding 700m² gross retail floorspace which is not to be used for the sale of clothing, footwear, accessories, jewellery and watches. All replacement and additional 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 parkland nature reserve of approximately 3 hectares on land to the south east of the site, as shown on the policies map, and through a legal agreement transferred to a Trust. 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: <ol style="list-style-type: none"> i. The provision of new structural and internal landscaping to be phased in advance of development; ii. The retention and enhancement of existing planting; iii. The use of the topography in site layout plans to exclude development on the higher, more visually prominent parts of the site; 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 entrance to the site; 			

<p>Site name, address</p>	<p>RMX1(1) - Newnham Park, Bearsted Road, Maidstone</p>
<p>v. The use of low level lighting; and vi. The use of green roofs where practical.</p> <p>6. Medical facilities on land to the west of the existing stream will be delivered in advance of medical facilities on land to the east of the stream.</p> <p>7. The additional retail floorspace must be of an out of town format that is complementary to town centre uses and, by means of a sequential sites assessment, demonstrably require an out of town location. Large scale retail warehousing style buildings will not be acceptable in this sensitive landscape location.</p> <p>8. Submission of a retail impact assessment which clearly demonstrates that the retail development has no significant adverse impact on the town centre.</p> <p>9. 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.</p> <p>10. 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.</p> <p>11. Submission of a full landscape assessment to be approved by the council.</p> <p>Access</p> <p>12. Vehicular access to the site from the New Cut roundabout, with bus and emergency access from the A249 Sittingbourne Road.</p> <p>13. Enhanced pedestrian and cycle links to the residential areas of Grove Green, Vinters Park and Penenden Heath, and to Eclipse Business Park.</p> <p>14. Submission of a Travel Plan, to be approved by the Borough Council.</p> <p>Archaeology</p> <p>15. Provision of a watching archaeological brief in order to protect any heritage assets found on site.</p> <p>Ecology</p> <p>16. Submission of an ecology survey and detailed mitigation measures.</p> <p>A development brief, to be approved by the council, will detail the way in which medical facilities, retail redevelopment and the nature reserve, together with integral landscaping and supporting infrastructure, are delivered in an integrated and coordinated manner.</p>	

Site name, address	RMX1(1) - Newnham Park, Bearsted Road, Maidstone		
Highways	<p>17. Submission of a full Transport Assessment to identify off-site highway improvements 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 prior to the commencement of development.</p> <p>18. Capacity improvements to the Bearsted roundabout at the junction of Bearsted Road with the A249 Sittingbourne Road, together with the provision of pedestrian crossing facilities.</p> <p>19. Capacity improvements to the New Cut roundabout at the junction of Bearsted Road and New Cut Road, together with the provision of pedestrian crossing facilities.</p> <p>20. The upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout, land take being confined to the north of Bearsted Road.</p> <p>21. Safety and capacity improvements to the M20 motorway junction 7 roundabout.</p> <p>22. Improved public transport to operate between the site and the town centre, via New Cut Road and Ashford Road.</p> <p>23. Bus priority measures on New Cut Road, where feasible, and traffic signal priority measures at the junction of New Cut Road and the A20 Ashford Road.</p> <p>24. Improved bus links to the site from the residential areas of Grove Green and Penenden Heath.</p>		
Gross area (ha)	28.6	Net area (ha)	25.5
Approximate density (dpha)	N/A	Approximate net capacity	15,000m ² retail 100,000m ² medical and associated uses



Site name, address	RMX1(2) - Maidstone East and Maidstone sorting office, Sandling Road, Maidstone		
Ward	North	Parish	N/A
Current use	Railway station, parking, Royal Mail sorting office		
Maidstone East and Maidstone sorting office development criteria			
Planning permission will be granted if the following criteria are met:			
Design and layout			
<ol style="list-style-type: none"> 1. The provision of up to 10,000m² of comparison and convenience shopping floorspace and some 210 dwellings. 2. The provision of a more prominent station entrance fronting onto Sessions House Square/Week Street. 3. Development is designed to respond to the listed Sessions House and its setting. Development should provide an 'active' frontage comprising individual retail units facing the west side of Sessions House Square and provide direct pedestrian entrance into the development via this frontage. 4. Development is designed to achieve a visual and physical connection between Sessions Square and Brenchley Gardens. 5. The overall height and bulk of development is controlled to limit the overall incursion in views of Sessions House from the west. 6. Assessment of the archaeological potential of the site is undertaken and the measures needed to address the assessment's findings secured. 7. The provision of commuter car parking to serve Maidstone East railway station. 8. Maintenance access for Network Rail to the western end of the railway tracks is secured. 9. The incorporation of landscaped elements within the overall scheme design including the retention of existing landscape features where possible. 			
Access			
<ol style="list-style-type: none"> 10. The scheme enables the improved, safe and convenient interchange between buses, trains and taxis, including through the provision of improved pick up/drop off facilities. 11. Full disabled access to the station and platforms is secured. 12. Highway access is taken from Sandling Road. An additional, in-bound only access to the Sorting Office part of the site could be taken from Fairmeadow. 			
Flooding and water quality			
<ol style="list-style-type: none"> 13. The submission of a detailed surface water drainage strategy for the development based around sustainable drainage principles . 			

Site name, address	RMX1(2) - Maidstone East and Maidstone sorting office, Sandling Road, Maidstone		
Noise			
14. The submission of a transportation noise assessment and the delivery of resultant noise attenuation measures in particular for residential development sited close to the railway line and/or Fairmeadow.			
Air Quality			
15. The submission of an air quality assessment and emissions reduction plan.			
Land contamination			
16. The submission of a land contamination assessment and the delivery of resultant mitigation measures.			
Public realm			
17. 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.			
18. Complementary, linked public realm improvements to Sessions House Square to provide an enhanced public open space.			
Gross area (ha)	2.2	Net area (ha)	2.2
Approximate density (dpha)	N/A	Approximate net capacity	210 dwellings 10,000m ² retail

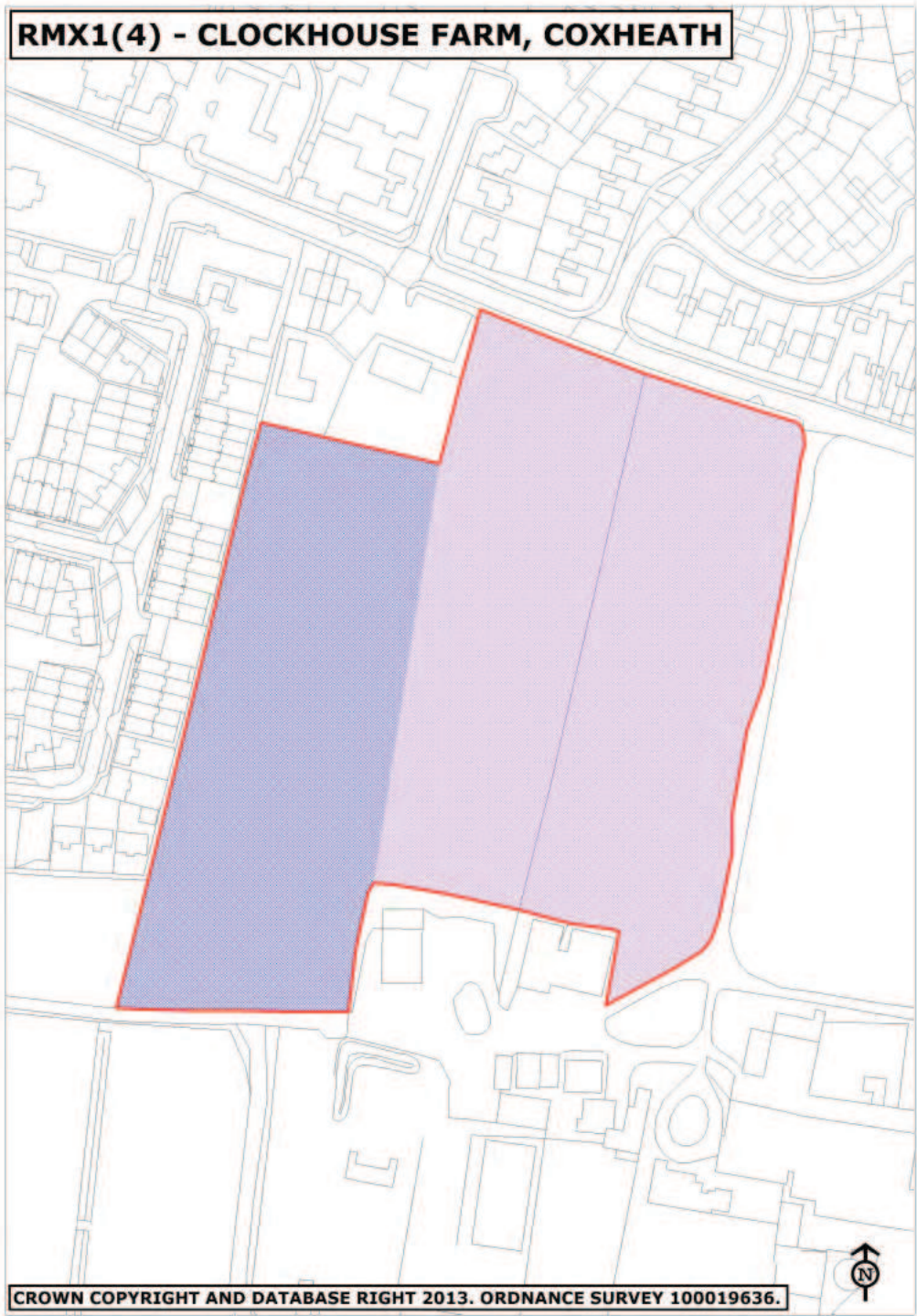


Site name, address	RMX1(3) - King Street, Maidstone		
Ward	High Street	Parish	N/A
Current use	Surface car park and former bowling alley		
<p>King Street development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The provision of up to 1,400m² of comparison and/or convenience shopping floorspace at ground floor level and up to 70 dwellings. 2. Development is designed to respond to the character and qualities of the conservation area to the north. <p>Noise</p> <ol style="list-style-type: none"> 3. The submission of a noise assessment and the delivery of resultant noise attenuation measures. <p>Air quality</p> <ol style="list-style-type: none"> 4. The submission of an air quality assessment and emissions reduction plan. <p>Land contamination</p> <ol style="list-style-type: none"> 5. The submission of a land contamination assessment and the delivery of resultant mitigation measures. <p>Public Realm</p> <ol style="list-style-type: none"> 6. In association with new retail floorspace, public realm enhancements to improve the attractiveness of the pedestrian route between the site and the junction of King Street and Wyke Manor Road. 			
Gross area (ha)	0.4	Net area (ha)	0.4
Approximate density (dpha)	170	Approximate net capacity	70 dwellings 1,400m ² retail



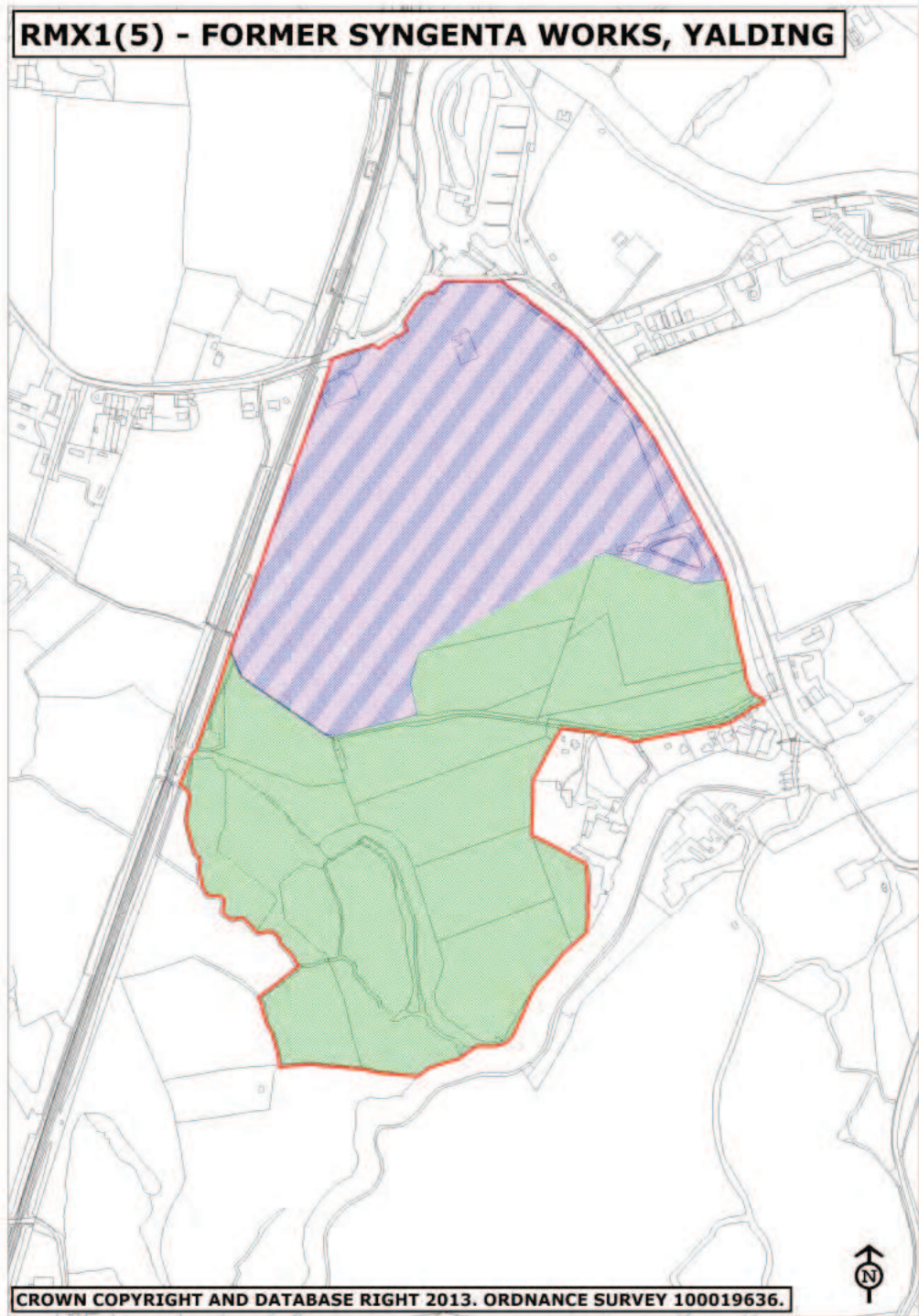
Site name, address	RMX1(4) Clockhouse Farm, Heath Road, Coxheath		
Ward	Coxheath and Hunton	Parish	Coxheath
Current use	Agricultural land		
Clockhouse Farm development criteria			
Planning permission will be granted if the following criteria are met:			
Design and layout			
<ol style="list-style-type: none"> 1. The housing element is located on the western portion of the site and the employment element to the east. A landscape buffer should separate the two elements within the site. 2. The housing element achieves an overall site density of 30dph. 3. Up to 7,700m² of B1(a) and/or B1(c) employment floorspace is provided. Subject to needs, the site also has capacity to accommodate a new local healthcare and/or community facility for the village. 4. The proposals respect the residential amenity of adjacent properties. 5. The proposals retain and significantly enhance the existing eastern boundary hedgerow to define the edge of the village and to help screen and soften the visual impact of development when approaching the village from the east. 6. The proposals retain and significantly enhance the existing southern boundary hedgerow to separate the development from the farm complex to the south east and to form a definite, substantial landscaped boundary to the site. 			
Access			
7. Access will be taken from Heath Road only.			
Ecology			
8. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures.			
Highways			
<ol style="list-style-type: none"> 9. The proposals deliver a footpath link along the southern side of Heath Road to connect with the existing foot way to the village centre. 10. Contributions are secured for the upgrading of village bus stops to provide step free access on/off the buses. 			
Gross area (ha)	3.3	Net area (ha)	Residential:1.3 Employment: 1.8
		339	

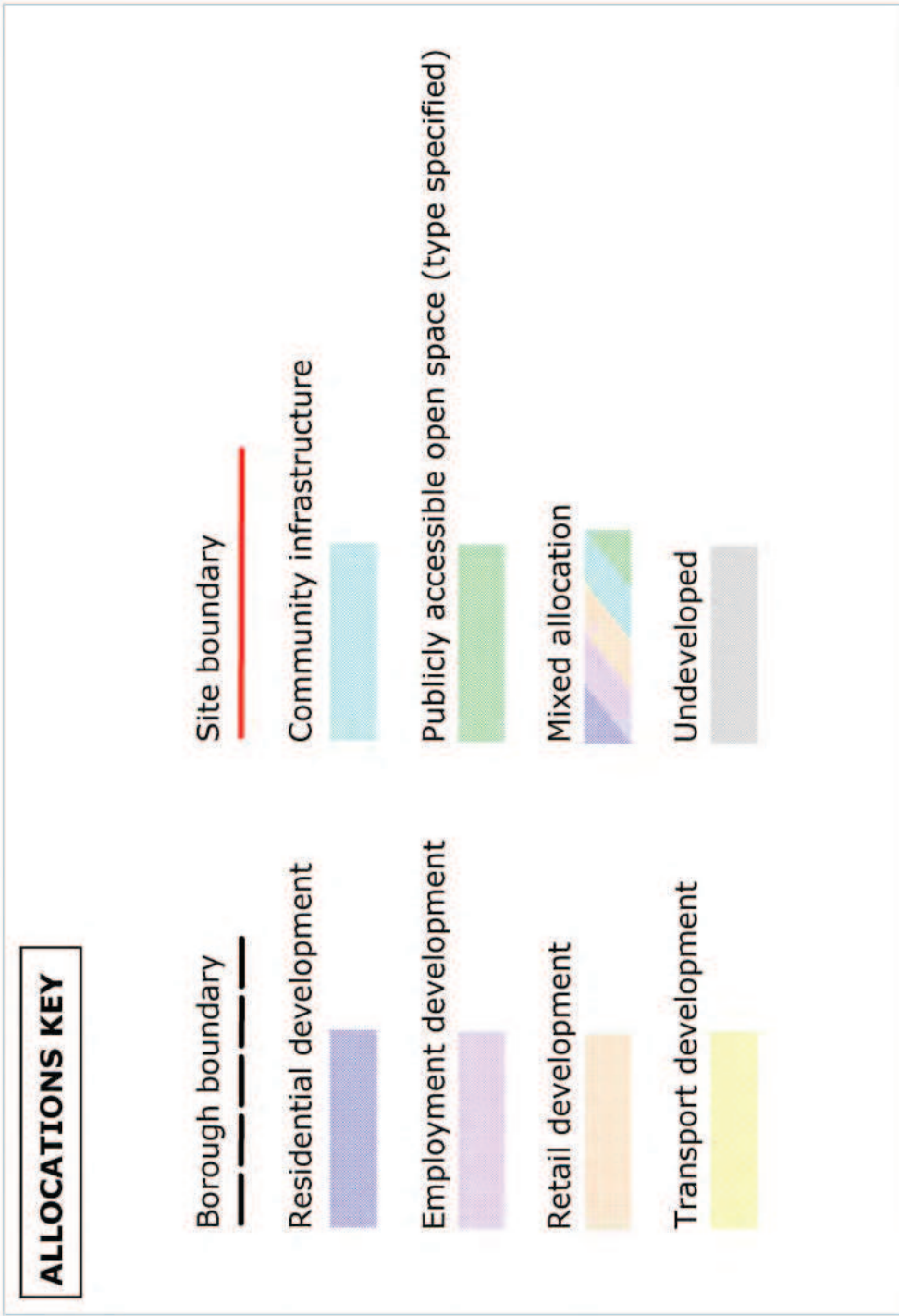
Site name, address	RMX1(4) Clockhouse Farm, Heath Road, Coxheath		
			Community/health: 0.2
Approximate density (dpha)	30	Approximate net capacity	40 dwellings 7,700m ² B1



Site name, address	RMX1(5) - Former Syngenta Works, Hampstead Lane, Yalding		
Ward	Marden and Yalding	Parish	Yalding
Current use	Former agro-chemical works and green field area to the south		
<p>Former Syngenta Works development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Provision of at least 8,600m² of employment floorspace located in the western part of the site closest to the railway line and the retention or re-provision of the office building fronting Hampstead Lane. 2. The height of new employment buildings should not exceed that of the existing office building. 3. Subject to the flood risk assessment, residential development of some 200 dwellings to be located on the eastern portion of the site. 4. Within the site boundary, an area of land to the south (13ha) is to be retained as a nature conservation area. 5. The significant landscape belt which lies to the south of the development area is retained, maintained and enhanced to provide a clear boundary to the developed parts of the site, to act as a buffer to the Local Wildlife Site and to screen views of development from the attractive countryside to the south and from the properties in Parsonage Farm Road. 6. The retention, maintenance 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. <p>Access</p> <ol style="list-style-type: none"> 7. Access will be taken from Hampstead Lane only. <p>Ecology</p> <ol style="list-style-type: none"> 8. The site lies adjacent to the Hale Ponds and Pastures Local Wildlife Site. A survey which assesses the site's ecological potential must be submitted. The development proposals must provide for the delivery of appropriate 			

Site name, address	RMX1(5) - Former Syngenta Works, Hampstead Lane, Yalding		
<p>habitat creation and enhancement measures in response to the survey findings including the creation and enhancement of wildlife corridors, and, if required, mitigation measures.</p> <p>Flooding and water quality</p> <p>9. 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. Contributions may be requested for measures to reduce flood risk to dwellings in Yalding.</p> <p>10. Measures are secured to ensure adequate site drainage, including through the implementation of sustainable drainage measures.</p> <p>Land contamination</p> <p>11. Demonstration that contamination of the site resulting from its previous use has been remediated to the satisfaction of the local authority and the Environment Agency.</p> <p>Highways</p> <p>12. The highways and accessibility improvements required will be identified through a Transport Impact Assessment and will include:</p> <ul style="list-style-type: none"> i. The delivery of improvements to public transport and pedestrian connections to Yalding; ii. The provision of a right turning lane within existing highway limits at the junction of Maidstone Road (A228) with Hampstead Lane; and iii. Public rights of way improvements, including providing an alternative to the 'at grade' pedestrian footpath crossing of the railway. 			
Gross area (ha)	32.5	Net area (ha)	Residential: 4.1 Employment: 2.2
Approximate density (dpha)	30	Approximate net capacity	200 dwellings 8,600m ² B1/B2

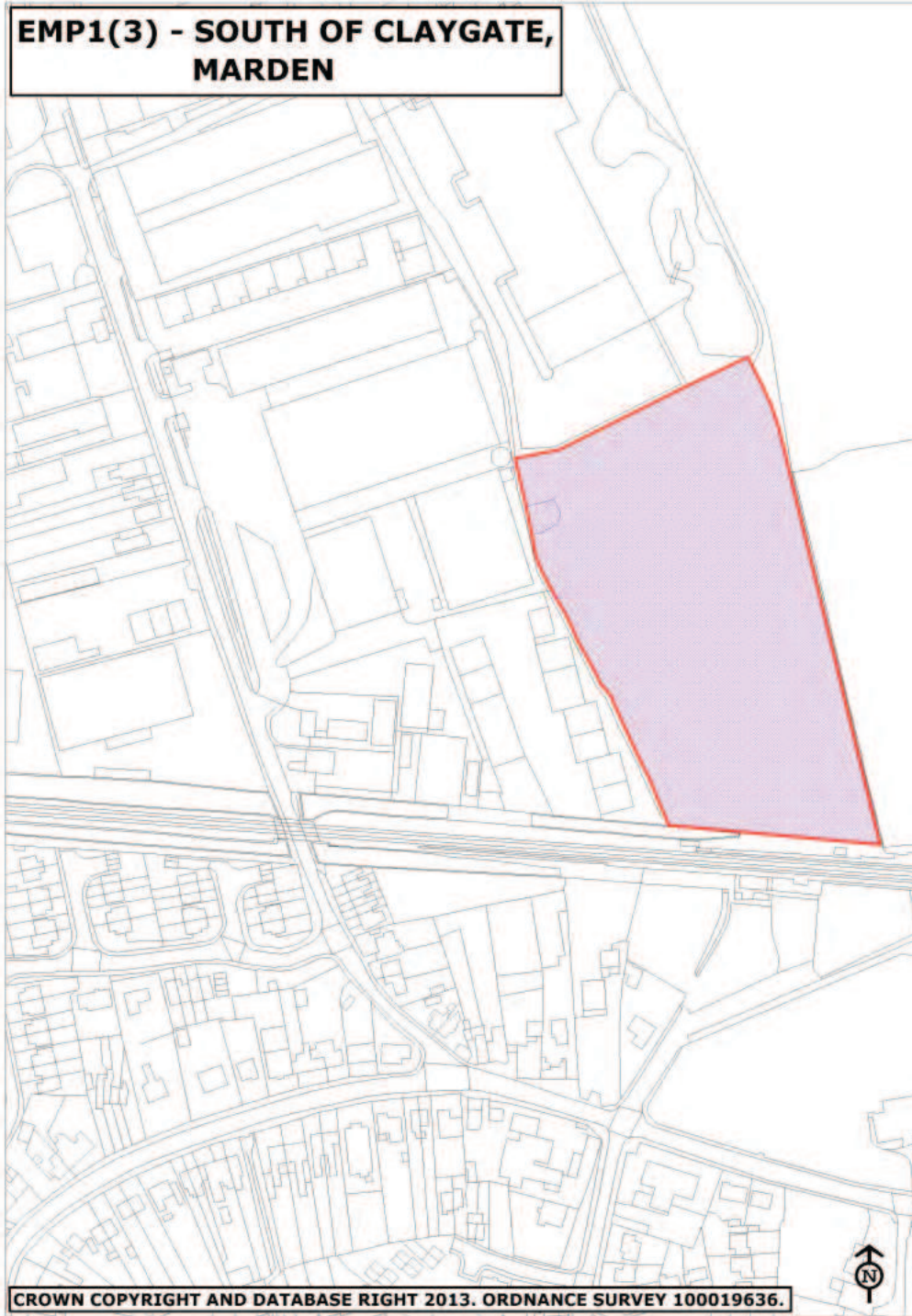




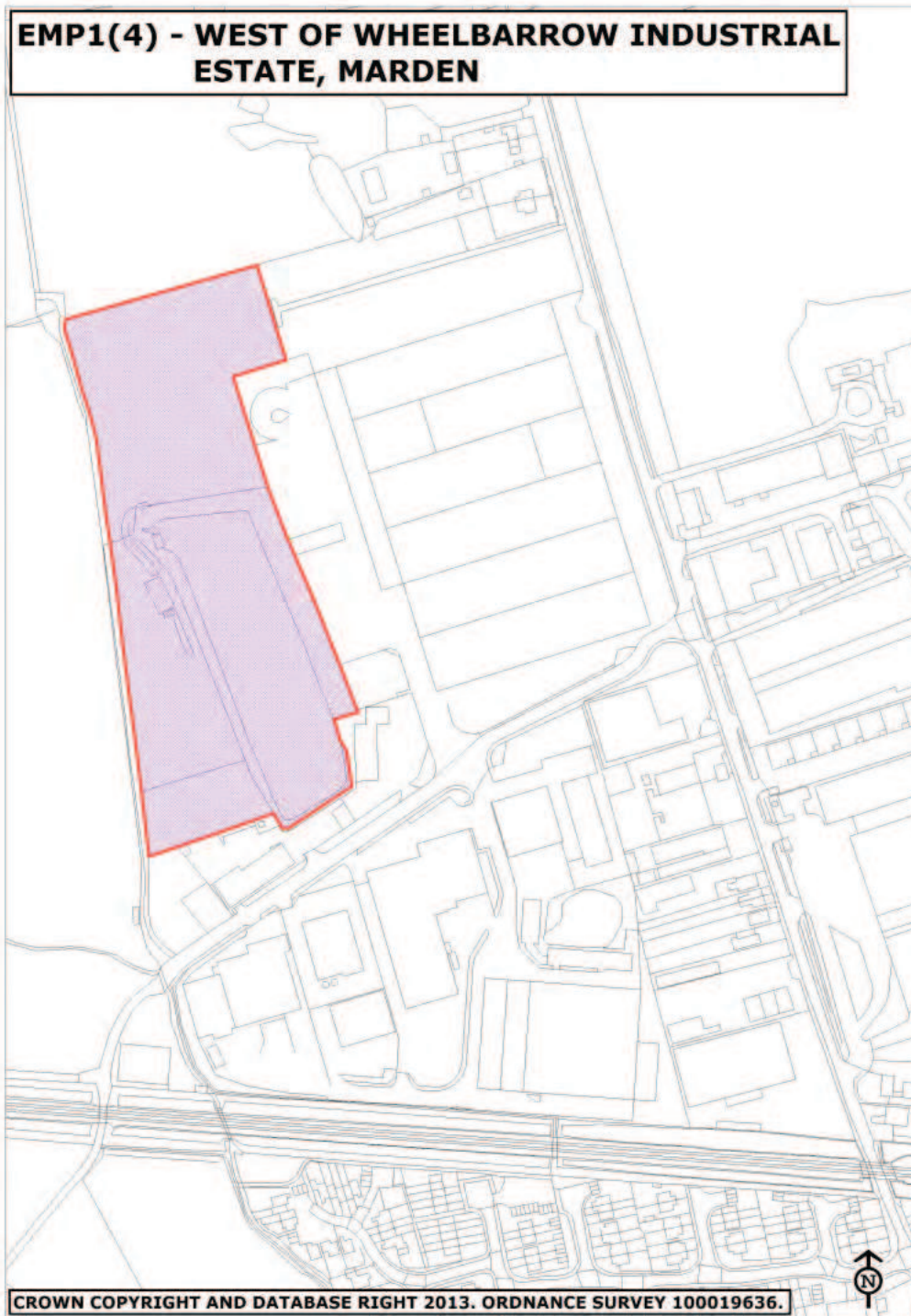
Site name, address	EMP1(2) Mote Road, Maidstone		
Ward	High Street	Parish	N/A
Current use	Surface level car park		
<p>Mote Road development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Redevelopment of the site for up to 8,000m² of office floorspace. Where possible development should be sited to create frontage blocks to Mote Road/Wat Tyler Way and to Romney Place. 2. The development preserves the setting of the listed properties in Romney Place. 3. Development does not exceed 9 storeys in height. <p>Noise</p> <ol style="list-style-type: none"> 4. The submission of a noise assessment and the delivery of appropriate noise attenuation measures as part of the development. <p>Air quality</p> <ol style="list-style-type: none"> 5. The submission of an air quality assessment and appropriate air quality mitigation measures to be implemented as part of the development. <p>Land contamination</p> <ol style="list-style-type: none"> 6. The submission of a land contamination report and appropriate mitigation measures to be implemented prior to development commencing. 			
Gross area (ha)	0.4	Net area (ha)	0.4
Approximate density (dpha)	N/A	Approximate net capacity	8,000m ² B1



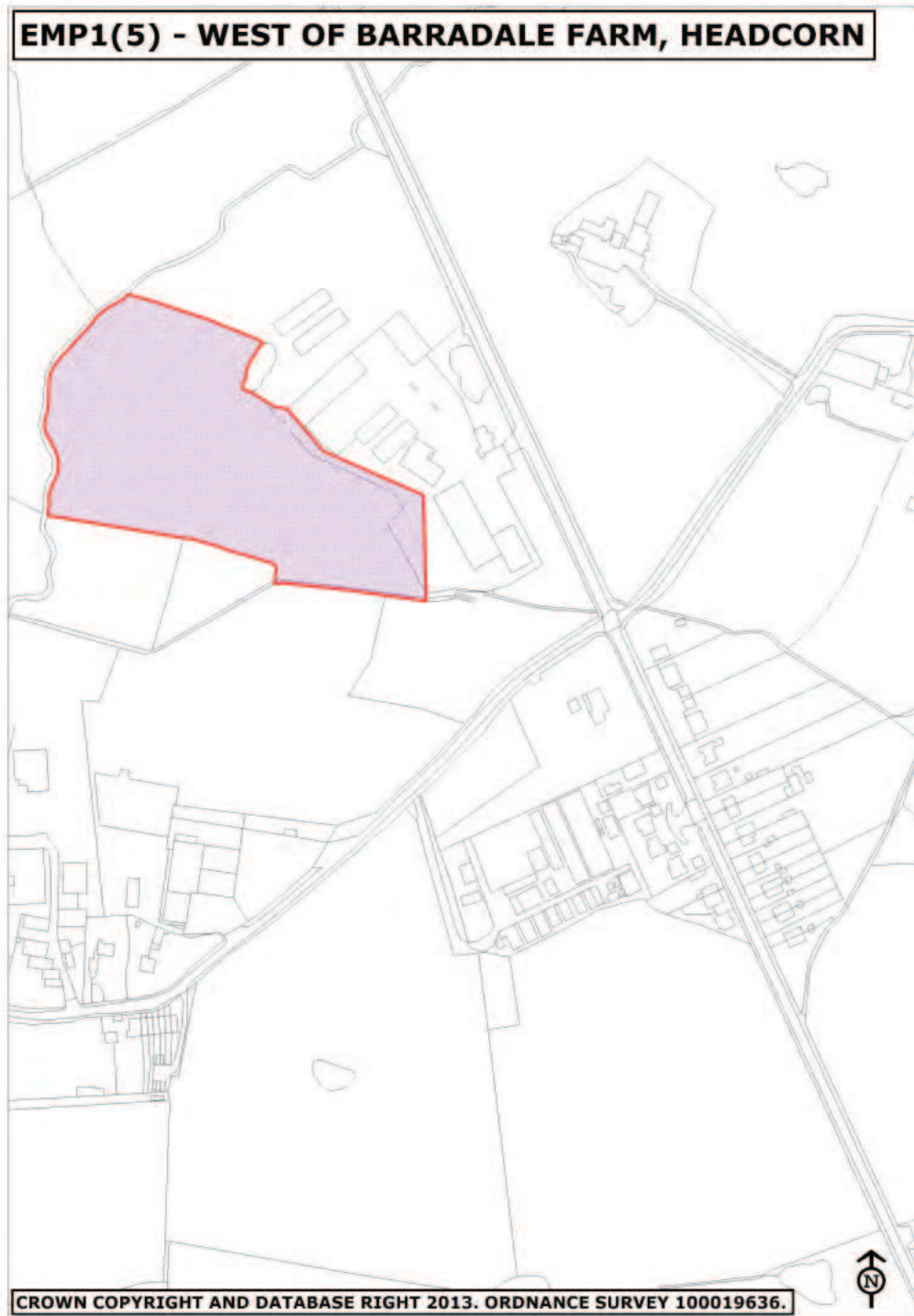
Site name, address	EMP1(3) - South of Claygate, Pattenden Lane, Marden		
Ward	Marden and Yalding	Parish	Marden
Current use	Open field		
South of Claygate development criteria			
Planning permission will be granted if the following criteria are met:			
Design and layout			
1. The proposals incorporate a landscaping scheme which enhance 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.			
Gross area (ha)	1.4	Net development area (ha)	1.4
Approximate density (dpha)	N/A	Approximate net capacity	6,800m ² B1/B2/B8

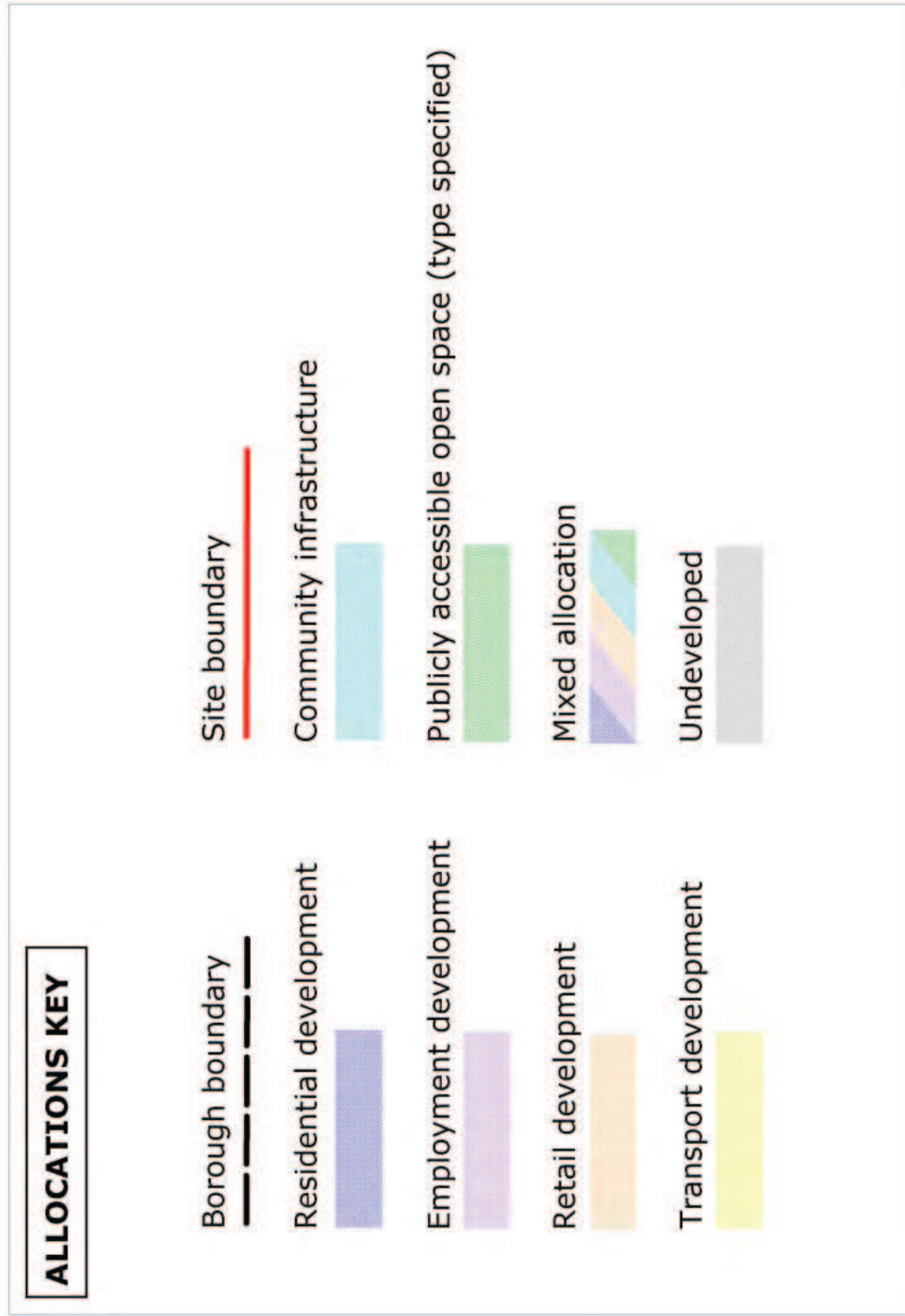


Site name, address	EMP1(4) West of Wheelbarrow Industrial Estate, Pattenden Lane, Marden		
Ward	Marden and Yalding	Parish	Marden
Current use	Uncultivated agricultural land		
<p>West of Wheelbarrow Industrial Estate development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The northern and western boundaries of the site are defined with additional planting to strengthen the boundary and to soften the appearance of the development in short range views from the west and from the north. 2. Assessment of the archaeological potential of the site is undertaken and the measures needed to address the assessment’s findings secured. 3. The siting and height of buildings and landscaping safeguards the flight path of the air ambulance. <p>Access</p> <ol style="list-style-type: none"> 4. Access will be taken from Pattenden Lane. <p>Ecology</p> <ol style="list-style-type: none"> 5. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures. <p>Flooding and water quality</p> <ol style="list-style-type: none"> 6. Surface water run off is managed using sustainable drainage techniques. 			
Gross area (ha)	2.9	Net development area (ha)	2.9
Approximate density (dpha)	N/A	Approximate net capacity	14,500m ² B1/B2/B8



Site name, address	EMP1(5) West of Barradale Farm, Maidstone Road, Headcorn.		
Ward	Headcorn	Parish	Headcorn
Current use	Open field		
<p>West of Barradale Farm development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The proposals incorporate structural landscaping along the northern 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. <p>Access</p> <ol style="list-style-type: none"> 3. Access will be taken from the A274. <p>Ecology</p> <ol style="list-style-type: none"> 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. <p>Flooding and water quality</p> <ol style="list-style-type: none"> 6. Surface water run off is managed using sustainable drainage techniques. <p>Highways</p> <ol style="list-style-type: none"> 7. The delivery of a pedestrian connection south from the site entrance on the western side of A274 to the bus stops on A274 at its junction with Stonestile Road. 			
Gross area (ha)	1.9	Net development area (ha)	1.9
Approximate density (dpha)	N/A	Approximate net capacity	5,000m ² B1/B2/B8

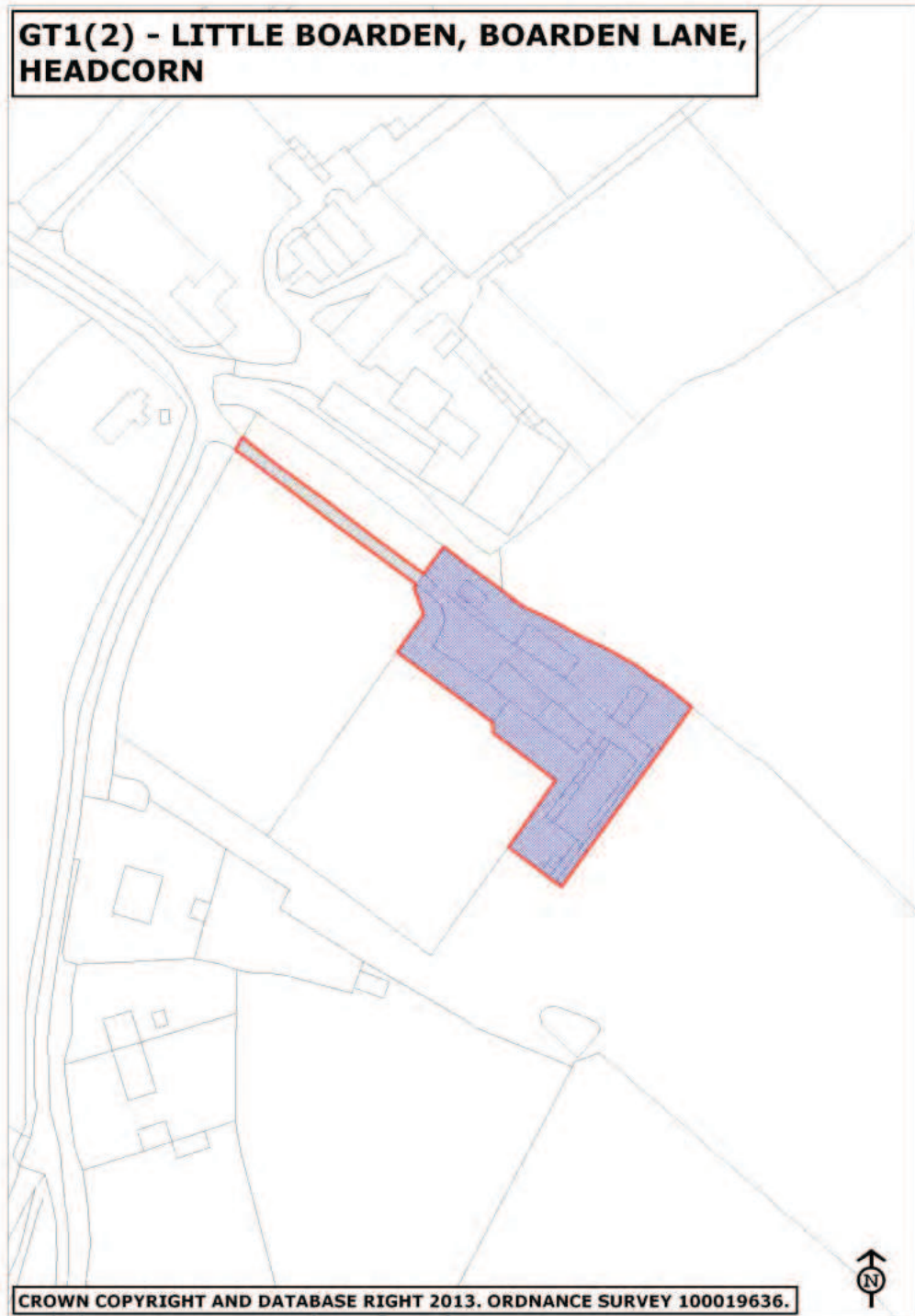




Site name, address	GT1(1) - 1 Oak Lodge, Tilden Lane, Marden		
Ward	Marden and Yalding	Parish	Marden
Current use	Existing Gypsy and Traveller site containing 2 pitches. Current planning status: the site is unauthorised; it does not have planning permission.		
<p>1 Oak Lodge development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The total capacity of the site does not exceed two Gypsy and Traveller pitches. 2. The substantial landscape buffer to the north west and west of the site is retained and maintained. 			
Gross area (ha)	0.1	Net area (ha)	0.1
Approximate site density	20 pitches/ha	Approximate net capacity	Net gain: 2 permanent pitches (there would be no additional pitches on the site; the two existing pitches are currently unauthorised)



Site name, address	GT1(2) - Little Boarden, Boarden Lane, Headcorn		
Ward	Headcorn	Parish	Headcorn
Current use	Exiting Gypsy and Traveller site containing 3 pitches. Current planning status: one pitch has permanent planning consent and two pitches have temporary consent which expires in December 2015.		
<p>Little Boarden development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The total capacity of the site does not exceed 3 Gypsy and Traveller pitches. 2. A landscaping scheme for the site is approved which provides for: <ol style="list-style-type: none"> i. The retention and future maintenance of the existing landscaping along the north western boundary as an effective screen to the development; and ii. The retention and maintenance of the existing landscaping along the south western boundary and its extension with native planting along the whole of the boundary to form an effective screen to the development. 			
Gross area (ha)	0.2	Net area (ha)	0.2
Approximate density	15 pitches/ha	Approximate net capacity	Net gain: 2 permanent pitches (there would be no additional pitches on the site; one pitch already has permanent consent and the other two existing pitches have temporary consent)



Site name, address	GT1(3) - The Chances, Lughorse Lane, Hunton		
Ward	Coxheath and Hunton	Parish	Hunton
Current use	Exiting Gypsy and Traveller site containing 1 pitch. Current planning status: the existing pitch has temporary planning consent which expires in October 2015.		
<p>The Chances development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The total site capacity does not exceed 4 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 and the further enhancement of the northern boundary with native species planting to provide an effective screen to the development. <p>Ecology</p> <ol style="list-style-type: none"> 3. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures. 			
Gross area (ha)	0.4	Net area (ha)	0.4
Approximate density	10 pitches/ha	Approximate net capacity	Net gain: 4 permanent pitches (there is already one pitch with temporary consent on site. This allocation provides for three further pitches to be established on the site in addition to the existing pitch)



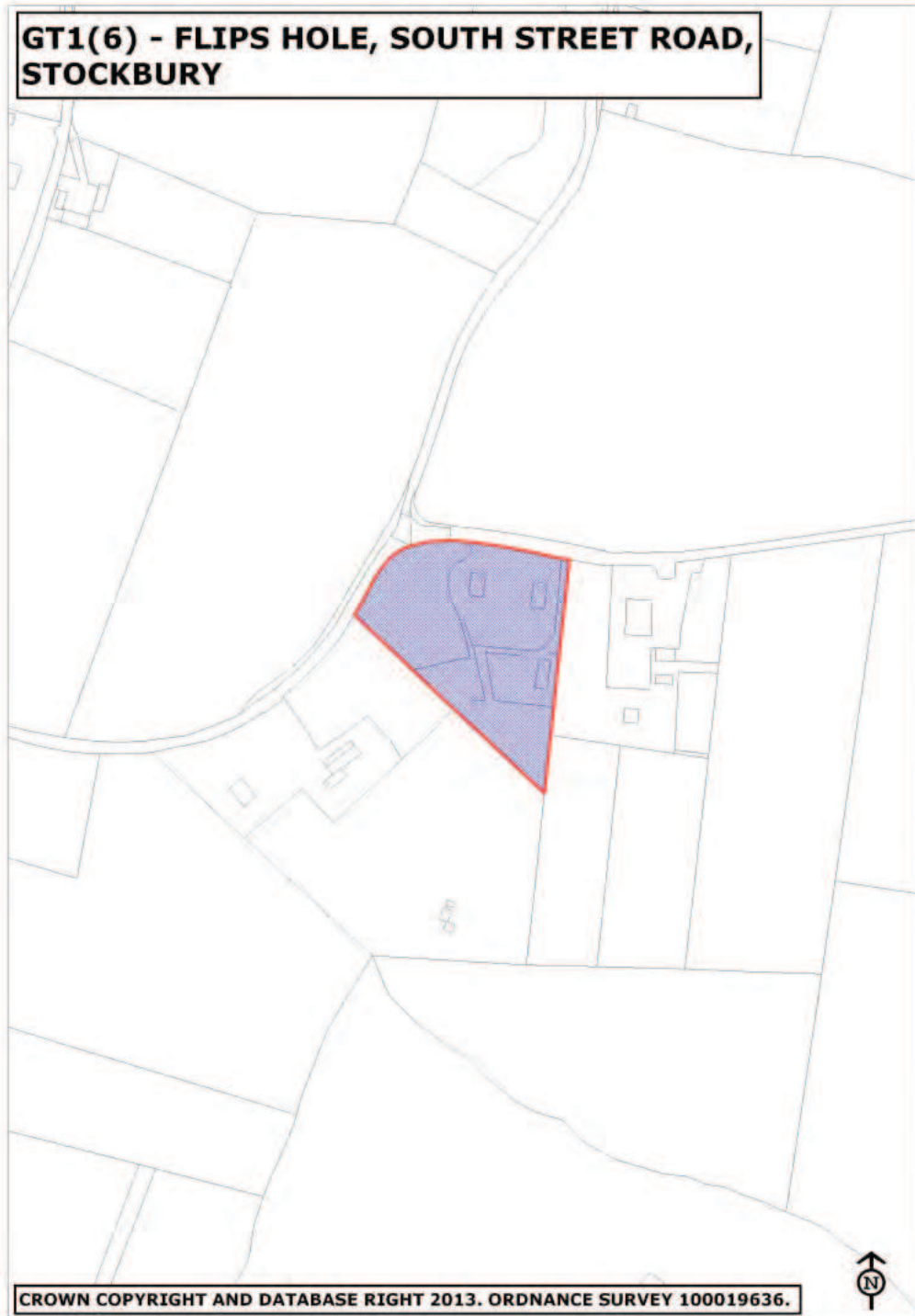
Site name, address	GT1(4) - Hawthorn Farm, Pye Corner, Ulcombe		
Ward	Headcorn	Parish	Ulcombe
Current use	Existing Gypsy and Traveller site with permanent planning consent for 2 pitches.		
<p>Hawthorn Farm development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The total site capacity does not exceed 5 Gypsy and Traveller pitches. 2. A landscaping scheme for the site is approved which provides for: <ol style="list-style-type: none"> i. The retention and future maintenance of the woodland area which lies to the south of the site and of the hedge and tree belts along the south east and north east boundaries of the site which together form an effective screen to the development; and ii. The establishment of a landscaped boundary along the north western and south western edges of the site to provide an effective screen to the development. 			
Gross area (ha)	0.5	Net area (ha)	0.5
Approximate density	10 pitches/ha	Approximate net capacity	Net gain: 3 permanent pitches (there are already two pitches with permanent consent on site. This allocation provides for three further pitches to be established on the site in addition to the existing pitches)



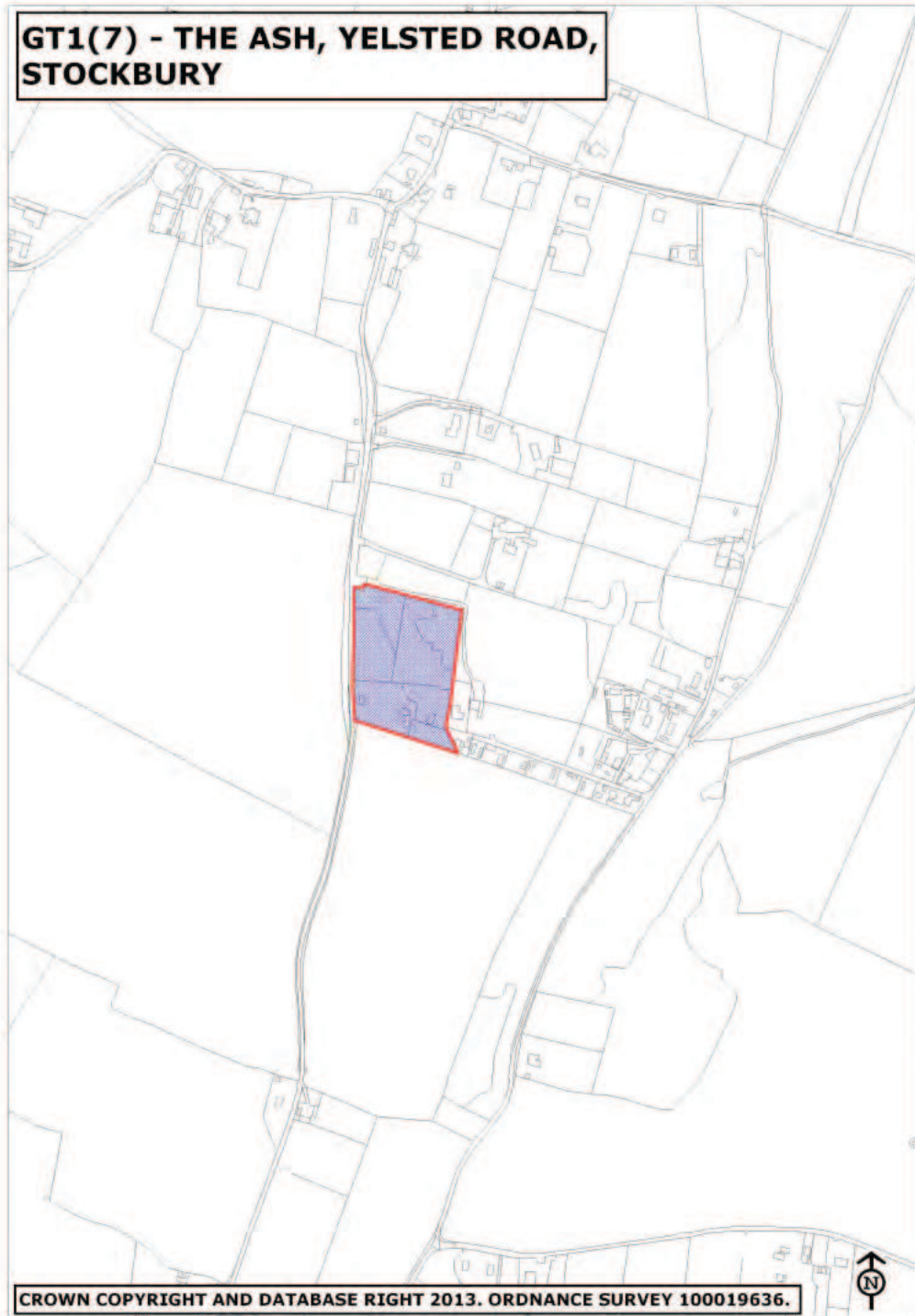
Site name, address	GT1(5) - Cherry Tree Farm, West Wood Road, Stockbury		
Ward	North Downs	Parish	Stockbury
Current use	Existing Gypsy and Traveller site containing 1 pitch. Current planning status: the site is unauthorised; it does not have planning permission.		
<p>Cherry Tree Farm development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The total capacity of the site does not exceed 2 Gypsy and Traveller pitches. 2. A landscaping scheme for the site is approved which provides for: <ol style="list-style-type: none"> i. The retention and future maintenance of the existing hedges along the eastern and western boundaries of the site which provide an effective screen to the development; and ii. The establishment of a landscaped boundary to the north of the site to provide an effective screen to the development. 			
Gross area (ha)	0.5	Net area (ha)	0.5
Approximate density	4 pitches/ha	Approximate net capacity	Net gain: 2 permanent pitches (there is already one unauthorised pitch on site. This allocation provides for one further pitch to be established on the site in addition to the existing pitch)

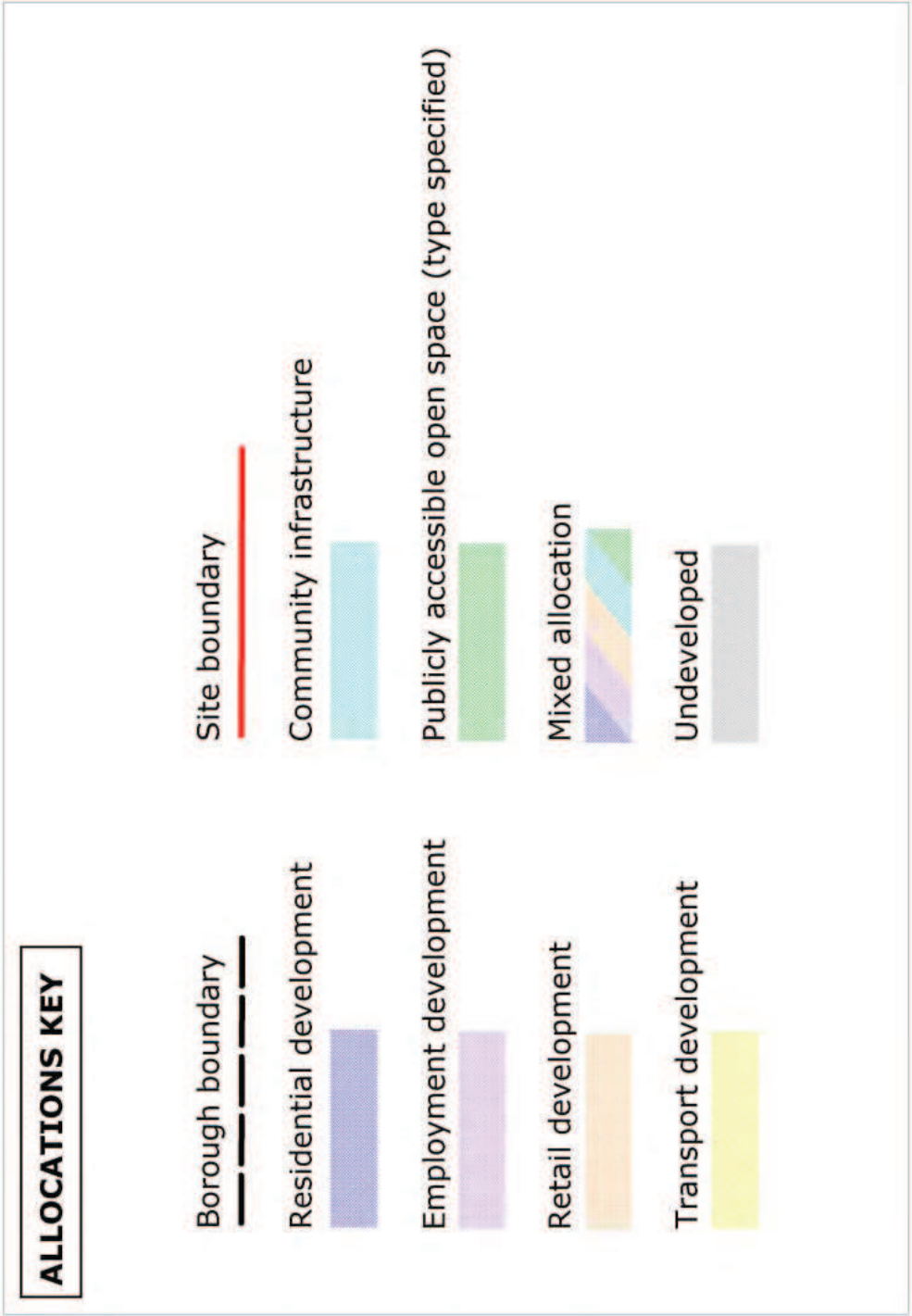


Site name, address	GT1(6) - Flips Hole, South Street Road, Stockbury		
Ward	North Downs	Parish	Stockbury
Current use	Existing Gypsy and Traveller site containing 2 pitches. Current planning status: the site is unauthorised; it does not have planning permission.		
<p>Flips Hole development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The total site capacity 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. 			
Gross area (ha)	0.6	Net area (ha)	0.6
Approximate density	8 pitches/ha	Approximate net capacity	Net gain: 5 permanent pitches (there is already two unauthorised pitches on the site. This allocation provides for three further pitches to be established on the site)

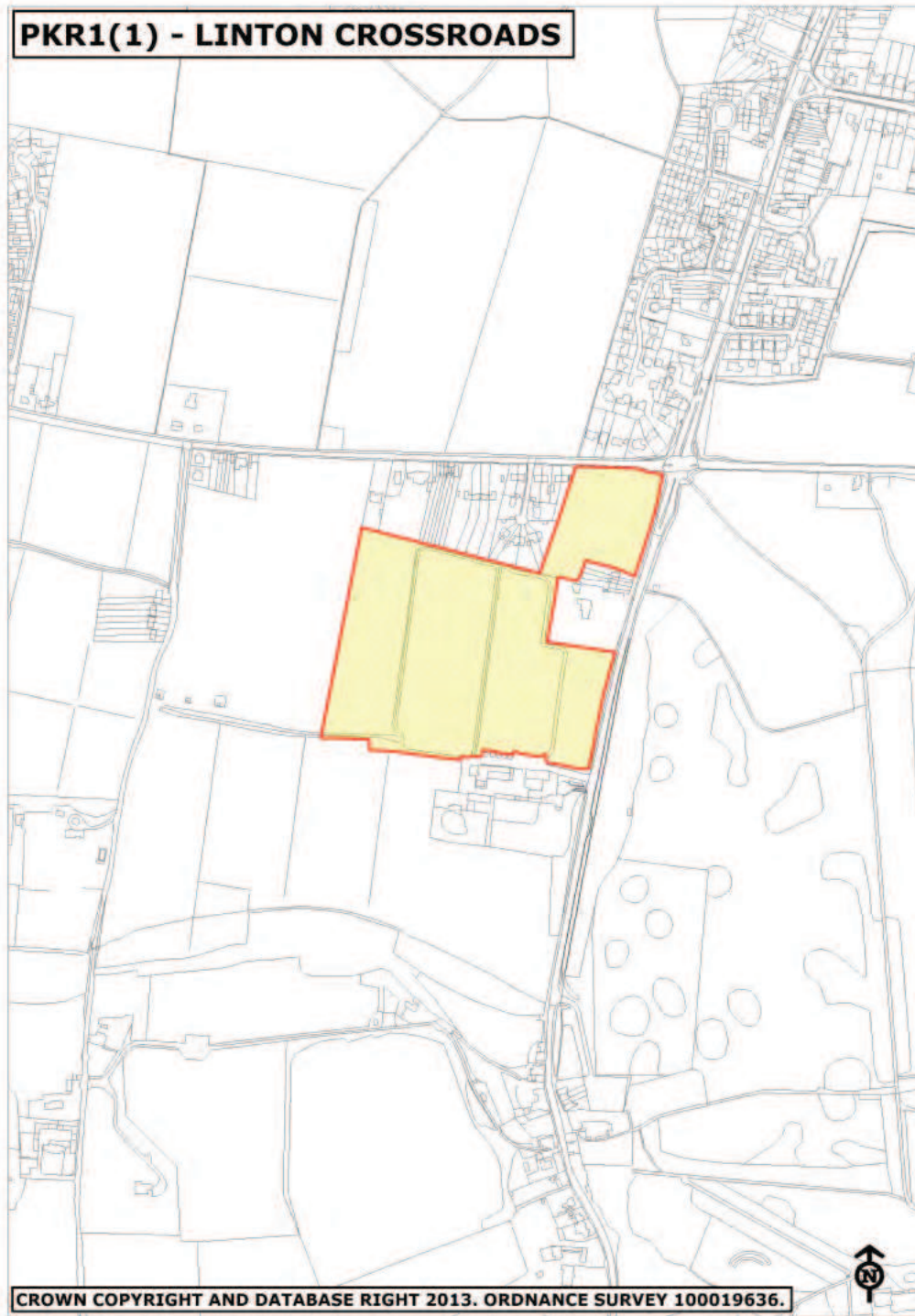


Site name, address	GT1(7) - The Ash, Yelsted Road, Stockbury		
Ward	North Downs	Parish	Stockbury
Current use	Existing Gypsy and Traveller site containing 2 pitches. Current planning status: the site is unauthorised; it does not have planning permission.		
<p>The Ash development criteria</p> <p>Planning permission will be granted if the following criteria are met:</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The total site capacity does not exceed 5 Gypsy and Traveller pitches. 2. A landscaping scheme for the site is approved which provides for the retention, enhancement and future maintenance of the existing landscaped boundaries of the site to provide an effective screen to the development. 			
Gross area (ha)	1.6	Net area (ha)	1.6
Approximate density	3 pitches/ha	Approximate net capacity	Net gain: 5 permanent pitches (there are already two unauthorised pitches on site. This allocation provides for up to three further pitches to be established on the site in addition to the existing pitches)

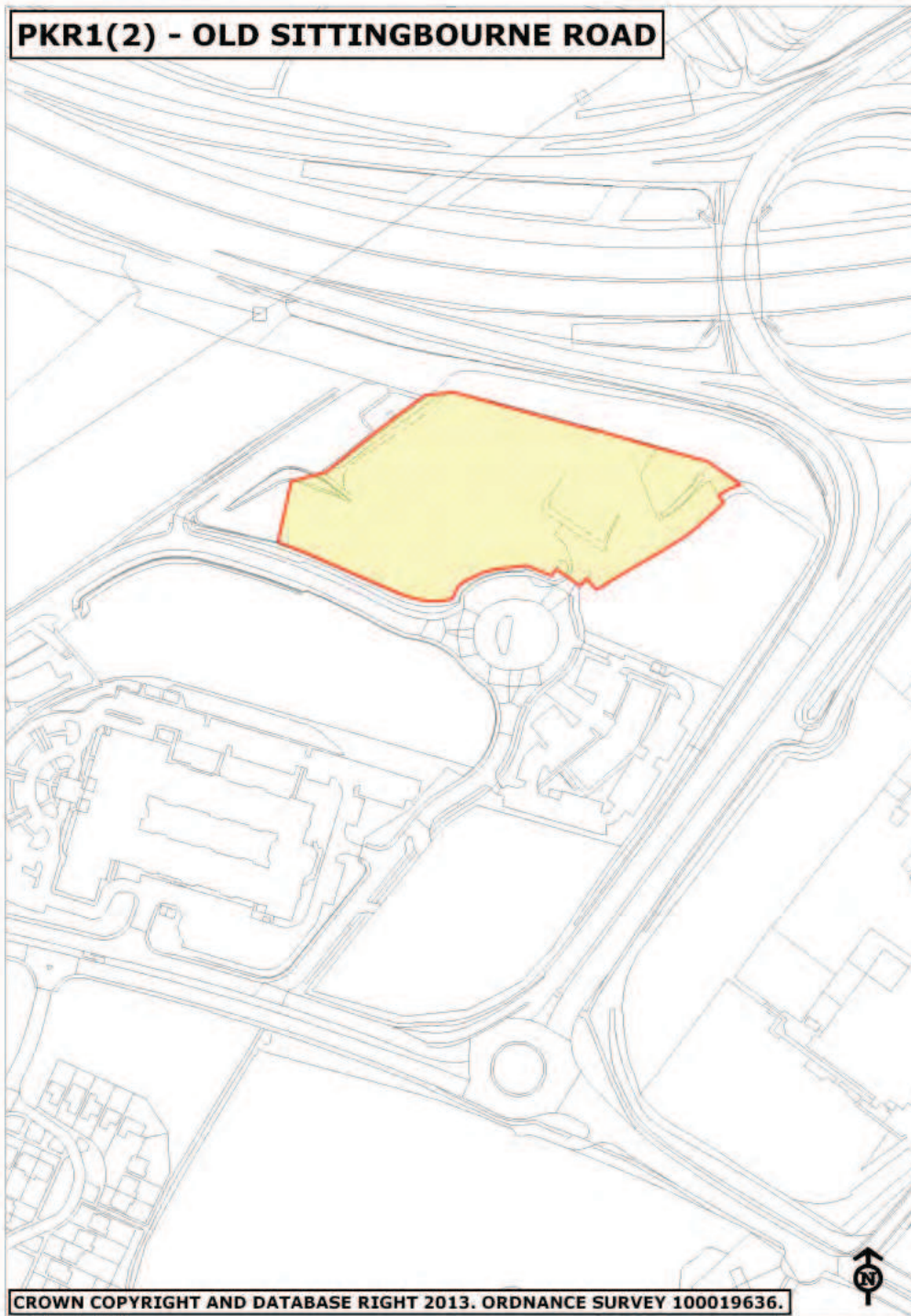




Site name, address	PKR1(1) - Linton crossroads		
Ward	Coxheath and Hunton	Parish	Linton
Current use	Agricultural land		
Linton crossroads development criteria			
<p>Linton Crossroads is allocated for a car park with capacity for up to 1000 spaces together with bus priority measures as defined on the policies map. Planning permission will be granted if the following criteria are met:</p> <p>On site</p> <ol style="list-style-type: none"> 1. The proposed facility is designed in accordance with the results and recommendations of a phase one ecological survey; 2. Primary access is taken from the A229 Linton Hill; 3. Secondary access is taken, if required, from the B2163 Heath Road; 4. A structural landscape buffer (minimum of 10m) is planted on the eastern boundary of the site, to provide screening from Linton Hill; 5. A structural landscape buffer (minimum of 10m) is planted on the western boundary of the site, to provide screening from long distance views; 6. A significant structural landscape buffer (minimum of 10m) is planted along the southern boundary of the site, to help provide screening of views from the slope of the Greensand Ridge and the Linton conservation area; 7. The terminal facility is designed to a high standard, incorporating necessary personal safety features and providing a comfortable environment for service users, including toilets and a passenger information display; 8. Directional lighting is incorporated in the car park to minimise light pollution during the hours of darkness; 9. Covered bicycle parking is provided in an appropriate location to improve the choice of travel modes for commuters; 10. Planting measures are incorporated throughout the site, to be agreed with the council, to provide breaks in an urbanising feature of the countryside; and 11. Sustainable drainage measures to minimise the impact of hardstanding on the natural hydrology of the local area. <p>Off site</p> <ol style="list-style-type: none"> 12. Appropriate bus priority measures to be delivered northbound on the A229 Loose Road, prior to the junction with the A274 Sutton Road, to be approved by the council and Kent County Council. 			
Gross area (ha)	6.8	Net area (ha)	6.0



Site name, address	PKR1(2) - Old Sittingbourne Road		
Ward	Boxley	Parish	Boxley
Current use	Park and ride		
<p>Old Sittingbourne Road development criteria</p> <p>Land at Old Sittingbourne Road is allocated for a decked car park with a capacity for 1000 spaces together with bus priority measures as defined on the policies map. Planning permission will be granted if the following criteria are met:</p> <p>On site</p> <ol style="list-style-type: none"> 1. A structural landscape buffer (minimum of 10m) is planted on the northern boundary of the site, to provide screening from long distance views from the Kent Downs Area of Outstanding Natural Beauty; 2. Mitigation measures such as green walls are used to reduce the visual impact of the upper level of the car park, particularly from long distance views from the Kent Downs Area of Outstanding Natural Beauty 3. The terminal facility is designed to a high standard, incorporating necessary personal safety features and providing a comfortable environment for service users, including toilets and a passenger information display; 4. Covered bicycle parking is provided in an appropriate location to improve the choice of travel modes for commuters; 5. Directional lighting is incorporated in the car park to minimise light pollution during the hours of darkness; and 6. Planting measures are incorporated throughout the site, to be agreed by council. <p>Off site</p> <ol style="list-style-type: none"> 7. Appropriate bus priority measures to be delivered southbound on the A249 Sittingbourne Road to be approved by the council and Kent County Council. 			
Gross area (ha)	1.7	Net area (ha)	1.7



Site name, address	H3(1) - Lenham		
Ward	Harrietsham and Lenham	Parish	Lenham
<p>Lenham (future location for housing growth) development criteria</p> <p>The rural service centre of Lenham is identified as a future location for housing growth of up to 1,500 dwellings towards the end of the local plan period (post 2026). Should sites come forward within the growth location, as defined in the policies map, before the local plan is reviewed in 2021, the following criteria must be met in addition to other policies of this local plan:</p> <ol style="list-style-type: none"> 1. Submission of necessary ecological and landscape surveys, with detailed mitigation schemes, where appropriate; 2. Individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council, as the highway authority, demonstrating how proposed mitigation measures address the cumulative impacts of all the sites taken together; 3. Provision of, or contributions towards infrastructure improvements that benefits public transport users, pedestrians and cyclists in and around the village; 4. Provision of, or contributions towards community infrastructure (e.g. Schools, medical facilities, youth facilities), where proven necessary; 5. Provision of publicly accessible open space as proven necessary, and/or contributions; and 6. Appropriate surface water and flood mitigation measures will be implemented where deemed necessary, subject to a flood risk assessment, incorporating sustainable urban drainage systems. 			
Gross area (ha)	40		



Site name, address	H3(2) - Maidstone Barracks, Invicta Park		
Ward	North	Parish	N/A
<p>Maidstone Barracks (future location for housing growth) development criteria</p> <p>The Maidstone Barracks is identified as a future location for housing growth of up to 1,300 dwellings towards the end of the local plan period (post 2026). Should the site come forward within the growth location, as defined in the policies map, before the Local Plan is reviewed in 2021, the following criteria must be met in addition to other policies of this local plan:</p> <ol style="list-style-type: none"> 1. Integration of new development within the existing landscape structure of the site; 2. Ensuring requisite community facilities, which may include neighbourhood shopping and health and education facilities, are delivered in conjunction with housing; 3. Off site highway improvements as necessary to mitigate the impact of development; 4. Securing a network of public footpath and cycling routes through the site; 5. Preservation of features of ecological importance including the retention and enhancement of wildlife corridors; 6. Enhanced walking, cycling and public transport connections to the town centre; and 7. Preservation of Park House (Grade II*) and its setting. 			
Gross area (ha)	41		



The Maidstone Borough Local Plan is the strategic, spatial representation of the Maidstone Community Strategy 2009 - 2020 *Your community, our priority*, refreshed in 2013.

The community strategy has three priorities and seven outcomes.

The overarching priorities are:

- Troubled Families (Community Budgets)
- Tackling worklessness and poverty
- Local environmental improvements

Underpinning the priorities, there are seven long-term outcomes. The matrix below shows which Local Plan policies contribute towards the achievement of these outcomes.

Seven outcomes of the Community Strategy 2009 - 2020 <i>Your community, our priority</i>, refreshed 2013	Local Plan Policies
Maidstone is a great place to do business with higher levels of investment and business growth	SS1, SP1, SP2, SP3, EMP1, PKR1, DM13, DM14, DM15, DM17, DM18, DM19, DM27, DM28, DM37.
Greater wellbeing for households through higher numbers of residents in employment	SS1, SP1, SP2, SP3, DM13, DM17, DM18, DM37.
Even more children and young people are on the path to success through the provision of good quality education, training and jobs which reduces the risk of exclusion and offending	SS1, SP1, EMP1, DM12, DM17, DM18.
Safe and cohesive places where people are empowered and have the confidence to play active roles in their communities	SP1, DM4, DM11, DM12, DM24, DM25, DM29.
Improved health and wellbeing of people which enables them to live active and independent lives	DM4, DM9, DM10, DM11, DM12, DM14, DM15, DM16, DM29.
Lower levels of poverty and social exclusion in Maidstone by helping more of our socially excluded adults into employment, education and training	SP1, SP2, EMP1, DM12, DM13, DM14, DM15, DM17, DM18, DM37.
Mixed and sustainable communities with an increased supply of new homes, improved existing dwellings	SS1, SP2, SP3, SP4, SP5, H1, H2, GT1, DM1, DM2, DM3, DM4, DM8, DM20, DM21, DM23, DM24, DM25, DM26.

<p>Seven outcomes of the Community Strategy 2009 - 2020 <i>Your community, our priority</i>, refreshed 2013</p>	<p>Local Plan Policies</p>
<p>and a high quality physical environment</p>	

The table below lists were policies will be monitored. An adverse outcome would trigger a review of policy.

Policy	Annual Monitoring Report	Air Quality Management Action Plan	Local Transport Plan for Kent	Appeals
SS1 - Maidstone Borough spatial strategy	Yes	-	-	-
H1 - Housing allocations	Yes	-	-	-
H2 - Housing densities	Yes	-	-	-
H3 - Future locations for housing growth	Yes	-	-	-
RMX1 - Retail and mixed used allocations	Yes	-	-	-
EMP1 - Employment allocations	Yes	-	-	-
GT1 - Gypsy and Traveller allocations	Yes	-	-	-
PKR1 - Park and ride allocations	Yes	-	-	-
DM1 - Development on brownfield land	-	-	-	Yes
DM2 - Sustainable design standards	Yes	-	-	Yes
DM3 - Renewable and low carbon energy schemes	-	-	-	Yes
DM4 - Principles of good design	-	-	-	Yes
DM5 - Residential garden land	-	380		Yes

Policy	Annual Monitoring Report	Air Quality Management Action Plan	Local Transport Plan for Kent	Appeals
DM6 - External lighting	-	-	-	Yes
DM7 - Signage and shop fronts	-	-	-	Yes
DM8 - Residential extensions, conversions and redevelopment	-	-	-	Yes
DM9 - Non-conforming uses	-	Yes	-	Yes
DM10 - Historic and natural environment	Yes	-	-	Yes
DM11 - Open space and recreation	Yes	-	-	Yes
DM12 - Community facilities	-	-	-	Yes
DM13 - Sustainable transport	-	Yes	Yes	-
DM14 - Public transport	-	-	Yes	-
DM15 - Park and ride	-	-	Yes	-
DM16 - Air Quality	-	Yes	-	-
DM17 - Economic development	Yes	-	-	-
DM18 - Retention of employment sites	Yes	-	-	-
DM19 - Town centre uses	Yes	-	-	-

Policy	Annual Monitoring Report	Air Quality Management Action Plan	Local Transport Plan for Kent	Appeals
DM20 - District centres, local centres and local shops and facilities	Yes	-	-	Yes
DM21 - Residential premises above shops and businesses	-	-	-	Yes
DM22 - Mooring facilities and boat yards	-	-	-	Yes
DM23 - Housing mix	Yes	-	-	Yes
DM24 - Affordable housing	Yes	-	-	-
DM25 - Local needs housing	Yes	-	-	-
DM26 - Gypsy, Traveller and Travelling Showpeople accommodation	Yes	-	-	Yes
DM27 - Primary shopping frontages	Yes	-	-	-
DM28 - Secondary shopping frontages	Yes	-	-	-
DM29 - Leisure and community uses in the town centre	Yes	-	-	-

Policy	Annual Monitoring Report	Air Quality Management Action Plan	Local Transport Plan for Kent	Appeals
DM30 - Design principles in the countryside	-	-	-	Yes
DM31 - New agricultural buildings and structures	-	-	-	Yes
DM32 - Conversion of rural buildings	Yes	-	-	Yes
DM33- Rebuilding and extending dwellings in the countryside	-	-	-	Yes
DM34 - Change of use of agricultural land to domestic garden	-	-	-	Yes
DM35 - Accommodation for agricultural and forestry workers	-	-	-	Yes
DM36 - Live/work units	-	-	-	Yes
DM37 - Expansion of existing businesses in rural areas	Yes	-	-	Yes
DM38 - Holiday caravan and camp sites	-	-	-	Yes
DM39 - Caravan storage in the countryside	-	-	-	Yes

Policy	Annual Monitoring Report	Air Quality Management Action Plan	Local Transport Plan for Kent	Appeals
DM40 - Retail units in the countryside	Yes	-	-	-
DM41 - Equestrian development	-	-	-	Yes

Table H.1 Where policies will be monitored

Spatial Objectives	Local Plan Policies
<p>1. To provide for a balance of new homes and related retail and employment opportunities, with an emphasis on increasing skilled employment opportunities in the borough alongside developing learning opportunities;</p>	<p>SS1, SP1, SP2, SP3, H1, H2, EMP1, GT1, DM17, DM18, DM23, DM24, DM25, DM26, DM27, DM28.</p>
<p>2. To focus new development:</p> <ul style="list-style-type: none"> i. Principally within the Maidstone urban area and at the strategic development locations at the edge of town, including junction 7 of the M20 motorway; ii. To a lesser extent at the seven rural service centres of Coxheath, Harrietsham, Headcorn, Lenham, Marden, Staplehurst and Yalding consistent with their range of services and role; and iii. Limited development at the three larger settlements of Boughton Monchelsea, Eyhorne Street (Hollingbourne) and Sutton Valence, where appropriate; 	<p>SS1, SP1, SP2, SP3, SP4, H1, H2, EMP1, PKR1, DM1, DM8, DM11, DM13, DM17, DM18, DM20, DM21, DM23, DM24, DM36.</p>
<p>3. To transform the offer, vitality and viability of Maidstone town centre including its office, retail, residential, leisure, cultural and tourism functions together with significant enhancement of its public realm and natural environment including the riverside;</p>	<p>SS1, SP1, H1, PKR1, DM7, DM13, DM15, DM17, DM19, DM21, DM27, DM28, DM29.</p>
<p>4. To reinforce the roles of the rural service centres through the retention of existing services, the addition of new infrastructure where possible, and the regeneration of employment sites including the expansion of existing employment sites where appropriate;</p>	<p>SS1, SP3, H1, H2, PKR1, DM1, DM8, DM11, DM13, DM17, DM18, DM20, DM23, DM24, DM26, DM36.</p>
<p>5. To support new housing in villages that meets 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;</p>	<p>SP5, H2, GT1, DM1, DM5, DM8, DM11, DM23, DM24, DM25, DM26.</p>

Spatial Objectives	Local Plan Policies
<p>6. To safeguard and maintain the character of the borough's landscapes including the Kent Downs Area of Outstanding Natural Beauty and other distinctive landscapes of local value whilst facilitating the economic and social well-being of these areas including the diversification of the rural economy;</p>	<p>SS1, SP5, H2, DM1, DM3, DM4, DM5, DM6, DM10, DM13, DM17, DM26, DM30, DM31, DM32, DM33, DM34, DM35, DM37, DM38, DM39, DM40, DM41.</p>
<p>7. To retain and enhance the character of the existing green and blue infrastructure and to promote linkages between areas of environmental value;</p>	<p>SS1, SP2, DM10, DM11.</p>
<p>8. To ensure that new development takes account of the need to mitigate the impacts of climate change, implementing sustainable construction standards for both residential and non-residential schemes;</p>	<p>H2, PKR1, DM2, DM3, DM4, DM6, DM9, DM10, DM13, DM14, DM15, DM16.</p>
<p>9. To ensure that new development is of high quality design, making a positive contribution to the area including protection of built and natural heritage and biodiversity;</p>	<p>SP5, H2, DM1, DM3, DM4, DM5, DM6, DM7, DM8, DM9, DM10, DM22, DM30, DM31, DM32, DM33, DM34, DM35, DM36, DM37, DM41.</p>
<p>10. To provide 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; and</p>	<p>SS1, SP5, H1, GT1, DM4, DM5, DM23, DM24, DM25, DM26.</p>
<p>11. To ensure that key infrastructure and service improvements needed to support delivery of the Maidstone Borough Local Plan are brought forward in a co-ordinated and timely manner, and that new development makes an appropriate contribution towards any infrastructure needs arising as a result of such new development.</p>	<p>SS1, SP1, PKR1, DM12, DM13, DM14, DM15, ID1, ID2.</p>

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Local Plan 2000 Allocations	0	0	0	32	28	0	0	0	0	86	0	0	0	0	0	0	0	0	0	0
New Local Plan Allocations	0	0	0	192	288	748	1130	1242	1200	946	804	754	754	729	705	120	90	90	91	91
Broad locations - urban area	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	300	300	300	300
Broad locations - Expanded settlement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	300	300	300	300
Sites with Planning Permission at 1 April 2013	0	0	359	261	290	191	43	123	142	177	142	50	36	36	0	0	0	0	0	0
Sites with Planning Permission at 21 January 2014	0	0	0	71	71	71	71	71	0	0	0	0	0	0	0	0	0	0	0	0
Sites with Planning Permission subject to S106 at 21 January 2014	0	0	0	86	86	86	87	87	0	0	0	0	0	0	0	0	0	0	0	0
Total Past Completions	873	630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Projected Completions	873	630	359	642	763	1096	1331	1523	1342	1209	946	804	790	765	705	720	690	690	691	691
Cumulative Completions	873	1503	1862	2504	3267	4363	5694	7217	8559	9768	10714	11518	12308	13073	13778	14498	15188	15878	16569	17260
PLAN - Housing Target (annualised)	855	855	855	855	855	855	855	855	855	855	855	855	855	855	855	855	855	855	855	855
Cumulative requirement	855	1710	2565	3420	4275	5130	5985	6840	7695	8550	9405	10260	11115	11970	12825	13680	14535	15390	16245	17100
MONITOR - No. dwellings above cumulative target	18	-207	-703	-916	-1008	-767	-291	377	864	1218	1309	1258	1193	1103	953	818	653	488	324	160
MANAGE - Annual requirement taking account of past/projected completions	855	854	867	896	912	922	910	877	824	776	733	710	698	685	671	664	651	637	611	531

Table J.1 Maidstone Borough Housing Trajectory 2011/12 to 2030/31 based on the draft provisional figure of 17,100 dwellings

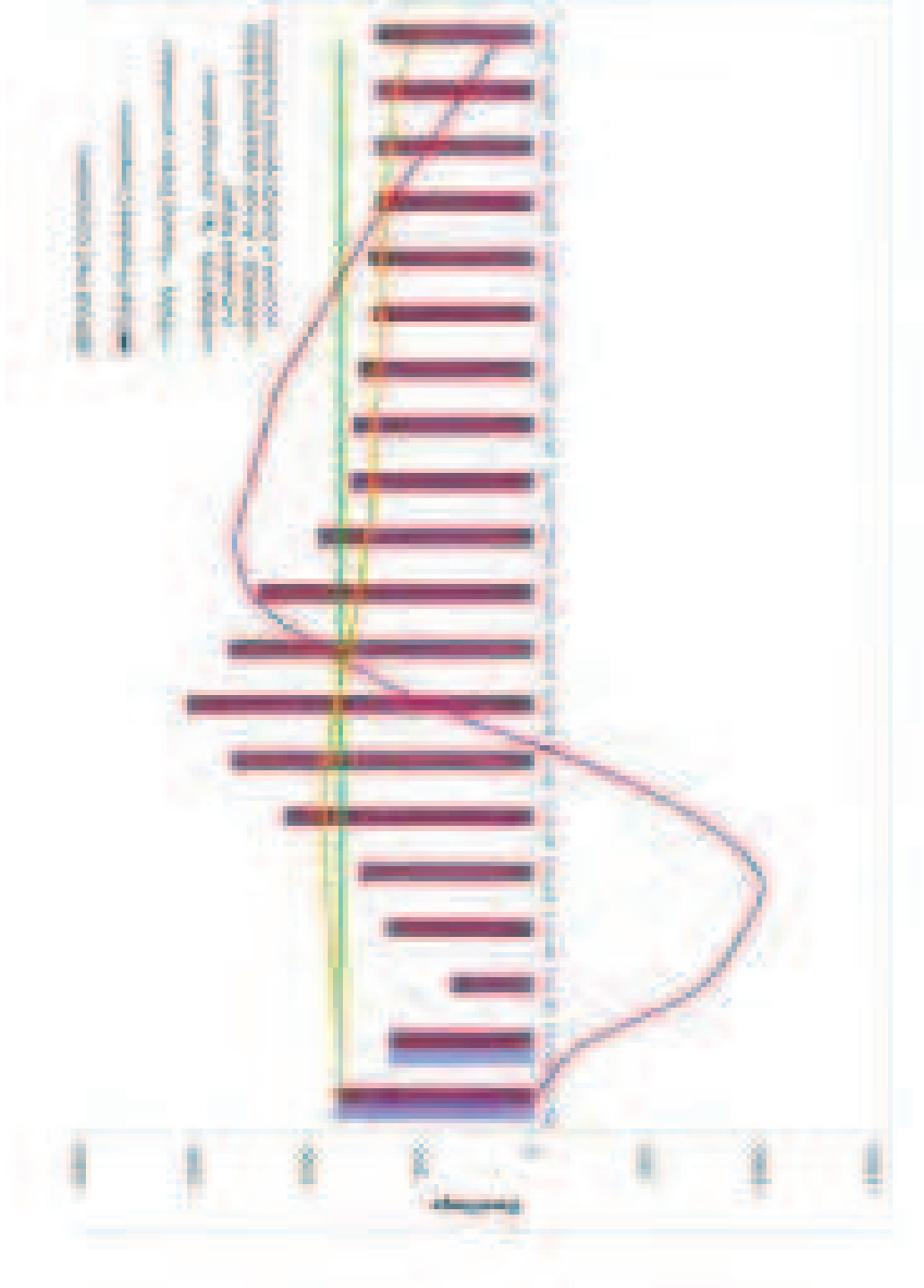


Figure J.1 Maidstone Borough housing trajectory 2011/12 to 2030/31 - plan, monitor and manage

Superseded policies

The following adopted local plan documents (formerly known as development plan documents – DPD) will be superseded by this local plan:

- Affordable Housing DPD (2006)
- Open Space DPD (2006)

The following are Maidstone Borough-wide 2000 Local Plan policies which were saved in 2007. These policies will be superseded by this local plan:

- ENV6 Landscaping, Surfacing and Boundary Treatment
- ENV7 Riverside Zone of Special Townscape Importance
- ENV8 Advertising and Retail Frontage
- ENV21 Strategic Transportation Corridors
- ENV22 Urban Open Space
- ENV23 Loss of Open Space and Recreation Facilities
- ENV24 Site Specific Public Open Space Allocations
- ENV25 Allotments
- ENV26 Development Affecting Public Footpaths and Public Rights of Way
- ENV27 New Footpath, Cycleway and Bridleway Proposals
- ENV28 Development in the Countryside
- ENV30 Metropolitan Green Belt
- ENV31 Strategic Gap
- ENV32 Southern Anti-Coalescence Belt
- ENV33 Kent Downs Area of Outstanding Natural Beauty
- ENV34 Special Landscape Areas
- ENV35 Areas of Local Landscape Importance
- ENV41 Ponds, Wetlands and Marshlands
- ENV42 Roadside Verges
- ENV43 Agricultural Buildings
- ENV44 Conversion of Rural Buildings for Commercial, Industrial, Recreation and Tourism Purposes
- ENV45 Conversion of Rural Buildings for Residential Purposes
- ENV46 Equestrian Development
- ENV49 External Lighting
- H1 Housing Land Allocations
- H3 North of Sutton Road, Maidstone/Otham
- H8 Langley Park Farm West, Boughton Monchelsea/Langley
- H9 Beaconsfield Road/Eccleston Road/Wharf Road, Tovil
- H10 Hart Street, Lockmeadow, Maidstone
- H11 Hook Lane, Harrietsham
- H12 East of Hermitage Lane, Maidstone
- H13 Bridge Nursery, Maidstone
- H14 Hayle Place, Tovil
- H15 West of Royal Engineers' Road, Maidstone
- H16 Oliver Road, Staplehurst
- H18 Extensions to Residential Properties
- H21 Self-Contained Flats

- H22 Houses in Multiple Occupation
- H25 Sheltered Accommodation
- H26 Nursing and Residential Care Homes
- H27 Rural Settlements (Minor Development)
- H28 Rural Settlements (Allocations)
- H31 Change of Use from Agriculture to Domestic Garden
- H32 Replacement Dwellings in the Countryside
- H33 Extensions to Dwellings in the Countryside
- H35 Temporary Accommodation for Agricultural Workers
- ED1 Allocations of Employment Land
- ED2 Retention of Employment Sites
- ED5 St. Michael’s Close, near Aylesford
- ED7 Lockmeadow
- ED8 Maidstone East Railway Station
- ED9 Storage and Distribution Uses
- ED11 Zeneca Works, Yalding
- ED12 Detling Airfield Industrial Estate
- ED13 Brake Bros, Rose Lane, Lenham Heath
- ED14 Lenham Storage, Ham Lane, Lenham
- ED15 Marley Works, Lenham
- ED16 Open Storage of Private Caravans
- ED17 Serviced and Self-Catering Tourist Accommodation
- ED18 Town Centre Hotel Sites
- ED19 Loss of Tourist Accommodation
- ED20 Holiday Caravan and Camping Sites
- ED21 Conference or Exhibition Centre
- ED25 Mooring Facilities
- T1 Integrated Transport Strategy
- T2 Public Transport Preference Measures
- T3 Public Transport for Substantial Developments
- T7 Safeguarding Railway Lines
- T13 Parking Standards
- T15 Non-Residential Parking in the Town Centre
- T17 Park-and-Ride
- T18 Highways Construction, Widening and Junction Improvements
- T19 Boat Yards
- T20 Headcorn Airfield
- T21 Accessibility of New Developments
- T23 Need for Highway/Public Transport Improvements
- R1 Maintaining and Enhancing Existing Retail Facilities
- R2 Major Retail Proposals Exceeding 500m2
- R3 Maidstone Town Centre
- R4 Fremlin Centre
- R6 Maidstone East Railway Station
- R7 Core Shopping Area in the Town Centre
- R8 Secondary Shopping Areas in the Town Centre
- R9 Tertiary Town Centre Areas
- R10 Local Centres

- R11 Local Convenience Shops, Post Offices & Pharmacies
- R12 Retail Proposals Outside Defined Built-Up Areas
- R16 Amusement Arcades
- R17 Takeaways, Restaurants, Cafes, Bars and Pubs
- R18 Car Showrooms
- R19 Living Over the Shop
- CF1 Seeking New Community Facilities
- CF2 Re-Using Public Land and Community Facilities
- CF3 Loss of Community Facilities
- CF6 Medical Service Provision on Allocated Housing Sites
- CF8 Primary Schools
- CF9 Dual Use of School Facilities
- CF12 Community Halls
- CF14 Nightclubs, Sports, Leisure and Entertainment Uses
- CF16 Off-Site Sewers

Superseded SPD

- Sustainable Construction SPD (2006)

Saved SPDs and SGs Policies

Maidstone has adopted supplementary planning documents (SPD) and endorsed supplementary guidance documents (SG). These provide supplementary guidance to local, regional and national planning policies. The following SPDs and SGs will be saved along side this local plan:

- London Road Character Area Assessment SPD (2008)
- Loose Road Character Area Assessment SPD (2008)
- Residential Extensions SPD (2009)
- Kent Design Guide 2005 SG (2009)
- Kent Downs AONB Management Plan SG (2009)

Acronym	Term	Description
-	Affordable Rented Housing	Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. (Source: NPPF glossary)
AMR	Annual Monitoring Report	The Monitoring Report provides a framework with which to monitor and review the effectiveness of local plans and policies.
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. The levy can be charged by local authorities in England and Wales – but they do not have to. Authorities that wish to charge a levy need to develop and adopt a CIL charging schedule. Councils must spend income from the levy on infrastructure to support the development of the area but they can decide what infrastructure to spend it on and it can be different to that for which it was originally set. Authorities should set out on their Web site what they will use CIL for (Reg 123 list).
	Community Strategy	The Community Strategy is produced by a partnership of the local public, private, voluntary and community sector with the aim of improving the social, environmental and economic well being of their areas. The Maidstone Borough Local Plan is the strategic, spatial representation of the Community Strategy 2009 - 2020 Your community, our priority, refreshed in 2013.

Acronym	Term	Description
-	Core Strategy	The Core Strategy is a Development Plan Document. Maidstone Borough's draft Core Strategy evolved into the draft Local Plan.
DCLG	Department for Communities and Local Government	The Department of Communities and Local Government work to move decision-making power from central government to local councils. This helps put communities in charge of planning, increases accountability and helps citizens to see how their money is being spent. They work on housing, the UK economy, local government, planning and building, public safety and emergencies, community and society.
-	Development Plan	The Development Plan includes adopted local plans and neighbourhood plans.
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.
EA	Environment Agency	The Environment Agency is the leading public body for protecting and improving the environment in England and Wales, with particular responsibilities for river, flooding and pollution. (www.environment-agency.gov.uk)
GBI	Green and Blue Infrastructure	The term is used in Maidstone borough to collectively refer to the active planning, creation, management and protection of multifunctional green spaces and water bodies (the blue element) in built and urban environments. The terms 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.
-	Gypsies and Travellers	Planning policy for traveller sites (DCLG, March 2012) defines Gypsies and

Acronym	Term	Description
		Travellers as “Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.”
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.
-	Intermediate Rented Housing	Housing at prices or rents above those of social rent but below market price or rents. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent but does not include affordable rented housing.
KCC	Kent County Council	The county planning authority, responsible for producing the Kent Minerals and Waste Local Plans and the County's local planning policy framework.
LNR	Local Nature Reserves	Local Nature Reserves are formally designated areas for both people and wildlife. 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)
MBC	Maidstone Borough Council	The local planning authority responsible for producing the local planning policy framework.
MBLP	Maidstone Borough Local Plan	The Maidstone Borough Local Plan is the key document within Maidstone's local planning policy framework that sets the framework to guide the future development of the borough. It plans

Acronym	Term	Description
		<p>for homes, jobs, shopping, leisure and the environment, as well as the associated infrastructure to support new development.</p> <p>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.</p> <p>The plan will cover the period from 2011 to 2031.</p>
MBWLP	Maidstone Borough-Wide Local Plan 2000	The Local Plan was adopted by the Council in 2000 and it set the policy framework for determining planning applications. The MBWLP contains planning policies for protecting the environment and proposals for allocating sites for new development in the Borough. From 28 September 2007 only some of the policies in the MBWLP continue to form part of the Development Plan: such policies are called "saved" policies. The draft Maidstone Borough Local Plan will supersede the saved MBWLP policies once adopted.
NPPF	National Planning Policy Framework	The NPPF was published in March 2012 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.
	Open book approach	The submission of all up-to-date, site-specific financial information, relevant to allow a robust decision on viability to be made by the Local Planning Authority.
PPG	Planning Policy Guidance	Published by the government, PPGs set out national guidance for the determination of planning applications. They were replaced by Planning Policy Statements. Planning Policy Statements

Acronym	Term	Description
		have now been replaced by the National Planning Policy Framework.
PPS	Planning Policy Statements	Published by the government, PPSs set out national policy to guide development. Planning Policy Statements have now been replaced by the National Planning Policy Framework.
RSS/RS	Regional strategy	The regional strategy, previously the regional spatial strategy, was the regional level of plan making. In March 2013 the government partially revoked the regional strategy for the south east - the South East Plan. One remaining policy, NRM6: Thames Basin Heaths Special Protection Area, is still in force, however this does not affect Maidstone. The South East Plan has therefore been eliminated from Maidstone's development plan, allowing the council to set a locally derived housing target for the borough.
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. The obligation is termed a Section 106 Agreement. Such agreements can cover almost any relevant issue and can include sums of money. (www.local.gov.uk)
-	Social Rented Housing	Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime, or rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant.
-	Sustainability/sustainable	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. This definition was created in 1987 at the World

Acronym	Term	Description
		Commission on Environment and Development (the Brundtland Commission).
SA	Sustainability Appraisal	The SA is a tool for appraising policies to ensure they reflect sustainable development objectives, including social, economic and environmental objectives.
SEA	Strategic Environmental Assessment	SEA is a generic term used to describe the environmental assessment of policies, plans and programmes. The European SEA Directive requires a formal environmental assessment of certain plans and programmes, including those in the field of planning and land use.
SEP	South East Plan	See Regional Spatial Strategy (RSS)
SEDLAA	Strategic Economic Development Land Availability Assessment	The purpose of a Strategic Economic Development 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.
SHLAA	Strategic Housing Land Availability Assessment	The purpose of a Strategic Housing Land Availability Assessment is to establish realistic assumptions about the availability, suitable location and the likely economic viability of land to meet the identified need for housing over the plan period. (Source: NPPF)
-	Spatial planning	Spatial planning brings together and integrates policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.
SHMA	Strategic Housing Market Assessment	A Strategic Housing Market Assessment to assesses the local planning authority's full objectively assessed housing needs and affordable housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries.

Acronym	Term	Description
SPD	Supplementary Planning Document	An SPD provides further detail to policies set out in local plans. SPDs are a material consideration in planning decisions but are not part of the development plan or the local plan.
SG	Supplementary Guidance	Supplementary Guidance was introduced as part of the plan making system in June 2008 (PPS12:creating strong safe and prosperous communities). Local authorities can endorse publications prepared by regional or strategic bodies as supplementary guidance to their LDF. The Guidance is not part of the LDF but, if documents are subject to adequate stakeholder and public consultation, it carries commensurate weight to an SPD in decision making processes.
-	Travelling Showpeople	Planning policy for traveller sites (DCLG, March 2012) defines Travelling Showpeople as “Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.”.
-	Unidentified Sites or Windfall Sites	Sites which have not been specifically identified as available in the local plan process. They normally comprise previously-developed sites that have unexpectedly become available. (Source: NPPF glossary)

Table L.1 Glossary

MAIDSTONE BOROUGH COUNCIL

CABINET

24 FEBRUARY 2014

REPORT OF HEAD OF PLANNING AND DEVELOPMENT

Report prepared by Michael Murphy

1. INFRASTRUCTURE DELIVERY PLAN

1.1 Issue for decision

1.1.1 That the draft Infrastructure Delivery Plan, attached as Appendix A, be approved for public consultation alongside the Maidstone Borough Local Plan.

1.2 Recommendation of the Head of Planning and Development

1.2.1 That the draft Infrastructure Delivery Plan, attached as Appendix A, be approved for public consultation alongside the Maidstone Borough Local Plan.

1.3 Reasons for Recommendation

1.3.1 The National Planning Policy Framework (NPPF: 156) requires local planning authorities to demonstrate that the policies in the local plan will be delivered in a sustainable way. To this end, there is now an increased emphasis on the need to identify infrastructure required to support future growth resulting from additional housing and employment during the Plan period to 2031.

1.3.2 This report is due to be considered by the Planning, Transport and Development Overview and Scrutiny Committee on 18th February. The Infrastructure Delivery Plan (IDP) identifies the infrastructure required to meet the spatial objectives and growth anticipated in the council's emerging local plan. It includes not only infrastructure schemes that will be provided by the council but also those for which other bodies (public and private) are responsible. As such, it is closely linked to objectives set out in the council's Integrated Transport Strategy and takes account of Kent County Council's infrastructure and investment finance model, which determines the infrastructure required for areas such as education, community learning and adult social care services.

1.3.3 The IDP is an evidence base which supports the local plan and helps to demonstrate that the local plan is both realistic and deliverable, and can

therefore be successfully implemented. This is of particular relevance to the housing and employment site allocations included in the draft local plan. The IDP identifies:

- **What** infrastructure is required and **where** it is required to deliver the local plan (particularly the housing site allocations);
- **Who** is responsible for delivery;
- **How** the infrastructure will be delivered through the identification of delivery mechanisms and funding sources; and
- **When** infrastructure will be delivered, with phasing and estimated costs in broad terms.

1.3.4 The NPPF requires councils to work together to address strategic priorities across boundaries and to consider development requirements which cannot be wholly met within their own areas. The council has exercised its duty to co-operate during the formation of the local plan by discussing and negotiating with neighbouring district councils, Kent County Council and a number of other infrastructure service providers and public bodies to update and amend the previous draft IDP that went out for Regulation 18 public consultation with the then Core Strategy in August/September 2011.

1.3.5 The revised IDP (attached as Appendix A) has taken account of a range of programmes which impact on spatial planning and includes revised infrastructure schemes and estimated costs for the areas of transport, education adult social care, health and open space. The total cost of new infrastructure considered necessary to support anticipated growth in the local plan is estimated in the IDP as £75m. As is reflected in the number of transport schemes included in the IDP, congestion is a major issue in the borough and represents one of the council's greatest challenges in ensuring a deliverable local plan. It is likely that the full transport package will total approximately £30m, which is a large percentage of the overall infrastructure cost to the borough council.

1.3.6 It is difficult to make a more accurate estimate of infrastructure costs at present because the objectively assessed housing need (19,600 dwellings) for the borough has only recently been approved by Cabinet (January 27 2014), and the site allocations that officers are proposing towards meeting this need have yet to be approved, but will go to Cabinet on 24 February. The total estimated cost of the infrastructure delivery plan is based on information received from service providers and stakeholders during informal consultation in the summer when the estimated housing need for the borough was approximately 14,000 dwellings, and also recent informal consultations with respect to a provisional supply figure of 17,100 dwellings, based on the proposed accepted SHLAA sites. Further amendments to the IDP are therefore inevitable as it is an evolving document and requires input from numerous stakeholders, both internal and external. The IDP will be

rigorously reviewed and monitored regularly going forward to ensure that it includes the most up to date information.

- 1.3.7 The forthcoming public consultation on the draft local plan affords another opportunity to consult with stakeholders and service providers to update the IDP based on an agreed housing target and spatial distribution of development for Maidstone Borough. Stakeholders and service providers are particularly interested in this stage of the plan process because there is a greater degree of certainty to the council's planning strategy when it is consulting on an approved draft plan. Consultation at this stage also affords an opportunity to gather more information on public realm schemes that the council intends to take forward in the future. Officers are currently working on scheme designs and estimated costings for a number of these schemes.
- 1.3.8 The IDP enables the council to identify possible mechanisms for delivering infrastructure. One of the most important mechanisms is the community infrastructure levy (CIL), which is the subject of a separate report on this agenda. CIL does not have to fully fund all the infrastructure schemes listed in the IDP. The infrastructure schemes that will be funded through CIL originate in the IDP and are listed in a Regulation 123 list (see separate CIL report on this agenda for further information).
- 1.3.9 Based on residential development with a deliverable housing target of 17,100, the potential income from CIL could be in the region of £42m, with potentially £10m of this being passed to local (parish) councils, leaving around £32m for the council to fund infrastructure with. This is a calculated scenario and the final figures are subject to change as is considered in the CIL report. Further funding streams (such as New Homes Bonus, land asset sales, Local Enterprise Partnership funding and other central government grants) will also go towards closing the gap between the total estimated costs of infrastructure in the IDP and the capital and funding that the council can put towards meeting these costs.
- 1.3.10 Government expects that there will be a funding gap between what the CIL and other funding streams can realistically provide for and the total costs of identified infrastructure schemes in the IDP. Where the total estimated costs cannot be met, it is likely that the council will have to prioritise infrastructure schemes in order of importance and cost effectiveness. This exercise will have to be undertaken in collaboration with Elected Members once more detailed information is available following public consultation on the local plan.
- 1.4 Alternative Action and why not Recommended

1.4.1 The Council has a duty to produce an infrastructure delivery plan, which forms an important part of the evidence base underpinning the delivery of the local plan.

1.5 Impact on Corporate Objectives

1.5.1 The overarching purpose of the IDP is to identify what infrastructure is needed to support anticipated growth set out in housing and employment site allocations in the local plan. The IDP is key in ensuring that the local plan is deliverable, and that Maidstone grows in a sustainable way, providing not just homes and jobs, but all the other elements that collectively make decent places to live, work and spend time.

1.6 Risk Management

1.6.1 Good practice for infrastructure planning requires the identification of risk of non-delivery of proposed critical infrastructure, in order to ensure that the local plan is deliverable. If the IDP is not robust and is considered inadequate with regard to supporting anticipated growth in Maidstone, the Secretary of State could reject the submitted local plan and find the document unsound during Independent Examination. This risk will be assessed once further consultation with stakeholders is completed after public consultation on the draft plan

1.7 Other Implications

1.7.1

1.	Financial	X
2.	Staffing	
3.	Legal	X
4.	Equality impact needs assessment	
5.	Environmental/sustainable development	X
6.	Community safety	
7.	Human Rights Act	
8.	Procurement	X
9.	Asset management	X

- 1.7.2 Financial. The IDP needs to accurately list the infrastructure schemes considered necessary to support anticipated growth in the local plan, and the costs of each scheme where this information is available. The document will provide the evidence for funding bids and will help with the prioritisation of infrastructure schemes which will have financial consequences for the council.
- 1.7.3 Legal. Legal guidance will be needed where section 106 obligations are also involved in infrastructure delivery in addition to the CIL.
- 1.7.4 Environmental/sustainable development. Infrastructure identified in the IDP is necessary to make new development environmentally sustainable and therefore acceptable.
- 1.7.5 Procurement. When the CIL has been adopted, the council will itself deliver infrastructure, which in turn will involve procurement.
- 1.7.6 Asset management. With the delivery of infrastructure, the council is likely to gain assets, these will need to be managed.
- 1.8 Relevant Documents
- 1.8.1 None.
- 1.8.2 Appendices
- 1.8.3 Appendix A – Draft Infrastructure Delivery Plan.
- 1.8.4 Background Documents
- 1.8.5 None.

IS THIS A KEY DECISION REPORT?

Yes

No

If yes, this is a Key Decision because: Policies, plans and strategies.

Wards/Parishes affected: All wards and parishes.

Appendix A: INFRASTRUCTURE DELIVERY SCHEDULE – February 2014

Category	Scheme	Where? Location	Estimated Cost	Who? Lead and delivery partners	How? Delivery Mechanisms	When? Delivery Phasing	Notes
PHYSICAL INFRASTRUCTURE							
Built Environment							
Public realm improvements	Week Street	Town Centre	£2,000,000	MBC	S.106/CIL/internal funding	2013-2016 2017-2021	Fremlin Walk to Maidstone East. Possible S.106 opportunity when development comes forward at Maidstone East and/or Royal Mail Sorting Office
Public realm improvements	High Street Regeneration Stage 2	Town Centre	£0,000,000	MBC	Agreed and prioritised in capital spending programme – funding already in place	2013-2016	High Street regeneration scheme phase 2 – from Pudding Lane to Fairmeadow
Public realm improvements	Improved pedestrian linkages to riverside	Town Centre	£1,500,000	MBC	S.106/CIL/internal funding	2013-2016 2017-2021	Primarily Earl St – to link with proposed new cycle/pedestrian footbridge from Earl Street to St Peter Street but also relevant to St Faith's Street and lower High Street/Fairmeadow – where there is a need to improve the safety and attractiveness of the existing routes from the town centre to the riverside
Public realm improvements	Earl Street	Town Centre	Linked to above	MBC	S.106/CIL/internal funding	2013-2016 2017-2021	Pedestrianise section of Earl Street from Pudding Lane to Week Street
Public realm improvements	Gabriels Hill	Town Centre	£0,300,000	MBC	S.106/CIL/internal funding	2013-2016 2017-2021	Footpath improvements and improved public realm at junction of Gabriels Hill and Palace Avenue
	Total Estimated Cost		£3,800,000				All costs are estimates – schemes subject to change depending on priorities for town centre regeneration
Transport							
Walking	Pedestrian mobility/access Improvements	Town centre	£0,000,000	MBC/KCC			Public realm improvements and improvement of any junctions will have a positive impact on pedestrian mobility/access.

Walking	Access/safety improvements to/from high level bridge and riverside towpath	Town centre	£0,200,000	MBC/KCC	CIL	2013-2016 2017-2021	Improved linkage from Maidstone East Train Station to Maidstone Barracks Train Station – also includes a new section of riverside towpath and improvements to existing riverside towpath from Scotney Garden to Whatman Park. £0,300,000 has already been secured through S.106 from development at Scotney Gardens. Possible further S.106/CIL contributions if Powerhub site on St Peter’s Street is redeveloped
Walking/Cycling	Shared use pedestrian/cycle footbridge linking Earl Street to St Peter’s Street	Town Centre	£2,000,000	MBC/KCC	CIL	2017-2021 2022-2026	Minimum cost estimate – depends on priorities in the town centre. This scheme is highlighted in Town Centre Study, 2010
Walking/Cycling	Improving street signage and pedestrian way finding, removing footway clutter	Town centre/RSC	£0,200,000	KCC	CIL	2013-2016 2017-2021	To improve street legibility, safety and appearance. For example, improving the linkages and way finding from Fremlin Walk to the High Street via Rose Yard, Pudding Lane and Market Buildings
Cycling	Cycle network improvements	Town centre/ urban area	£0,750,000	KCC	LTP/CIL	2013-2016 2017-2021	Based on Cycle Strategy and linked to objectives in the draft Integrated Transport Strategy
M20 J7 Improvements	Several schemes (Strategic Site Allocation)	Urban area	£3,300,000 (max estimate)	HA	CIL/S.106	2013-2016 2017-2021	<ul style="list-style-type: none"> Capacity improvements and provision of pedestrian crossing facilities at Bearsted roundabout (Bearsted Road/A249 Sittingbourne Road) and at New Cut roundabout (Bearsted Road/New Cut Road) - £0,700,000 Upgrading of Bearsted Road between Bearsted roundabout and New Cut roundabout to dual carriageway - £1,600,000 Traffic signalisation of the M20 J7 roundabout - £0,200,000 Provision of a subsidised shuttle bus to operate between the site and the town centre, via New Cut

							<ul style="list-style-type: none"> Road and Ashford Road - £TBC Bus priority measures on New Cut Road - £0,800,000 Traffic signal priority measures at the junction of New Cut Road and the A20 Ashford Road – included in bus priority cost estimate above.
Public Transport	Park and Ride	A229 corridor (Coxheath)		TBC	Local Enterprise Partnership funding/CIL	2013-2016 2017-2021	Up to 1000 spaces south of Linton Crossroads
Public Transport	Park and Ride	A229 corridor Sittingbourne Road		TBC	Local Enterprise Partnership funding/CIL	2013-2016 2017-2021	Decking and improvement of existing park and ride site at Eclipse – for 1000 spaces
Public Transport	Romney Place bus lane	Town centre	£0,060,000	KCC	LTP	2013-2016	Scheme design has been completed and costed by KCC
Public Transport	A229 (south) A274 construction of additional lane on A229 northbound	Urban area – south east	£5,000,000 - £6,600,000 Includes 50% contingency and 25% DfT optimism bias	KCC	CIL/S.106/KCC	2013-2016 2017-2021	From Wallis Avenue to junction of Armstrong Road and Park Way – will help mitigate for expected increase in congestion once strategic sites in south east are delivered For cost estimates – using the higher figure of £6.6m
Highways Improvements	Bridge Gyrotory Bypass - Fairmeadow	Town centre	£6,000,000	KCC	Local Enterprise Partnership funding/CIL	2013-2016 2017-2021	To improve traffic congestion in the town centre. The majority of funding for this scheme is expected to come from LEP funding. See objectives in Integrated Transport Strategy
Highways Improvements	Several Schemes (Strategic Site Allocation)	South east edge of urban area	£2,590,000	KCC	CIL/S.106/HA/KCC	2013-2016 2017-2021	<ul style="list-style-type: none"> Improvements to capacity at junction of Willington Street/Sutton Road - £0,820,000 New road between Sutton Road and Gore Court Road. Main link into Land North of Sutton Road and Bicknor Wood - £1,000,000 New footway (north side Sutton Road) - £0,220,000

							<ul style="list-style-type: none"> • New roundabout on Sutton Road to provide access to Langley Park strategic site - £0,550,000
Highways Improvements	Several Schemes (Strategic Site Allocation)	North west edge of urban area	£7,594,000 (maximum estimate)	KCC	CIL/S.106/S.278/ T & M Borough Council/HA/KCC	2013-2016 2017-2021	<ul style="list-style-type: none"> • M20 Junction 5 signalisation - £0,700,000 • Additional lane Coldharbour roundabout - £2,600,000 • Capacity improvements Hermitage Lane/London Road Junction - £0,800,000 • 20/20 roundabout capacity improvements - £1,300,000 • Capacity improvements Fountain Lane /A26 junction - £TBC • Footway improvements to Hermitage Lane (western side). Possible S.278. - £0,200,000 • Pedestrian crossing near Barming Rail Station - To mitigate against increased pedestrian flows and improve safe access to rail station - £0,094,000 • Potential scheme to Increase capacity of Barming Rail Station car park by 200 spaces - £1,800,000
Transport Infrastructure Improvements	Numerous schemes – further refinement required	Rural Service Centres (RSC)	£3,545,000 approx	KCC/Network Rail/Southeastern	S.278/S.106/CIL	2013-2016 2017-2021	<p>Possible use of S.278 agreements, where developer provides infrastructure to KHS specification. Subject to detailed consultation between Parish Councils, MBC and KCC – could include :</p> <p>Coxheath (if approved as RSC)</p> <ul style="list-style-type: none"> • B2163 Heath Road traffic calming and junction improvements • Upgraded bus stops (raised kerbs/covered waiting facilities/timetable info) • Footway enhancements • Public realm improvements in village centre - £0,100,000

							<p>Total = approx £0,060,000</p> <p>Harrietsham</p> <ul style="list-style-type: none"> • A20 Ashford Road traffic calming/pedestrian crossing improvements - £0,060,000 • Small scale improvements to railway station (incl. increased cycle parking, better passenger waiting facilities - £0,010,000 • Upgraded bus stops - £0,010,000 • Footway enhancements - £0,010,000 <p>Total = approx £0,090,000</p> <p>Headcorn</p> <ul style="list-style-type: none"> • Grigg Lane/Oak Lane/Lenham Road and Ulcombe Road - traffic calming, footway enhancements, improved street lighting - £0,040,000 • A274 Wheeler Street pedestrian crossing improvements - £0,030,000 • Railway station enhancements (incl. enhanced cycle parking, forecourt remodelling and installation of lifts on footbridge - £unknown • Upgraded bus stops - £0,010,000 <p>Total = £0,080,000 + station enhancements which could total £1,000,000 match funded by Network Rail</p> <p>Lenham</p> <ul style="list-style-type: none"> • Traffic calming and pedestrian crossing facilities on Ham Lane and Old Ashford Road - £0,015,000 • Enhancements to railway station
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							<p>(incl. forecourt improvements, possible car park extension) - £0,250,000</p> <ul style="list-style-type: none"> • Upgraded bus stops - £0,010,000 • Footway enhancements - £0,010,000 <p>Total = £0,285,000</p> <p>Marden</p> <ul style="list-style-type: none"> • Plain Road traffic calming – £0,005,000 • Enhancements to railway station (incl. forecourt improvements, possible car park extension) - £0,500,000 – match funded by Network Rail – may have to deck the car park • Upgraded bus stops - £0,010,000 • Footway enhancements - £0,010,000 <p>Total = £0,025,000 + station enhancements of approx £0,500,000</p> <p>Staplehurst</p> <ul style="list-style-type: none"> • Capacity improvements to A229 Station Road/Headcorn Road/Marden Road jcn - £0,050,000 • Traffic calming and pedestrian facilities on Headcorn Road/Marden Road/Clapper Lane - £0,025,000 • Enhancements to railway station (incl. increased cycle parking, forecourt remodelling to facilitate bus/rail interchange and possible car park extension) - £0,500,000 approx, potential for match
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							<p>funding from Network Rail</p> <ul style="list-style-type: none"> • Conversion of level pedestrian crossings over railway to footbridges - £0,100,000 • New and enhanced cycle routes to railway station - £0,010,000 • Upgraded bus stops - £0,010,000 • Footway enhancements - £0,010,000 <p>Total = £0,205,000 + station enhancements of approx £0,500,000</p> <p>Yalding (if approved as RSC)</p> <ul style="list-style-type: none"> • Safety improvements to Hampstead Lane level crossing - £0,050,000k • Enhancements to railway station (incl. increased cycle parking, better passenger waiting facilities) - £0,010,000 • Upgraded bus stops - £0,010,000 • Footway enhancements - £0,010,000 <p>Total = £0,080,000</p>
	Transport: Total Estimated Cost		£31,039,000				
Utilities							
Sewerage	Engineering solutions to increase capacity of sewerage network to accommodate additional growth - with nil detriment to existing network users	urban area and RSC	TBC	Developer contributions and Southern Water	S.106/CIL	2013-2031 but depends on the location, scale and rate of development	<u>Urban Area</u> Significant off-site sewerage infrastructure will be required to serve the strategic locations in the Maidstone Urban Area and at the RSCs. Southern Water has advised that the overall draft strategy can be accommodated in infrastructure terms. The next step will be for Southern Water to assess the sites in more detail at public consultation to determine more detailed

							infrastructure requirements.
Wastewater Treatment	Increase capacity at Wastewater Treatment Works (WwTW, most likely at Aylesford Headcorn Harrietsham and Staplehurst)	Urban area and RSCs	£0 – costs are covered by Southern Water	Southern Water			Delivery can be planned through the Ofwat Periodic Review process, once the Local Plan is at a more advanced stage. Further information on the WwTW improvements required will be received during public consultation on the local plan
Broadband/ ICT	TBC	Urban and rural area	£TBC				KCC is leading a £43,000,000 project to transform Kent and Medway's broadband infrastructure. This will ensure that at least 90% of properties can access super fast broadband by 2015 and that the remaining 10% have access of at least 2mbits/s. This is in line with the Government's national broadband targets. Yet to be determined what funding will be spent in Maidstone Borough.
	Utilities: Total Estimated Cost		£TBC				
KCC Waste							
Household waste	Additional recycling centre required (approx 0.8ha)	North west of urban area	£0 – costs are covered by KCC	KCC		2017-2021	To serve MBC administrative area – exact location to be determined. KCC are assessing locations –No cost to MBC
	KCC Waste: Total Estimated Cost		£0				
SOCIAL & COMMUNITY INFRASTRUCTURE							
Primary Education							
New School	1 FE on a minimum 2.05ha/2FE site	North west urban area	£4,170,000	KCC	S.106	2013-2016 2017-2021	to be sited on Land East of Hermitage Lane strategic site
New School	2FE on a minimum 2.05ha/2FE site	South east urban area	£8,340,000	KCC	S.106	2013-2016 2017-2021	to be sited on Langley Park strategic site
Expansion of	Additional pupil	Maidstone	£0,568,000	KCC	S.106/CIL	2013-2016	Subject to a satisfactory technical feasibility

Existing Schools	capacity	(east)				2017-2021	study
Expansion of Existing Schools	Additional pupil capacity	Maidstone (south)	£0,214,000	KCC	S.106/CIL	2013-2016 2017-2021	
Expansion of Existing Schools	Additional pupil capacity	Outside urban area and RSCs	£0,482,000	KCC	S.106/CIL	2013-2016 2017-2021	Hollingbourne = £0,364,000 Leeds = £0,042,000 Sutton Valence/Langley = £0,076,000
Expansion of Existing Schools	Additional pupil capacity	RSCs	£1,793,000	KCC	S.106/CIL	2013-2016 2017-2021	Marden and Yalding = £000,528,000 Harrietsham and Lenham £000,442,000 Headcorn = £000,500,000 Staplehurst = £000,323,000
	Education: Total Estimated Cost		£15,567,000				Requirements and estimated costs are based on KCCs Infrastructure Investment Finance Model (IIFM) for a reduced housing target. Further run of IIFM model is required to establish more detailed and accurate infrastructure requirements and estimated costs.
Secondary Education							
Expansion	Additional pupil capacity	Urban and rural area	£6,244,000	KCC	S.106/CIL	2013-2016 2017-2021	Subject to a satisfactory technical feasibility study
	Total Estimated Cost (District)		£6,244,000				Figure is based on KCCs Infrastructure Investment Finance Model (IIFM) and includes Rural Service Centres – another run of the model will be required based on up to date housing figures.
Higher & Further Education							
Mid Kent College (Oakwood Campus)			£0				Refurbishment of campus ongoing – paid for by Mid Kent College
Maidstone Studios			£0				UCA want to expand courses at Maidstone Studios – no decision made as yet
	Higher Education: Total Estimated Cost		£0				
Health							
	Expansion or	North west	£0,741,312	NHS Primary	S.106/CIL	2013-2016	GP practices –

	improvement of GP facilities	of urban area Strategic sites		Care Estates		2017-2021	<ul style="list-style-type: none"> • College Practice (Barming) • Blackthorn Medical Centre • Vine Medical Centre • Lockmeadow Clinic • London Rd Surgery • Allington Clinic • Allington Park Surgery
	Expansion or improvement of GP facilities	South east of urban area strategic sites	£0,905,580	NHS Primary Care Estates	S.106/CIL	2013-2016 2017-2021	<p>GP practices –</p> <ul style="list-style-type: none"> • Wallis Ave Surgery, Parkwood • Mote Medical, St Saviours Rd • Northumberland Court, Shepway • Orchard Surgery, Langley • Spires Medical Centre, Downswood • Grove Park Surgery, Sutton Rd • Cobtree Medical Practice, Sutt Val
	Expansion or improvement of GP facilities	Harrietsham	£0,265,356	NHS Primary Care Estates	S.106/CIL	2013-2016 2017-2021	Impact likely to be greater and additional accommodation will be required to support the expansion of the clinical team. Capital investment in the existing surgery premises will be required to support the practice in providing the necessary capacity. This site serves as a branch site to the Lenham practice. The estimated cost of infrastructure for Harrietsham is based on a lower housing target – to be revised at public consultation.
	Expansion or improvement of GP facilities	Headcorn	£0,160,056	NHS Primary Care Estates	S.106/CIL	2013-2016 2017-2021	New development – opening February 2014. Provision for growth allowed within the development, although funds would be sought to offset the NHS funding in terms of pump-priming the scheme and to allow for future redesign of the premises to accommodate additional growth. The estimated cost of infrastructure for Headcorn is based on a lower housing target.
	Expansion or improvement of GP facilities	Lenham	£0,092,664	NHS Primary Care Estates	S.106/CIL	2013-2016 2017-2021	Impact likely to be greater and additional accommodation will be required to support the expansion of the clinical team. Capital investment in the existing surgery premises will be required to support the practice in

							providing the necessary capacity. The estimated cost of infrastructure for Lenham is based on a lower housing target – to be revised at public consultation
	Expansion or improvement of GP facilities	Marden	£0,269,568	NHS Primary Care Estates	S.106/CIL	2013-2016 2017-2021	Premises already under some pressure and additional capacity will only be created through the physical extension of the premises - The estimated cost of infrastructure for Marden is based on a lower housing target – to be revised at public consultation
	Expansion or improvement of GP facilities	Staplehurst	£0,164,268	NHS Primary Care Estates	S.106/CIL	2013-2016 2017-2021	Extension to car park to provide improved access to site. New purpose built surgery premises able to provide some capacity. Capital funding may be sought to provide for internal reconfiguration to create additional clinical space as required. The estimated cost of infrastructure for Staplehurst is based on a lower housing target – to be revised at public consultation
	Expansion or improvement of GP facilities	Coxheath	TBC	NHS Primary Care Estates	S.106/CIL	2013-2016 2017-2021	Local services already under some pressure and additional capacity will only be created through the physical extension of the premises. One practice requires internal upgrade if it is to be used for the delivery of healthcare in the long term. The second requires relocation into purpose built premises as it has reached its capacity and cannot support substantial growth in the village.
	Expansion or improvement of GP facilities	Yalding	TBC	NHS Primary Care Estates	S.106/CIL	2013-2016 2017-2021	Impact likely to be greater and additional accommodation will be required to support the expansion of the clinical team. Capital investment in the existing local surgery premises will be required to provide capacity.
	Expansion or improved GP facilities	Boughton Monchelsea	TBC	NHS Primary Care Estates	S.106/CIL	2013-2016 2017-2021	TBC
	Expansion or improved GP facilities	Eyhorne St	TBC	NHS Primary Care Estates	S.106/CIL	2013-2016 2017-2021	TBC

	Expansion or improved GP facilities	Sutton Valence	TBC	NHS Primary Care Estates	S.106/CIL	2013-2016 2017-2021	
	New GP provision	Maidstone Barracks	TBC	NHS Primary Care Estates	CIL	2027-2031	TBC - The growth in this area will affect a number of town centre surgeries some of which have capacity for some growth, others which require substantial investment or relocation to support the increase in population proposed.
	Health: Total Estimated Cost		£2,598,804				Further refinement required.
Libraries							
Libraries	Strategic District Provision Library Stock	District	£0,088,000	KCC	S.106/CIL	2013-2016 2017-2021	
Libraries	Capital and revenue	District	£0,340,000	KCC	S.106/CIL	2013-2016 2017-2021	
	Libraries: Total Estimated Cost		£0,428,000				Figure is based on KCCs Infrastructure Investment Finance Model (IIFM)
Community Learning							
Main centres	Additional Community learning resource	District	£0,076,000	KCC	S.106/CIL	2013-2016 2017-2021	To maintain service standard levels
Outreach centres	Additional Community learning resource	District	£0,050,000	KCC	S.106/CIL	2013-2016 2017-2021	To maintain service standard levels
Youth							No funding required (from KCCs IIFM)
	Community Learning: Total Estimated Cost		£0,126,000				Figure is based on KCCs Infrastructure Investment Finance Model (IIFM) and includes Rural Service Centres (RSCs)
Kent Adult Social Services							
Adult Social Services	Changing Places - Maidstone Leisure Centre and Library and History Centre	Urban area	£0,008,000	KCC	S.106/CIL	2013-2016 2017-2021	
Adult Social Services	Integrated Dementia Day Care Facility	Urban area	£0,177,000	KCC	S.106/CIL	2013-2016 2017-2021	

Adult Social Services	Co-location with health	Urban area	£0,059,000	KCC	CIL	2013-2016 2017-2021	
Adult Social Services	Building Community Capacity	District	£0,018,000	KCC	CIL	2013-2016 2017-2021	
Adult Social Services	Assistive Technology	District	£0,011,000	KCC	CIL	2013-2016 2017-2021	
	Adult Social Services: Total Estimated Cost		£0,273,000				Figure is based on KCCs Infrastructure Investment Finance Model (IIFM) and includes RSCs. Further refinement required.
GREEN INFRASTRUCTURE							
Green Infrastructure	Several schemes (play areas)	Urban and rural	£1,750,000	MBC	Internal funding	2014-2016	MBC is investing in play areas in the borough over the next 18 months to make sure that the majority of residents live only a short walk from a "good" play area. See draft play area strategy. 85 play areas are identified to take new investment
Green Infrastructure	Several schemes	Urban area – does not include strategic sites	£TBC	MBC	S.106/CIL	2014-2031	Off-site contributions to open space will be charged at £1575 per property
Green Infrastructure	Bridge Nursery strategic site	North west of urban area	£0,140,000 (off-site) 25 plot allotment on-site	MBC	S.106/CIL	2013-2016 2017-2021	<ul style="list-style-type: none"> Natural/semi-natural (ANGSt Standard) off-site £0,010,000 Equipped Play – off-site contribution of £0,100,000 to improve existing play areas in area Outdoor sports facilities – off-site contribution of £0,030,000 for improvements to existing pitches and facilities Allotments – 25 plot site (7,500m2) should be provided on site
Green Infrastructure	East of Hermitage Lane strategic site	North west of urban area	£0,040,000 (off-site) On-site play area provision and amenity green space (Circa	MBC	S.106/CIL	2013-2016 2017-2021	<ul style="list-style-type: none"> Equipped play – on-site provision for juniors, toddlers and youth – should be a similar standard to current provision at Giddyhorne Lane which cost £0,160,000 Outdoor Sports – off-site contribution of £0,025,000 for improvements to existing pitches and facilities

			£0,160,000)				<ul style="list-style-type: none"> • Allotments and community gardens – off-site contribution of £0,015,000 towards improving allotments in surrounding area
Green Infrastructure	West of Hermitage Lane strategic site	North west of urban area	£0,170,000 (off-site) 25 plot allotment on-site	MBC	S.106/CIL	2013-2016 2017-2021	<ul style="list-style-type: none"> • Natural and semi natural (ANGSt) off-site contribution of £0,040,000 towards development of public park at Oakwood Cemetery • Equipped Play – off-site contribution of £0,110,000 to improve existing play areas in vicinity • Outdoor Sports – off-site contribution of £0,020,000 towards improvements to existing pitches and facilities • Allotments - 25 plot site (7,500m2) should be provided on site
Green Infrastructure	Langley Park strategic site	South east of urban area	£0,000,000 off-site On-site - see notes column	MBC	S.106/CIL	2013-2016 2017-2021	<ul style="list-style-type: none"> • Equipped Play – on-site provision for toddlers, juniors, youth of a similar standard to current provision at Giddyhorne Lane which cost £0,160,000 • Outdoor sports facilities – on-site contribution of at least 2 full size senior football pitches with sports pavilion/community hall, including changing facilities – to be provided in conjunction with SS2b (North of Sutton Road) and SS2c (North of Bicknor Wood) • Allotments - A 50 plot site (1.5 Ha) should be provided on one of the three sites in conjunction with SS2b North of Sutton Road and SS2c North of Bicknor Wood
Green Infrastructure	North of Sutton Road and North of Bicknor Wood strategic sites	South east of urban area	£0,080,000 (off-site)	MBC	S106/CIL	2013-2016 2017-2021	<ul style="list-style-type: none"> • Natural and semi natural (ANGSt) – at least 3ha provided on-site between the two sites

			On-site – see notes column				<ul style="list-style-type: none"> • Amenity green space – 0.7ha provided on each development site • Equipped Play – on-site provision for junior, toddlers and youth should be provided between the two sites. This should be to a similar standard to the current provision at Giddyhorne Lane, which cost £0,160,000. • Equipped Plan – off-site provision of £0,080,000 should be provided for the improvement of Senacre Play Area. • Outdoor Sports – on-site contribution of at least 2 full size senior football pitches with sports pavilion/community hall, including changing facilities to be provided in conjunction with SS2a Langley Park development. • Allotments - A 50 plot site (1.5 Ha) should be provided on one of the three sites in conjunction with Langley Park strategic site
Green Infrastructure	Several schemes	Harrietsham Headcorn Lenham Marden Staplehurst Coxheath Yalding		MBC	S.106/CIL	2014-2031	As a general rule, off-site contributions will be charged at £1,575 per dwelling. On-site open space provision may be made in lieu of this charge and will alter estimated figures significantly
	Green Infrastructure: Total cost estimate		£2,209,750				Estimate for off-site contributions only – includes strategic sites and RSCs
	IDP Total Estimated Costs		£75,719,554				The IDP needs to be updated once site allocations and the spatial distribution of development are approved for public consultation. The draft site allocations have been circulated to stakeholders (e.g. KCC,

						Primary Care Trust) and revised information is expected soon. The IDP is a "live" document and will be further revised as more information is made available.
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MAIDSTONE BOROUGH COUNCIL

CABINET

24 FEBRUARY 2014

REPORT OF HEAD OF PLANNING AND DEVELOPMENT

Report prepared by Darren Bridgett

1. COMMUNITY INFRASTRUCTURE LEVY - PRELIMINARY DRAFT CHARGING SCHEDULE

1.1 Issue for decision

1.1.1 To approve the Maidstone Community Infrastructure Levy Preliminary Draft Charging Schedule, attached as Appendix A, for consultation alongside the Maidstone Borough Local Plan. The consultation would run from 21 March 2014 until 5pm, 7 May 2014.

1.2 Recommendation of the Head of Planning and Development

1.2.1 That Cabinet approves the Maidstone Community Infrastructure Levy Preliminary Draft Charging Schedule, attached as Appendix A, for consultation alongside the Maidstone Borough Local Plan. The consultation would run from 21 March 2014 until 5pm, 7 May 2014.

1.3 Reasons for recommendation

1.3.1 This report will be considered by the Planning, Transport and Development Overview and Scrutiny Committee on 18th February 2014.

1.3.2 On 16 May 2012, the Maidstone Borough Council Cabinet agreed to pursue the introduction of a Community Infrastructure Levy (CIL) in Maidstone for future infrastructure provision.

1.3.3 The Maidstone Community Infrastructure Levy Preliminary Draft Charging Schedule (PDCS), attached as Appendix A, is the first stage of consultation in the process of adopting CIL.

1.3.4 To be able to prepare a CIL for adoption, there must be an up to date local plan, which is the reason this has not been progressed sooner. The emerging Maidstone Borough Local Plan contains proposed land allocations, primarily for residential uses, but also for non-residential

uses i.e. employment and retail. The infrastructure delivery plan (IDP), 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.

- 1.3.5 The CIL does not have to fully fund all of this infrastructure. Government expects that there will be a funding gap between what the CIL can realistically provide for and what the total of infrastructure identified in the IDP costs. The gap can be addressed by alternate funding sources e.g. pinch point funding in relation to transport, other funding initiatives, section 106 obligations (where they meet the tests included in the 2010 CIL Regulations), and where possible by prioritisation of schemes/resources.
- 1.3.6 To date in Maidstone Borough, the primary funding source for infrastructure has been section 106 obligations. The New Homes Bonus, which provides another planning related funding source, is not ringfenced for spending on infrastructure, unlike CIL. Maidstone Borough Council currently has no set procedure to use New Homes Bonus receipts towards infrastructure funding.
- 1.3.7 **Evidence base**
In July 2013, the council provided member training on the Local Plan Viability Testing (2013) evidence document, which was prepared by Peter Brett Associates. This provides the viability element of the local plan evidence base. This document was prepared to support the production of the Core Strategy, but provides the same necessary support for the Maidstone Borough Local Plan and the CIL.
- 1.3.8 Local Plan Viability Testing contains a series of high level viability assessments, based on realistic development scenarios in the borough during the life of the local plan. These are residential and non-residential assessments, which have enabled the proposed CIL rates included in the appended PDCS. The development scenarios included residential sites, in particular those in the north west of the urban area and those in the south east of the urban area, as well as number of more generic development scenarios, based on the information in the 2009 Strategic Housing Land Availability Assessment (SHLAA). Non-residential development scenarios were based on national generic development assumptions, which were considered valid to be applied in Maidstone. The types of non-residential development that were tested are listed at paragraph 4.9 in the preliminary draft charging schedule, attached at appendix A.
- 1.3.9 The basis of these assessments is the residual land valuation model that takes into account all development costs to determine if there is any residual land value. The starting point is the potential development

value from which costs are subtracted. Development costs will include typical build costs, marketing costs and local planning policy associated costs such as affordable housing, the Code for Sustainable Homes/BREEAM and infrastructure costs (for the purpose of viability testing a combined CIL/s106 figure is used to incrementally test what infrastructure charge a site might be able to support). The residual land value i.e. after all costs have been subtracted, is what is left to pay to the landowner. If the residual value is not sufficient, then the landowner will not sell their site for development.

1.3.10 Proposed levy

The proposed residential levy follows the format of policy DM24 – Affordable housing, which was also underpinned by the Local Plan Viability Testing.

The **residential levy** as proposed, is:

Urban – previously developed land	£35 per m ²
Urban and urban periphery – greenfield and private residential gardens	£84 per m ²
Countryside, rural service centres and larger villages	£126 per m ²

The proposed non-residential levy solely relates to retail uses outside of the town centre and is based on the results of viability testing, that shows that these developments are the best performing non-residential development type. Traditional employment uses (B classes) are all shown to be unable to support a CIL charge.

The **retail levy** as proposed, is:

Out of town centre – local convenience retail (up to 750m ²)	£189 per m ²
Out of town centre – supermarket/superstore and retail warehouse (above 500m ²)	£260 per m ²

1.3.11 Superstores (2,500m² to 5,000m²) were shown to be able to support a CIL charge significantly higher than £260 per m² (up to £434 per m²). However, for the purposes of administering CIL and retaining simplicity in the proposed charging schedule, all out of town centre retail uses above 750m² (as per Valuation Office Agency categorisations) are proposed to be charged the same rate – which all are shown to be able to support.

1.3.12 Potential CIL income

Based on residential development with a deliverable housing target of 17,100, the potential income from CIL could be in the region of £42m, with potentially £10m of this being passed to local (parish) councils,

leaving around £32m for the council to fund infrastructure with. This is a calculated scenario and the final figures are subject to change e.g. if the rural part of the levy were set lower, at £105 per m², this would change the potential income from CIL to around £36.5m with £9m being passed to local councils, leaving around £27.5m for the council to fund infrastructure with. Factors that could vary the outcome include what the agreed final housing target is, how much development is permitted before the adoption of CIL (this would therefore not be subject to the levy), which local councils adopt a neighbourhood plan and when, and the strength of the economy i.e. developers might yet be able to prove that some parts of the proposed levy are too onerous.

1.3.13 List of relevant infrastructure (Regulation 123 list)

At the meeting of the Planning, Transport and Development Overview and Scrutiny Committee (PTDOS) on 15 October 2013, members recommended that the proposed criteria for including infrastructure on the list of relevant infrastructure i.e. the infrastructure projects and infrastructure types which will be funded by CIL, be approved.

1.3.14 The criteria, later approved by the Cabinet Member for Planning, Transport and Development, were used to determine which infrastructure projects and infrastructure types from the IDP would be included on the list of relevant infrastructure within the PDCS.

1.3.15 The known costs of infrastructure projects and infrastructure types included on the list of relevant infrastructure currently total around £28.2m. This is with the recognition that some costs are yet to be confirmed.

1.3.16 It should be recognised that the infrastructure projects and infrastructure types on the list are subject to different degrees of risk. Where infrastructure is required to open up a site (although this is most likely to be covered by section 106 obligations) or is in itself unlikely to be controversial then the degree of risk attached could be seen as low to medium. Other infrastructure projects on the list, in particular some of the bigger transport items, are subject to agreement with relevant infrastructure providers and can carry a larger degree of risk, dependent on that agreement. Maidstone Borough Council has scoped the necessity of some of these schemes through the IDP and is confident of their inclusion on the list of relevant infrastructure, however, the specifics of some of these schemes have since been disputed by the relevant infrastructure providers.

1.3.17 Review of the list of relevant infrastructure

The list of relevant infrastructure will be reviewed annually as part of the CIL monitoring. The council can use this process to decide if the

list is still appropriate or needs to be amended, as infrastructure is delivered, new infrastructure requirements identified or new priorities decided. If the list needs to be amended it will need to be consulted on, however, the council can decide what it considers appropriate consultation for this task, related to the degree of proposed changes.

1.3.18 If the council proposes changes to the list of relevant infrastructure that would adversely affect the viability, and deliverability, of the local plan, it must then review the charging schedule and not just the list – meaning new evidence and a new consultation process. Worth noting with this point is that infrastructure costs tend to rise with time due to inflation, yet the CIL charge when set, will not be able to rise at an equivalent rate. Each year the purchasing power of CIL will diminish slightly in real terms.

1.3.19 **Relationship between CIL charge and the list of relevant infrastructure**

The CIL charge is dependent to some degree on the list of relevant infrastructure. As discussed at the meeting of (PTDOSC) on 15 October 2013, some infrastructure types can more easily be delivered with CIL funding than they can be delivered through section 106 obligations, and vice-versa. What this means is that depending on the projects included in the IDP and subsequently which of those projects are more suited to CIL funding or section 106 obligations, the CIL charge needs to be set so that there is sufficient funding to meet an IDP balanced towards either CIL delivery or section 106 delivery – bearing in mind that payment of CIL is non-negotiable.

1.3.20 It is possible that a CIL charge set too high, combined with an IDP intended for delivery primarily through section 106 obligations, would mean that developers cannot afford to deliver section 106 obligations and that they might seek to renegotiate on viability terms. In this case, it might be that the council would then seek to include more infrastructure projects or infrastructure types on the list of relevant infrastructure because those that had been intended for continued delivery through section 106 were now being renegotiated. It is important to recognise, however, that this does not mean there would be more money available to fund infrastructure, because in effect there is only one contributions pot available. In such a situation, the council might need to seek alternate funding, in addition to what the developer could pay, and potentially re-prioritise which infrastructure it considered essential to deliver.

1.3.21 The PDCS consultation will be a necessary gauge of where this balance lies.

1.3.22 **Next steps**

The stages of consultation necessary to develop and adopt a CIL charging schedule are listed below. For the Maidstone CIL these stages have been synchronised with the Maidstone Borough Local Plan, because of the need for an up to date local plan.

Community Infrastructure Levy	Maidstone Borough Local Plan	Expected date
Preliminary draft charging schedule consultation (PDCS)	Regulation 18 (Preparation) consultation	March 2014
Draft charging schedule consultation (DCS)	Regulation 19 (Publication) consultation	Nov/Dec 2014
Submission to Secretary of State	Submission to Secretary of State	April 2015
Independent examination	Independent examination	Summer 2015
Adoption by Maidstone Borough Council	Adoption by Maidstone Borough Council	Autumn 2015

1.4 Alternative action and why not recommended

1.4.1 The alternative action that could be taken is to not produce a community infrastructure levy for Maidstone. The reason that this has not been recommended is that the primary alternative funding mechanism that remains is the use of section 106 obligations. Maidstone is proposing to use section 106 obligations alongside CIL, but as noted at 1.3.13 to 1.3.15, the council needs to determine the appropriate balance between the funding mechanisms. It might be possible to rely primarily or even wholly on section 106 obligations to deliver necessary infrastructure, however, with the introduction of the 2010 CIL Regulations the use of section 106 has been restricted.

1.4.2 By the Government restricting the use of section 106 obligations, it might be that the council, if it chose not to develop a CIL, would not be able to fund/facilitate infrastructure delivery (as identified in the IDP) to the same degree as it could with CIL.

1.4.3 The flexibility that CIL provides in terms of funding also means that infrastructure can be included on the list of relevant infrastructure that is not necessarily related to a development but is still worthy of funding. An example of this could be a public realm improvement scheme.

1.5 Impact on corporate objectives

1.5.1 For Maidstone to have a growing economy. The adoption of a community infrastructure levy has the potential to improve the Maidstone economy in a number of ways. Developers will have certainty about the likely development costs they will face, meaning that they can factor this into their plans accordingly. Charging a CIL will also likely enable the council to fund and therefore deliver more infrastructure in the borough, this means the borough will be a better place in which to conduct business.

1.5.2 For Maidstone to be a decent place to live. Charging a CIL will likely enable the council to fund and therefore deliver more infrastructure in the borough, this means the borough will be a better place in which to live.

1.6 Risk management

1.6.1 The risk of adopting a CIL is concerned primarily with the rate at which it is charged, cross referenced to which infrastructure is included on the list of relevant infrastructure. If the council intends to deliver infrastructure primarily through section 106 obligations it should not deny the viability of developments to meet these obligations by setting the CIL charge too high, given that CIL is non-negotiable. This might mean that section 106 obligations would not be able to be funded appropriately and that developers would seek to re-negotiate terms. The PDCS is the first stage of the consultation process and therefore the council can usefully learn from consultee comments about where the appropriate CIL charge might be set and about how developers see the advantages and disadvantages of CIL and section 106 obligations in relation to each other.

1.6.2 The potential proceeds from CIL are matched with what is required on the list of relevant infrastructure, given that the cost of the list is also likely to rise. The Maidstone Borough Local Plan consultation will provide a more complete picture in this respect, given that a full list of site specific allocations are being consulted on for the first time and can be read across to the PDCS consultation. The infrastructure delivery plan is included on this agenda, so provides a picture of how the infrastructure on the 123 list compares with that not on the 123 list.

1.7 Other implications

1.7.1

1. Financial
2. Staffing
3. Legal

X
X
X

- 4. Equality impact needs assessment
- 5. Environmental/sustainable development
- 6. Community safety
- 7. Human Rights Act
- 8. Procurement
- 9. Asset management

X
X
X

- 1.7.2 Financial. The CIL will bring in significant financial receipts, which will need to be managed.
- 1.7.3 Staffing. Experiences of front-running councils show that managing the CIL is a full time position in itself. CIL receipts can be used towards its own administration. The benefit is that the non-negotiable nature of CIL contributions means that there is a relative saving in staff input.
- 1.7.4 Legal. Legal guidance will be needed where section 106 obligations are also involved in infrastructure delivery in addition to the CIL.
- 1.7.5 Environmental/sustainable development. Infrastructure identified in the IDP is necessary to make new development environmentally sustainable and therefore acceptable.
- 1.7.6 Procurement. When the CIL has been adopted, the council will itself deliver infrastructure, which in turn will involve procurement.
- 1.7.7 Asset management. With the delivery of infrastructure, the council is likely to gain assets, these will need to be managed.
- 1.8 Relevant documents
 - 1.8.1 Maidstone Local Plan Viability Testing, 2013.
 - 1.8.2 Appendices
 - 1.8.3 Appendix A. Maidstone Community Infrastructure Levy, Preliminary Draft Charging Schedule, March 2014.
 - 1.8.4 Background documents
 - 1.8.5 None.

IS THIS A KEY DECISION REPORT?

THIS BOX MUST BE COMPLETED

Yes

No

If yes, this is a key decision because: Policies, plans and strategies

Wards/parishes affected: All

This document is produced by
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1.1 The community infrastructure levy preliminary draft charging schedule consultation starts on 21 March 2014 and ends at 5pm on 2 May 2014.

1.2 Comments on the preliminary draft charging schedule can be submitted to the council's online consultation web page at: maidstone-consult.limehouse.co.uk/portal.

1.3 Comments can also be submitted using the community infrastructure levy consultation questionnaire, which is available from the council web page, or in hard copy from the Spatial Policy team.

2 . Introduction

2

2.1 On 16 May 2012, the Maidstone Cabinet confirmed its commitment to develop a community infrastructure levy charging schedule. This preliminary draft charging schedule consultation document is the first step towards consulting on and introducing community infrastructure levy rates in Maidstone Borough.

2.2 The community infrastructure levy is a per m² charge on new development (net additional floorspace).

2.3 The charge can be differentiated by geographical area and by development type. The charge must be based on viability evidence.

2.4 The purpose of the charge is to provide a funding source which will help to deliver necessary infrastructure to accommodate new development across the borough. This necessary infrastructure is identified as part of the Maidstone Borough Local Plan.

2.5 Some types of development, notably affordable housing and charitable uses, are exempt from being charged the community infrastructure levy. The council can implement other exemptions but only under strict circumstances. A size threshold of 100m² also applies to non-residential developments.

2.6 Where exemptions do not apply, the council must set a community infrastructure levy charge, even if it is £0 per m².

2.7 The community infrastructure levy has a number of fundamental differences to section 106 agreements, which can be seen as advantages or disadvantages, however, the community infrastructure levy regulations have been written to restrict the pooling of section 106 agreements from 6 April 2014⁽¹⁾.

2.8 This means that depending on the size and location of development across the borough, the council will need to make choices about how it intends for supporting infrastructure to be funded.

2.9 Infrastructure needs might be localised to a development site, this lends itself to the use of section 106 agreements. Or, there might be a need for wider infrastructure provision in a strategic location, or indeed the entire borough, that requires the pooling of community infrastructure levy contributions to ensure delivery.

2.10 Where the council provides funding for infrastructure from community infrastructure levy receipts, it will require an agreement, similar to a deed of obligation [used with section 106 obligations], that specifies how the infrastructure provider will use the funding for its intended purpose.

1 The Community Infrastructure Levy (Amendment) Regulations 2014 have been written to defer the pooling restriction date by one year to 6 April 2015, however, this statutory instrument is yet to be made.

3.1 Planning obligations, or section 106 agreements, are agreements focused on the site specific mitigation of development impacts. Section 106 agreements come in different forms, but are most commonly thought of in terms of financial contributions towards the delivery of mitigating infrastructure, or indeed the provision of the infrastructure itself.

3.2 On 6 April 2014⁽²⁾ the pooling limit of five section 106 agreements, towards a single piece of infrastructure/type of infrastructure, will come into force. The start date for counting was 6 April 2010.

Section 106 obligations - pooling limit

Until 6 April 2014⁽³⁾ the council can pool as many section 106 agreements as is necessary to fund an identified piece of infrastructure, but from 6 April 2014⁽⁴⁾ onwards the restriction of five pooled agreements will apply. These agreements will be counted with a starting date of 6 April 2010.

3.3 The Community Infrastructure Levy Regulations 2010 set into statute the tests for using section 106 planning obligations. This represents a tightening of the rules and has meant that local planning authorities and developers are both being more careful with regard to what potential planning obligations can be considered legitimate.

Tests for a section 106 planning obligation

A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is -

- a. necessary to make the development acceptable in planning terms;
- b. directly related to the development; and
- c. fairly and reasonably related in scale and kind to the development.

3.4 It is possible in some cases that a specific infrastructure project or type of infrastructure will not easily fit into the categories listed, however, this does not mean that the need for the infrastructure is any less. Where this is the case, the community infrastructure levy might be the most appropriate means to provide funding.

2 The Community Infrastructure Levy (Amendment) Regulations 2014 have been written to defer the pooling restriction date by a year to 6 April 2015, however, this statutory instrument is yet to be made.

3 See previous footnote.

4 See previous footnote.

4 . Local Plan Viability Testing

4

4.1 During 2012 and 2013 Peter Brett Associates assessed the viability of the emerging Maidstone development policies. The assessment dealt with both cumulative plan-wide viability and site viability, where sites and potential locations had been identified in emerging policy.

4.2 Since this work was undertaken the preparation of the Core Strategy has been superseded by the national re-emergence of local plans, and the Maidstone Borough Local Plan itself. Site assessments included in the Local Plan Viability Testing⁽⁵⁾ research are still valid for their purpose to guide the setting of community infrastructure levy rates proposed in this document. These assessments take a high level approach to viability, which ensures sufficient flexibility to be able to use the results to shape policy over time.

4.3 The viability testing was split between residential and non-residential uses.

Residential

4.4 Residential testing looked at the sites that the council was proposing to allocate in the north west and south east strategic locations. It also looked at sites complementary to the spatial strategy, as outlined in policy CS1⁽⁶⁾ i.e. previously developed land in the Maidstone urban area and sites in the rural service centres. This formed a mixture of site specific assessments and generalised site typology assessments.

4.5 The specific sites, at Bridge Nursery, East of Hermitage Lane, West of Hermitage Lane (in the north west strategic housing location) and Langley Park, North of Sutton Road, North of Bicknor Wood (in the south east strategic housing location) represented an urban periphery greenfield category.

4.6 For urban sites on previously developed land and for the countryside, rural service centre and larger settlement sites, a generic approach was used that factored in the typical yields that these types of site might deliver, based on known available sites that had been submitted to the 2009 Maidstone Strategic Housing Land Availability Assessment (SHLAA).

Non-residential

4.7 Non-residential viability testing of the local plan considered the non-residential development types that might be likely to come forward during the plan period⁽⁷⁾. Geographical assumptions made for non-residential testing were split primarily between being in the town centre and being out of the town centre, as listed at 4.9. In reality, some other uses, such as B2 and B8, which have not specified their location, are not typical town centre uses and testing has reflected that these would need out of town centre locations such as industrial estates.

4.8 The development types tested do not need to coincide with those defined in the Use Classes Order (as updated in 2013). In practice this means that for viability and Community Infrastructure Levy purposes, a degree of sensitivity

5 See appendix A for link to document.

6 Core Strategy, Public Consultation 2011.

7 The plan period was agreed at Cabinet on 13 March 2013 to be amended from 2006-2026 to 2011-2031.

can be applied to uses that in traditional terms might be considered to be part of the same use class. The principal example of such differentiation within the same use class having been applied so far is in the case of retail. Local authorities have attempted to outline a difference between supermarkets and small scale retail, based on varying characteristics and, importantly, significant differences in development viability. In Maidstone, it is also clear that town centre retail cannot sustain a community infrastructure levy charge, whereas out of town centre retail can.

4.9 The non-residential development types tested in the Local Plan Viability Testing document were:

- Superstore/supermarket
- Retail warehousing
- Town centre retail
- Local convenience retail
- B1 office - town centre
- B1 office - out of town centre
- B2 industrial - 1,500m²
- B2 industrial - 5,000m²
- B8 warehouse - 5,000m²
- Hotel
- Assembly/leisure
- Care home
- Extra care living
- Health and fitness

4.10 The only uses shown to be able to support a Community Infrastructure Levy charge were:

- Local convenience retail
- Superstore/supermarket
- Retail warehousing

5 . Proposed levy

6

Proposed levy

5.1 These are the rates that the council is proposing to charge for its residential and non-residential levies.

Proposed residential levy

5.2 The proposed residential levies are split by geographical location and by land classification.

Urban - previously developed land	£35 per m²
Urban and urban periphery - greenfield and private residential gardens	£84 per m²
Countryside, rural service centre and larger settlements	£126 per m²

Proposed retail levy

5.3 The council is proposing to simplify the possible variations in non-residential community infrastructure levy charges, by grouping out of town supermarkets, superstores and out of town retail warehouses into one classification.

Out of town centre - local convenience retail (up to 750m ²)	£189 per m²
Out of town centre - supermarket, superstore and retail warehouse (above 750m ²)	£260 per m²

Nil rate levy

5.4 All other uses will be charged at a nil rate (£0 per m²).

Duty to pass CIL to local councils

6.1 The Community Infrastructure Levy (Amendment) Regulations 2013 make provision for receipts to be passed to local councils (parish councils), or be spent on behalf of designated neighbourhood forums. The proportion passed to the local council, or spent on behalf, is dependent on the adoption of a neighbourhood plan.

Where a neighbourhood plan has been adopted

6.2 Where a neighbourhood plan has been adopted, 25% of community infrastructure levy receipts arising from development in the given area will be passed to the local council, or spent on behalf of the designated neighbourhood forum.

Where a neighbourhood plan has not yet been adopted

6.3 Where a neighbourhood plan has not yet been adopted, 15% of community infrastructure levy receipts arising from development in the given area will be passed to the local council, subject to a cap equivalent to £100 per every existing household in that area.

Maidstone Borough Local Plan

7.1 The Maidstone Borough Local Plan will replace the existing Maidstone Borough-Wide Local Plan 2000.

7.2 The local plan consultation 2014 proposes allocations to deliver residential and non-residential development. The plan proposes a provisional target of 17,100 dwellings⁽⁸⁾, to be delivered in a dispersed pattern across the borough.

7.3 The local plan also proposes allocations for employment and retail development, however, viability evidence shows that the community infrastructure levy could not be charged on traditional employment uses (B classes) without making them unviable.

Infrastructure delivery plan

7.4 The infrastructure delivery plan lists infrastructure schemes which have been identified as necessary to accommodate the development proposed in the Maidstone Borough Local Plan. The infrastructure delivery plan is published separately to the local plan and is updated as necessary.

7.5 The infrastructure listed in the infrastructure delivery plan is not intended to deal with existing deficits, rather it is to accommodate new development. However, in practice these two outcomes are often delivered together.

7.6 The council has produced the infrastructure delivery plan in consultation with a range of local service providers and partners, including but not limited to Southern Water, South East Water, Kent County Council, West Kent Clinical Commissioning Group and the National Grid.

7.7 The infrastructure delivery plan does not specify that the council or developers should fund the entirety of any necessary infrastructure. Where external funding is available, this is noted. Phasing of development is also a factor in whether external funding is available to spread the cost.

List of relevant infrastructure (regulation 123 list)

7.8 Infrastructure that the council proposes will be wholly or partly funded by the community infrastructure levy is listed in this section. This infrastructure is known as 'relevant infrastructure', which is subject to funding restrictions i.e. section 106 agreements cannot be used to fund them, to prevent a duplication of funding whereby contributions for the same piece of infrastructure are taken through the community infrastructure levy and section 106.

7.9 Regulation 123 of the Community Infrastructure Levy Regulations 2010 requires this list, hence its informal name, the 'regulation 123 list'.

7.10 This list of relevant infrastructure is derived from infrastructure projects listed in the Maidstone Borough Local Plan infrastructure delivery plan.

8 This figure is based on capacity/supply information known to date, taken from the 2014 Strategic Housing Land Availability Assessment (SHLAA), extant planning permissions and completions data.

7.11 The inclusion of a project or type of infrastructure in this list does not represent a commitment from the council to fund it, either in whole or in part.

7.12 The order of the table does not imply any order of preference for community infrastructure levy funding. At the Maidstone Borough Council Cabinet meeting on 13 March 2013, infrastructure priorities were agreed for the borough. These priorities are listed in the Maidstone Borough Local Plan Preparation consultation document 2014.

Delivering infrastructure and reviewing the list

7.13 The delivery of specific infrastructure items included on the list is intended for the five year period following adoption of the local plan/charging schedule. In reality, this infrastructure may not be delivered within this period, dependent on the rate at which community infrastructure levy payments are received. This is particularly true where infrastructure items might be more strategic in nature and costs may need to be pooled over a longer timescale.

7.14 As a result, the list of relevant infrastructure will be reviewed each year as part of the council's community infrastructure levy monitoring process. This review will determine, as the local plan period progresses, whether the list remains appropriate to be able to deliver infrastructure in support of the plan. This will take into account the ongoing performance of infrastructure delivery and will determine if for any reason the list needs to be amended.

7.15 The council must consult on amendments to the list of relevant infrastructure, however, the specific process for doing this is within the council's discretion. Amendments to the list that adversely affect plan viability will prompt a necessary review of the charging schedule.

Infrastructure project or type	Indicative cost
Public realm	
Town centre	£3,800,000+
Pedestrian/cycle access	
Earl Street/St Peter's Street bridge	£2,000,000
Town centre/rural service centres - sign improvements	£200,000
(Cycle) - town centre/urban area - network improvements	£750,000
Public transport	
Romney Place bus lane	£60,000
M20 junction 7 strategic location - Old Sittingbourne Road park and ride site	£TBC

7 . Infrastructure

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Infrastructure project or type	Indicative cost
A229/A274 bus lane - second phase	£TBC
Rural service centres - railway station enhancements	£TBC
Rural service centres - upgraded bus stops	£TBC
Highways	
Town centre - bridge gyratory bypass	£6,000,000
North west strategic location - M20 junction 5 signals	£700,000
North west strategic location - Coldharbour roundabout additional lane	£2,600,000
North west strategic location - 20/20 roundabout additional capacity	£1,300,000
South east strategic location - Willington Street/A274 junction improvements	£820,000
Primary education	
Maidstone (east) - expansion of schools	£568,000
Maidstone (south) - expansion of schools	£214,000
Rural area, outside of rural service centres - expansion of schools	£482,000
Secondary education	
Infrastructure type	£6,244,000
Community learning	
Infrastructure type	£126,000
Libraries	
Infrastructure type	£428,000
Health	
North west strategic housing location - expansion/improvement of GP facilities	£741,000
South east strategic housing location - expansion/improvement of GP facilities	£906,000

Infrastructure project or type	Indicative cost
Kent adult social services	
Infrastructure type	£273,000
Green and blue infrastructure	
Infrastructure projects to be confirmed through GBI strategy	£TBC
TOTAL	£28,212,000*

*Infrastructure list/cost totals information to be updated following confirmation of infrastructure needed to support all proposed allocations.

CIL timetable

8.1 The council is preparing the community infrastructure levy alongside the local plan, with each stage of consultation taking place at the same time as a stage of local plan consultation. This means that the requirements of the local plan can be read with the requirements of the charging schedule.

8.2 The equivalent stages of preparation and consultation are set out in the following table:

Community Infrastructure Levy	Maidstone Borough Local Plan	Expected date
Preliminary draft charging schedule consultation (PDCS)	Regulation 18 (Preparation) consultation	March 2014
Draft charging schedule consultation (DCS)	Regulation 19 (Publication) consultation	Nov/Dec 2014
Submission to Secretary of State	Submission to Secretary of State	April 2015
Independent examination	Independent examination	Summer 2015
Adoption by Maidstone Borough Council	Adoption by Maidstone Borough Council	Autumn 2015

CIL preliminary draft charging schedule - Cabinet report - 24 February 2014.

LINK TO BE INSERTED FOLLOWING CABINET

Planning Advisory Service (PAS) - CIL information web page

www.pas.gov.uk/3-community-infrastructure-levy-cil

The Community Infrastructure Levy Regulations 2010

www.legislation.gov.uk/uksi/2010/948/contents/made

The Community Infrastructure Levy (Amendment) Regulations 2012

www.legislation.gov.uk/uksi/2012/2975/contents/made

The Community Infrastructure Levy (Amendment) Regulations 2013

www.legislation.gov.uk/uksi/2013/982/contents/made

The Community Infrastructure Levy (Amendment) Regulations 2014

This is currently a draft statutory instrument, due to be made in early 2014.

www.legislation.gov.uk/ukdsi/2014/9780111106761/contents

Local Plan Viability Testing 2013

www.maidstone.gov.uk/_data/assets/pdf_file/0014/34151/Viability-Testing-2013.pdf