

AGENDA

STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE MEETING



Date: Tuesday 6 October 2015

Time: 6.30 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Burton (Chairman), English,
Mrs Gooch, Mrs Grigg, D Mortimer,
Paine, Springett, de Wiggondene and
Mrs Wilson

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Election of Vice Chairman

Continued Over/:

Issued on 28 September 2015

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact TESSA WARE on 01622 602621**. To find out more about the work of the Committee, please visit www.maidstone.gov.uk

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

4.	Notification of Visiting Members	
5.	Disclosures by Members and Officers	
6.	Disclosures of Lobbying	
7.	To consider whether any items should be taken in private because of the possible disclosure of exempt information	
8.	Minutes of the meeting held on 8 September 2015	1 - 8
9.	Presentation of Petitions (if any)	
10.	Questions and answer session for members of the public	
11.	Committee Work Programme for noting	9 - 13
12.	Reference from Heritage, Culture and Leisure Committee - Destination Management Plan Task and Finish Group nominations	14
13.	Reference from Policy and Resources Committee - Landscapes of Local Value decision referral result	15
14.	Report of the Head of Planning and Development - Implications of the Reference from Policy & Resources Committee 23 September 2015: Landscapes of Local Value	16 - 19
15.	Report of the Head of Finance and Resources - Correction to Decision under Minute 52 of the meeting of 23 July 2015	20 - 22
16.	Verbal update on the progress of the ITS - all modes of transport	
17.	Report of the Director of Environment and Shared Services - Lease for the Park and Ride site at Sittingbourne Road, Maidstone	23 - 30
18.	Report of the Head of Planning and Development - North Loose Neighbourhood Development Plan	31 - 79
19.	Report of the Director of Environment and Shared Services - Disposal of Land at Brunswick Street, Maidstone	80 - 84

MAIDSTONE BOROUGH COUNCIL

Strategic Planning, Sustainability and Transportation Committee

MINUTES OF THE MEETING HELD ON TUESDAY 8 SEPTEMBER 2015

Present: Councillor Burton (Chairman), and
Councillors Burton, English, Mrs Gooch, Mrs Grigg,
D Mortimer, Paine, Springett, de Wiggondene and
Mrs Wilson

Also Present: Councillors Perry, Mrs Ring, Round,
J Sams, Sargeant and Mrs Stockell

91. **APOLOGIES FOR ABSENCE**

It was noted that apologies had been received from Councillor Harwood.

It was noted that Councillor de Wiggondene would be delayed in arriving.

92. **NOTIFICATION OF SUBSTITUTE MEMBERS**

It was noted that Councillor D Mortimer was substituting for Councillor Harwood.

Councillor Stockell substituted for Councillor de Wiggondene until his arrival at 6.45 p.m.

93. **URGENT ITEMS**

The Chairman stated that, in his opinion, the following should be taken as urgent items for the reasons specified:

- The update report of the Head of Planning and Development – Landscapes of Local Value, as it contained further information relating to the applications to be considered at the meeting.
- The report of the Head of Planning and Development – Revisions to 'Planning Policy for Traveller Sites', due to a revision of national planning guidance that came into force after the agenda had been published.

94. **NOTIFICATION OF VISITING MEMBERS**

Councillors, Perry, Round, J Sams and Stockell indicated their wish to speak on item 13 – Landscapes of Local Value.

Councillor Willis attended the meeting to speak on item 15 – Maidstone Borough Local Plan Transport Policies but was not present at this stage of the proceedings.

Councillor Ring reserved her right to speak on any item on the agenda.

Councillor Sargeant was in attendance as an observer.

95. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

96. DISCLOSURES OF LOBBYING

All Committee members declared they had been lobbied on items 13 and 15 of the agenda.

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

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

98. MINUTES OF THE MEETING HELD ON 18 AUGUST 2015 ADJOURNED TO 19 AUGUST 2015

The accuracy of the wording of minute no. 70 was questioned. As this related to an item in which the Chairman had previously disclosed an interest, and in the absence of the Vice-Chairman, it was moved, seconded and

RESOLVED: That Councillor Springett be elected Chairman for the discussion of the accuracy of minute no. 70.

The Chairman left the room at 6.55 p.m. and Councillor Springett took the chair.

RESOLVED: That minute no. 70 of the meeting held on 18 August 2015 be approved as a correct record and signed subject to the decision being amended to read:

That draft policy H1(10) South of Sutton Road, Langley be approved for Regulation 18 public consultation in accordance with the policy wording set out in Appendix 3 of the Urgent Update dated 18 August 2015, to include an indicative figure of up to 800 units with amended wording stating that the red and white striped area, shown on the Option A Site Plan in Appendix III of the report dated 18 August 2015, be used only as open green space.

For – 6 Against – 0 Abstain - 2

The Chairman re-entered the room and took the chair at 7.03 p.m.

RESOLVED: That the Minutes of the meeting held on 18 August 2015 adjourned to 19 August 2015 (excluding minute no. 70 which was previously amended and approved) be approved as a correct record and signed.

99. PRESENTATION OF PETITIONS (IF ANY)

There were no petitions.

100. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

There were no questions from members of the public.

101. COMMITTEE WORK PROGRAMME FOR NOTING

A Member put forward a wish to see the Passenger Operators Group reactivated. The Chairman advised that he would discuss with the Vice-Chairman and report back to the next meeting.

The Chairman suggested that it would be helpful for the Committee if the work programme also featured the timetable for the local plan alongside upcoming items.

RESOLVED: That the Committee's Work Programme be noted.

102. BUDGET MONITORING 2015-16 AND MEDIUM TERM FINANCIAL STRATEGY 2016-17 ONWARDS

Paul Riley, Head of Finance and Resources, introduced the report and advised that there was a stable base to the Committee's budget despite pressures, however further efficiencies would be required. It was explained that efficiencies should be focused on delivering against the Council's priorities. It was suggested that a budget working group for the Committee would allow Members to discuss all budgetary and capital options informally with Officers, with the results then reported back to Committee for consideration.

Members requested additional training on the budget to aid discussion of financial matters, and were also in agreement that the majority of those present at a meeting of the Working Group should not withhold a suggestion from going forward.

It was moved, seconded and:

RESOLVED: That the recommendation to make a reference to Policy and Resources Committee confirming agreement with the decision of Policy and Resources Committee on the strategic revenue projection and the capital programme, in so far as it affects the Strategic Planning, Sustainability and Transport Committee, be deferred until Members of the Committee have undertaken training on the budget.

For – 9 Against – 0 Abstain – 0

It was noted that at the time of the meeting, the Planning Support Shared Service fell within the remit of Policy and Resources Committee due to the level of spend required. A report on the impact of this on the Committee's budget was requested for inclusion on the agenda of the next formal meeting.

RESOLVED:

1. That the outturn for 2014/15 and the position for 2015/16 as at the end of June 2015 be noted.

For – 9 Against – 0 Abstain - 0

2. That the Committee requests an informal meeting with relevant officers to discuss budget pressures and opportunities to provide savings to support the medium term financial strategy and that the suggestions of that informal meeting be reported to the next meeting of the Committee for consideration.

For – 9 Against – 0 Abstain - 0

3. That the Committee also requests that potential capital projects be informally discussed at that meeting and that the suggestions of that informal meeting be reported to the next meeting of the Committee for consideration.

For – 9 Against – 0 Abstain - 0

103. LANDSCAPES OF LOCAL VALUE

Steve Clarke, Principle Planning Officer, tabled an update report to that included on the agenda on Landscapes of Local Value (LLV) which presented two amended recommendations.

A Harrietsham resident, Mrs Chinnery, had emailed with regard to this issue but this had been omitted from the papers. Mrs Chinnery, invited to do so by the Chairman, provided a summary of her email to the Committee.

The Committee heard that:

- The four areas agreed at the previous Committee were the Greensand Ridge, Len Valley, Loose Valley and Medway Valley.
- The setting of the Kent Area of Natural Beauty (AONB) was not recommended for inclusion as an LLV due to the already present duty to improve the setting and for development to have regard to the effect on the setting.

- Ashford Borough Council's proposal not to include LLVs in their local plan impacted on the consideration of the Lenham Vale, as this area would only then be recognised as such on the part within Maidstone BC's jurisdiction.
- The Low Weald was not recommended for inclusion as an LLV due to the area not being considered sufficiently distinct from the land to the south, and lacking in specific topographical characteristics.

During discussion the following points were made, among others:

- The view from the Greensand Ridge, one of the reasons for its consideration as an LLV, was of the Low Weald.
- The designation special landscape area (SLA) did not prevent development within an area. LLVs likewise did not prevent development but recognised distinctive landscapes which were not otherwise protected.
- ENV 28 was a strong policy but it could be put to one side where benefits outweighed harm in an application. This created concern that the same could happen to Policy SP5.
- If policy SP5 was robust then there would be no need for LLVs.
- Some neighbouring authorities may have felt no need to include LLVs, as areas of their boroughs already fell within AONBs or green belt.

Councillor Willis entered the meeting as a visiting Member at 8.15 p.m.

RESOLVED:

1. That the Committee's commitment to an SP5 policy that contains Landscapes of Local Value be noted.

For – 6 Against – 2 Abstain - 1

2. That the amendments to draft policy SP5 and its supporting text set out at Appendix Two to the urgent update report of the Head of Planning and Development be approved for further public consultation (Regulation 18 consultation) subject to the following further amendments:

Paragraph 5.72 first sentence to read: 'The foreground of the AONB and the wider setting is taken to include the land which sits at and beyond the foot of the scarp slope of the North Downs and the wider views thereof.'

Paragraph 5.78 to read: 'The Low Weald covers a significant proportion of the countryside, in the rural southern half of the Borough. The Low Weald is recognised as having distinctive

landscape features: the field patterns, many of which are medieval in character, hedgerows, stands of trees, ponds and streams and buildings of character should be protected, maintained and enhanced where appropriate. The necessary protection for the area of the Low Weald outside the boundaries of the rural service centres as defined on the policies map is provided under the criteria of policy SP5.'

Criterion 5 sentence to read: 'The distinctive character of the Kent Downs Area of Outstanding Natural Beauty and its setting, the setting of the High Weald Area of Outstanding Natural Beauty and the extent and openness of the Metropolitan Green Belt will be rigorously protected, maintained and enhanced where appropriate;'

Criterion 6 sentence to read: 'The Greensand Ridge, Medway Valley, Len Valley and Loose Valley, as defined on the policies map, will be protected, maintained and enhanced where appropriate as landscapes of local value;'

For – 9 Against – 0 Abstain - 0

3. That the revised Appendix A Maidstone Borough Local Plan 2014 Consultation Issues and Responses to Policy SP(6) Landscapes of Local Value as set out in the urgent update be approved.

Check voting

4. That the plan attached at Appendix Two to the urgent update report be approved for further public consultation (Regulation 18 consultation).

For – 9 Against – 0 Abstain – 0

104. MAIDSTONE BOROUGH LOCAL PLAN: 5 YEAR HOUSING LAND SUPPLY

Sarah Anderton, Principal Planning Officer, introduced an update report setting out that, against a need to demonstrate delivery of 5 years housing land supply at 1 April 2015, the Council has 3.3 years.

In response to questions it was explained that:

- The latest figures demonstrated an improvement on the 2014 figure of 2.1 years.
- It was common practice to calculate the housing land supply in April, and a further mid-year review would prove resource intensive.
- After the next Regulation 18 consultation the position on the five year housing supply figure would be clearer.

The Committee requested that officers keep a watching brief on the housing land supply and report back at the earliest opportunity once the five year supply is achieved.

RESOLVED: That the Council's 3.3 years' supply of housing land as of 1 April 2015 be noted.

For – 9 Against – 0 Abstain – 0

105. MAIDSTONE BOROUGH LOCAL PLAN TRANSPORT POLICIES

Steve Clarke, Principal Planning Officer, presented the report on policies DM13 (Sustainable Transport), DM14 (Public Transport) and DM15 (Park and Ride) as well as PKR (1) (Linton Crossroads) and PKR1 (2) (Old Sittingbourne Road).

Members were advised that:

- The recommendations of the Maidstone Joint Transportation Board had been broadly supported, and in addition Officers were requested to carry out further work on transport policy development.
- Although the VISUM modelling indicated some benefits arising from the proposed Leeds-Langley Bypass, there were a number of uncertainties which undermined the feasibility of its implementation pre-2031.
- The owners of the land on which the existing Park and Ride at Eclipse Park near junction 7 was positioned had indicated the land would no longer be available for this purpose. The Park and Ride proposed for Linton presented transport benefits, but it was felt that the potential impact on the Greensand Ridge outweighed these.

The following points were raised during discussion:

- Modal shift (towards walking, cycling and sustainable transport) would be essential, but the proposed transport strategies as recommended by the Maidstone Joint Transportation Board and supported by the previous meeting of the Committee were a good starting point.
- A Leeds-Langley bypass should be considered in light of new developments which will entail a greater number of vehicles in the area. The feasibility would be dependent upon the development of a firm evidence base.
- The proposed site at Linton Crossroads would be re-designated as open countryside if not used as land for Park and Ride. Although the site was described as being situated in an urban area, it was explained that the urban area may have been extended to include the site as used as Park and Ride. A report clarifying this would be brought to a future meeting.

RESOLVED:

1. That the officer responses to the representations submitted during public consultation on the draft Maidstone Borough Local Plan 2014 for policies DM13 (Sustainable Transport), DM14 (Public Transport) and DM15 (Park and Ride), set out in Appendix One be approved.

For – 8 Against – 0 Abstain - 1

2. That the officer responses to the representations submitted during public consultation on the draft Maidstone Borough Local Plan 2014 for policies PKR1(1) (Linton Crossroads) and PKR1(2) (Old Sittingbourne Road) set out at Appendix Two be approved.

For – 7 Against – 0 Abstain - 2

3. That the proposed changes to the supporting text (which include reference to the Leeds Langley Relief Road) and the criteria for policies DM13 (Sustainable Transport) and DM14 (Public Transport) set out at Appendix Four to the report be approved for Regulation 19 Consultation.

For – 7 Against – 2 Abstain - 0

4. The proposed changes to Policy DM15 (Park and Ride) deleting reference to the park & ride sites at Linton Crossroads and Old Sittingbourne Road set out at Appendix Five to the report and the deletion of policy PKR1 and as consequence PKR1(1) and PKR1(2) as set out at paragraphs 4.21, 4.23 and at paragraphs 4.57 to 4.62 within the report be approved for further Regulation 18 Consultation.

For – 7 Against – 1 Abstain - 1

5. That Officers be directed to continue the preparation of a revised draft Integrated Transport Strategy in conjunction with Kent County Council which reflects recommendation 3 and 4 above and that the completed draft should be reported for consideration to a subsequent meeting of this Committee and the Maidstone Joint Transportation Board, with an early draft to be provided to the November meeting of the Committee.

For – 8 Against – 1 Abstain – 0

106. **DURATION OF MEETING**

6.33 p.m. to 10.11 p.m.



6 **Strategic Planning, Sustainability and Transport Committee Work Programme**

Democratic Services Team
E: democraticservices@maidstone.gov.uk

Publication Date: 28 Sept 2015

INTRODUCTION

This document sets out the decisions to be taken by the Strategic Planning, Sustainability and Transport Committee of Maidstone Borough Council on a rolling basis. This document will be published as updated with new decisions required to be made.

DECISIONS WHICH COMMITTEES INTEND TO MAKE IN PRIVATE

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

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

→ ACCESS TO COMMITTEE REPORTS

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

HOW CAN I CONTRIBUTE TO THE DECISION-MAKING PROCESS?

The Council actively encourages people to express their views on decisions it plans to make. This can be done by writing directly to the appropriate Officer or to the relevant Chairman of a Committee.

Alternatively, you can submit a question to the relevant Committee, details are on our website (www.maidstone.gov.uk).

Date of When Decision is Due to be Made:	Title of Report and Brief Summary:	Contact Officer:	Public or Private (if Private the reason why)	Documents to be submitted (other relevant documents may be submitted)
9 June 2015	Maidstone Borough Local Plan Position Statement	Sue Whiteside	Public	
9 June 2015	Strategic Housing Market Assessment update – implications of the 2012-based household projections	Sarah Anderton	Public	SHMA Update – Implications of 2012 Based Household Projections
9 June 2015	Maidstone Borough Local Plan: Housing Sites Update	Sarah Anderton	Public	
9 June 2015	Neighbourhood Planning: changes to decision making arrangements	Jillian Barr	Public	
14 July 2015	Retail and mixed use site allocations	Sarah Anderton	Public	
14 July 2015	Landscape and Open Space – policies and site allocations	Jillian Barr	Public	
14 July 2015	Affordable Housing policy	Sue Whiteside	Public	
14 July 2015	Recommendations from PTD OSC review of Transport in Maidstone – alternatives to using the car	Tessa Mallett	Public	Final review report
14 July 2015	Reconsideration of previously rejected MBCLP Reg 18 draft and SHLASS housing sites	Steve Clarke	Public	
18 August 2015	Results of the VISUM transport modelling	Steve Clarke	Public	
18 August 2015	Policies for new land allocations (Older's Field, Hubbards Lane, Bentletts Yard)	Sue Whiteside	Public	
18 August 2015	Gypsy and Traveller site allocations	Sarah Anderton	Public	

Date of When Decision is Due to be Made:	Title of Report and Brief Summary:	Contact Officer:	Public or Private (if Private the reason why)	Documents to be submitted (other relevant documents may be submitted)	Local Plan Timetable
18 August 2015	Employment site allocations	Sarah Anderton	Public		
18 August 2015	Future locations for housing growth	Steve Clarke	Public		
18 August 2015	Landscapes of Local Value (supplementary report)	Sue Whiteside	Public		
18 August 2015	Open space allocations	Chris Berry	Public		
18 August 2015	Maidstone Borough Local Plan – mixed use allocations (deferred item)	Sarah Anderton	Public		
8 Sept 2015	Maidstone Borough Local Plan – transport policies				
8 Sept 2015	Landscapes of Local Value (deferred item)				
8 Sept 2015	5 year housing supply position				
6 Oct 2015	North Loose Neighbourhood Plan	Chris Berry	Public	North Loose Neighbourhood Plan (Regulation 16)	2 October 2015 – MBC LP Reg 18 Consultation on key policy and site allocation changes (4 weeks)
10 Nov 2015	Maidstone Local Development Scheme Staplehurst Neighbourhood Plan	Sue Whiteside Chris Berry	Public Public	Maidstone Local Development Scheme 2015 Staplehurst Neighbourhood Plan (Regulation 16)	

Date of When Decision is Due to be Made:	Title of Report and Brief Summary:	Contact Officer:	Public or Private (if Private the reason why)	Documents to be submitted (other relevant documents may be submitted)	Local Plan Timetable
1 Dec 2015	Draft Integrated Transport Strategy for consultation	Steve Clarke	Public	Integrated Transport Strategy 2015 (consultation draft)	
12 Jan 2016	Consideration of the Publication version of the Maidstone Borough Local Plan for consultation (Reg 19) Infrastructure Delivery Plan	Sue Whiteside Andrew Thompson	Public Public	Maidstone Borough Local Plan 2016 (Regulation 19 consultation draft) Infrastructure Delivery Plan 2016	
9 Feb 2016					Feb/Mar 2016 – MBC LP 2016 Regulation 19 consultation (6 weeks)
8 Mar 2016	CIL Draft Charging Schedule	Andrew Thompson	Public		
5 Apr 2015					May 2016 – Submission of MBC LP 2016 to the Secretary of State for Independent Examination

From May 2016 the Local Plan timetable is determined by the Planning Inspectorate, but adoption of the local plan potentially could be achieved in Spring 2017

Agenda Item 12

MAIDSTONE BOROUGH COUNCIL

STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORT COMMITTEE

6 OCTOBER 2015

REFERENCE FROM HERITAGE, CULTURE AND LEISURE COMMITTEE

1. DESTINATION MANAGEMENT PLAN

- 1.1 On 13 July 2015 the Heritage, Culture and Leisure Committee considered the report of the Head of Economic and Commercial Development on the Destination Management Plan. The Committee noted that the Destination Management Plan Steering Board was constituted from stakeholders across the leisure and tourism industry, and nominated a member of the Committee to sit on the Board. Members heard that, at the launch of the Destination Management Plan, several task and finish groups were established to look in further detail at different aspects and opportunities.
- 1.2 The Committee recognised that there were strategies within other Service Committees remits that could assist and affect the delivery of the Destination Management Plan.
- 1.3 After the meeting Officers confirmed the titles of the Destination Management Plan Task and Finish Groups as follows:

Group One: River

Group Two: Town

Group Three: Events

Group Four: Countryside

2. RECOMMENDED:

- 2.1 That a Member be nominated as the representative of the Committee on any relevant Destination Management Plan Task and Finish Groups.

MAIDSTONE BOROUGH COUNCIL

STRATEGIC PLANNING, SUSTAINABILITY & TRANSPORT COMMITTEE

6 OCTOBER 2015

REFERENCE FROM POLICY AND RESOURCES COMMITTEE

1. **URGENT DECISION REFERRAL FROM STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE 8/9/15: LANDSCAPES OF LOCAL VALUE**

1.1 At the meeting of Policy and Resources Committee held on 23 September 2015 Members considered a report of the Head of Planning and Development relating to the Decision Referral received in regard to the decision of the Strategic Planning, Sustainability and Transport Committee at its meeting held on 8 September 2015 made in relation to Agenda Item 13: Landscapes of Local Value.

1.2 The referral set out the desired outcome which was as detailed below:

Paragraph 5.78 to read: 'The Low Weald covers a significant proportion of the countryside, in the rural southern half of the Borough. The Low Weald is recognised as having distinctive landscape features: the field patterns, many of which are medieval in character, hedgerows, stands of trees, ponds and streams and buildings of character should be protected, maintained and enhanced where appropriate. ~~The necessary protection for the area of the Low Weald outside the boundaries of the rural service centres as defined on the policies map is provided under the criteria of policy SP5.~~

and

'Criterion 6 sentence to read: 'The Greensand Ridge, Medway Valley, Len Valley ~~and~~ Loose Valley and Low Weald, as defined on the policies map, will be protected, maintained and enhanced where appropriate as landscapes of local value'

RESOLVED: That the desired outcome as set out in the Decision Referral be agreed and that the area to be included should reflect as defined currently in the Maidstone Borough Wide 2000 Local Plan proposals map.

Agenda Item 14

Strategic Planning, Sustainability & Transportation Committee

6 October 2015

Is the final decision on the recommendations in this report to be made at this meeting?

Yes

Reference from Policy & Resources Committee on 23 September 2015: Landscapes of Local Value

Final Decision-Maker	Strategic Planning, Sustainability and Transportation Committee
Lead Head of Service	Rob Jarman: Head of Planning & Development
Lead Officer and Report Author	Steve Clarke: Principal Planning Officer; Spatial Policy
Classification	Public
Wards affected	All

This report makes the following recommendations to this Committee:

1. That the Committee notes the report for information.

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all – Securing an attractive environment for residents and visitors to the Borough by preserving and or enhancing its countryside and landscape is a key element of this priority

Timetable

Meeting	Date
SPS&T	06/10/2015

Reference from Policy & Resources Committee on 23 September 2015: Landscapes of Local Value

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report relates to the separate reference on this agenda from the Council's Policy and Resources Committee following the decision made at its meeting on 23 September 2015 relating to Landscapes of Local Value and Policy SP5 of the draft Maidstone Borough Local Plan.
 - 1.2 The decision was made following formal referral by the required number of Councillors of the decision relating to Landscapes of Local Value made at the meeting of the Strategic Planning, Sustainability & Transportation Committee held on 8 September 2015
 - 1.3 It outlines the steps that have been undertaken since that referral decision.
-

2. INTRODUCTION AND BACKGROUND

- 2.1 At the meeting of this Committee on 8 September 2015, Councillors resolved to amend the supporting text and policy criteria of policy SP5 in as far as they related to Landscapes of Local Value, in the process designating parts of the Greensand Ridge and the Medway, Len and Loose river valleys. In taking that decision, they resolved not to include any part of the Low Weald as a Landscape of Local Value.
 - 2.2 That decision was subsequently referred to the Policy & Resources Committee by the required number of Councillors. The referral was considered as an urgent item of business at the meeting of the Policy and Resources Committee on Wednesday 23 September 2015.
 - 2.3 The decision of the Policy and Resources Committee, which was to include part of the Low Weald (the area currently designated as a Special Landscape Area in the current Maidstone Borough-wide Local Plan 2000) as a Landscape of Local Value, is set out elsewhere on this agenda as a formal reference to this Committee.
 - 2.4 Following that decision, the supporting text and policy criteria for draft Policy SP5 were amended in accordance with the Policy & Resources Committee's decision and incorporated into the documentation for the Regulation 18 Consultation taking place commencing on 2 October 2015 and which closes at 5pm on 30 October 2015.
-

3. REASONS FOR RECOMMENDATION

- 3.1 The decision of the Policy & Resources Committee to include part of the Low Weald (the area currently defined as a Special Landscape Area in the Maidstone Borough-wide Local Plan 2000) as a Landscape of Local Value

has been incorporated into the revised supporting text and policy criteria of draft policy SP5 of the draft Maidstone Borough Local Plan.

- 3.2 The revised text and policy criteria form part of the Regulation 18 Consultation exercise that is taking place between 2 October 2015 and 5pm on 30 October 2015.

4. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 4.1 A further Regulation 18 Consultation on selected policies in the draft Maidstone Borough Local Plan, which includes the revised policy SP5 and its supporting text, commences on Friday 2 October and closes at 5pm on Friday 30 October 2015.
- 4.2 Any representations received as a result of the consultation will be considered and reported to this Committee in due course.

5. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	Keeping Maidstone Borough an attractive place for all – Securing an attractive environment for residents and visitors to the Borough by preserving and or enhancing its countryside and landscape is a key element of this Corporate Priority	Rob Jarman Head of Planning & Development
Risk Management	A sound evidence base and further public consultation on policy amendments will minimise the risk of policy SP5 being found unsound on examination into the local plan	Rob Jarman Head of Planning & Development
Financial	There are no specific implications arising from this report	Head of Finance & Resources
Staffing	The Regulation 18 consultation will require staff resources but, given that this will be a focused consultation on key policy changes only, the consultation can be managed within existing staff resources	Rob Jarman Head of Planning & Development
Legal	There are no legal implications	Legal Team

	directly arising from this report, although the Legal Team continues to provide advice and guidance on local plan matters and to review any legal implications of reports	
Equality Impact Needs Assessment	There are no specific implications arising from this report	Policy & Information Manager
Environmental/Sustainable Development	There are no specific implications arising from this report	Rob Jarman Head of Planning & Development
Community Safety	There are no specific implications arising from this report	Rob Jarman Head of Planning & Development
Human Rights Act	There are no specific implications arising from this report	Rob Jarman Head of Planning & Development
Procurement	There are no specific implications arising from this report	Head of Finance & Resources
Asset Management	There are no specific implications arising from this report	Head of Finance & Resources

Agenda Item 15

Strategic Planning, Sustainability and Transportation Committee

Is this the final decision on the recommendations?

Yes

Report of the Head of Finance and Resources - Correction to Decision under Minute 52 of the meeting of 23 July 2015

Final Decision-Maker	Strategic Planning, Sustainability and Transport Committee
Lead Director or Head of Service	Paul Riley, Head of Policy and Resources
Lead Officer and Report Author	Tessa Ware, Democratic Services Officer
Classification	Non-exempt
Wards affected	

This report makes the following recommendations to the final decision-maker:

1. That the Committee correct the published decision under Minute 52 of the minutes from the meeting of this Committee on 23 July 2015 to read:

‘The following sites, which have already obtained either Planning Permission or a Resolution to Grant by the Council’s Planning Committee, be approved for Public Consultation (according to the relevant stage of the consultation for each site):

H1(39) – Land at Ulcombe Road, Headcorn, (Regulation 19)

H1 (61) – Land at Cross Keys, Roundwell, Bearsted (Regulation 19)

H1(65) – Land North of Lenham Road, Headcorn (Regulation 19)’

This report relates to the following corporate priorities:

- Keeping Maidstone Borough and attractive place for all
- Securing a successful economy for Maidstone Borough

Timetable

Meeting	Date
Strategic Planning, Sustainability and Transportation Committee	6 October 2015

Report of the Head of Finance and Resources - Correction to Decision under Minute 52 of the meeting of 23 July 2015

1. PURPOSE OF REPORT

- 1.1 To correct the published decision in Minute 52 of the minutes of the adjourned meeting of the Strategic Planning, Sustainability and Transportation Committee on 23 July 2015.
-

2. INTRODUCTION AND BACKGROUND

- 2.1 At the meeting of the Strategic Planning, Sustainability and Transportation Committee on 23 July 2015 the Committee considered a report of the Head of Planning and Development – Reconsideration of Previously Rejected Maidstone Borough Local Plan Regulation 18 Draft and 2014 SHLAA Housing Sites. This meeting was an adjourned meeting from 14 July 2015.
- 2.2 The report stated two sites, H1(61) Land at Cross Keys, Roundwell, Bearsted and H1(65) Land North of Lenham Road, Headcorn be recommended to be ‘re-assessed to go forward to Regulation 18 Consultation as potential housing site allocations’.
- 2.3 The resulting Decision from this meeting stated:

‘The following sites, which have already obtained either Planning Permission or a Resolution to Grant by the Council’s Planning Committee, be approved for Public Consultation (according to the relevant stage of the consultation for each site):

H1(39) – Land at Ulcombe Road, Headcorn, (Regulation 19)

H1 (61) – Land at Cross Keys, Roundwell, Bearsted (Regulation 18)

H1(65) – Land North of Lenham Road, Headcorn (Regulation 18)’

- 2.4 At the meeting the Committee did in fact agree that all three sites, referred to in this Decision, go to Regulation 19 Consultation. This was due to the change of status of the sites since the date of the publication of the report. The published Decision for this item is currently incorrect and should read:

‘The following sites, which have already obtained either Planning Permission or a Resolution to Grant by the Council’s Planning Committee, be approved for Public Consultation (according to the relevant stage of the consultation for each site):

H1(39) – Land at Ulcombe Road, Headcorn, (Regulation 19)

H1 (61) – Land at Cross Keys, Roundwell, Bearsted (Regulation 19)

3. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 3.1 The Committee is advised to correct the decision of 23 July 2015 as per paragraph 2.4 above.
-

4. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 4.1 The two sites involved in the correction of this decision will go forward in the Regulation 19 Public Consultation version of the Maidstone Borough Council Local Plan.
-

STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE

6 October 2015

Is the final decision on the recommendations in this report to be made at this meeting?

Yes

PARK AND RIDE SITE SITTINGBOURNE ROAD

Final Decision-Maker	Strategic Planning, Sustainability and Transportation Committee
Lead Head of Service	David Edwards Director of Environment and Shared Services
Lead Officer and Report Author	Jeff Kitson Parking Services Manager
Classification	Public
Wards affected	All

This report makes the following recommendations to this Committee:

1. That a new short term lease of three months is agreed with Gallagher Properties Limited based on the current lease arrangements.
2. That Arriva Kent and Surrey are issued with a contract variation to amend the service provision from three sites to two from 8 February 2016.

This report relates to the following corporate priorities:

- Securing a successful economy for Maidstone Borough –The proposals are intended to improve efficiency and to improve the resilience of the Park and Ride service.

Timetable

Meeting	Date
Strategic Planning, Sustainability and Transportation Committee	6 October 2015

PARK AND RIDE SITE SITTINGBOURNE ROAD

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To consider the recommendation to agree a three month lease with the landowner of the Sittingbourne Road Park and Ride site located at Eclipse Business Park from 8 November 2016 in order that the Council can properly manage vacating the site and modify service arrangements by 8 February 2016.
-

2. INTRODUCTION AND BACKGROUND

- 2.1 The current Park and Ride service operates from three sites:
- East and west between Maidstone town centre and the London Road site.
 - East and west between Maidstone town centre and the Willington Street site.
 - North & South between Maidstone town centre and the Sittingbourne Road site (located at Eclipse Business Park).
- 2.2 The Sittingbourne Road site located at Eclipse Business Park is owned by Gallagher Properties Limited. This site has been occupied under lease for a number of years allowing the Park and Ride service to operate.
- 2.3 The Sittingbourne Road site is currently operating under a 12 month legal agreement with Gallagher Properties Limited which expires on 8 November 2015. Gallagher did initially request an increase in the lease fee to reflect their value of the site; however the short term agreement to maintain the current lease with a two month notice period was negotiated last year to enable a long term strategy to emerge in relation to the future of junction 7 and the Park & Ride site.
- 2.4 On Tuesday 8th September the Strategic Planning, Sustainability and Transportation Committee agreed that the Sittingbourne Road Park and Ride site should not feature in the Local Plan and that the Park & Ride service should in the future continue from the London Road and Willington Street sites and that improvements would be sought in other sustainable transport options. This is subject to Regulation 18 consultation.
- 2.5 Gallagher Properties Limited confirmed in a letter to the Chief Executive in August that the site is no longer available at the current rate and has once again referred to their valuation or a pro-rata reduction in parking spaces.
- 2.6 The current service from three sites requires a significant subsidy of £554,390 in 2015/16 to operate and so the significant increase in lease costs proposed is not considered to be a viable offer from the landowner.

- 2.7 To pro-rata the number of available parking spaces within the Sittingbourne Road Park and Ride site is also not considered to be viable as this will reduce the number of bays from 547 to 219 (206 bays / 13 Blue Badge holder bays). Although occupancy levels have reduced in recent years, this level of bay provision will not be adequate at peak demand times.
- 2.8 Recent discussions with the landowner have determined that they will agree to a three month lease with effect from the expiry of the current Lease on 8 November 2015 in order that the Council can properly manage vacating the site by 8 February 2016 if necessary. It has been agreed that this lease can replicate the current lease arrangement on a pro-rata basis.
- 2.9 There is no provision in the current lease to extend the period of agreement and therefore a separate lease will need to be signed by both parties.
- 2.10 Continued negotiation has not resulted in an improvement in the period of occupancy on offer or the rate of rent applied. Officers have attempted to secure a longer term lease arrangement but to date this has not been agreed by Gallagher Properties Limited.

Arriva Kent and Surrey Contract

- 2.11 The contract with Arriva provides for two options:
 Option 1 – Operating from all three sites
 Option 2 – Operating from Willington Street & London Road
 The service is one year into a three year agreement and is currently being delivered under Option 1 and requires a 60 day notice period of any variation to Arriva to enable the Traffic Commissioner to be notified (56 days) and for service arrangements to be modified.

Financial position

- 2.12 Year to date position (cumulative to August 2015).

As reported to the Policy and Resources Committee meeting on 23 September 2015, Park and Ride income across all three sites continues to be lower than the budgeted target despite a number of service improvements and continued promotion of the service:

	Amount	Variance against budget
Willington Street	33,089	-12,641
London Road	35,930	-6,490
Sittingbourne Road	66,792	-5,098
Total	135,811	-24,229

This is 6.42% lower than actual income in August 2014.

On bus transactions at the end of Q1 were recorded at 83,157 (-9.1% variance against target) (-7.45% when compared to 2014/15)

2.13 Financial Position 2014/2015 (Year end)

	Amount	Variance against budget
Willington Street	94,432	-20,399
London Road	94,319	-9,110
Sittingbourne Road	174,828	11,298
Total	363,579	-18,211

This was 2.89% lower than actual income year end 2013/2014.

2.14 Financial projections assume that no migration of customers to other sites will occur. However although difficult to estimate, it is likely that many customers will make alternative arrangements and transfer to one of the other Park and Ride locations or town centre long stay parking under season ticket arrangements. Improved signage funded from the current Parking Services budget will be placed on A249 will highlight the Councils long stay car parks at Sittingbourne Road and Union Street.

2.15 Savings would result from the Sittingbourne Road site, lease, Arriva contract and maintenance etc result in an estimated saving of £298,808 per annum (2016/17). Site closure from February 2016 would deliver estimated savings at approx £40,000 (2015/16) assuming no additional revenue contribution to other sustainable transport initiatives.

2.16 If the Sittingbourne Road site is closed, a revised Park and Ride service can continue to operate from two sites:

- East and west between Maidstone town centre and the London Road P&R site.
- East and west between Maidstone town centre and the Willington Street P&R site.

2.17 The budgeted subsidy for the financial year 2015/2016 is £554,390. It is estimated that if the service was provided from two sites the resulting savings in lease, bus service contract costs, maintenance and lighting will reduce the projected subsidy to £255,582.

3. AVAILABLE OPTIONS

3.1 Option 1

Allow the Sittingbourne Road Park and Ride site to close on the 8 November 2015 when the current lease expires.

- This would not provide adequate time to vary the Park and Ride contract with Arriva Kent and Surrey which in turn will not allow the required 56 days in which to inform the Traffic Commissioner of service changes. Closure in November 2015 will also not provide adequate time to raise public awareness and may lead to reputation risk. The site would also close before the completion of the Regulation 18 consultation and the results are reported to the Committee.

3.2 Option 2

To seek a longer term lease based on the current arrangements.

- This would provide more certainty for Park and Ride at the site in the medium term; however continued negotiation has not resulted in an agreement between the Council and Gallagher Properties Limited. It is therefore very unlikely that we will reach an agreement to provide the site at the current lease value.

3.3 Option 3

Agree to the higher lease costs put forward by the landowner reflecting their estimated value of the land.

- This is not considered to be a viable offer from the landowner. The current service requires a significant subsidy of £554,390 2015/16 to operate and so the proposed increase in lease costs would require growth to fund the increase.

3.4 Option 4

Agree a new short term lease of three months based on the current arrangements.

- This will allow adequate time to manage the transition, vary the Arriva contract, and inform our customers that the site will no longer be available from 8 February 2016. It will also allow Park and Ride services to remain available during the Christmas period. Savings for 2016/17 would be achieved but would be limited for the current year.

3.5 Option 5

Pro-rata the number of available parking spaces within the Sittingbourne Road Park and Ride site to allow the lease value to remain at the current level per annum.

- This option is not considered to be viable as this will reduce the number of bays from 547 to 219 (206 bays / 13 Blue Badge holder bays). Although occupancy levels have reduced in recent years, this level of bay provision will not be adequate at peak demand times.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 It is recommended that the Committee agree Option 4, a new short term lease of three months with Gallagher Properties Limited based on the current arrangements.
- 4.2 This will allow significant savings to be realised for 2016/17 estimated at £298,808 per annum.
- 4.3 A new short term lease of three months will provide adequate time to manage the transition and vary the Arriva contract to enable the Transport Commissioner to be informed.
- 4.4 This will also enable time to inform our customers that the site will no longer be available from 8 February 2016 and to provide information on the alternative travel/parking options available.
- 4.5 Gallagher Properties Limited have indicated that if available a site within the Eclipse Business Park may be mutually agreed to enable a temporary Park and Ride service to run from the site to support shoppers in November and

December 2016 and January 2017 during the peak demand period next year if required.

5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 5.1 The Strategic Planning, Sustainability and Transportation Committee agreed on 8 September 2015 that the current Sittingbourne Road Park & Ride site should not feature in the Local Plan and that the Park & Ride service should in the future continue from the London Road and Willington Street sites. This is subject to Regulation 18 consultation.
- 5.2 The Strategic Planning, Sustainability and Transportation Committee also agreed that given the deletion of the previously proposed Park and Ride sites at Linton Crossroads and at Old Sittingbourne Road, the Council will work with the service operators to procure express/limited stop bus services on the radial routes into Maidstone (particularly from the north including the Newnham Park Area and from the south on the A229 and A274) to the Town Centre and railway stations in the morning and evening peaks to encourage modal shift together with the revision of bus priority measures to seek to secure the reliability and speed of such services.

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 If the recommendations are agreed, Gallagher Properties Limited will be advised of the decision to enable a new lease to be made available from 8 November 2015.
 - 6.2 Consideration is given to the impact on Park and Ride customers. It is anticipated that advanced notice signage and on-bus information, and managed site attendance within existing budgets will enable us to inform our customers and to provide information on the alternative travel/parking options available.
 - 6.3 The Council will be required to issue a contract variation to Arriva Kent and Surrey in line with the contractual agreement. This will allow the Traffic Commissioner to be informed in accordance with the legal process.
-

7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	Securing a successful economy for Maidstone Borough – The proposals are intended to improve efficiency and to improve the resilience of the Park and Ride service.	Director of Environment and Shared Services
Risk Management	The reduction in park and ride facilities requires close management to ensure that customers are informed of the alternative travel and parking options.	Parking Services Manager
Financial	Budget revision 2015/16 and 2016/17	Section 151 Officer & Finance Team
Staffing	None	
Legal	Any changes to the published bus timetable will require a contract variation to be agreed with Arriva. The Traffic Commissioner must also be notified 56 days in advance of the revised arrangements in line with the legal process.	Legal Team
Equality Impact Needs Assessment	None	
Environmental/Sustainable Development	Park and Ride is effective in removing vehicles from primary routes into Maidstone. The Integrated Transport Strategy will develop other options for the public and passengers will be able to transfer to the other two Park and Ride sites available.	Head of Planning and Development
Community Safety	None	
Human Rights Act	None	
Procurement	None	
Asset Management	The Sittingbourne Road site located at Eclipse Business Park is owned by Gallagher Properties Limited. This site has	

	been occupied under lease for a number of years to allow the Park and Ride service to operate.	
--	--	--

8. REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

None.

9. BACKGROUND PAPERS

None

Strategic Planning, Sustainability & Transport Committee

6th October 2015

Is the final decision on the recommendations in this report to be made at this meeting?	Yes
---	-----

North Loose Neighbourhood Development Plan

Final Decision-Maker	Strategic Planning, Sustainability & Transport Committee
Lead Director or Head of Service	Rob Jarman, Head of Planning and Development
Lead Officer and Report Author	Chris Berry, Planning Consultant to Spatial Planning
Classification	Non-exempt
Wards affected	Boughton Monchelsea and Chart Sutton; Loose; Park Wood; Shepway North; Shepway South; South;

This report makes the following recommendations to the final decision-maker:

1. That the Committee approves this report as the basis for formal representations on the Regulation 16 North Loose Neighbourhood Development Plan (August 2015); and
2. That the Committee agrees the Council's consultation responses to the Regulation 16 North Loose Neighbourhood Development Plan (August 2015) summarised below and described in more detail in sections 2.12 to 2.35.

The North Loose Neighbourhood Development Plan (August 2015):

a) is in general conformity with the strategic policies of the adopted Maidstone Borough-Wide Local Plan 2000;

b) has been assessed, at this stage, to not require Strategic Environmental Assessment or Habitats Regulations Assessment;

c) is not in line with national policy in respect of it failing to make a contribution to the Council's objectively assessed housing need. It should be positively prepared and should not prevent Maidstone Borough Council's proper planning of the borough;

d) is not in line with national and local policy in relation to the Plan's references to low housing density standards in the urban area;

e) is not in conformity with the emerging Maidstone Borough Local Plan Regulation 18 Consultation Draft 2014 (MBLP 2014) in relation to the non-

allocation of the New Line Learning draft housing allocation. Related to this, clarification is needed on the identification of open spaces as they relate to this site and countryside links;

f) should seek to ensure the Plan is 'future proof' in relation to references to the Code for Sustainable Homes; and

g) should include adequate justification and detailed costing where policies refer to the seeking of development contributions.

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all.
- Securing a successful economy for Maidstone Borough Council.

Timetable

<i>Meeting</i>	<i>Date</i>
Strategic Planning, Sustainability and Transport Committee	6 October 2015

North Loose Neighbourhood Development Plan

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Cabinet previously approved a report which formed the basis of the Council's formal response to the Regulation 16 Consultation on the North Loose Neighbourhood Development Plan on 17 February 2015. Public consultation had previously been undertaken at both Regulation 14 and Regulation 16 but procedural errors were made in the consultation periods specified which meant that the North Loose Neighbourhood Forum have been required to repeat those two consultations – an exercise which will now be completed on 23rd October 2015.
- 1.2 The North Loose Neighbourhood Plan is largely unchanged for this second consultation and this report reaffirms the council's position with regard to the Neighbourhood Plan. The following representations may be made in response to the submitted plan.
- 1.3 The Neighbourhood Plan as submitted:
 - a) is in general conformity with the strategic policies of the adopted Maidstone Borough-Wide Local Plan 2000;
 - b) has been assessed, at this stage, to not require Strategic Environmental Assessment or Habitats Regulations Assessment;
 - c) is not in line with national policy in respect of failing to make a contribution to the Council's objectively assessed housing need. It should be positively prepared and not prevent Maidstone Borough Council's proper planning of the borough;
 - d) is not in line with national and local policy in relation to its references to low housing density standards in the urban area;
 - e) is not in conformity with the emerging Maidstone Borough Local Plan Regulation 18 Consultation Draft 2014 (MBLP 2014) in relation to the non-allocation of the New Line Learning draft housing allocation. Related to this, clarification is needed on the identification of playing fields as they relate to this site and countryside links;
 - f) should seek to ensure the Plan is 'future proof' in relation to references to the Code for Sustainable Homes; and
 - g) should include adequate justification and detailed costing where policies refer to the seeking of development contributions.

2 INTRODUCTION AND BACKGROUND

- 2.1 The Town and Country Planning Act 1990 (as updated by the Localism Act 2011) and the Neighbourhood Planning Regulations set out the formal stages which a Neighbourhood Development Plan must proceed through before it is made (adopted). Maidstone Borough Council has supported the North Loose Residents Association in preparing its Neighbourhood Plan by offering advice and guidance to ensure the plan meets the necessary Regulations and legal criteria, as well as providing practical advice and assistance.
- 2.2 Following the formal submission of the plan according to Regulation 15, Maidstone Borough Council has a statutory responsibility for a number of stages, both in terms of organisation and cost. These may be generalised as: consultation, examination, referendum, and formally making the Neighbourhood Development Plan. Once made, the Plan will form part of the development plan for Maidstone Borough.
- 2.3 Preparation of the North Loose Neighbourhood Development Plan began in May 2013, and has been developed by the North Loose Residents Association steering group (the Neighbourhood Forum), with support from community volunteers, Royal Town Planning Institute's Planning Aid, Maidstone Borough Council, and consultants Leon Urban Design and Community Spirit Partnership CIC.
- 2.4 The Neighbourhood Plan was first submitted for public consultation in December 2014, and this consultation took place in January and February 2015. A report outlining the council's response was considered by Cabinet in February 2015.
- 2.5 When the plan was submitted to the Examiner, however, it became apparent that the consultation dates did not strictly adhere to the requirements of the regulations, and this would have made the plan vulnerable to challenge post examination. It thus became necessary to re-run the consultation process to ensure that it is procedurally robust.
- 2.6 The plan was resubmitted under Regulation 15 in August following the re-running of the previous regulatory stage, and the present public consultation according to Regulation 16 started on 11th September and will close at 5 pm on 23rd October. Minor amendments have been made to the plan since the first consultation but these do not affect the original representations made by the council which are re-presented in this report. The plan will progress to examination again following this consultation.
- 2.7 The North Loose Neighbourhood Development Plan is set out in six main sections which cover the major issues identified in the North Loose Neighbourhood Area. These are: Health, Wellbeing and Transport Alternatives; Green Spaces, Sports and Recreation; Sustainable Design; Housing Development; and Businesses and Employment. Officers have assessed the plan against the legal, procedural and technical criteria for the preparation of the plan, and are satisfied that the plan should proceed to examination.

Examination

- 2.8 An Examiner has been appointed by the council and she will consider the plan in the light of the basic conditions as required by Section 38A of the Planning and Compulsory Purchase Act 2004 and the following additional conditions:
- whether the draft plan complies with the definition of a Neighbourhood Development Plan
 - whether the provisions included can be made by a Neighbourhood Development Plan;
 - whether the plan is compatible with the Human Rights Convention.
 - whether the area for referendum should extend beyond the plan boundaries and whether the draft plan meets a set of 'basic conditions'.
- 2.9 The Examiner will take account of all representations made as a result of the public consultation, including this one, and will then report on whether the plan meets the above conditions and the necessity for a hearing on any aspect of the plan. Whether a hearing is required or not, the Examiner will prepare a report and recommendation regarding the referendum.

Consultation responses

- 2.10 The current consultation gives Maidstone Borough Council an opportunity to comment on whether it considers the Neighbourhood Plan meets the set of basic conditions, as noted in para. 2.8 above, which may be summarised as:
- a. having regard to national policy and guidance;
 - b. contributing to the achievement of sustainable development;
 - c. being in general conformity with the strategic policies of the development plan for the area or any part of that area; and
 - d. not breaching or being otherwise compatible with EU obligations, including the Strategic Environmental Assessment Directive 2001/42/EC and Habitats Directive 92/43/EEC.
- 2.11 The Council's proposed responses to the consultation are summarised in the recommendations to this report at 1.3 above and are discussed in further detail below.

National policy and guidance

- 2.12 The Neighbourhood Development Plan should be in general conformity with national policies set out in the National Planning Policy Framework (NPPF) and be positively prepared and make a contribution to meeting the significant housing needs of the borough. It should not frustrate the ability of the Council to meet its objectively assessed housing need. The plan fails to identify new housing sites which make a contribution to meeting an

objectively assessed housing need of 18560 new homes for Maidstone Borough.

- 2.13 The NPPF also stresses the need to ensure effective planning for high quality open spaces, sport and recreation facilities based on robust assessments of the existing and future needs of communities. Further discussion of this issue is presented in more detail in the section relating to conformity with the emerging Local Plan policy.
- 2.14 Prior to submission concerns were raised as to whether the Neighbourhood Development Plan is in line with national policy on delivery of new housing, layout and design. Policy SD5 refers to densities of between 17 and 25 houses per hectare, and Policies SD5 and HD2 both seek to encourage the construction of bungalows.
- 2.15 Whilst the National Planning Policy Framework encourages the setting of local standards for housing density which reflect local circumstances, Maidstone Borough Council is concerned about the merits of setting low housing density standards that will apply across the whole plan area. The density is low for an urban area and the Council questions whether this, together with a preference for bungalow development, would result in an efficient use of land.
- 2.16 Whilst the Council understands the desire to ensure locally appropriate development, and acknowledges the flexibility in the policies, it is important for the authors to ensure specific constraints related to local character, demographic needs and local housing type requirements are strongly evidenced. Maidstone Borough Council wishes the Examiner to be mindful of the Council's objectively assessed housing need and the need to use land efficiently to minimise greenfield land-take in the borough.

Adopted Local Plan Policy

- 2.17 The North Loose Neighbourhood Development Plan is in general conformity with the strategic policies of the adopted Maidstone Borough-Wide Local Plan 2000, and Maidstone Borough Council is satisfied that the plan meets this basic condition.

Emerging Local Plan Policy

- 2.18 Whilst it is not a requirement for a Neighbourhood Development Plan to be in conformity with an emerging local plan, it is clear that the emerging strategic policies and priorities, and importantly the substantial evidence which underpin them, are relevant to Neighbourhood Development Plans. Advice has previously been offered on how the Neighbourhood Development Plan may be amended to respond to the emerging Local Plan, much of which has subsequently been taken on board in the submitted plan.
- 2.19 The Examiner should be made aware though that, in terms of land allocation, there is a potential conflict between the Neighbourhood Development Plan and the emerging Local Plan. The New Line Learning Site has been allocated in the Maidstone Borough Local Plan Regulation 18

Consultation 2014 for the development of 220 dwellings together with a 15m wide landscape buffer, highway improvements and the relocation of the existing sports facilities.

- 2.20 Maidstone Borough Council Cabinet agreed on the 4th February 2015 that, subject to the outcome of the appeal, the New Line Learning site should be included in the Regulation 19 Publication draft of the emerging Maidstone Borough Local Plan. This site, not included in the submitted Neighbourhood Development Plan, makes a contribution to meeting the borough's housing need in its emerging Local Plan.
- 2.21 Due to landscape, infrastructure and environmental constraints Maidstone Borough Council is finding it challenging to meet its objectively assessed housing need. The Council is concerned that the draft Neighbourhood Development Plan, particularly if it does not allocate the New Line Learning site, would not make a contribution to meeting this significant housing requirement.
- 2.22 A planning application for the erection of 220 residential dwellings together with access, parking, landscaping, and ancillary works on land at Boughton Lane, and provision of new playing fields for New Line Learning Academy was refused by Maidstone Borough Council (Ref: 13/2197), due to the positioning of the access road, leading to the loss and deterioration of ancient woodland, in addition to a conflict with affordable housing policy. An appeal against Maidstone Borough Council's decision to refuse the planning application was lodged on 26th November 2014 and this was called in by the Secretary of State for Decision. A Public Inquiry took place on 7th July 2015 and there is likely to be a final decision in December 2015.
- 2.23 The Neighbourhood Development Plan does not allocate this site for development. The Council understands that, although the draft Local Plan proposal is recognised at paragraph 5.2 in the Neighbourhood Development Plan, the Neighbourhood Forum has chosen to remain silent on the future of this site. It does, however, seek to exert some control on the outcomes of development, by essentially seeking to safeguard land on farmland adjacent to the allocated site as green and open space.
- 2.24 The failure to make adequate provision for new housing also undermines the Council's ability to meet its affordable housing need, as evidenced in the Maidstone Strategic Housing Market Assessment. The Council is committed to ensuring that sustainable mixed communities are achieved through the provision of a range of housing types, size and tenure and the plan is silent on this. A plan that is positively prepared must ensure that it makes an appropriate contribution to the housing needs of the borough, including affordable housing.
- 2.25 Policies HWTa Policy 7 (Manage Green and Open Spaces) GSSR Policy 1 (Maintain and Enhance current green corridors) and GSSR Policy (Protect and improve Open Space and Ancient Woodland) work in combination to protect open spaces and the contribution they make to public health. HWTa

Policy 7 seeks to ensure a list of existing sites, used for sports and recreation, are retained in uses that ensure access to opportunities for recreation and are maintained with all their associated benefits, including quality of life, biodiversity and air quality. It usefully includes the requirements that must be applied should a proposal be considered which includes the loss of green and open spaces and this policy should ensure that where development of a needed open space is proposed, equivalent replacement provision in a suitable location is provided.

- 2.26 The Council suggests that some re-ordering of the policy may make it easier to apply and recommends that the list of spaces to be protected follows the policy statement: 'Proposals for new development which would result in the loss of green'. The secondary objective to 'manage green and open space' could follow.
- 2.27 Maidstone Borough Council supports the principle of a green corridor linking the cemetery and Wheatsheaf Junction through to the open countryside. It would, however, like the Examiner to bear in mind that it would not wish the Neighbourhood Development Plan to prejudice development of the New Line Learning site.
- 2.28 There are of course opportunities taking into account the layout of the development site and the creation of new publicly accessible open space on farmland to the south of Mangravet Recreation Ground, that should ensure this connection is maintained. The Council understands this is not the intention of the plan to prevent development of the site, but clarification in the policy text is sought.
- 2.29 Policy GSSR Policy 2 again seeks to protect open spaces and ancient woodland, seeking to retain them for public use. The relationship of this to the essential flexibility provided at policy HWT A Policy 7 could be clearer. This policy also refers to the Loose Valley and wider landscape setting. This would be more effective in a separate paragraph which refers to the need for any development to take into account the setting of the Loose Valley.

Strategic Environmental Assessment and Habitats Regulations Assessment

- 2.30 Maidstone Borough Council has carried out its duty to screen the plan for the need for a Strategic Environmental Assessment (SEA) or Habitats Regulation Assessment (HRA). At this stage Maidstone Borough Council is satisfied that there is no requirement for an SEA or HRA.

Future proofing and contributions

- 2.31 Concerns have previously been raised in respect of SD Policy 5 where it refers to the Code for Sustainable Homes. It is felt that the policy may not be 'future proof' in that the Government Housing Standards Review may result in the Code for Sustainable Homes not continuing, at least in the current form, with certain key elements of the code being embedded in the Building Regulations.

- 2.32 Where development contributions are sought, the policies in the Neighbourhood Development Plan would benefit from additional justification. The Council will require adequate justification and some detailed costing when seeking development contributions from developers in the determination of planning applications. The Council will, of course, discuss the proposals further with the Neighbourhood Forum when preparing its Infrastructure Delivery Plan and during discussion of the emerging Community Infrastructure Levy.

3. AVAILABLE OPTIONS

- 3.1 When the Neighbourhood Development Plan is made it becomes part of the Council's development plan and is used for development management decision making. If the Council does not respond to the consultation draft, it will have missed an opportunity to submit formal comments to the examination. There are therefore two options to consider:
- 3.2 Option A: To approve this report as the basis for the Council's comment on the North Loose Neighbourhood Development Plan.
- 3.3 Option B: Councillors could recommend additional or amended comments on the North Loose Neighbourhood Development Plan.
- 3.4 Option C: No response may be made to the submitted plan and the council will lose the opportunity to inform the Examiner of its concerns with regard to the Neighbourhood Development Plan.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 Councillors are recommended to adopt Option A to inform the Examiner and North Loose Neighbourhood Forum of the council's concerns

5. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	Once the Neighbourhood Plan is 'made' it will form a part of the development plan for Maidstone. This will assist in the delivery of the Council's objectives, notably 'Keeping Maidstone Borough an attractive place for all'. The action areas supporting the priorities will also be addressed through the development plan.	Head of Planning and Development
Risk Management	This consultation is being re-run following issues identified with the previous	Head of Planning and

	consultation, in order to mitigate any future risk of challenge.	Development
Financial	There are costs to the Council in terms of staffing resources associated with the setting up and running of the consultation as well as some printing and sundries costs for materials required to support the consultation. The Council is able to seek grant funding when plans reach certain milestones and trigger points, but given this is a repeat of a previous consultation, the Council will be unable to seek funding this time around and will have to bear the costs associated. These will be limited to some small costs for additional printed materials and the cost of a second examination, anticipated to last 3 days at c. £700 per day.	Section 151 Officer and Finance Team
Staffing	Staff resources have been required to assist in the planning and running of the consultation including support from the Communications and Web teams. This has caused some difficulties given current resource levels and other work required to be completed.	Head of Planning and Development
Legal	The plan has been completed with mind to the statutory regulations relating to Neighbourhood Plans and their preparation.	Mid-Kent Legal Services Team Leader (Planning)
Equality Impact Needs Assessment	The needs of all interested persons have been considered as part of the consultation planning. Alternate formats of documents will be made available on request.	Policy and Information Manager
Environmental/Sustainable Development	The plan has been the subject of screening for both Strategic Environmental Assessment and Habitat Regulations Assessment	Head of Planning and Development
Community Safety	There are no implications for Community Safety	Head of Planning and Development
Human Rights Act	There are no implications for the Human Rights Act	Head of Planning and Development
Procurement	Once the current consultation is completed the plan will proceed to examination. The examiner was appointed with due consideration to procurement requirements of the Council's Purchasing Guide and Contract Procedure Rules	Head of Planning and Development and Section 151 Officer

Asset Management	There are no implications for asset management	Head of Planning and Development
-------------------------	--	----------------------------------

6 REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

- Appendix 1: North Loose Neighbourhood Development Plan

BACKGROUND PAPERS

None

North Loose Neighbourhood Development Plan

2015 - 2031

Where town and country meet









North Loose Residents' Association

Tithe Map 1840



North Loose Neighbourhood Development Plan

2015 to 2031

	Page
Vision	2
Foreword	2
Neighbourhood Plan Area	3
 1 Introduction and vision	4
<ul style="list-style-type: none">• About our neighbourhood• North Loose Planning Forum• History of North Loose• Why we need a neighbourhood plan• The role of North Loose within Maidstone Borough• How the Plan evolved• What the Plan aims to achieve• Implementing the Plan• Community Infrastructure Levy and North Loose Neighbourhood Forum	
 2 Health, Well-being and Transport Alternatives	8
 3 Green spaces, Sports and Recreation	13
 4 Sustainable Design	17
 5 Housing development	24
 6 Businesses and employment	26
 APPENDICES	
Delivery partners	28
Glossary of terms	29
Separate documents:	
<ul style="list-style-type: none">• Technical Appendix 1• Technical Appendix 2• Consultation Statement• Basic Conditions Statement and Sustainability Appraisal• Delivery Strategy	

North Loose: where town and country meet

Vision towards 2031

Our vision is to maintain and raise the quality of life for present and future residents and businesses by improving services; by carefully managing the provision of new homes, our ancient woodlands and open spaces and also by improving ease of movement across our community - to remain where Town and Country meet.

Foreword

The Localism Act 2011 has given communities the right to shape their future development at a local level.

In this, the Localism Act provides that planning policy developed by communities shall, if passed by an independent examination and passed by a local referendum, be adopted by the Local Planning Authority. It would then become part of the statutory planning policy framework, having the same legal status as the Borough Local Plan and have significant weight when it comes to planning officers taking decisions about planning applications.

The North Loose Neighbourhood Development Plan should be read as a whole and conforms with those other policies within the Maidstone Borough Local Plan, existing and Draft, and National Planning Policy Framework (NPPF) and NPPG (2014) which set out the strategic and national policy frameworks respectively. Individual site allocations will be determined through the emerging MBC Local Plan. This plan seeks to manage positively the effects of development for the health and well-being of local residents

In December 2012, North Loose Neighbourhood Plan Area was approved by Maidstone Borough Council. The Forum was formally approved May 2013.

The North Loose Neighbourhood Plan reflects community-wide views, concerns and wishes about its future. It brings these together with local plan policies – emerging and extant – and locally gathered data into a coherent community drive to improve the quality of life and make North Loose an even better place to live and work, for present and future generations.

The draft plan has been produced by a Neighbourhood Planning Steering Group, community volunteers, RTPi's Planning Aid, the help of Maidstone Borough Council and consultants Sophie Leon, Leon Urban Design and Community Spirit Partnership CIC.



Where town meets country - the western boundary of the North Loose area where it meets the Loose Valley Conservation Area

Neighbourhood Plan Area approved 18 December 2012



1 Introduction and vision

1.1 About our neighbourhood

The North Loose neighbourhood area is some 2 miles (3 km) south of Maidstone, Kent, situated at the head of the Loose Valley. The North Loose Neighbourhood Development Plan (NLNDP) Area consists of a busy central spine (once a historic route into the market town), and pleasant residential areas with easy access to the countryside.

- 1.2 The area the NLNDP covers is the whole of the non-parished sections of South Ward and does not overlap any other adjoining parish. It currently includes 2,460 houses, 58 business premises, a school, leisure centre, bowls club, hockey club, allotments and services such as doctors, dentist and care home. It contains two local centres, in the vicinity of the Wheatsheaf and Swan pubs. These perform an important role giving residents the opportunity to access local shops and services by foot. They have the potential to improve as community hubs but both are currently traffic dominated with a poor quality public realm.

1.3 Neighbourhood Planning Forum – history

The Forum began its life as a community initiative in 2003, the North Loose Residents Association. It was concerned about the type and scale of development being brought forward in the area, triggered by proposals for a major supermarket in a traffic hotspot. The country's planning system at the time only permitted local people's reactive input through objections to development proposals. Neighbourhood Planning now permits communities to be proactive and to actively plan for development in their areas.

- 1.4 The North Loose Residents Association (NLRA) continues as an active community body and takes guidance from members over community issues. Social events and a regular newsletter are used to keep members informed, and notice boards are installed in the area with information for all members of the public. The website is also available to communicate to the widest audience possible www.northloose.co.uk.

- 1.5 On application to Maidstone Borough Council for designation of a Neighbourhood Forum, several representations were received in favour of the Association being designated as a neighbourhood forum and MBC considered the application met the criteria outlined in Part 3, S.8 of the Neighbourhood Planning Regulations 2012. MBC considered the plan area to be acceptable in planning terms and that the NLRA followed due process in line with the Neighbourhood Planning (General) Regulations, Part 2, S.5(1).

1.6 History of North Loose

The origin of the name 'Loose' is hard to establish. Some experts believe it to be Old English for 'pig-sty' and reflects how the people once earned a living – not how they lived! Others claim that it is a reference to the stream which disappears underground for several miles and is therefore lost to view – 'Hlosan' signified to lose or be lost in Saxon. Certainly the stream played an important part in the commercial life of the area. From the 17th to the 19th century the fast flowing water drove the mills that produced the fine quality paper for which the area was famous.

- 1.7 Kent Ragstone used to build walls, kerbs and gullies had been quarried locally since Roman times and continued to do so until the early part of the 20th century. The Tower of London is probably the most famous building to use this material.

- 1.8 The rich well drained soil meant that this was a thriving grain and fruit growing area and well within living memory there were apple and cherry orchards now occupied by the Fire Station and the recently demolished Ambulance Station.

- 1.9 The North Loose area is fortunate to be surrounded by places of historic interest although it has relatively little history of its own but does have a few sites of historic interest. The records do show Iron Age and Romano-British heritage in the area. With a Roman Road extending off the A229 heading through the Cemetery which could be surviving as a historic landscape feature and Iron Age



Top: The Loose Road, early 1920s (photo courtesy Loose History Society)

Bottom: The same view in 2014



Above: The quiet and pleasant environment is valued by residents

remains have been located to the east of the A229 and in the fields south of the New Line Learning School. The general store that stood at the corner of Cripple Street and Loose Road has long since disappeared and is now a Lloyds Bank. Next to the bank was a petrol station and garage but that too was demolished and a firm of heating engineers occupies the site

Loose Road is no wider than it was almost a hundred years ago but the same road now has a traffic movement every two and a half seconds and that is likely to increase. In future the Neighbourhood Forum would want to highlight and recognise any listed buildings and any other buildings of local and architectural interest.

1.10 The Loose Road is an area of particular townscape and high visual amenity which results from its landscaping and architecture and it once formed the settlement's historic core. Probably the oldest building in the area is The Swan public house which dates back to the late 17th century. There has been a public house on the site of the current Wheatsheaf¹ since at least 1778 and possibly during the reign of Charles II. The current building on this site was completed in 1830. However the Loose Road illustrates the settlement's 19th and early 20th century suburban development.

1.11 At the southern-most part of our area is Lancet Lane a "highly desirable" location where substantial, detached Edwardian houses are the typical feature while at the northern-most part, there is a large housing development. At the western end of Lancet Lane stand the buildings and gardens of Old Loose Court. There are a few Grade II listed buildings – Bockingford Farm House and Osborne House are two built in the early to mid 19th century when the architectural style was still 'Regency'. Less than one hundred years later the occupants of Osborne House would have looked across the Loose Road to their new neighbours living in Edwardian houses but still surrounded by open fields. As can be seen in the photographs, the

1.12 Why we need a Neighbourhood Plan

Over the years, planning developments and resultant traffic has caused lengthening delays and air pollution. This has caused a great deal of concern to residents and North Loose Residents' Association takes the lead in responding and advising members.

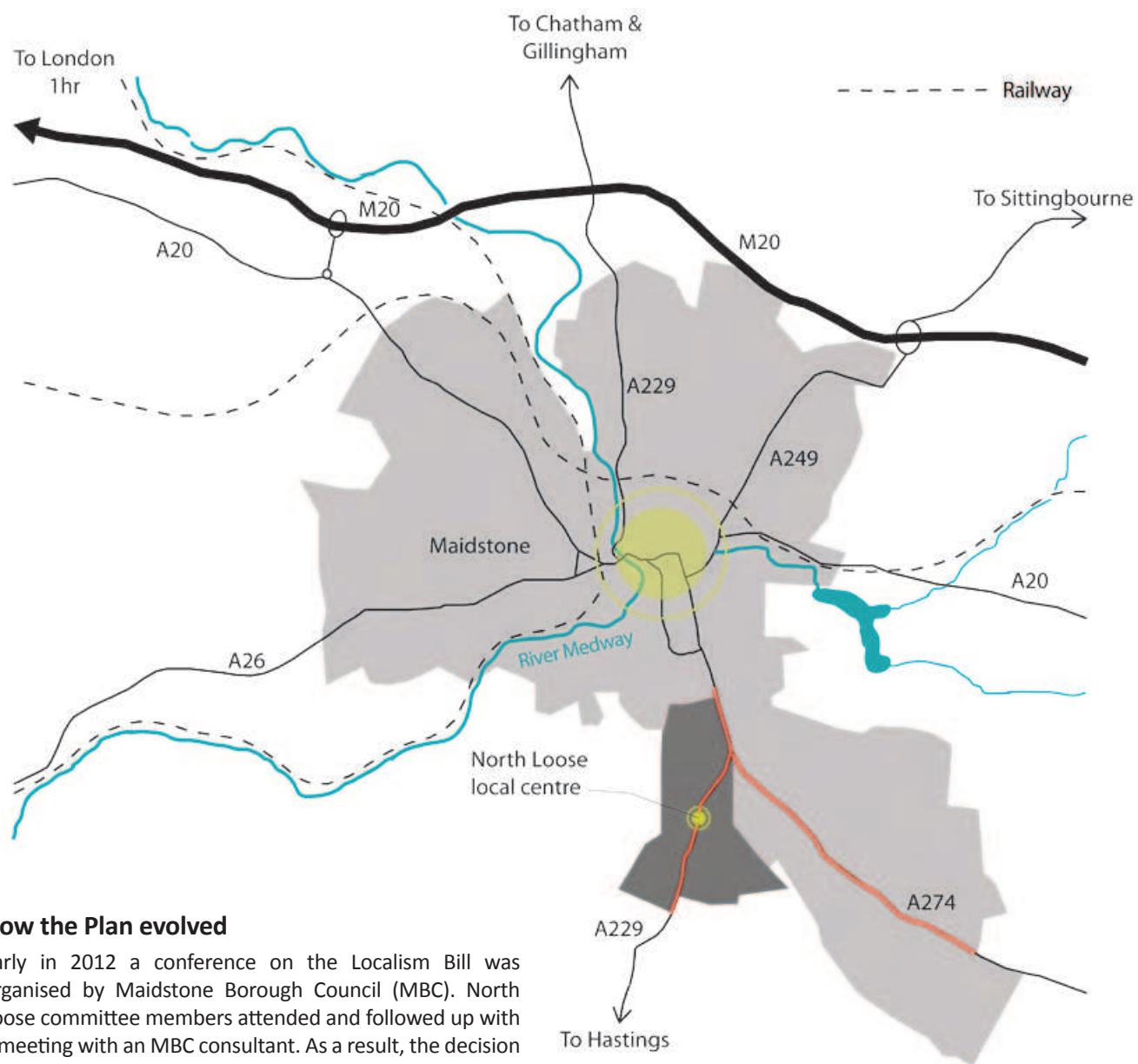
1.13 The area continues to come under ever more pressure from developers as this is seen as an ideal location, on the edge of the Loose Valley Conservation Area, with plenty of green spaces, attractive residential areas and yet within easy reach of Maidstone town centre. The traffic implications of each new development have not historically been taken into account by Maidstone Borough Council and Kent Highways, and the resultant traffic congestion and air pollution is lowering the quality of life of residents. Air pollution at the Wheatsheaf junction is the second highest hotspot in Maidstone. Within the same Air Quality Management Area, the highest is upper Stone Street. Both are on the same route to and from Maidstone on this stretch of the A229².

1.14 North Loose Neighbourhood Forum, through the forward planning enabled by our own locally focussed Neighbourhood Development Plan, therefore encourages more sustainable forms of development and to ensure that benefits are channelled for the well-being of the existing community, providing an holistic approach to improving the quality of life for residents and businesses in the area.

¹www.thewheatsheaf-maidstone.co.uk/about-us

²LAQM progress report 2013, Maidstone Borough Council Air Quality Action Plan 2013

North Loose in relation to Maidstone



How the Plan evolved

1.15 Early in 2012 a conference on the Localism Bill was organised by Maidstone Borough Council (MBC). North Loose committee members attended and followed up with a meeting with an MBC consultant. As a result, the decision was made to apply to become a Neighbourhood Forum and write our own Neighbourhood Development Plan.

1.16 The Plan has evolved through continuous engagement with residents and businesses and calls for expressions of interest from local people to join and assist with compiling their Plan. It has resulted in a boundary change for the Residents' Association area to incorporate the whole of the non-parished area of South Ward.

Our community engagement and outcomes are detailed in the attached Consultation Statement.

1.17 What this Plan aims to achieve

1. A more sustainable community
2. Improvements in health and well-being
3. Maintain and improve service areas
4. Encourage local business and home working and supporting retail and community uses

5. Encourage new residential development where it contributes to the viability of the Plan Area by:
 - requiring it to be well located so as not to exacerbate critical air quality and highway conditions;
 - providing residents with transport choices;
 - being well designed;
 - reducing energy consumption and managing water;
 - maintaining and enhancing green infrastructure especially the ancient woodland and contributing to local initiatives through the Developer and other contributions and funding sources indicated in the Delivery Strategy of this Plan
6. Manage and improve traffic flows through the Plan area
7. Proposing alternative movement routes and means of transport

1.18 Implementing the Plan

The North Loose Neighbourhood Forum will work in partnership with stakeholders and interested parties seeking to develop within the Plan Area to guide and encourage development that carries out the aims of this Plan.

1.19 The North Loose Neighbourhood Development Plan's aims and policies will be implemented by different stakeholders and interests through the statutory planning process in the context of the Neighbourhood Plan, the wider Local Authority policies, National Planning Policy Framework and National Planning Policy Guidance.

1.20 The North Loose Neighbourhood Development Plan (NLNDP) provides a direction for change through its vision, objectives and strategy specific to its area. Flexibility will be needed as new challenges and opportunities arise over the Plan period. In this way the review period will be crucial. NLNDP is a "living" document and as such will be reviewed every 5 years.

1.21 The Delivery Strategy is also a 'live' document that will continue to be updated during the Plan period. Monitoring procedures, delivery mechanisms and infrastructure requirements may therefore change.

1.22 The accompanying Delivery Strategy sets out expectations for developers to provide community benefits in their proposals. Policy HWTa 1 provides the link between this Plan and the Delivery Strategy's requirements.

1.23 There is a cost to everything. However we consider the cost of not undertaking these improvements would create too much of a strain on services in an area already under pressure. Local improvements should be delivered through various funding streams including Community

Infrastructure Levy (CIL) funding by Maidstone Borough Council (MBC) in partnership with developers in advance of any major residential developments within the neighbourhood.

1.24 The cycle route should be delivered as a priority in advance of major residential developments in order to provide a genuine and environmentally friendly alternative to the use of the polluted and over congested main road. The cost of this has been estimated at £200,000, to be funded by CIL, section 106 development contributions and bids for external funding.

1.25 Water and energy targets will be delivered by developers in accordance with MBC building regulations and development management as well as the work of Climate Local.

1.26 High quality sensitive development which contributes positively to the character of North Loose will be achieved by developers and MBC Development Management in accordance with the Kent Design Guide, Character Area Assessment for the Loose Road Area, MBC's adopted and emerging local plans and this Neighbourhood Development Plan.

1.27 Community Infrastructure Levy and North Loose Neighbourhood Forum

Maidstone Borough Council has decided that it will become a charging authority for the Community Infrastructure Levy. The timetable for the production of the CIL is expected to follow that of the Local Plan. The 'made' North Loose NDP would receive 25% of the value of development subject to CIL payments.



Lakelands sheltered housing, Loose Road

2.1 Issues

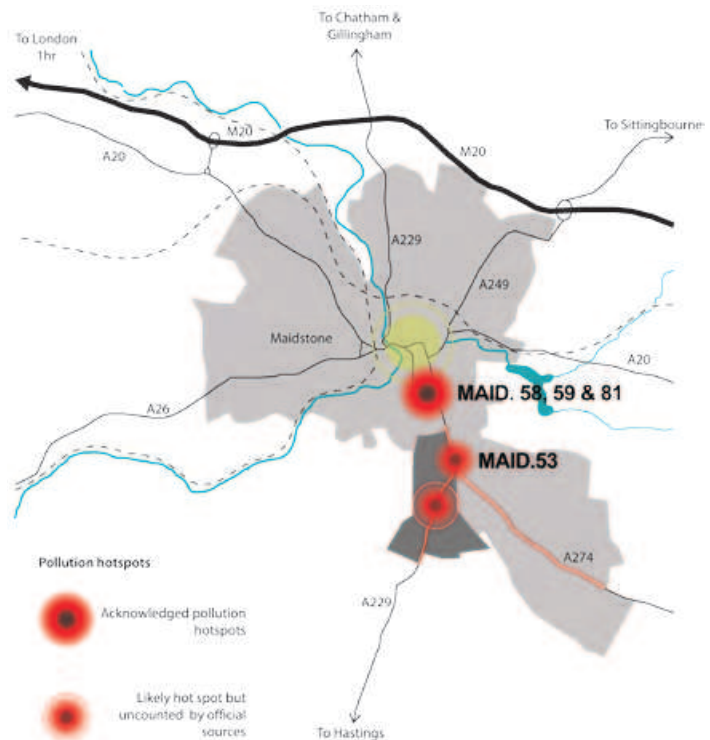
Poor air quality caused by traffic congestion is a major concern in North Loos and this is likely to be exacerbated by future development. It is therefore a priority to mitigate traffic congestion and provide convenient alternative forms of transport.

Much of the plan area is made up of residential development based on a layout of looping roads and cul-de-sacs. This has created a quiet and pleasant living environment which residents value. However, the lack of connectivity and indirect routes discourage walking and cycling and promote dependence on car travel, with negative implications for health and air quality.

The plan area contains two local centres in the vicinity of the Wheatsheaf and Swan pubs. These perform an important role giving residents the opportunity to access local shops and services by foot.

Water shortage is another major concern in the south east and scarce resources are likely to be stretched by planned development. The neighbourhood plan seeks to enhance local character while welcoming new technologies to make better use of natural resources including water management and energy.

The issues and menu of solutions highlighted in this section are important for the health and well-being of the neighbourhood – for residents, business and those moving through it. They have been arrived at through survey and consultation, see Consultation Statement.



Whilst motorways may be widened to increase their capacity as most have been built on open land, important trunk roads and primary routes rarely can. They are often constrained by ribbon development and therefore remain essentially as they were 50 or 100 years ago while attempting to cope with a significant increase in traffic. This is particularly true of the A229 running through North Loos.



The Wheatsheaf junction is a pollution hotspot

2.7 The existing draft Maidstone local plan proposes in excess of 2,000 houses to be built in adjoining parishes to the south of the NDP area. This will further exacerbate the congestion already being experienced on the A229 and A274, converging at the Wheatsheaf junction.

2.8 South Maidstone has much to commend it but for many people the noise, the pollution and the frustration created by the ever increasing number of vehicles is causing real concern.

2.9 The private car now causes the largest single impact on our area. Along with commercial vehicles, of ever increasing size and weight, our roads are in danger of becoming overwhelmed by the sheer volume of traffic.

2.10 The NLRA undertook three major traffic surveys between October 2012 and May 2013 and published the findings in a report attached in the Appendix. The statistic which caused the most concern is that there is a traffic movement every 2.5 seconds on the Loose Road throughout a 12 hour day. In an attempt to avoid the congestion, many drivers approaching Maidstone from the south will use side roads. Some of these are no more than country lanes and too narrow to pass oncoming traffic unless one vehicle pulls off the road – in some cases into private driveways.

2.11 Improving the flow of traffic on the Loose Road would reduce pollution and noise levels, reduce driver and pedestrian frustration and reduce damage to the environment where lanes and narrow roads are used as through ways.

2.12 Air quality is such an issue in the Borough, that for the first time, the latest Draft of the Maidstone Borough Local Plan issued March 2014 has a section on air quality and Air Quality Policies. Over 90% of North Loose Neighbourhood Development Plan Area is within the Designated Air Quality Management Area for Maidstone and is within the nine 'areas of exceedence' highlighted in the Air Quality Action Plan 2013. The North Loose NDP augments these policies to provide a local focus on improving the health and well-being of people in the area.

2.13 Additionally, the community consultation raised several ways of making small improvements to traffic flow, road safety and air quality which are outside the scope of a neighbourhood plan. North Loose Residents Association will therefore approach the community later to discuss and agree a range of options to take further. Each one would be relatively inexpensive to undertake. Individually they offer small improvements but the cumulative effect would be highly beneficial to our community with positive consequential benefits to neighbouring parishes.

2.14 Real improvements are an ongoing benefit and should be considered as a positive use of capital expenditure, not a negative drain on a budget. The following is one example of how costly 'doing nothing' can be –

"Campaigners have been fighting for years to have a path built alongside a busy B Road so children can walk safely to their primary school in Bridport, Dorset. It would cost about £100,000 to lay the pathway but the



Cripple Street, another busy country lane

local authority has chosen to provide four minibuses a day to ferry the pupils at a cost of about £50,000 per school year".

(The Daily Telegraph 16th November 2013)

It is not difficult to calculate that by the end of the third year it will have cost rate payers £50,000 to have nothing done and it will cost that much to do nothing every year thereafter.

2.15 These policies offer some easily attained and cost-effective solutions to the problems caused by the ever increasing number of vehicles passing through the North Loose area. The relatively low financial cost of putting these ideas into practice would soon be offset by the improvements and the real long term benefits to our neighbourhood and to our adjoining neighbours.

2.16 Recognising that North Loose acts as a major throughroute for vehicular traffic, the following policies are intended to manage and improve upon the current situation, in order to increase the health and prosperity of people and businesses within the Plan area and the surrounding environs, including Maidstone which it serves.

Pedestrian and cycle links

2.17 The NPPF states, para 41, where Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.” NLNDP also encourages MBC to provide for safe, convenient and secure cycle parking in the centre of town to encourage cycle commuters, as per NPPF 40.

2.18 New and improved pedestrian and cycle links, together with safe and secure town centre cycle parking, have the potential to significantly improve the quality of life. Maidstone’s Draft Cycle Strategy states it is necessary to encourage an improvement in the level of cycling in the borough as it is a healthy, non-polluting and environmentally friendly mode of transport. It is also timely as recent statistics reveal that Maidstone is now experiencing increasing levels of ill health, childhood and adult obesity, traffic congestion and air pollution.

2.19 Investment and commitment is required in order to achieve the Strategy’s aim to increase the proportion of trips made by walking or cycling from 12% to 20% of all trips made in the borough by 2026. A new cycle route linking North Loose to the town centre is a key element of the North Loose Neighbourhood Plan.

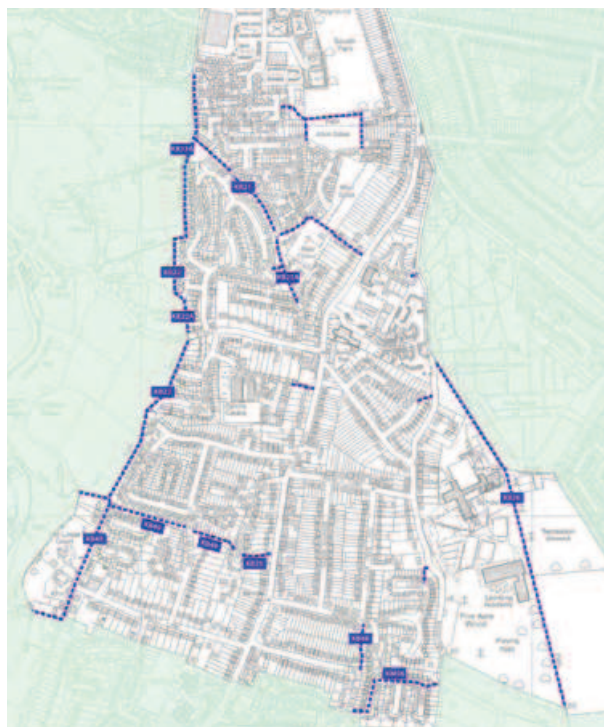
The North Loose Area has the great advantage of being within walking and cycling distance of both Maidstone town centre and the open countryside.



2.20 However as figure 3 (page 11) shows, cul-de-sacs are widespread in North Loose and there are few through routes within the area. Although this creates a quiet residential environment it has a number of disadvantages. In particular this sort of layout can make way finding difficult, discourages walking and cycling due to the lack of direct links and channels movement onto the over congested Loose Road. In some places footpath connections exist but they are not obvious and signage is poor or the footpaths are poorly maintained.

2.21 In discussions with KCC a new cycle route and greenway is proposed (as shown in Fig 1). This section of proposed route will link people within the NDP area to the town centre and Loose village. Part will utilise an existing footpath. Use of part or all will be considered for use as bridleway. It will be delivered via developer’s contributions as per the Delivery Strategy.

2.22 A Green Living Plan (GLP) will ensure that there is an efficient and consistent environmental approach to new residential dwellings to assist new and existing residents integrate into the community and reduce impacts of new developments. It will include a set of advice and a map showing where and how to access low impact local sustainable aspects of the area such as green spaces, allotments and non-car based routes into Maidstone town centre and surrounding countryside. It is intended to contribute towards wider initiatives for reducing air pollution and resource use as well as improving quality of life, health and well being



(Above) Figure 2: Plan showing footpaths, bridleways and connecting paths in North Loose

(Left) Figure 1: Proposed new Cycle route and ‘greenway’

Health, Well-being and Transport Alternatives Policies

HWTa Policy 1: New development will contribute to and/or provide appropriate new community infrastructure on site or off-site in order to contribute in proportion of its size to measures for improving health and wellbeing of residents as required by the Delivery Strategy for this Plan and by the Maidstone Borough-Wide Local Plan (2000), Policy CF 1 and any policy which supersedes this in the forthcoming Local Plan to 2031 such as Draft Policy ID 1 (2014).

HWTa Policy 2:

- (a) In addition to meeting the assessment and mitigation policies in the local plan and AQAP, all site promoters are required to show how their proposals will maintain or contribute to an improvement in air quality in North Loose, in particular with regard to NO₂ concentrations.
- (b) Development will be resisted where proposals lead to air pollution above the objective values in order to protect the health and well-being of residents in the area.
- (c) Items for inclusion in any air quality assessment carried out for the purposes of (a) are set out in Technical Appendix 1: air quality assessment

HWTa Policy 3: Development proposals will be permitted where the cumulative impacts of existing capacity and proposed transport requirements are taken into account at local junctions within the North Loose NDP Area and where residual cumulative traffic impacts of developments are shown not to be severe (ref: para 32 NPPF).

HWTa Policy 4: All new developments must be well connected, providing convenient, safe and direct links for pedestrians and cyclists to local facilities and Maidstone Town Centre

HWTa Policy 5: Proposals for new residential developments, whether conversions or new build, will be required to submit a Green Living Plan (GLP) with planning applications in order to contribute to a coordinated approach to sustainable living in North Loose.

Items for inclusion in the Green Living Plan are provided in the Technical Appendix.

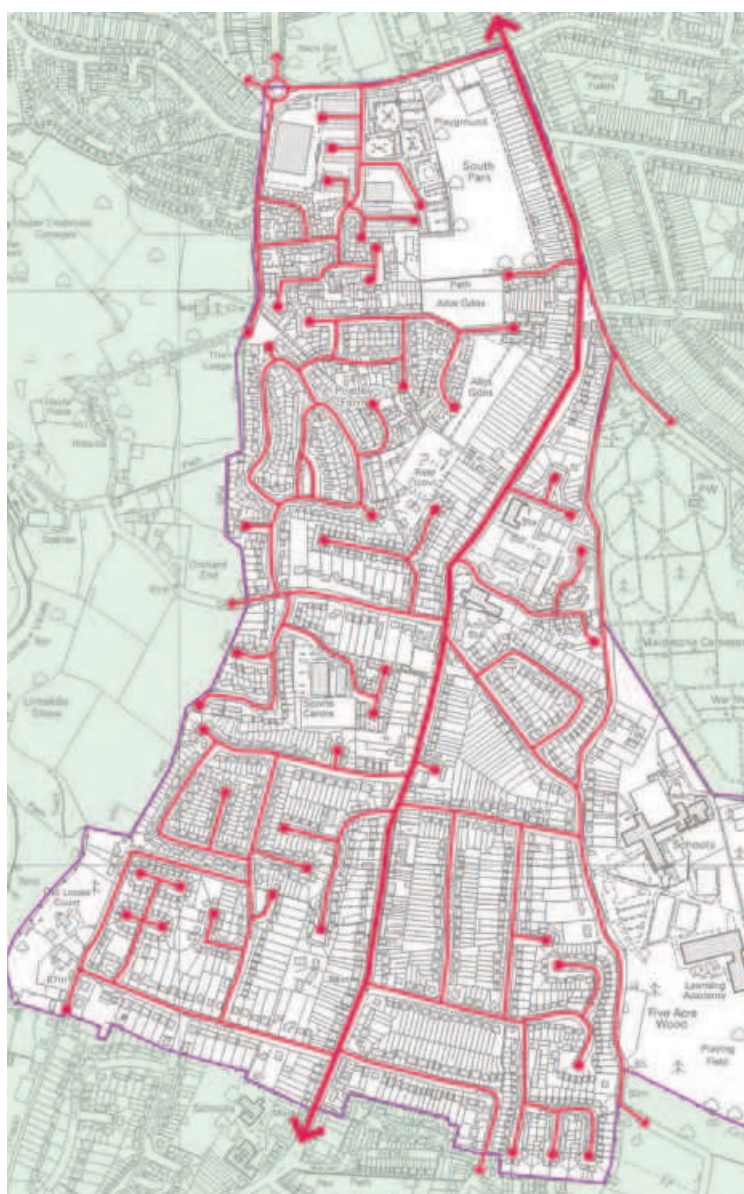


Figure 3

HWTA Policy 6: There is a presumption in favour of new development where it results in the continued management, positive use and where possible the increase in amount of publicly available green infrastructure as highlighted by the Plan

HWTA Policy 7 Manage green and open spaces (Figure 4) (see policies in Green Space section) **to maintain and improve quality of life, manage air quality, enhance biodiversity and encourage recreation with health and sport:**

- South Park
- School Farm
- Mangravet Recreation Ground
- Ancient woodlands
- Allotments
- New Line Learning playing field
- Y Sports Centre
- Bowls Club
- Reservoir
- Richmond Way Open Space

Proposals for new development which would result in the loss of green and other spaces will not be permitted unless an assessment clearly shows the open space, buildings or land to be surplus to requirements or alternative provision of an equivalent or better quantity and quality would be provided on a suitably located site or the development is for alternative sports and recreation provision, the needs for which clearly outweigh the loss.



Mangravet Recreation Ground



Above: Allotments looking north
Left: South Park

3.1 The area of North Loose has been heavily developed over the last 40 years and the majority of greenfield areas have disappeared, predominantly replaced by housing and a small business park. This extra housing has meant more people needing more leisure and recreation facilities and therefore we need to ensure existing facilities are improved to cater for this demand.

3.2 All that remains to serve a growing population is a park at the northern boundary, a recreation ground on the south-east boundary, an allotment site which is divided by a road, two pieces of ancient woodland and a small open space.

3.3 The main park, South Park, is divided by a road which is the dividing line between our designated area and the Town Ward of Maidstone. The park, owned by Maidstone Borough Council, comprises tennis courts, hockey pitch, skate park and gardens in the Town Ward part, and a car park, three football pitches and children's play area in the North Loose part, with plans for an outside adult gym. The whole park is well used and the southern part offers an alternative pedestrian route to avoid the main road.

3.4 The North Loose Residents Association works closely with Maidstone Borough Council and Friends of South Park to achieve joint aims for the park.

3.5 It is possible that a running track could be incorporated into the park as there is no such facility in the area. The local running club, Maidstone Harriers, has its changing

rooms in the Hockey Clubhouse which is adjacent to the park and therefore this needs to be explored in greater detail.

3.6 Overall, the satisfaction level of people using the park is high and North Loose Residents Association has agreed with Friends of South Park to register this as a community asset in 2014.

3.7 The other sports field in the North Loose area is Mangravet Recreation Ground, also owned by Maidstone Borough Council. At one time it was well used with a football pitch and a children's play area, but these facilities need upgrading to restore the Recreation Ground to full use.

3.8 The Recreation Ground, which does not have any parking facilities, backs on to a large housing estate which is outside the North Loose area. Discussions with Maidstone Borough Council planners have assured us there are no plans to build on this site; we have also met with the local ward councillor and set up meetings with local residents to get their views on how this asset could be better used.

3.9 One meeting resulted in requests for a perimeter path around the field, an adult outdoor gym, a larger skateboard area, seats, benches and litter bins.

3.10 We will investigate all options, including allowing car parking to encourage parents to use the field, better equipment and facilities such as changing rooms. These could be achieved by raising funds from CIL money as extra housing is built in the nearby area. This would also help to develop a more secure environment.

3.11 North Loose also has a very successful bowls club, established in 1929, with an outdoor green and therefore only used during the summer months. Because of its position on the main Loose Road, parking is always an issue.

3.12 In Melrose Close off Cripple Street, the Y Centre is a leisure centre incorporating a fitness suite, rooms for meetings and a hall for indoor sports, an outdoor floodlit all weather pitch for football and a small café.

3.13 Directly to the south of South Park is an allotment site (123 plots) which is divided by a small residential road.

At present there are no vacancies and a waiting list, despite a clever management initiative to divide larger plots into two when they become available. The southernmost plots are bounded by a footpath which divides them from land owned by South East Water for a small pumping station and covered reservoir. There is also quite a good piece of grassland on this site and if in the future South East Water were to take the decision to vacate this land, it would be ideal to extend the allotments to cater for the requests for this amenity, as well as keeping a green corridor extending from Armstrong Road to nearby Cripple Street.

3.15 North Loose Residents Association acquires small but important pieces of amenity land for the benefit of residents now and in the future. As mentioned earlier, there are two pieces of ancient woodland in our area. Mangravet Wood is already open to the public and our intention is to maintain and improve public access alongside proper woodland maintenance to encourage more wildlife and the potential for educational visits. The other piece of woodland is in a school playing field in Boughton Lane and when an expected development proposal is submitted on the school site, we will be attempting to bring this into the ownership of North Loose Residents Association. A recent major development proposal will need to adhere to ancient woodland practice to avoid threatening the viability of the woodland and trees. This would be contrary to NPPF and NPPG policies.

3.16 There are certain areas that should be retained as open space shown on Figure 4. Small plots of land such as Richmond Way are valuable in protecting and contributing to the cumulative green lung of the area. The Loose Valley is considered by local residents to be the jewel in the crown and both the valley and surrounding fields that overlook it are essential to providing the link between urban and rural. Identified by residents as being used and valued, they provide a link with other open spaces and make a cohesive grouping of green areas with an open aspect. The woodlands and green spaces bring the countryside into the area and contribute to its character as being 'where town and country meet'



Above: Reservoir

Below: Mangravet Wood



Green Spaces, Sports and Recreation Policies

GSSR Policy 1: Maintain and enhance the current Green Corridors:

- New Line Learning sports field adjacent to Mangravet Recreation Ground in order to maintain the continuous link with the open countryside, right up through the cemetery to Wheatsheaf junction, in order to provide open recreation areas for Boughton Lane residents and those within the wider North Loose Plan area and provide a buffer zone around ancient woodland.
- From Armstrong Road and allotments to Hazlitt Place and extend further into South East Water pumping station.
- Should the need arise, development for essential infrastructure will be supported in special circumstances, where the benefit outweighs any harm, and it can be demonstrated there are no reasonable alternative sites available.

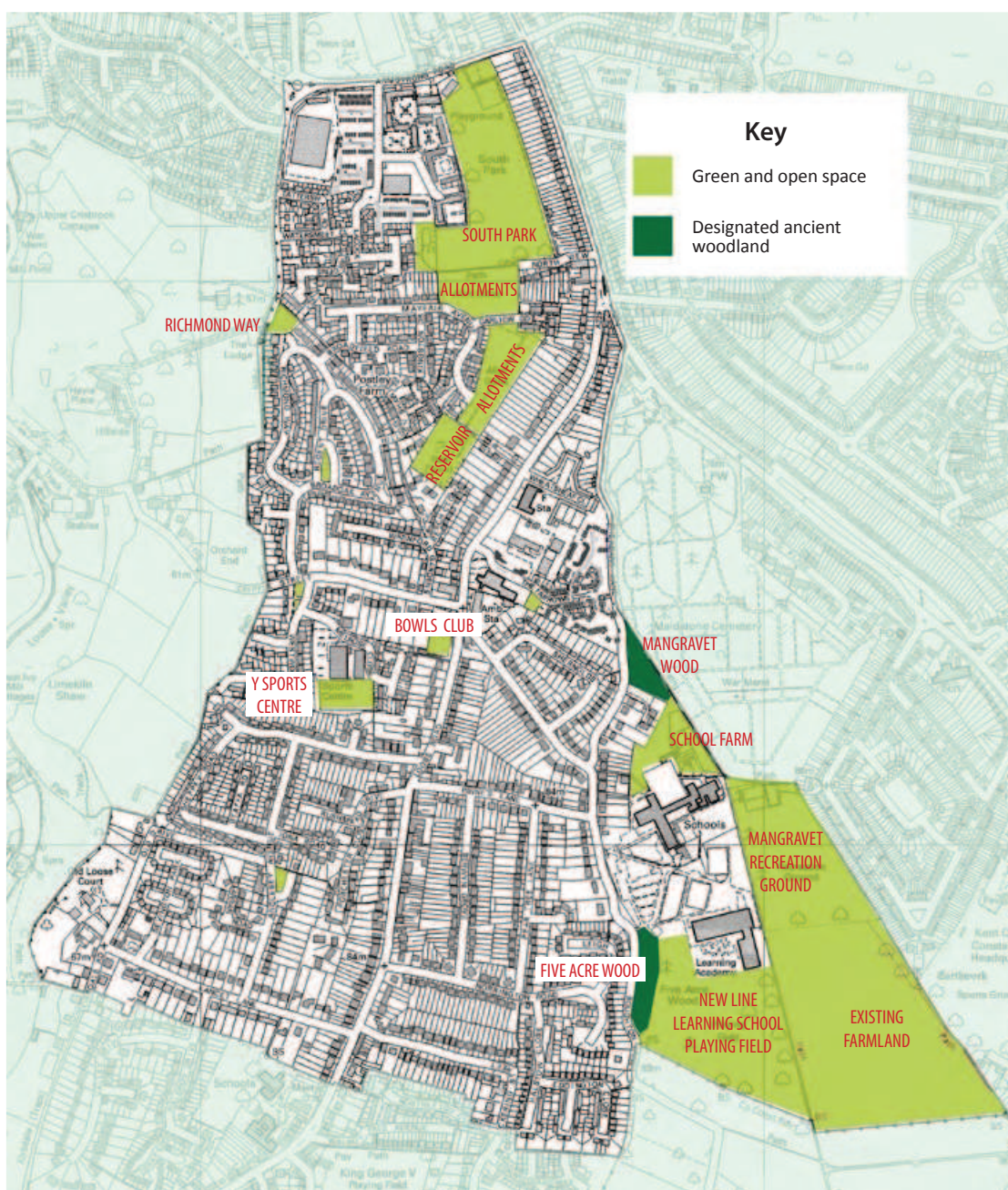


Figure 4: Plan showing existing green and open spaces in the NLRA area

GSSR Policy 2: Protect and improve open space and Ancient Woodland

The following spaces, named below and identified in Figure 4 must be retained, maintained and where possible, enhanced for general public use:

- All of South Park, north and south of Armstrong Rd
- New Line Learning Sports Field, Boughton Lane.
- End of Richmond Way/south end of Postley Road.
- Loose Bowls Club.
- Swan Public House garden and car park.
- Allotments
- Farne Close/Anglesey Avenue
- Regent Drive
- Mangravet Recreation Ground
- Loose Valley and wider landscape setting

This is for the purposes of giving value to the community through leisure, recreation, education and biodiversity, green lungs, sustainable drainage, attractive spaces that encourage business and residents to locate and stay in the area.

Should the need arise, development for essential infrastructure will be supported in special circumstances, where the benefit outweighs any harm, and it can be demonstrated there are no reasonable alternative sites available. The designated ancient woodlands of Mangravet Wood and Five Acre Wood must be protected and managed to ensure their intrinsic woodland and biodiversity value are retained for now and future generations. There must be provided a buffer zone of a minimum of 15 metres around the ancient woodlands in accordance with good practice highlighted by the Woodlands Trust. Proximity to schools and residential areas means these woodlands may be used sensitively for educational value and to contribute to the quality of life and well-being for local residents.

GSSR Policy 3: Creation of new public open space

Opportunities to create new public open space will be taken as they arise. For example, land at Hazlitt Place Reservoir must be retained as a green space should the reservoir no longer continue its function. This site is part of a corridor of green space extending from Armstrong Road to nearby Cripple Street (See Green and Open Spaces Plan, Figure 4). Any future uses of this land will be for public use such as for allotments and play area.



Open space at the lower end of Richmond Way

4.1 Natural Resources

Nationally the Energy Saving Trust estimates that by 2050, domestic and microgeneration could provide 30-40% of the UK's electricity needs. The Government is also committed to a zero carbon strategy which states that all new homes will be zero carbon from 2016. At the local level Climate Local is a Kent wide initiative supported by Maidstone Borough Council which is working towards a cut in emissions of 2.6% annually and a target of 10% of energy from renewable sources by 2020.

4.2 Domestic scale generation can provide all or a significant proportion of the energy needs of the building to which it is attached or associated. Micro energy generation can provide energy security, help tackle fuel poverty, and in some cases provide extra income for residents as well as addressing wider environmental concerns. A significant number of properties in North Loose have already benefited from improved insulation and installation of solar panels

4.3 Kent is one of the driest parts of England and Wales and this situation is likely to be exacerbated by planned levels of development. The level of water stress for South East water which supplies Maidstone is Classified as Serious by the Environment Agency. (Water Stressed Areas Final Classification, July 2013). In view of this Climate Local Kent has set a target to reduce water consumption in Kent from 160 to 140 litres per person per day by 2016.

4.4 Character

In the face of considerable development pressure the neighbourhood has seen a number of housing schemes in recent years which have not integrated successfully with the established character of the area.

4.5 The Character Area Assessment for the Loose Road Area (2008) is a detailed document prepared by Maidstone Borough Council in close consultation with the local community. Further excellent design guidance is provided by the Kent Design Guide. Nevertheless recent years have seen housing developments which integrate poorly with established character in terms of their scale, roof form, landscaping and use of materials.

4.6 Most of North Loose is characterised by two storey development with pitched roofs and bungalows. Traditional materials include stock brick, peg tiles and Kentish ragstone. Away from the Loose Road much of the development has a semi rural feel with features including views to the countryside, mature trees, grass verges and established hedges. Local character is summarised in the table on pages 22/23, which highlights positive features that should inform new development in the area.

4.7 Public realm

Two locations have been identified as a priority for public realm improvements. The areas around the Swan and Wheatsheaf pubs have an important role to play. Both pubs are important local landmarks and the nearby shopping parades provide a valuable amenity. The importance of these locations and scope for improvement



A typical bungalow in north Loose



Recent development in North Loose with PV panels replacing tiles



Recent developments which do not reflect local character

has previously been identified in the Loose Road Character Area Assessment. In both cases these clusters of uses are located in prominent locations on the main road where various routes meet. As North Loose faces more residential development it is important for these local centres to be strengthened and improved in order to meet local need within the area, reduce the need to travel and boost local businesses.

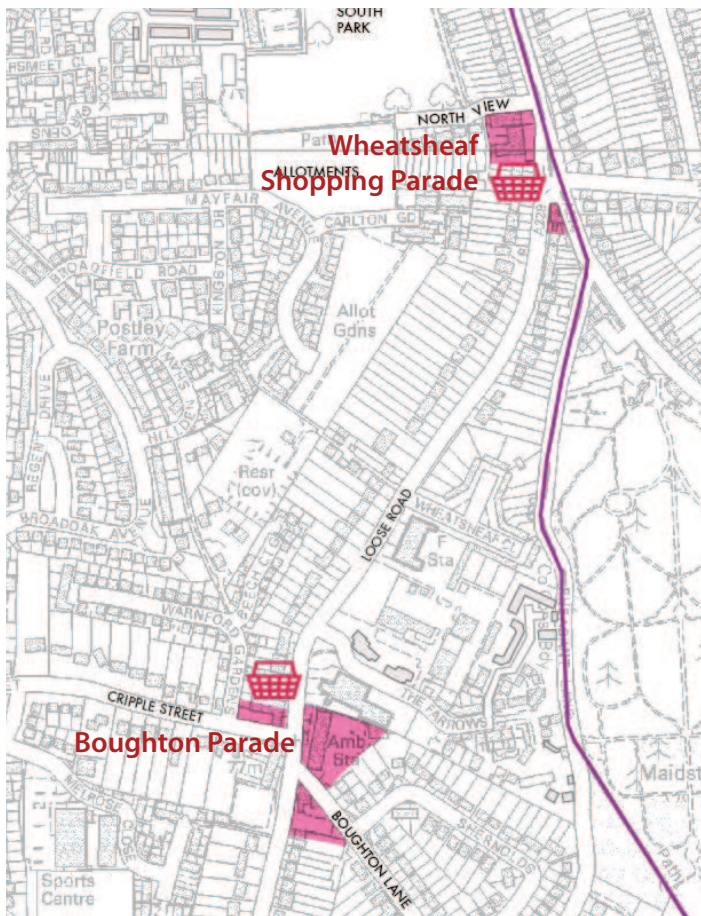


Figure 5: Two key local centres



Unattractive frontage to bowls club



Street clutter detracts from the Wheatshaf Pub which is a local landmark



The Swan Pub - a historic local landmark

4.8 The Wheatshaf

As identified in the Loose Road Character Area Assessment negative features include significant street clutter of signs, barriers and lights, design and condition of the shopping parade and external environment and the dominance of traffic. In addition the Wheatshaf section of the A229 is one of the air quality hotspots requiring the greatest reductions in Nitrogen Dioxide.

4.9 The Swan

While benefiting from a historic pub, attractive Edwardian terrace and some mature street trees, negative features listed in the character areas assessment include a mix of building styles that lack unity, the design and condition of the shopping parade and external environment and the dominance of traffic. Also in the vicinity communications boxes and the high fence boundary of Loose Bowls club detract from the quality of the public realm



Scope to improve public realm in front of parade of shops



Scope to improve parade of local shops and services

SD Policy 1: Development will contribute towards public realm improvements to the two local centres and the area around. They will focus on new street trees, improved shop fronts, high quality surface materials, removal of street clutter and barriers to pedestrian movement, provision of convenient cycle parking and opportunities to improve passive surveillance of public spaces. See figure 5.

SD Policy 2: Preference will be given to the use of durable, attractive and locally available or reclaimed materials. The use of red and buff stock brick, Kentish ragstone and white or cream painted brickwork and slate roof tiles is encouraged.

SD Policy 3: There is a presumption in favour of development incorporating the use of solar panels and other energy generation technologies for new and existing buildings. Proposals for the use of these technologies on Listed Buildings and buildings of local merit should be carefully considered. Surface water run off from all sites should be managed using sustainable drainage techniques. The siting and design of these should make a positive contribution to local character.

SD Policy 4: Lighting associated with any activity including leisure, recreation and business must be managed to reduce energy usage and impact on biodiversity; to reduce light pollution and any potential harm to local residents and to minimise the visual impact on the local character of the area. Where this is in doubt, applications should be accompanied by sufficient details to ensure a proper impact of the development may be assessed. This could include a lighting assessment to ensure it complies with national and local requirements in both District/ rural areas.

SD Policy 5: Detailed Local Housing Design Policy

Subject to the Criteria in this NDP, the following housing development shall be encouraged: -

1. New development must demonstrate how it responds to established character and sits comfortably alongside existing development and conforms to the adopted Loose Road Area Character Assessment. Development must have regard to the typical building form, roofline, materials, openings, boundary treatments.
2. New development shall reflect local characteristics, as identified in the adopted Loose Road Area Character Assessment and elsewhere within this Plan. Preference will be given to the use of durable, attractive and locally available or reclaimed materials. The use of red and buff stock brick, Kentish ragstone and white or cream painted brickwork and slate roof tiles is encouraged.
3. All new housing development shall be designed to meet a minimum of Code Level Four (or any future equivalent). It should be designed to improve the local appearance and wider environmental performance of the area as per other policies in this plan.
4. Developments will be encouraged which maintain existing buildings, manage and work to improve air quality, reduce the demands on local services and infrastructure and contribute to traffic management..
5. New housing should be a mix of housing types and densities that reflect local needs and are sympathetic to the surrounding development. Whilst higher densities than the prevailing 17-25 per hectare of the established development in the area may be acceptable this is dependant upon context, and there must be some visual relationship with surrounding development.
6. Open space within new housing development shall adhere to Home Zone/Manual for Streets principles or their future equivalent
7. Bungalows are encouraged where development is acceptable in the area to reflect local demographic changes and suiting the local context and needs. Such developments would make available larger properties for families.



Built form



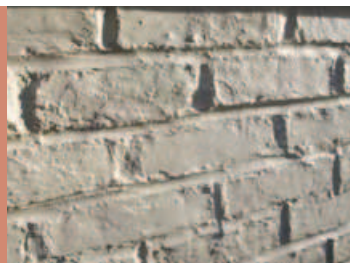
Public realm



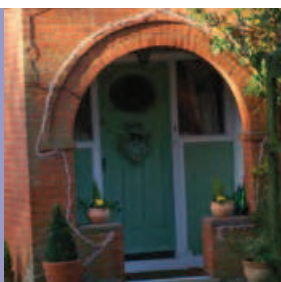
Boundaries



Materials



Entrances



Windows



Table illustrating local character

Positive features



Building types include terraced cottages, semi detached houses and bigger detached properties in large plots. Houses are predominately two storey with some areas of bungalows. Pitched roofs are typical and features such as chimneys and gables create a varied roofline.



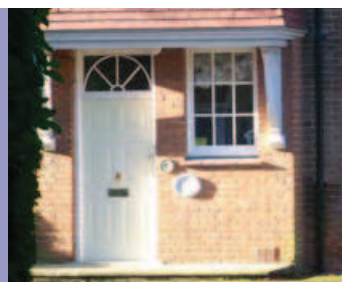
Mature trees make an important contribution to the street scene. Granite sets are used for kerbs and rumble strips to slow cars. Many streets have an informal, semi rural character with features including grass verges, tall hedges and timber fencing. Attractive signage can encourage travelling by foot and bicycle.



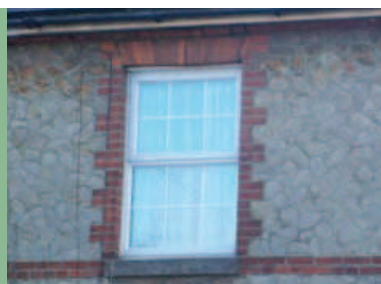
Typical and attractive front boundaries include Kentish ragstone walls, carefully detailed brick walls, substantial hedges and white picket fencing. In the more characterful streets such boundaries are used consistently creating a clear separation between the public street and private front gardens.



Typical, natural and attractive materials include Kentish ragstone, buff stock brick, red stock brick detailing, white or cream painted brickwork, Kent peg tiles and slate or clay roof tiles. The best buildings use a limited palette and materials are used to highlight elements such as an entrance, upper storey or bay, rather than being applied in patches as a superficial facade.



The best entrances are clearly visible and easy to access. They also create depth in the building frontage and provide space for inhabitants to personalise e.g. with pot plants. Well designed entrances use quality materials and are carefully detailed. Attractive house numbers, letter boxes, porch lights, door handles, doorbells and sidelight panels all contribute to welcoming and characterful entrances.



Tall sash windows and wide casement windows with careful brick detailing are found in characterful properties. Small dormer windows are also common. In better quality housing the windows are generously proportioned and subdivided with wooded frames. Windows can create depth in the building frontage and a regular rhythm along the street.

5 Housing development

5.1 Considerations

The local community, through the engagement in this Plan, said they really liked the area and the houses they live in. It has a stable population and local people feel the ambience is good with good local amenities. They value their green spaces and reasonable sized gardens. New developments are too dense and there are some extreme examples of this in the area. Parking provision should be on a case by case basis that considers housing type and locational context including visitor parking to reduce parking on roads and pavements as parking is a major problem. Increased traffic is causing air quality issues (see technical appendix). Developer contributions shall be sought through Community Infrastructure Levy, S.106 and other means, such as developer provision, as highlighted in the Delivery Section of this Plan. In terms of house types, local people say - evidenced by responses to our questionnaire, consultations and the experience of local estate agents - the area needs more sheltered housing and bungalows. This is a fact supported by national statistics. Local age profiles show the largest increase in age range is that of 75 year olds and above. This will support downsizing thereby releasing larger family homes.

5.2 The draft Maidstone Borough Council Local Plan includes the site at New Line Learning playing field as being allocated for housing development. The emerging Local Plan process will determine the suitability of this site for development. At this site consideration must be given to the impact on ancient woodland, pollution levels and traffic congestion as in policies HWTa policy 2 and 3 and GSSR policy 2.

5.3 This NDP provides a hierarchy of support for sites allocated in the Maidstone Borough-wide Local Plan (2000) and any subsequent Borough-Wide Plans up until 2031 and for new development on previously developed sites. Prioritise building on "Brown Field" sites including, but not exclusively, the following list: Arriva bus depot, Armstrong Road; Papermakers Arms, Loose Road; Scout Headquarters, Pickering Street; Apollo/Celsius site, Loose Road and other potential windfall sites. Garden development is not encouraged in this Plan. The NPPF 2012 specifically excludes gardens from Brownfield Land definitions and so gardens are not a priority for development. Gardens, especially back gardens can provide havens of peace and quiet and fresh air. This is particularly the case in North Loose which is characterised by heavy traffic and poor air quality, yet is close to open countryside with an expectation of quiet and low ambient noise and pollution levels. Garden development can erode the character of an area and further reduce the quality of life for neighbouring development through loss of privacy, increased activity in proximity and noise generation from vehicular movement into areas that are normally quiet. Gardens generally maintain a street's character as either leafy or semi-rural. Collectively they contribute to a 'green lung' for the area. Therefore in only exceptional circumstances will the North Loose NDP support development on gardens. MBC Draft Local Plan Policy DM 5 refers.

Housing Development Policies

HD Policy 1: Garden development will be considered only in exceptional cases where:-

1. There is a demonstrable local need and the development has an acceptable impact on the visual and landscape amenity of the area. This may be acceptable in the case of either new build dwellings or conversion of traditional buildings. In each case ancillary works such as access, outbuildings, curtilage boundaries should similarly have no unacceptable impact on the visual and landscape amenity of the area.
2. The higher density resulting from the development would not result in harm to the character and appearance of the area.
3. There is no significant loss of privacy, light or outlook for adjoining properties and/or their curtilages;
4. Access of an appropriate standard can be provided to a suitable highway; and
5. There would be no significant increase in noise or disturbance from traffic gaining access to the development. These developments will need to consider how the balance of benefits such as any social, economic, environmental or community benefits for the intended occupier or wider local community justifies the proposal and considers the visual impact particularly form, proportion and impacts upon the rhythm of the street.

HD Policy 2: Detailed Housing Design Policy

Subject to the detailed design policies of this NDP, the following housing development shall be encouraged: - A mix of housing types and densities and in particular bungalows are encouraged where development is acceptable in the area to reflect local demographic changes and suiting the local context and needs.

A case by case approach to parking will be adopted that considers housing and locational context including visitor parking.



Businesses and Employment

6.1 North Loose Neighbourhood Forum has undertaken a Study of businesses and employment in the Area, attached in the Appendix, and which has informed this section.

6.2 The Neighbourhood Plan sets out to maintain and encourage the area's small local economy and to support its growth and on-going sustainability of the community. It will support the sustainable growth of all types of businesses and enterprise in the area and will ensure that the current provision of retail and commercial areas is maintained by encouraging positive changes and where a change of use to residential is initially promoted, to explore alternative uses to control changes of use of property purpose-built for commercial use.

6.3 Noise and hours of operation are already taken into account by the Local Planning Authority when

determining planning applications. Where appropriate conditions are imposed to ensure an adequate level of protection against noise especially generated outside of business hours.

6.4 Business Survey:

During the early stages of the Neighbourhood Planning initiative, the North Loose Residents Association surveyed 58 local businesses in the area. The results showed traffic congestion and delays at traffic lights is a common concern, raised by 31% of respondents. With a number of developments proposed for the neighbourhood, it will be important to consider the impact on traffic especially opportunities to improve upon the current situation within the built up area and considering often limited resources for highway improvements. The next biggest concerns were littering and vandalism.



Business and Employment Policies

The Neighbourhood Plan will consider the following issues which could assist businesses to thrive in the area without causing harm to the neighbourhood. It provides greater and locally specific detail supporting emerging Local Plan Policies. Business and hence employment development will be supported in the area with the following considerations:

BCE Policy 1: Proposals will be encouraged which will maintain and enhance the existing retail, commercial function and supporting community uses, subject to impact on character in the following local centres:-

Boughton Parade, Loose; Loose Road/Sutton Road junction shops and commercial services (see Fig. 6 on page 18)

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 or local business premises, consideration will be given to the following:

- Firm evidence that the existing uses are not now viable and are unlikely to become commercially viable;
- The availability of comparable alternative facilities in the local area;
- The distance to such facilities, the feasibility of alternative routes being used, and the availability of travel modes other than by private motor vehicle;
- Where units have been in various occupations over the years and were originally built as a dwelling, then there will be a presumption in favour of residential development subject to meeting the criteria in this plan
- There is a possibility of alternative uses such as for community uses

BCE Policy 2: Character and signage

- All new commercial development should respect the character of its surroundings by way of its scale and design, not harm the surrounding landscape, and safeguard residential amenity and road safety.
- The Loose Road Area Character Assessment document should be part of the considerations for developing commercial proposals. The bulk of any particular scheme and materials used should not jar with the character and appearance of local buildings.
- Any permanent signage attached to residential buildings or within residential curtilages must be sympathetic to its surroundings, unless special circumstances can be demonstrated to outweigh this consideration.

BCE Policy 3: Maintaining viability of existing business

Development of commercial sites will be supported to help maintain their future success. Whilst this can often be associated with removal and development of outside parking and amenity areas, it could also be where alterations, extensions and demolitions could be perceived to harm the business. To counter these concerns, applicants will be required to submit evidence with their application to support their rationale for the proposals. Business parking provision should conform with the MBC adopted parking standards.

Appendices

Appendix of Delivery Partners

MBC Council and Councillors
KCC Council and Councillor
Loose Parish Council
Tovil Parish Council
Y Centre
Vine Church
Valley Conservation Society
Loose Amenities Association
Loose Valley Conservation Area Partnership
Loose Area History Society
South Maidstone Action on Roads and Transport
Friends of South Park
Golding Homes – Eling Court
Golding Homes – Enterprise Road
Mangravet residents
Enterprise Road residents

Glossary of terms from NPPF 2012, relevant to NLNDP

Air Quality Management Areas: Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Ancient woodland: An area that has been wooded continuously since at least 1600 AD.

Climate change adaptation: Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.

Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Community Infrastructure Levy: A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Development plan: This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.)

Economic development: Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

Ecological networks: These link sites of biodiversity importance.

Ecosystem services: The benefits people obtain from ecosystems such as, food, water, flood and disease control and recreation.

Environmental Impact Assessment: A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

Green infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. (from NPPF)

Green Living Plan: A light touch and low-cost set of advice and a map showing where and how to access low-impact local sustainable aspects of the local area such as green spaces, allotments and non-car based routes into Maidstone Town Centre and surrounding countryside. It is a step towards contributing to wider initiatives for reducing air pollution and resource use as well as improving quality of life, health and well-being. With reference to *One Planet Living*, the global sustainable initiative developed by BioRegional and WWF.

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Inclusive design: Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.

Local Nature Partnership: A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

Local planning authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the district council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.

Local Plan: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

Nature Improvement Areas: Inter-connected networks of wildlife habitats intended to re-establish thriving wildlife populations and help species respond to the challenges of climate change.

Neighbourhood plans: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Older people: People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

People with disabilities: People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

Planning condition: A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning obligation: A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Playing field: The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010.

Pollution: Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Public Realm: publicly accessible space including streets, footpaths, cycle routes and parks.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the

ability to appreciate that significance or may be neutral.

Site of Special Scientific Interest: Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Stepping stones: Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic Environmental Assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Sustrans: Sustrans is a UK charity helping to enable people to travel by foot, bike or public transport.

Transport assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Transport statement: A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

Travel plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Wildlife corridor: Areas of habitat connecting wildlife populations.

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.

ADDITIONAL DEFINITIONS

Air Quality Management Area (AQMA)

Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines. The boundary of the AQMA is set to define the geographical area that is to be subject to the management measure to be set out in a subsequent action plan, to work towards the achievement of national air quality objectives, rather than to define an area of potential exceedance. (source: URS)

Air Quality Action Plan (AQAP) (source: Maidstone Borough Council)

Notes

The North Loose Area in 1870



www.northloose.co.uk



Designed by Brian Patey 01622 759093

© North Loose Neighbourhood Plan Group

Appendix 2: Briefing note on progress with Neighbourhood Plans.

Responsibility for Neighbourhood Plans has been transferred to Chris Berry, Consultant assisting Spatial Policy. Cheryl Parks is assisting with one day per week spent on support. Advice and specialist input is still being provided by Tony Fullwood Associates, notably regarding the Strategic Environmental Assessment requirements and compliance matters.

The furthest advanced plan is that of North Loose -their plan is currently at Regulation 16 consultation (the final stage before examination). Previously the plan had been through the regulatory stages and had reached examination, whereupon a procedural error was discovered relating to the length of the consultations carried out. To ensure compliance with regulations, MBC advised North Loose to re-run both its Reg. 14 and Reg. 16 consultations before returning to examination so as to ensure no opportunity for challenge at a later date. (The council's response to the current consultation is the subject of the main report.) Throughout the process, officers have been in regular discussion with the forum to ensure a smooth and practicable approach to the issue, and to expedite progress toward referendum whilst ensuring compliance with regulatory process.

At the opposite end of the spectrum, we are in receipt of an application for area designation from Bearsted Parish Council. There has been positive dialogue with the parish and advice has been offered by officers regarding the opportune timing of the consultation, and on how and where MBC can best assist in the processes of plan making.

A large number of other parishes are progressing plans, at varying stages of the regulations. Officers are making contact with those involved to ensure there is an awareness of personnel changes at MBC and to gain an understanding of aspirations and issues for each. The current position for each is summarised in the table attached. For all parishes / forums officers have been in regular contact and available for assistance. Meetings are offered as appropriate to discuss issues and progress, and ways forward for plans.

In terms of available support, we have been able to offer general and more specialised advice, assistance with printing of materials and in running the consultations. This will continue. More widely, consideration of the emerging plans has helped shaped revisions to the Local Plan which will be the subject of consultation at Reg. 18 and later at Reg. 19.

NPB	MBC Contact	Neighbourhood area (Reg 5)	Pre-submission consultation (Reg 14)	Pre-submission SEA Screening	Submission (Reg 15)	SEA Screening	6 Wk Consultation (Reg 16)	Independent examination (Reg 17)	Possible modifications (Reg 18)	Referendum	Comments
North Loose	CB/CP	18/12/12	09/05/2015 - 21/06/2015	02/10/15	09/08/15	02/09/15	11/09/2015 - 23/10/15				Plan withdrawn from Examination for further Reg 14 Consultation - 2nd R16 consultation (11-09-15)
Staplehurst	CB/CP	14/01/13	05/06/2014 - 17/07/2014	10/06/15	08/09/15	11/09/15					Reg 15 plan submitted; SEA not required. Proceed to consultation- anticipated consultation start late October 2015
Coxheath	CB/CP	20/10/12	08/11/2013 - 20/12/2013	N/A	27/01/2014 - TO BE REVISITED	02/10/14	19/03/2014 - 30/04/14 - TO BE REVISITED				CPC advised on changes to be made. Will be submitting a new R15 plan in due course.
Broomfield and Kingswood	SA	15/10/12	01/06/15 - 13/07/15								MBC awaiting revised R15 submission plan.
Headcorn	CB/CP	08/04/13	18/06/15 - 31/07/15	11/08/15							MBC awaiting revised R15 submission plan.
Harrietsham	AT	29/10/12	01/11/2013 - 14/12/2013	02/10/14	27/06/2014 - NOW WITHDRAWN						HPC have formally withdrawn the Reg 15 version of the NP pending further revision and Reg 14 consultation.
Marden	CB/CP	14/01/13									Draft being prepared. MBC has assessed and commented on first draft
Lenham	CB/CP	27/11/12									MBC given feedback on first draft of Plan. Preliminary SEA screening undertaken, results with LPC.
Loose Parish	CB/CP	04/10/13									Draft Being prepared. MBC actively assisting.
Sutton Valence	CB/CP	28/02/14									Draft being prepared. MBC actively assisting.
Boughton Monchelsea	CB/CP	29/10/12									Draft being prepared. MBC actively assisting.
Boxley	CB/CP	05/09/13									No Contact
Langley	CB/CP	ON HOLD									On Hold
Tovil	CB/CP	(With communications team)									Application with communication team.
Bearsted	CB/CP	Request for N'hod Plan Area 25/08/2015									Request for designation received and to be subject of consultation late October 2015

Agenda Item 19

Strategic Planning, Sustainability & Transport Committee

6th October 2015

Is the final decision on the recommendations in this report to be made at this meeting?

Yes

Disposal of Land at Brunswick Street

Final Decision-Maker	Strategic Planning, Sustainability & Transport Committee
Lead Director or Head of Service	David Edwards, Director of Environment and Shared Service
Lead Officer and Report Author	Jeff Kitson, Parking services Manager
Classification	Non-exempt
Wards affected	Fant

This report makes the following recommendations to the final decision-maker:

1. To declare surplus the land that forms the car park area on Brunswick Street, Maidstone.
2. To refer the matter to the Communities, Housing and Environment Committee for a final decision concerning the future use of the land that should include space for 33 public car park bays.

This report relates to the following corporate priorities:

- Great Opportunity
- Great Place

Timetable

Meeting	Date
Strategic Planning, Sustainability & Transport Committee	7 th October 2015
Communities, Housing & Environment Committee	8 th December 2015
Other Committee	n/a

Disposal of Land at Brunswick Street

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Council owns land on Brunswick Street that is currently used as a municipal car park. The car park no longer achieves a satisfactory level of income from car park fees and better use of part of the land could be made for housing development.
- 1.2 In order for the Council to make better use of the land it needs to be declared surplus to operational requirements. A recommendation to dispose can then be made to the Policy and Resources Committee, who will make the final decision.

2. INTRODUCTION AND BACKGROUND

- 2.1 The Brunswick Street site is situated on the south side of Brunswick Street, the north side of George Street and the west side of Upper Stone Street (A229), just south of Maidstone town centre. This part of Upper Stone Street forms a busy part of the one-way traffic system with mostly commercial properties occupying neighbouring positions. However, Brunswick Street and George Street are quieter side roads with recent residential led schemes having taken place.
- 2.2 A review of current usage of the site as a car park demonstrates that it is under utilised in this role. The gross income generated being during 2014/15 was in the region of £36,000, which demonstrates less than 50% occupancy rates even at peak times. The car park is not ideally situated to serve the Town Centre area and as a result is mainly used by local residents or passing trade for nearby shops. It will however be prudent to protect and re-provide 50% of this capacity in any development to meet these needs.
- 2.3 Below is a table demonstrating income from similar long-stay car parks owned by the Council:

Car Park	Income 2014/15	Number of bays	Ave per bay
Barker Road	£94,990.00	75	£1,267.00
Brooks Place	£5,530.00	5	£1,106.00
Brunswick St	£35,790.00	66	£542.00
College Road	£58,610.00	66	£880.00
Lucerne St	£19,110.00	18	£1,062.00
Sittingbourne	£46,160.00	91	£507.00
Union St	£36,420.00	32	£1,138.00
Well Road	£20,560.00	22	£935.00

- 2.4 Income up to the period ending August 2015 of 2015/16 has remained consistent with the previous year, achieving on average £528.00 per bay and continues below what would be reasonably expected from this type of car park.

The proposal is therefore to declare the whole site as surplus but to retain sufficient car park space on any future development to provide for 33 spaces which represents 50% of the current 66 spaces. This will provide sufficient car parking space to serve the local businesses and other needs.

- 2.5 Once the car park has been declared surplus an amendment will be required to the current Traffic Regulation Order in order to take account of the proposed change to the outlay of the new parking area. Usage of the new car park and nearby Town Centre car parks will be monitored to enable your officers to respond to any trend that indicates an unexpected increase in demand.
- 2.6 The Council is also faced with a high demand for affordable housing and demand generally for good quality rented accommodation persists that could be made through the direct intervention of the Council into the housing market. The site declared surplus provides the opportunity to provide new housing in a Town Centre location.

3. AVAILABLE OPTIONS

- 3.1 The Committee can decide to retain the car park in its current scale and use.
- 3.2 The Committee declares the car park surplus to requirement to facilitate the release of the land for an alternative use, which will include space to retain 33 car park bays.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 It is recommended that the Committee declare the Brunswick Street car park in its current form surplus to operational requirements, as the land could be put to a more effective use. Redeveloping the land for housing would enable a rental yield to be earned from the site, and retaining 33 bays on the same development would enable an income similar to that being currently received to be achieved in future.

5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 5.1 If the Committee agrees to make the current car park surplus a future recommendation to amend the current Traffic Regulation Order to take account of the change would require a statutory period of consultation before the amendment could take place.

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 The Council is committed to identifying and delivering ways of securing its financial future through a policy of commercialisation. The opportunity to maximise the potential of the land at Brunswick Street would be subject to the agreement of the Communities, Housing & Environment Committee. The Communities, Housing & Environment Committee will assess the financial viability of a proposed new housing development, which will retain 33 parking bays. Authority has previously been obtained to enable sufficient borrowing to enable the redevelopment of the site; therefore a decision by the Policy & Resources Committee is not required.

7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	Great Place Great Opportunity	
Risk Management	There are no material risks arising from this report	
Financial		Head of Finance
Staffing	There are no staffing implications arising from this report	
Legal		Head of Legal Services
Equality Impact Needs Assessment	There are no implications arising from this report	
Environmental/Sustainable Development	The recommendations enable the delivery of housing in the borough	
Community Safety	There are no implications arising from this report	
Human Rights Act	There are no implications arising from this report	
Procurement	There are no implications arising from this report	
Asset Management	Contained within the report	

8. REPORT APPENDICES

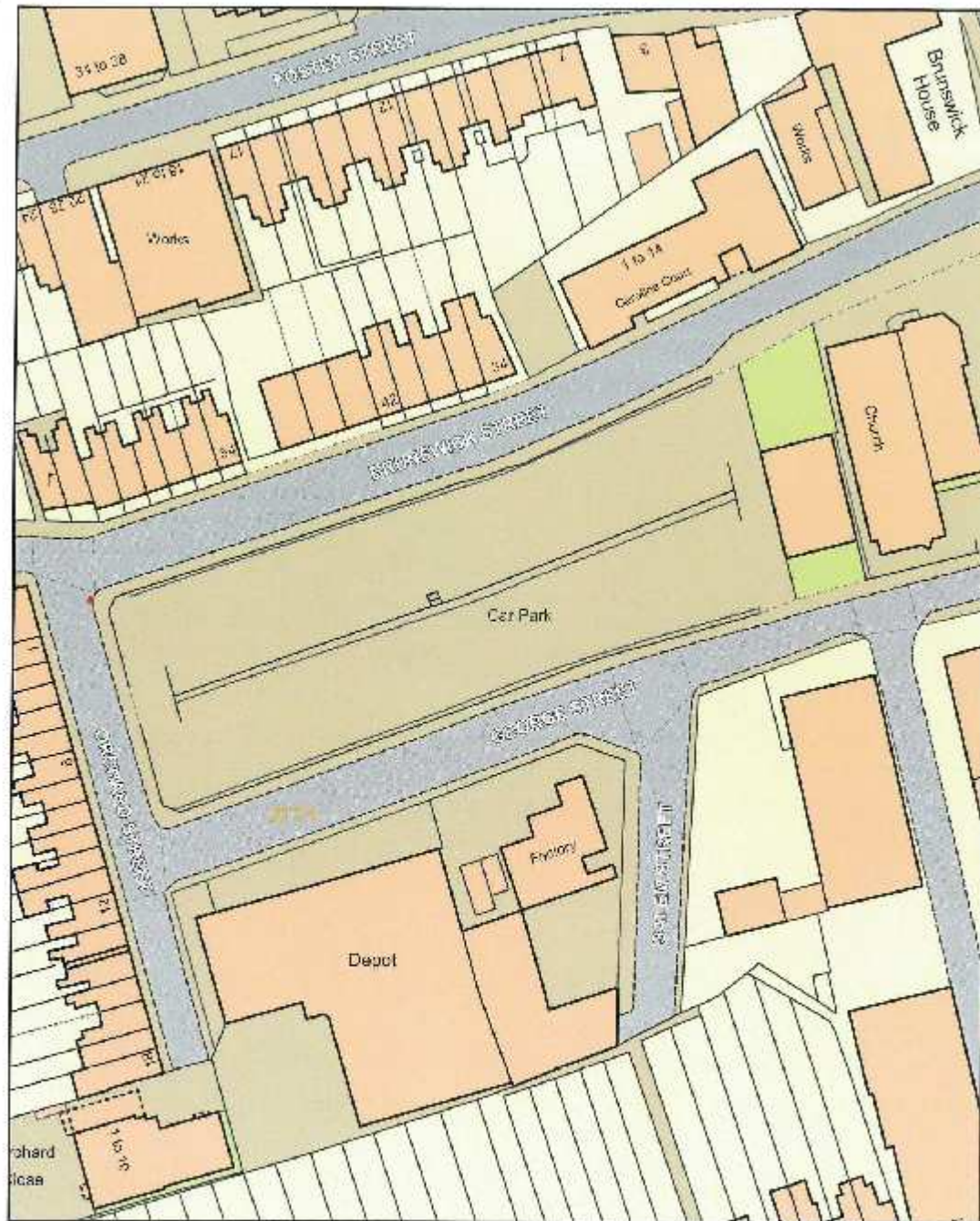
None

9. BACKGROUND PAPERS

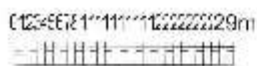
None

Appendix A

Map of Brunswick Street Car Park



Brunswick Street Car Park



This map has been produced for information only and is not to be used for any other purpose. No further copies may be made. It is based on Ordnance Survey mapping and the permission of the Ordnance Survey is acknowledged. The map is not to be used for any other purpose. The map is not to be used for any other purpose. The map is not to be used for any other purpose.