

AGENDA

STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE MEETING



Date: Tuesday 14 March 2017

Time: 6.30 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors D Burton (Chairman), English,
Mrs Grigg (Vice-Chairman),
D Mortimer, Munford, Prendergast,
Springett, de Wiggondene and Wilby

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1. Apologies for Absence
2. Notification of Substitute Members

Continued Over/:

Issued on Monday 6 March 2017

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 Poppy Collier on** . 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**

3.	Urgent Items	
4.	Notification of Visiting Members	
5.	To consider whether any items should be taken in private because of the possible disclosure of exempt information	
6.	Disclosures by Members and Officers	
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PUBLIC SPEAKING

In order to book a slot to speak at this meeting of the Strategic Planning, Sustainability and Transportation Committee, please contact the Democratic Services Officer on 01622 602743/602242 or by email on committeeservices@maidstone.gov.uk by 5 pm one clear working day before the meeting. If asking a question, you will need to provide the full text in writing. If making a statement, you will need to tell us which agenda item you wish to speak on. Please note that slots will be allocated on a first come, first served basis.

MAIDSTONE BOROUGH COUNCIL

STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE

MINUTES OF THE MEETING HELD ON TUESDAY 7 FEBRUARY 2017

Present: Councillor D Burton (Chairman), and
Councillors English, Mrs Grigg, D Mortimer, Munford,
Prendergast, Springett, de Wiggondene and Wilby

Also Present: Councillors Perry and Round

136. **APOLOGIES FOR ABSENCE**

There were no apologies for absence.

137. **NOTIFICATION OF SUBSTITUTE MEMBERS**

There were no Substitute Members.

138. **URGENT ITEMS**

The Chairman advised that he intended to take two Urgent Updates which were for Agenda Item 16 – Maidstone Bus Station Options Appraisal and Agenda Item 18 – Response to Regulation 18 Consultation on the Medway Council Local Plan (2012-2035).

139. **NOTIFICATION OF VISITING MEMBERS**

It was noted that Councillors Perry and Round were in attendance as Visiting Members for Agenda Item 15 – Maidstone Borough Local Plan: Inspector's Interim Findings.

140. **DISCLOSURES BY MEMBERS AND OFFICERS**

There were no disclosures from Members and Officers.

141. **DISCLOSURES OF LOBBYING**

It was noted that Councillor Prendergast had been lobbied on Agenda Item 15 – Maidstone Borough Local Plan: Inspector's Interim Findings and Councillor English had been lobbied on Agenda Item 16 – Maidstone Bus Station Options Appraisal.

142. **MINUTES OF THE MEETING HELD ON 10 JANUARY 2017**

RESOLVED: That the minutes of the meeting held on 10 January 2017 be approved as a correct record and signed.

143. PRESENTATION OF PETITIONS

There were no petitions.

144. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

There were no questions from members of the public.

145. EXEMPT ITEMS

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

146. COMMITTEE WORK PROGRAMME

The Chairman advised that the provisional date of 28 February 2017 for an additional meeting of the Committee would no longer be needed.

RESOLVED: That the Committee Work Programme be noted.

147. OUTSIDE BODIES - VERBAL UPDATES

The Committee noted the Chairman's update on the projects he had been involved with on the Maidstone East redevelopment and the new gyratory system and tow path.

The Chairman also advised that he had attended a Forum on Transport Mobility (autonomous vehicles, big data and the Modern Transport Bill) and would share any information arising from it with the Committee as and when it was released.

RESOLVED: That the updates be noted.

148. REPORT OF THE HEAD OF POLICY AND COMMUNICATIONS - STRATEGIC PLAN PERFORMANCE UPDATE Q3

The Policy and Information Manager presented a report on the Strategic Plan Performance Update Quarter 3 2016/17.

The Committee was asked to note that the three Key Performance Indicators (KPIs) had achieved their target for quarter 3 and performance had improved compared to the same quarter last year.

In response to questions from Members, the Policy and Information Manager advised:-

- That the reason for an extension of time on some major applications was mainly due to the need to negotiate Section 106 Agreements.

- The data provided for the number of school journeys undertaken without a car was obtained from a third party and the exact timeframe was unknown.

The Committee noted that the performance indicators for each Service Committee would be reviewed in March once the Strategic Plan had been finalised by the Policy and Resources Committee.

RESOLVED: That

1. The summary of performance for Quarter 3 of 2016/17 for Key Performance Indicators (KPIs) and corporate strategies and plans be noted;
2. It be noted where complete data was not currently available;
3. It be noted that no additional actions needed to be taken or amendments made to the Quarter 3 report.

149. REPORT OF THE DIRECTOR OF FINANCE AND BUSINESS IMPROVEMENT - THIRD QUARTER BUDGET MONITORING REPORT 2016/17

The Chief Accountant presented the report on the Third Quarter Budget Monitoring 2016/17.

The Committee was informed that the full year forecast was expected to show a net underspend of £233,000. This was mainly due to the reduction in agency staff and consultants being employed.

During the discussion the following points were noted:-

- that the street naming and numbering budget had exceeded target and may be significant for future budget planning
- that the car parking income indicated a strong demand for parking within the town centre

RESOLVED: That the revenue position at the end of the third quarter and the actions being taken or proposed to improve the position where significant variances had been identified, were noted.

150. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - MAIDSTONE BOROUGH LOCAL PLAN: INSPECTOR'S INTERIM FINDINGS

The Committee considered the report of the Head of Planning and Development on the Maidstone Borough Local Plan: Inspector's Interim Findings.

During the discussion the following was noted:

- the Local Plan Inspector issued his interim findings on 22 December 2016.
- a report would be presented to the Committee in March on the proposed main Modifications and minor changes requesting approval for public consultation.
- a 6 week public consultation would commence after that. However, it was noted that this would only be for the Modifications and would not be an opportunity to reopen negotiations on other issues.
- further hearings may be necessary if the Inspector felt that the responses from the consultation required it.
- the Inspector may want to consider what impact the Government's White Paper would have on the Local Plan.
- the Inspector indicated that the Council may get the final report in late June.
- the report on adopting the Local Plan would be presented to the Committee and then go to Council for final approval.

In response to questions from Members, the Officer advised:-

- that the Council's formal position is that it has a 5.12 years land supply.
- any landowner could withdraw their land at any time, there would always be a risk of that happening.
- the bus providers have been very supportive on the delivery of sustainable transport and are keen to progress this.

The Committee expressed their appreciation of Officers having brought the Local Plan to this stage.

RESOLVED: That the report be noted.

151. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - MAIDSTONE BUS STATION OPTIONS APPRAISAL

The Planning Policy Manager presented a report on the Maidstone Bus Station Options Appraisal together with an urgent update.

The Committee was informed that Officers had undertaken a high level options appraisal of future improvements to bus interchange facilities in the borough, which would include improvements to air quality and the quality of bus services in Maidstone.

During the discussion the following points were made:-

- The town's railway stations should also be included in the study.
- There was a need to make the infrastructure more accessible so there could be an efficient way of getting from the bus to the train.
- The Council was required to deliver on mitigation with regard to poor air quality.
- The document needed to be a borough document with reference to all modes of transport.

RESOLVED: That:

1. The initial findings of the high level options appraisal were considered and noted;
2. Officers be instructed to undertake a study to investigate preferred options to improve bus interchange facilities within the borough with a view to incorporating future work on the Maidstone Town Centre Parking Strategy and Park and Ride Study with consideration of multi-module journey planning at a borough wide level;
3. A future report be brought to the Committee once an options appraisal has been undertaken and preferred options identified.

Voting: For: 9 Against: 0 Abstentions: 0

152. **REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - KENT MINERALS AND WASTE LOCAL PLAN 2013 - 2030: SAFEGUARDING SPD DRAFT**

The Head of Planning and Development presented a report on Kent Minerals and Waste Local Plan 2013-2030: Draft Safeguarding Supplementary Planning Document (SPD) consultation response.

The Committee noted that Kent County Council (KCC) adopted the Kent Minerals and Waste Local Plan (KMWLP) 2013-2030 in July 2016 and it formed part of the "development plan" for Maidstone Borough. KCC had undertaken a consultation on its draft Safeguarding Supplementary Planning Document (SPD) and draft Statement of Community Involvement (SCI) during December and January. A response was submitted by this Council which was generally supportive of the draft SCI and provided some comments on the draft SPD. However, it did seek further clarification regarding the approach to assessing the mineral safeguarding implications of proposed development allocations in emerging Borough or District Local Plans and advocated that the process should be undertaken at a strategic level which would minimise cost and time implications for authorities producing Local Plans.

RESOLVED: That the consultation response sent to the Kent County Council Minerals and Waste Policy Team on 19 January 2017 be noted.

153. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - RESPONSE TO REGULATION 18 CONSULTATION ON THE MEDWAY COUNCIL LOCAL PLAN (2012-2035)

The Head of Planning and Development presented a report on the Response to Regulation 18 Consultation on Medway Council Local Plan.

The Committee was informed that in January 2016 Medway Council published the first stage of the draft Local Plan Regulation 18 Issues and Options for public consultation. This further consultation represented the next formal stage in the preparation of the draft Medway Local Plan.

During the discussion the following points were made:-

- that it was important that Officers fully engage with Medway to improve the transport links.
- in view of the Local Plan Inspector's comments on employment opportunities for Maidstone, discussions should be held with Medway Council.

RESOLVED: That Officers be instructed to send the formal response to Medway Council's Local Plan Regulation 18 consultation with an additional paragraph highlighting the Inspector's comments in relation to employment need.

Voting: For: 9 Against: 0 Abstentions: 0

154. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - E-PLANNING: PARISH COPIES OF APPLICATIONS

The Head of Planning and Development presented a report on E-Planning – Parish copies of applications.

The Committee was asked to note the next steps in the introduction of E-Planning which specifically relate to how information is provided to Parish Councils.

It was noted that the Planning Support Shared Service was in the process of delivering its electronic planning project, which was part of the original vision for the shared service agreed by the council and was driving changes to achieve an efficient and modern planning service.

The Committee was informed that:

- the most efficient way for applicants to submit, and MKPS to receive applications was via the planning portal (i.e. electronically) as they were instantly available for all interested parties
- the Council received 70-75% of applications through the planning portal.

- to maximise efficiency it was crucial that printing requirements in MKPS were reduced as they cost an estimated £60-75k a year for MKPS which was made up of printing of documents during validation, printing of letters, printing of applications for planning officers and printing of applications for parish councils.
- that the production of hardcopies of planning applications for parish councils was a significant proportion of the printing requirements of MKPS
- a number of options were proposed when the pilot project for paperless applications was started with parish councils in 2014. This was put on hold due to performance issues at that time. Those options had been revisited to test they are still viable
- the main barrier identified by parishes was poor quality broadband in some areas

During the discussion the following points were made:-

- That a consultation was carried out in 2014 but the results were not communicated to Parish Councils.
- That the results of the trials with some Parish Councils were also not communicated to Parish Councils.
- That it was impossible to look at planning application material on a laptop.
- Concern was expressed about the timeline of implementation. It was believed that the 1st April was unworkable.
- That this change had not been budgeted for amongst the Parish Councils and had come just after the precepts had been communicated.

In response to the comments raised, the Mid Kent Planning Support Manager advised that:-

- There was nothing in the Parish Charter about printing of planning applications.
- The decision to make changes was an operational one and had been delegated to the Head of Planning and Development in the Constitution.
- It was agreed when the Planning Support Service became a Shared Service that a review would take place to look at modernising the planning system with a view to being paperless which would produce savings.

- The trials carried out were for a number of different elements of the process.
- That in some cases a compromise could be worked out with Parishes that had particular difficulties.

RESOLVED: That the Committee formally withdraws delegated powers of the Officer's decision to cease hard copies of planning applications for Parish Councils and requests a further detailed options report so that the Committee can consider a decision at a later date.

Voting: For: 9 Against: 0 Abstentions: 0

However, before the decision was published the Monitoring Officer, in consultation with the Chief Executive, discussed with the Chairman of the Committee that the withdrawal of delegated power from the Head of Planning and Development was not within the Committee's power. Therefore, the delegated power remains with the Head of Planning and Development.

155. DURATION OF MEETING

6.30 p.m. to 8.15 p.m.

STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE - WORK PROGRAMME

Committee	Theme	Report Title	Date
Strategic Planning, Sustainability and Transportation Committee	Town Centre Regeneration	Maidstone Bus Station and Parking Options Appraisal	14 March 2017
Strategic Planning, Sustainability and Transportation Committee	Completing the Local Plan	Examination of the Local Plan - Inspector's modifications	14 March 2017
Strategic Planning, Sustainability and Transportation Committee	Monitoring Reports	Planning Review Update	14 March 2017
Strategic Planning, Sustainability and Transportation Committee	Other	Planning Performance Agreements	14 March 2017
Strategic Planning, Sustainability and Transportation Committee	Town Centre Regeneration	Town Centre Parking Analysis and Innovation Strategy	Apr 2017 then JTB in Apr and back to SPS&T in Jun 2017
Strategic Planning, Sustainability and Transportation Committee	Completing the Local Plan	5 Year Housing Land Supply	11 April 2017
Strategic Planning, Sustainability and Transportation Committee	Completing the Local Plan	Neighbourhood Planning Update	Jun-17
Strategic Planning, Sustainability and Transportation Committee	Monitoring Reports	Parking Services Annual Report	Jul-17
Strategic Planning, Sustainability and Transportation Committee	Other	Boughton Monchelsea and Linton Conservation Areas	TBC
Strategic Planning, Sustainability and Transportation Committee	Other	Public Art Policy	TBC
Strategic Planning, Sustainability and Transportation Committee	Completing the Local Plan	Enforcement	TBC
Strategic Planning, Sustainability and Transportation Committee	Completing the Local Plan	PDR Greensand Ridge	TBC
Strategic Planning, Sustainability and Transportation Committee	Completing the Local Plan	Development of Supplementary Planning Documents for the Green and Blue Infrastructure	TBC
Strategic Planning, Sustainability and Transportation Committee	Completing the Local Plan	Development of Supplementary Planning Documents for 2016/17	TBC
Strategic Planning, Sustainability and Transportation Committee	Completing the Local Plan	Implementation of rewilding initiatives	TBC
Strategic Planning, Sustainability and Transportation Committee	Completing the Local Plan	Local Development Updates	TBC
Strategic Planning, Sustainability and Transportation Committee	Completing the Local Plan	Update on Park and Ride post Sittingbourne Road Closure	TBC
Strategic Planning, Sustainability and Transportation Committee	Monitoring Reports	Fourth Quarter Budget Monitoring	TBC
Strategic Planning, Sustainability and Transportation Committee	Monitoring Reports	Strategic Plan Performance Update Quarter 4	TBC
Strategic Planning, Sustainability and Transportation Committee	New/ Updates to Strategies and Plans	Low Emissions Strategy	TBC
Strategic Planning, Sustainability and Transportation Committee	Other	Planning Support Service Options	TBC
Strategic Planning, Sustainability and Transportation Committee	Other	Report on committee taking part in KCC bus transport select committee	TBC
Strategic Planning, Sustainability and Transportation Committee	Other	Renewal of Park and Ride contract	TBC
Strategic Planning, Sustainability and Transportation Committee	Town Centre Regeneration	Union Street Redevelopment	TBC
Strategic Planning, Sustainability and Transportation Committee	Completing the Local Plan	CIL Governance arrangements	TBC
Strategic Planning, Sustainability and Transportation Committee (possible joint meeting with HCL Cttee)	Parks and Open Spaces	Playing Pitch Strategy and Indoor Built Facilities Strategy	11 April 2017
Strategic Planning, Sustainability and Transportation Committee (possible joint meeting with HCL Cttee)	Parks and Open Spaces	Parks, Open Spaces, Play Areas and Nature Reserves	TBC
Strategic Planning, Sustainability and Transportation Committee	Town Centre Regeneration	Brunswick Street Redevelopment	TBC
Heritage, Culture and Leisure Committee	Members Briefing	Parks and Open Spaces 10 Year Plan	07 March 2017
Communities, Housing and Environment Committee	Members Briefing	Homeless Reduction Act	21 March 2017
NA	Member Development and Training (not report specific)	Masterplans for Lenham and Invicta Barracks workshop	TBC
NA	Member Development and Training (not report specific)	Masterplan for Maidstone East Redevelopment	TBC
NA	Member Development and Training (not report specific)	Housing and Planning Act - changes to National Policy in relation to Plan making	TBC (2017)

Agenda Item 12

STRATEGIC PLANNING SUSTAINABILITY & TRANSPORTATION COMMITTEE

14TH March 2017

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

Yes

Maidstone Borough Local Plan: Proposed Main Modifications and Minor Changes

Final Decision-Maker	Strategic Planning, Sustainability & Transport Committee
Lead Head of Service	Rob Jarman, Head of Planning & Development
Lead Officer and Report Author	Sarah Anderton, Principal Planning Officer (Spatial Policy)
Classification	Public
Wards affected	All

This report makes the following recommendations to this Committee:

1. That the publication of the schedule of proposed Main Modifications to the Maidstone Borough Local Plan in Appendix I for public consultation be approved.
2. That the publication of the schedule of proposed Minor Changes to the Maidstone Borough Local Plan in Appendix II for public consultation be approved.

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all – the Local Plan aims to plan positively for future growth in a sustainable way and protect the borough's environmental assets
- Securing a successful economy for Maidstone Borough – the Local Plan also aims to plan positively for growth of the local economy whilst also protecting the environmental assets which make the borough such an attractive place to work.

Timetable

Meeting	Date
Strategic Planning, Sustainability & Transport Committee	14 th March 2017

Maidstone Borough Local Plan: Proposed Main Modifications and Minor Changes

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 At its meeting on 18th April 2016, the Strategic Planning, Sustainability and Transportation Committee agreed a Schedule of Proposed Changes to be sent to the Planning Inspectorate alongside the submission of the draft Local Plan. During the subsequent Examination in Public, a number of further changes to the draft Plan have been proposed and considered by the Inspector. The Inspector has confirmed which changes he now wishes to be subject to public consultation. These changes are termed 'proposed Main Modifications' to the draft Local Plan and they are the changes which, at this stage, the Inspector considers will be needed in order for him to be able to find the Plan sound.
- 1.2 The proposed Main Modifications must be subject to both public consultation and a Sustainability Appraisal to inform the Inspector's conclusions on the draft Plan's soundness in his final report. The Committee is recommended to approve the publication of the schedule of proposed Main Modifications for public consultation. The consultation period will be 7 (seven) weeks to take account of the Easter and May Day bank holidays.
- 1.3 There is a further category of proposed changes termed Minor Changes which update or correct the Plan or are consequential to one or more of the Main Modifications. The Minor Changes include changes to the policies map. The Inspector does not wish to consider these Minor Changes as they do not impact on the soundness of the Plan and will not form part of his final report. Nonetheless it is recommended that the schedule of Minor Changes is also subject to public consultation to give an overall picture of the Plan changes that are proposed.

2. INTRODUCTION AND BACKGROUND

- 2.1 The draft Local Plan was submitted for Examination in Public on 20th May 2016. The Examination Hearings commenced on 4th October 2016 and there has been a total of 21 days of hearings, the most recent taking place on Tuesday 24th January 2017. Prior to the commencement of the Hearings, the Borough Council wrote to the Inspector requesting formally that he recommend Main Modifications to the Borough Council as part of the Examination process if he considered that such changes would be needed for him to be able to find the draft Plan sound.
- 2.2 To recap, in his Interim Findings, the Inspector affirms that the Duty to Co-operate has been complied with and he does not give any signal that the other legal and procedural requirements have not been met. He must also judge the draft Plan against the tests of soundness which are as follows;

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

2.3 The Schedule of Proposed Changes approved by this Committee on 18th April 2016 was submitted alongside the Plan on 20th May 2016. Since then, the proposed changes have been steadily added to as the Examination process has progressed. The changes have resulted from the discussion at the hearings to address issues raised by the Inspector and in response to his specific requests.

2.4 The Inspector is only concerned with those changes to the Plan's policies and supporting text needed to make the document sound. These changes are termed 'Main Modifications'. It is not the Inspector's role to recommend other changes which would make the Plan 'more sound' or generally improve it in other ways.

2.5 The Inspector has confirmed that the proposed Main Modifications listed in Appendix I are the ones he wants to be the subject to public consultation. He needs to understand interested parties' views on these proposed Main Modifications before he reaches his final conclusions on the Plan and the changes which are required to it. These conclusions and recommendations will be set out in his final report to the Council.

2.6 The Interim Findings issued on 22nd December 2016 highlight some of the specific matters requiring Main Modifications but there are also further matters, not covered in the Interim Findings, for which Main Modifications are required. A Sustainability Appraisal of the proposed Main Modifications is also needed to inform the Inspector's deliberations.

2.7 The proposed Main Modifications are set out in full in the schedule in Appendix I. Each proposed Main Modification is identified with a 'MM' reference which relates to a single change or, in some instances, a group of changes to one section of the Plan. Some key aspects of the proposed Main Modifications to highlight are as follows;

- Updated housing requirement and housing land supply position
- Infrastructure requirements
- Changes to housing site allocations and the Broad Locations
- Changes to SP17 – Countryside

- Minerals safeguarding
- Employment – offices provision and changes to the criteria for Woodcut Farm, Maidstone East/Royal Mail Sorting Office and Mote Road
- New policy for the Baltic Wharf site
- New policies for built heritage
- Change to the policy for development on brownfield land
- Reconfigured air quality policy
- Change to housing density policy
- Change to affordable housing site threshold
- Changes to the expansion of rural businesses policy
- More detailed and specific monitoring indicators
- New policy for the Local Plan Review
- Restructuring of the Plan to identify strategic policies to assist neighbourhood plans

2.8 Note: for ease, the following section quotes the Policy/paragraph numbers from the Regulation 19 version of the Local Plan. The proposed restructuring of the Plan (explained below) and other Modifications will result in numbering changes throughout the final version of the Plan.

2.9 **Updated housing requirement and housing land supply position (Main Modification MM1):** In his Interim Findings, the Inspector indicated that the borough's objectively assessed housing need figure should stand at 17,600 dwellings (2011-31). This change is incorporated in the overall strategy policy of the Plan (Policy SS1). The components of the housing land supply in Table 4.1 of the Plan are also updated to a base date of 31st March 2016 and to take account of the Inspector's Interim Findings, in particular in respect of changes to specific housing site allocations and the Broad Locations (see below). The Inspector has not instructed the Council to consider allocating additional housing sites. He is explicit that the 1st April 2016 5 year supply position should be strengthened as a consequence of adjustments he proposes and continue to be strong in subsequent years¹.

2.10 **Infrastructure requirements (MM4, MM6):** The policies for the individual settlements now specify the health centres and surgeries to which health infrastructure improvements contributions will be directed (MM4). This information was not available when the Regulation 19 version of the Plan was prepared.

2.11 In his Interim Findings the Inspector supports highway mitigation measures to serve the housing sites in south east Maidstone to include highway capacity improvements and improved bus services supported by bus priority measures. He is specific that "a bus lane would enhance the speed and reliability of bus services and provide a strong incentive for modal shift from car to bus use that would benefit all road users including other car drivers"². He also supports the bus lane in the context of reducing traffic emissions³ and identifies that it is a measure for which developer funding is available.

¹ Paragraph 98 of the Inspector's Interim findings

² Paragraph 56

³ Paragraph 118

In response, a reference to the installation of an extended bus lane in Sutton Road is added to Policy SP3 – South East Maidstone (MM6).

2.12 There are also a number of individual changes in the schedule which relate to the particular infrastructure requirements in certain settlements or for specific sites.

2.13 **Capacity changes to specific housing allocations/Broad Locations:** In his Interim Findings, the Inspector took the view that two sites on Boughton Lane, Maidstone should not be allocated because of the lack of an adequate scheme of highways mitigation. These sites are;

- **H1(29) New Line Learning** – 220 dwellings (MM14, MM22)
- **H1(53) Boughton Lane** - 75 dwellings (MM14, MM26)

2.14 The allocations will be deleted from the policies map (policies map changes are categorised as minor changes, not Main Modifications). The New Line Learning site has historically been part of the urban area⁴ and the urban boundary will continue to include this site. The urban boundary will exclude the Boughton Lane site.

2.15 During the course of the Examination, a number of adjustments were made to the housing yield on other sites;

- **H1(11) Springfield, Royal Engineers Road** – increase from 500 dwellings to 692 dwellings to reflect updated housing monitoring information (MM14, MM20)
- **H1(30) West of Eclipse** – increase from 35 dwellings to 50 dwellings as a result of the discussion at the hearing (MM14, MM23)
- **H1(42) – Tanyard Farm, Lenham** - reduction from 155 to 145 dwellings to provide for views across the site towards the Lenham Cross (MM14, MM25)

2.16 In the Interim Findings the Inspector concludes that **Syngenta, Yalding** should not be allocated as a mixed housing and employment site (Policy RMX1(4)). The Inspector was not persuaded that a housing scheme could be adequately mitigated from flood risk without increasing the risk elsewhere. The proposed Main Modification replaces the allocation policy with a policy which positively supports alternative uses for this substantial brownfield site which are compatible with the site's flood status, subject to a comprehensive flood mitigation scheme being delivered (MM36).

2.17 Following discussion at the hearings, the Inspector wrote to the Council on 6th December 2016 setting out his consideration of the **Town Centre Broad Location**⁵. His consideration is reflected in his Interim Findings. He requires the Local Plan to be more specific about the sources of housing supply within the town centre broad location. In response, changes are made to the Plan which specify three sources – redevelopment of The Mall, redevelopment in the riverside area of St Peters Street and through office-

⁴ 2000 and 1993 Maidstone Local Plans

⁵ ED102 http://www.maidstone.gov.uk/data/assets/pdf_file/0019/134560/ED-102-Letter-from-the-Inspector-to-our-Head-of-Planning-about-policy-H21-6-December-2016.pdf

to-residential conversions – to deliver 940 dwellings. This is an increase from the 700 dwelling figure which featured in the Regulation 19 version of the Local Plan (MM29, MM30).

- 2.18 The Ministry of Defence's intention to close **Invicta Barracks** in 2027 was confirmed during the course of the Examination. The site could not be fully developed out for 1,300 dwellings by the end of the Plan period; instead the Inspector considers that 500 new homes is a more realistic figure (MM29, MM31). The balance of 800 homes could contribute future housing requirements in the post 2031 period.
- 2.19 The Inspector found that the **Lenham Broad Location** would be capable of delivering 1,000 new homes (reduced from 1,500) in the 10 years from 2021 to 2031 (MM29, MM32). The specific housing site allocations and infrastructure requirements will be established in a Lenham Neighbourhood Plan or, as a failsafe, the Local Plan Review (MM8). The proposed changes to Policy H2(3) specify principles which the relevant plan/s will need to address with respect to housing choice, the range of infrastructure requirements, the integration of the new development with the established village, the provision of green space and landscaping, the protection of biodiversity and flood risk.
- 2.20 In all these cases, consequent adjustments have been made to the overall housing land supply position (MM1).
- 2.21 **Policy SP17 – Countryside (MM11)**: This policy was discussed at length during the Examination. The Inspector wanted to improve the precision of the wording of both the policy and supporting text concerning the Council's duty with respect to AONBs and the NPPF's considerations for development in the AONB and in the Green Belt. The Inspector was not persuaded that the policy should list the types of development that would be appropriate in the countryside as he was concerned that this would not be comprehensive. Instead he favoured the inclusion of the overarching requirement that development should not be permitted unless it complied with other policies in the Plan and would not harm the character or appearance of the countryside.
- 2.22 The design and impact considerations in section (2) of the policy have been inserted into Policy DM34 – Design Principles in the Countryside (MM55). The criterion concerning the loss of shops and other community facilities in the countryside is deleted as this issue is specifically addressed in Policy DM18(4) – District Centres, Local Centres and Local Shops and Facilities. The protection of natural and historic features (section (9) of the Policy) is addressed in Policy DM3 – Natural Environment and the new policy DMx – Development affecting Designated and Non-Designated Heritage Assets.
- 2.23 **Minerals Safeguarding (MM16)**: The Kent Minerals and Waste Local Plan which was adopted in July 2016 identifies Mineral Safeguarding Areas whose purpose is to avoid the unnecessary sterilisation of mineral resources through incompatible development. Development proposals coming forward within the Minerals Safeguarding Areas will therefore need to comply with minerals safeguarding policies in the Minerals and Waste Local Plan. The extent of the Minerals Safeguarding Areas will be shown on the Local Plan

policies map. An additional criterion is to be added to the site allocation policies for sites which fall within the safeguarding areas to require a minerals assessment which will assess the viability and practicability of extracting the mineral prior to development.

- 2.24 At the Examination, MBC officers argued that there was insufficient justification to require a minerals assessment for two types of mineral deposits namely Kentish ragstone and industrial sands. As the Inspector has not dissented from this view, the proposed Main Modification relates to sites which coincide with areas of Folkestone Formation Building Sands, Sharp Sands and Gravel Aggregates and Palundina Limestone only.
- 2.25 **Employment sites:** During the Examination process changes were proposed to the Woodcut Farm site allocation policy to more stringently limit building footprints in different parts of the site and to make the landscaping and design requirements more precise (MM39).
- 2.26 Discussion at the Examination also focused on whether the Plan made adequate provision for the new office floorspace which is forecast to be needed in the borough by 2031 particularly as, in the shorter term, viability of new office development is likely to be challenging. In his Interim Findings the Inspector requested that the Council consider options for how the Plan could secure a sufficient supply of office floorspace.
- 2.27 In response to this issue, a number of Main Modifications have been proposed. The Woodcut Farm policy is amended to state that the site will provide land for at least 10,000sqm of office (B1a/b) floorspace and that this will be safeguarded from any alternative use until at least April 2026 or until a Local Plan Review determines that the land should be used for another purpose (MM39).
- 2.28 The site at Mote Road, Maidstone was allocated in the Regulation 19 Local Plan for up to 8,000sqm of offices (Policy EMP1(1)). During the Examination this was refined in recognition of deliverability issues to allocate for site for a residential and office mixed use development. The site will provide at least 2,000sqm of office floorspace subject to a detailed viability assessment (MM38).
- 2.29 The recognition in the supporting text of the Regulation 19 Local Plan that offices could be part of the mix of uses on the Maidstone East/Sorting Office site (RMX1(2)) has now been formalised to a policy requirement stating that the site will deliver 4,000sqm of offices as part of a mixed use redevelopment (MM34).
- 2.30 **Baltic Wharf, St Peters Street, Maidstone (MM37):** The Baltic Wharf site comprises the Grade II listed Powerhub building, the adjoining retail sheds to the south, Raglan House and the car park to the north of the railway line. A policy for the site is now proposed which identifies suitable uses and the considerations by which development proposals will be judged. The policy includes a requirement for comprehensive redevelopment of the site to avoid piecemeal development which could compromise the listed building's restoration.

- 2.31 **Historic Environment Policies (MM12, MM40 & MM57):** In the Regulation 19 version of the Local Plan there was a single policy for historic assets, landscape and nature conservation. Historic England considered that the Plan gave insufficient emphasis to the historic environment. In response Main Modifications are proposed to include a separate, dedicated policy to guide the determination of applications affecting designated and non-designated heritage assets (MM40; MM57). Further, a new strategic policy for the historic environment is proposed which will ensure the Plan has the overarching, positive strategy for the conservation and enjoyment of the historic environment which is required by the NPPF (MM12).
- 2.32 **Policy DM4 -Development on Brownfield Land (MM41):** Section 2 of this policy sets out the circumstances when residential development of a brownfield site in the countryside will be acceptable. An addition is proposed to confirm that the policy does not apply to residential gardens in the countryside. At the hearing, the Inspector expressed some doubts about the how the policy's requirement for the brownfield site to be 'in close proximity to' one of the Plan's identified settlements would be judged in practice. He preferred to rely on the policy's further requirement for sustainable transport connections to be in place, where reasonable, between the site and settlement. A Main Modification is proposed to delete the respective part of the policy.
- 2.33 **Policy DM6 - Air Quality (MM42):** The Inspector held a specific hearing to debate air quality matters. Revisions to the air quality policy and supporting text reflect the need to assess the potential significance of air quality impacts with regard to the scale, nature and/or location of development, and in accordance with national guidance. The revised policy now sets a clear hierarchical approach based on these factors to inform where the need for an Air Quality Impact Assessment (AQIA) will apply and that mitigation to acceptable levels will be required. The AQMA Action Plan, the emerging the Low Emission Strategy and forthcoming national policy changes are all likely to have implications for the local plan policy. The Council is therefore committed to preparing a DPD on the subject of air quality to ensure the local planning policy framework is both effective and up to date.
- 2.34 **Policy DM12 – Density of Housing Development (MM46):** An addition to this policy requires housing developments to make efficient use of land taking into account the character and location of the area. A proposal which does not achieve this risks being refused planning permission.
- 2.35 **Policy DM13 – Affordable Housing (MM47):** The site size threshold at which affordable housing is required as part of a residential development is changed to 11 dwellings (from 5) or a combined floorspace of greater than 1,000sqm to accord with national guidance.
- 2.36 **Policy DM41 – Expansion of existing businesses in rural areas (MM56):** Again, this is a policy which was debated with the Inspector at the hearings. He favoured a re-structuring to the policy to a) more clearly set out the circumstances when planning permission would be granted and b) set out what the applicant should do if these criteria cannot be achieved.

- 2.37 **Local Plan Monitoring (MM59)**: The Inspector raised concerns about the sufficiency of the Plan's monitoring framework as a tool to measure the policies' performance. He wanted the targets to be more specific, to be capable of being monitored annually and to include triggers for action if sustained performance is below expectation. A replacement monitoring framework is proposed which sets out specific indicators, targets, triggers and actions. The Inspector also proposed the inclusion of some contextual indicators which do not measure the performance of the Plan per se but which will provide trend data for use as background information for future iterations of the Plan e.g. house price:earnings ratio, unemployment rates. The outcomes of the Local Plan monitoring will be reported in the Council's Authority Monitoring Report.
- 2.38 **Local Plan Review (MM60)**: A Main Modification is proposed to make a specific policy commitment to a review of the Local Plan to be adopted by April 2021. The Inspector determines that this is necessary to confirm specific housing allocations for later in the Plan period, particularly for the broad locations. The policy specifies the range of matters which may need to be addressed as part of the review process including updated assessments of housing and employment needs and supply and exploration of the need for additional transport mitigation measures. The Plan period may also be rolled forward by 5 years.
- 2.39 **Re-structuring of the Plan (MM61, MM3)**: The Inspector requested that the strategic policies of the Plan be more clearly identified and the Plan will be restructured to achieve this. The strategic policies comprise the borough-wide spatial strategy which sets development targets and the overall distribution of development across the borough, the spatial policies for the specific settlements and the countryside and those overarching policies dealing with affordable housing, housing mix, economic development, the historic environment, sustainable transport and infrastructure delivery (to have the prefixes SS-, SP-, ID-) as well as the site allocation policies (prefixes H-, EMP-, RMX-, OS- and GT-). The strategic policies exclude the development management policies which set out the detailed policy considerations for specific matters. Neighbourhood plans are required to conform with the strategic policies of the Local Plan so this exercise will provide valuable clarity for neighbourhood planning groups.
- 2.40 This is predominantly a re-structuring exercise which does not introduce additional content to the Plan with the exception of new introductory text at the start of the chapter (MM3) and the new strategic policy for the historic environment discussed above. Also, to note, is that the strategic policy for sustainable transport (MM13) has been created by amalgamating criteria 1 and 2 from the Regulation 19 Policy DM24 – Sustainable Transport and criterion 1 from Policy DM25 – Public Transport.

Sustainability Appraisal

- 2.41 A Sustainability Appraisal is needed to help the Inspector determine whether the proposed Main Modifications will have significant sustainability implications. The Sustainability Appraisal report into the Main Modifications

is included in Appendix II. This concludes that the proposed Modifications will not have significantly different effects from those identified in the Sustainability Appraisal of the Regulation 19 version of the Local Plan.

- 2.42 The SA report will be published as a background document to the proposed Main Modifications consultation and will be sent to the Inspector alongside the consultation responses at the end of the consultation period. At the Inspector's request, two addendums to the Regulation 19 SA report which were prepared during the Examination process will also be published at the same time.

Minor Changes

- 2.43 In addition to the Main Modifications required for soundness, there will be other, minor changes to make to the content of the Plan. Some such minor changes were included in the Schedule of Proposed Changes approved by this Committee in April 2016. Further such changes have come to light as the Examination has progressed. These minor changes comprise;
- Factual updates;
 - Correction of minor errors and inconsistencies;
 - Clarifications;
 - Consequential changes arising from the Main Modifications; and
 - Changes to the policies map. The Inspector has specifically made clear that changes to the policies map are not Main Modifications.
- 2.44 The schedule of Minor Changes is included in Appendix III. It is recommended that these be published for consultation at the same time as the proposed Main Modifications to give an overall picture of the changes that are proposed to the Plan.
- 2.45 The Inspector is only concerned with the Main Modifications. He does not wish to consider the consultation responses to the Minor Changes; that will be a matter for the Council. If there are matters of significance raised during the Minor Changes' consultation, it may nonetheless be prudent to bring these to the Inspector's attention.
- 2.46 When the Inspector's final report is received (assuming it is favourable), a fully revised version of the Local Plan will be prepared incorporating his recommended Main Modifications and all the minor changes. It is likely that there will be some further minor adjustments to the Plan (such as formatting and typographical changes) when the final version of the document is prepared prior to adoption. The fully revised Local Plan will be presented to this Committee's with the request that it be recommended to Full Council for adoption.

3. AVAILABLE OPTIONS

- 3.1 In respect of the schedule of Main Modifications, options for the Committee are as follows;

- 3.2 **Option A: The Committee could decide to approve the publication of the Schedule of Main Modifications for public consultation.** As the schedule comprises the Modifications which the Inspector has indicated may be needed in order for him to find the Plan sound, this option maintains the progress of the Plan and represents the least risk to the Plan ultimately being found sound.
- 3.3 **Option B: The Committee could decide not to publish the Main Modifications for public consultation.** In this event, the Inspector would not be able to recommend the Main Modifications to make the Plan sound. It can be expected that the Inspector would write to the Council advising it to formally withdraw the Plan from Examination. If the Council did not withdraw the Plan, the Inspector's only option would be to issue a final report finding the Plan unsound. In either case, the Council would need to re-start the Plan preparation process, significantly delaying the point at which an adopted Plan could be in place. The Committee will be aware that the Government has previously announced that it will intervene where councils are not making sufficient progress with their Local Plans⁶. Without a substantially-advanced/adopted Local Plan which is compliant with the NPPF, the Council will have radically reduced control over development in the borough. There is risk of 'planning by appeal' for an extended period.
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4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 For the reasons set out, the report recommends that the Committee approves the publication of the Schedule of Main Modifications for public consultation (Option A).
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5. NEXT STEPS

- 5.1 The public consultation on the Schedule of Proposed Main Modifications is programmed to commence on Friday 31st March and will run until Friday 19th May. The consultation period has been extended to seven weeks to compensate for the Easter and May Day bank holidays. The consultation arrangements will comply with the adopted Statement of Community Involvement. The consultation will be set up to focus on the changed aspects of the Plan specifically; this is not the opportunity for interested parties to raise matters on other, unchanged aspects of the Plan with which they disagree.
- 5.2 All the 'duly made' responses to the Main Modifications will be forwarded to the Inspector along with the Council's responses (where necessary) for his consideration. Having read the consultation responses, he may decide to hold additional hearings to discuss specific matters raised or he may ask for

⁶ Written Statement made by Minister of State for Housing and Planning (Brandon Lewis) on 21st July 2015.

additional written submissions from the Council or other participants. The Council will consider the responses to the Minor Changes.

- 5.3 Assuming there are no additional hearings, the Inspector's Final Report should be issued by the end of July. The Inspector's Final Report, together with a finalised version of the Local Plan, will be presented to the Strategic Planning, Sustainability and Transportation Committee seeking a recommendation to Council to adopt the Maidstone Borough Local Plan.

6. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The Maidstone Borough Local Plan will deliver the spatial objectives of the Sustainable Community Strategy and the Strategic Plan. It will also have regard to objectives set out in other council documents, such as the Economic Development Strategy and the Housing Strategy. The Local Plan aims to plan positively for future growth, including economic growth, in a sustainable way and protect the borough's environmental assets which is central to both the Council's key corporate priorities.	Head of Planning and Development
Risk Management	The adoption of the Local Plan will reduce the risk of inappropriate development	Head of Planning and Development
Financial	Resources for the preparation of the local plan have been made available within the Council's revenue budget. This resource is provided from an earmarked reserve and Head of Finance & Resources therefore ring-fenced to this activity.	[Section 151 Officer & Finance Team]
Staffing	The team is adequately staffed to progress the Plan to adoption based on the steps set out in this report.	Head of Planning and Development
Legal	On-going legal advice has been provided in relation to the testing of local plans and the procedures to be followed.	Estelle Culligan, Interim Head of Legal Partnership

Equality Impact Needs Assessment	There is no longer a statutory duty to prepare an EqIA for local plans but the EqIA attached at Appendix IV has been completed in order to meet the best practice requirements of the council. All individuals and communities have been engaged in the consultation process in accordance with the equalities legislation and the council's Corporate Equality Policy, and consultation has been undertaken in accordance with the council's adopted Statement of Community Involvement.	[Policy & Information Manager]
Environmental/Sustainable Development	The Local Plan is fundamentally concerned with delivering sustainable development objectives.	Head of Planning and Development
Community Safety	N/A	Head of Planning and Development
Human Rights Act	N/A	Head of Planning and Development
Procurement	Consultants are used to prepare specialist or technical evidence to support the local plan and are appointed in accordance with the council's procurement procedures.	[Head of Service & Section 151 Officer]
Asset Management	N/A	Head of Planning and Development

7. REPORT APPENDICES

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

- Appendix I: Schedule of proposed Main Modifications
- Appendix II: Sustainability Appraisal of the proposed Main Modifications
- Appendix III: Schedule of proposed Minor Changes
- Appendix IV: Equalities Impact Assessment of the proposed Main Modifications

8. BACKGROUND PAPERS

Maidstone Borough Local Plan (Regulation 19) February 2016

<http://services.maidstone.gov.uk/docs/February%202016%20Regulation%2019%20Draft%20Local%20Plan.pdf>

APPENDIX I

Schedule of Main Modifications to the submitted Local Plan.

Main modifications are proposed to be made to the submitted Local Plan, and are set out on the schedule below.

Text to be deleted is shown as strikethrough, and new text is shown as italic and underlined. Each change is referenced for ease, and also indicates its location in the submitted plan, a reference to its origin (PC/ ref) and a reason.

Main Modification Number	Related Policy Number	PC/ ref	Proposed Change text	Reason																																				
MM1	Policy SS1 and supporting text	PC/2; PC/3; PC/77; PC/132; Action 7.2; Action 8.5; Action point 4.10	Amend 4.3; 4.8; 4.14; and Table 4.4 and Policy SS1 (1), (4), (8) and (10):	To update the housing and employment supply to reflect the Interim Findings. This is the key strategic policy of the Local Plan. Changes therefore required to demonstrate the Local Plan has been positively prepared and is justified, to reflect new evidence that justifies the strategy.																																				
			4.3 The Strategic Housing Market Assessment 2015 confirms the objectively assessed housing need for the borough over the plan period 2011 to 2031 <i>is confirmed</i> as 18,560 <u>17,660</u> dwellings (928 <u>883</u> dwellings per annum ¹). This need is based on an analysis of national population projections with key local inputs, including net migration, household formation rates and housing vacancy rates. The council will monitor the impact of new data releases on its objectively assessed housing need and respond as appropriate. The council does not need to allocate land to meet the whole need of 18,560 <u>17,660</u> dwellings because <i>at 1 April 2016, 2860</i> homes have already been built since 2011 or <i>and 5,475</i> have been granted planning permission on sites that are not yet completed. A reduction of 5% has been made to the number of dwellings expected to be built on sites with planning permission in order to allow for the non-implementation of some planning permissions. The local plan allocates a further <u>5,150</u> 8,707 dwellings, and identifies broad locations for housing growth that can yield around <u>2,440</u> 3,500 dwellings. Adding a windfall allowance of <u>1,650 dwellings</u> 114 dwellings per annum from unidentified sites in the latter years of the plan period, the council will be able to meet its objectively assessed housing need of 18,560 <u>17,660</u> dwellings in full, as set out in the table below. The housing trajectory (appendix A) demonstrates in detail how this need will be met. <i>This is a 'snapshot' of the borough's housing land supply position as at 1 April 2016, which will be updated annually through the authority's monitoring report. Any shortfall in supply will be addressed through the Local Plan review, which will be adopted by April 2021.</i>																																					
			<table><tr><td></td><td>Housing land supply</td><td><u>Dwellings (net)</u></td><td><u>Dwellings (net)</u></td></tr><tr><td>1</td><td>Objectively assessed housing need/ <i>Local Plan housing target</i></td><td></td><td>18,560 <u>17,660</u></td></tr><tr><td>2</td><td>Completed dwellings 2011 to 2015 <i>1 April 2011 to 31 March 2016</i></td><td>2,341 <u>2,860</u></td><td></td></tr><tr><td>3</td><td><i>Extant</i> planning permissions <i>as at 1 April 2016</i> (including subject to S106 <i>and a non-implementation discount</i>) to 30.11.15</td><td>2,907 <u>5,475</u></td><td></td></tr><tr><td>4</td><td>Local Plan allocated sites (<i>balance of allocations not included in line 3 above</i>)</td><td>8,707 <u>5,150</u></td><td></td></tr><tr><td>5</td><td>Local Plan broad locations for future housing development²</td><td>3,500 <u>2,440</u></td><td></td></tr><tr><td>6</td><td>Windfall sites (2022-2031) <i>contribution</i></td><td>1,026 <u>1,650</u></td><td></td></tr><tr><td>7</td><td>Total housing land supply</td><td></td><td>18,481 <u>17,575</u></td></tr><tr><td>9</td><td><i>Housing land deficit 2011/2031</i></td><td></td><td>565 <u>(85)</u></td></tr></table>			Housing land supply	<u>Dwellings (net)</u>	<u>Dwellings (net)</u>	1	Objectively assessed housing need/ <i>Local Plan housing target</i>		18,560 <u>17,660</u>	2	Completed dwellings 2011 to 2015 <i>1 April 2011 to 31 March 2016</i>	2,341 <u>2,860</u>		3	<i>Extant</i> planning permissions <i>as at 1 April 2016</i> (including subject to S106 <i>and a non-implementation discount</i>) to 30.11.15	2,907 <u>5,475</u>		4	Local Plan allocated sites (<i>balance of allocations not included in line 3 above</i>)	8,707 <u>5,150</u>		5	Local Plan broad locations for future housing development ²	3,500 <u>2,440</u>		6	Windfall sites (2022-2031) <i>contribution</i>	1,026 <u>1,650</u>		7	Total housing land supply		18,481 <u>17,575</u>	9	<i>Housing land deficit 2011/2031</i>		565 <u>(85)</u>
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¹ As per 'Interim Findings from the Examination of the Maidstone Borough Local Plan', 22 December 2016.

² Figures include only 500 dwellings of the 1,300 dwellings identified at the broad location of Invicta Park Barracks. The council is working with the MoD to bring forward the release date of this site.

Table 4.1 Meeting objectively assessed housing need

4.8 ~~Part of~~ The office, industry and warehousing floorspace provision have been *requirements can be met in part through the occupation of vacant buildings and land, redevelopment and planning permissions granted/completed since 2011-16. The amount of floorspace needed in addition to what is available from these sources is shown in Table 4.4 below as a net requirement for the remaining plan period. For industrial uses, sufficient land is already available from these sources to more than meet the amount of floorspace which is forecast to be needed. The net requirement therefore appears as a negative figure. For offices, the required floorspace will be met, in part, through development on windfall sites in addition to the specific allocations in the Plan.*

	Offices (NIA)	Industry (GIA)	Warehousing (GIA)
Gross requirement sqm (2011-31)	39,830	20,290	49,911
Supply	24,247	16,595	36,964
Net requirement sqm (2016-31)	15,583 <u>24,600</u>	3695 <u>-18,610</u>	12,947 <u>7,965</u>

Table 4.4 Net floorspace requirement for offices, industry and warehousing

4.9 *In addition to establishing the quantity of additional B class employment floorspace needed, an assessment of the existing, established employment sites in the borough and their continuing role in meeting future business needs was also completed. This analysis identified that, without further action, the borough would lack a new, well serviced and well connected mixed use business park which could be particularly aimed at providing new offices, small business orientated space, stand-alone industrial and manufacturing space built for specific end users and smaller scale distribution businesses. There is a gap in the borough's portfolio of employment sites to be addressed and this 'qualitative' need is distinct from the purely numerical need identified through the forecast. The outcome is that the Local Plan allocates more land than the purely numeric requirement for offices, industry and warehousing would imply to ensure that the right type as well as the right amount of land is delivered.* ~~The local plan allocates sufficient land to provide for offices, industrial and warehousing needs and medical use. With respect to offices, a restricted level of office demand and take up within the market has been demonstrated over an extended period by persistently high vacancy rates and unbuilt permissions. This trend is replicated across the South East, including in more local locations such as Kings Hill, Ashford and Ebbsfleet, and is unlikely to may not change in the short term. However, given the considerable supply of dated and outmoded stock within the town centre there are opportunities to encourage replacement of poor quality stock and also to foster new provision through the Plan's policies in the latter years of the plan period that is likely to achieve greater space efficiencies.~~

4.14 Rural service centres have constraints to development. All the rural service centres sit within landscape which is in good condition and has high landscape sensitivity with the exception of the Harrietsham to Lenham Vale. The location of Lenham and Harrietsham within the setting of the Kent Downs Area of Outstanding Natural Beauty makes this an area sensitive to change. ~~Headcorn is surrounded on three sides by the functional floodplain of the River Beult and its tributaries and, has limitations in respect of sewer and sewerage treatment capacity.~~

Amend Policy SS1 Maidstone Borough Spatial Strategy:

1. Between 2011 and 2031 provision is made through the granting of planning permissions and the allocation of sites for:

			<p>i. 18,560 <u>17,660</u> new dwellings;</p> <p>ii. 187 Gypsy and Traveller pitches and 11 Travelling Showpeople plots;</p> <p>iii. 39,830m² floorspace for office use;</p> <p>iv. 20,290m² floorspace for industrial use;</p> <p>v. 49,911m² floorspace for warehousing use;</p> <p>vi. 98,000m² floorspace for medical use;</p> <p>vii. 6,100m² floorspace for retail use (convenience goods); and</p> <p>viii. 23,700m² floorspace for retail use (comparison goods).</p> <p>2. New land allocations that contribute towards meeting the above provisions are identified on the policies map.</p> <p>3. An expanded Maidstone urban area will be the principal focus for development in the borough. Best use will be made of available sites within the urban area. Regeneration is prioritised within the town centre, which will continue to be the primary retail and office location in the borough. Strategic locations to the north west and south east of the urban area provide for substantial residential development and junction 7 of the M20 motorway is identified as a strategic location for additional business provision in association with a new medical campus.</p> <p>4. A prestigious business park at Junction 8 of the M20 that is well connected to the motorway network will provide for a range of job needs up to 2031. <u>The site will make a substantial contribution to the need for new office space in the borough as well as meeting the 'qualitative' need for a new, well serviced and well connected mixed use employment site suitable for offices, industry and warehousing</u> and will <u>thereby</u> help to diversify the range of sites available to new and expanding businesses in the borough to help accommodate future demand.</p> <p>5. Harrietsham, Headcorn, Lenham, Marden and Staplehurst rural service centres will be the secondary focus for housing development with the emphasis on maintaining and enhancing their role and the provision of services to meet the needs of the local community. Suitably scaled employment opportunities will also be permitted.</p> <p>6. The larger villages of Boughton Monchelsea, Coxheath, Eythorne Street (Hollingbourne), Sutton Valence and Yalding will be locations for limited housing development consistent with the scale and role of the villages.</p> <p>7. Broad locations for significant housing growth likely to come forward in the later phases of the plan period are identified at Invicta Park Barracks, in the town centre and at Lenham.</p> <p>8. Suitably <u>Small</u> scaled employment opportunities will be permitted at appropriate locations to support the rural economy (in accordance with policy DM41).</p> <p>9. In other locations, protection will be given to the rural character of the borough avoiding coalescence between settlements, including Maidstone and surrounding villages, and Maidstone and the Medway Gap/Medway Towns conurbation.</p> <p>10. The green and blue network of multi-functional open spaces, rivers and water courses, will generally be maintained and enhanced where appropriate; and the Kent Downs Area of Outstanding Natural Beauty and its setting, the setting of the High Weald Area of Outstanding Natural Beauty, and landscapes of local value will be conserved and maintained <u>enhanced</u>.</p> <p>11. Supporting Infrastructure schemes that will be brought forward in a timely way to provide for the needs arising from development will be supported. New residential and commercial development will be supported if sufficient infrastructure capacity is either available or can be provided in time to serve it.</p> <p>Amend Appendix A Housing Trajectory to reflect changes to Table 4.1</p>	
MM2	Key Diagram	PC/86	Amend the Key Diagram to show Lenham as a broad location in addition to its Rural Service Centre status, and reflect the change in the legend of the Key Diagram.	Reflection of a change in approach for Lenham

				as a Broad Location (Policy SP8 and H2(3)), required to demonstrate the Local Plan has been positively prepared, <u>consistent with national policy</u> , is justified and effective.
MM3	Introducti on paragraph 1.17 and Policy SS1 supporting text	PC/118	<p>Amend paragraph 1.17 and move to paragraph 4.1 to state:</p> <p>1.17 The policies within the Maidstone Borough Local Plan comprise:</p> <p><i>4.1 To deliver the Spatial Vision and Spatial Objectives outlined in chapter 3 of the Local Plan a number of strategic policies have been identified. The strategic policies are contained within this chapter and set out the overall approach towards providing new homes, jobs, infrastructure and community facilities over the plan period to 2031. These policies form the basis of this Local Plan's policy framework, as well as providing the core principles that planning applications and Neighbourhood Plans are expected to generally conform with. The Strategic policies set out:</i></p> <ul style="list-style-type: none"> • The borough wide spatial strategy which sets development targets; and explains the factors that influence the distribution of development; • Spatial policies that focus on Maidstone urban area, Maidstone town centre, rural services centres, larger villages and the countryside; • <i>A settlement strategy for the direction and distribution of development across the Borough, amplified by a series of area based strategies for Maidstone urban area, the rural service centres, larger villages and the countryside;</i> • Specific site allocation policies that set criteria for development sites: housing (including future broad locations for growth), Gypsy and Traveller pitches, employment, retail and mixed use; • Development management policies that apply across the borough, within Maidstone urban area, Maidstone town centre, rural service centres, larger villages and in the countryside which focus on delivering the spatial strategy and set criteria against which planning applications for development will be determined; and • <i>Requirements for open space, broad locations, employment and gypsy and traveller allocations;</i> • <i>Strategic policies for housing mix, affordable housing, economic development, retention of employment sites and sustainable transport; and</i> • An <i>A strategic</i> infrastructure delivery policy which explains how infrastructure required to support new development will be delivered. <p><i>4.2 The strategic policies in this chapter are underpinned by strategic site allocation policies (set out in chapter 5) which detail specific site based criteria for new development (housing, employment, Gypsy & Traveller, retail & mixed use and employment) against which planning applications for these sites will be determined.</i></p> <p><i>4.3 Chapter 6 sets out the development management policies to be used by the council in helping to determine individual planning applications.</i></p> <p><i>4.4 Chapter 7 sets out the monitoring and review for the Local Plan to ensure that the plan is delivering the amount and type of development that is required by the strategic policies.</i></p> <p>Housing and economic development targets</p> <p>4.15 One of the principal aims of the local plan is to set out clearly the council's proposals for the spatial distribution of development throughout the borough based on the vision and objectives of the plan. This section determines the housing and economic development targets for the plan period (2011 to 2031) and describes the council's approach to the distribution of development. The justification for this approach has been derived from.....</p>	<p>To ensure consistency with national policy and to clarify the relationship between local and neighbourhood plans.</p>

MM4	Policy SP1, SP2, SP3 and SP6, SP7, SP9, SP10, SP13, SP15 and supporting text	PC/5	Additional criterion at SP1(3)(v)(e) to read: " <u>Improvements to health infrastructure including extensions and/or improvements at Brewer Street Surgery, Bower Mount Medical Centre, The Vine Medical Centre, New Grove Green Medical Centre, Bearsted Medical Practice and Boughton Lane Surgery</u> "	Change to policy to reflect updated assessment of infrastructure requirements, and to ensure the Local Plan is positively prepared.
		PC/4	Additional criterion at SP2(3)(iv) to read: " <u>Improvements to health infrastructure including extensions and/or improvements at Barming Medical Practice, Blackthorn Medical Centre, Aylesford Medical Centre and Allington Park or Allington Clinic</u> "	
		PC/6 and PC/7	Additional criterion at SP3(3) (v) to read: " <u>Improvements to health infrastructure including extensions and/or improvements at The Mote Medical Practice, Orchard Medical Centre, Wallis Avenue Surgery and Grove Park Surgery</u> "	
			Amend criterion SP3(3)(ii) to read: "New two form entry primary schools on sites H1(5) and H1(10) <u>and expansion of an existing primary school within south east Maidstone.</u> "	
		PC/10	Additional criterion at SP6(3)(iv) to read: " <u>Improvements to health infrastructure including extension and/or improvements at Glebe Medical Centre.</u> "	
		PC/11, PC/13, PC/15, PC/16, PC/18	Additional criterion at SP7(4)(v) to read: " <u>Improvements to health infrastructure including extension and/or improvements at Headcorn Surgery.</u> "	
			Additional criterion at SP9(4)(iv) to read: " <u>Improvements to health infrastructure including extension and/or improvements at Marden Medical Centre.</u> "	
MM5	Policy SP1(3)(i)		Additional criterion at SP10(4)(iv) to read: " <u>Improvements to health infrastructure including extension and/or improvements at Staplehurst Medical Centre.</u> "	To reflect Interim Findings
			Additional criterion at SP13(3)(iii) to read: " <u>Improvements to health infrastructure including extension and/or improvements at Orchard Medical Centre and Stockett Lane Surgery.</u> "	
MM6	Policy SP3(3)(i)		Additional criterion at SP15(3) to read: " <u>Key infrastructure requirements for Sutton Valence include: (i) Improvements to health infrastructure including extension and/or improvements at Sutton Valence Surgery and Cobtree Medical Practice.</u> "	
MM5	Policy SP1(3)(i)		Approximately 1,859 <u>1,846</u> new dwellings will be delivered on 24 <u>23</u> sites in accordance with policies H1(11) <u>to H1(28), and H1(30)</u> to H1(32), and policies RMX1(2) to RMX1(3)	To reflect Interim Findings
MM6	Policy SP3(3)(i)		Amend para 3 (i) to state: Highway and transport infrastructure improvements including: junction improvements, a new roundabout and capacity improvements on the A274 Sutton Road incorporating bus prioritisation measures, <u>the installation of an extended bus lane in Sutton Road,</u> together with improved pedestrian and cycle access...	To reflect Interim Findings
MM7	Policy SP7 supporting text	Action 7.2	Paragraph 5.50 and Policy SP7, add additional criterion text regarding sewerage network capacity <u>Headcorn is surrounded on three sides by the functional floodplain of the River Beult and its tributaries and additional capacity will be required in the sewer network and may be required at the wastewater treatment works in the period to 2031.</u> Additional criterion at SP7(4)(iv) to read: " <u>Additional capacity will be required in the sewer network and at the wastewater treatment works if required in the period to 2031.</u> "	Clarification
MM8	Policy SP8	PC/12	Amend para 5.52 as follows:	Change in approach

	and supporting text	and PC/85	<p>5.52 It is recognised that the location of Lenham within the setting of the Kent Downs Area of Outstanding Natural Beauty makes this an area sensitive to change. The benefits of selecting this most sustainable of all the rural service centres is considered on balance to outweigh the potential negative impacts on the landscape. The precise scale and location of future development will depend on further studies to assess the impact of development on the environment and to identify the mitigation measures necessary for any proposals to proceed. The precise scale will also depend on the progress being made towards meeting the housing target as the local plan comes forward for review. Recognising the need to avoid <u>large scale development in the Kent Downs Area of Outstanding Natural Beauty</u> and coalescence with the village of neighbouring Harrietsham, land at Lenham is available to the east and west of the village that has potential to deliver in the region of 1,500 <u>1,000</u> dwellings.</p> <p>Additional criterion at SP8(4)(iii) to read: "<u>Improvements to health infrastructure including extension and/or improvements at The Len Valley Practice.</u>"</p> <p>Amendments to Policy SP8:</p> <p>(1) In addition to ...approximately 165 <u>155</u> new dwellings ...</p> <p>(6) Lenham is also identified as a broad location for growth for the delivery of approximately 1,500 <u>1000</u> dwellings <u>post April 2021 in the latter period of the plan</u>, in accordance with policy H2(3). Master planning of the area will be essential to achieve a high quality design and layout, landscape and ecological mitigation, and appropriate provision of supporting physical, social and green infrastructure. <u>Housing site allocations and associated infrastructure requirements will be made through the Lenham Neighbourhood Plan or through the Local Plan review to be adopted by April 2021. Housing sites should avoid significant adverse impact on the setting of the AONB and coalescence with neighbouring Harrietsham.</u></p>	<p>for Lenham Rural Service Centre as a Broad Location (Policy SP8 and H2(3)), which is required to demonstrate the Local Plan has been positively prepared, is justified and effective.</p> <p>Reduction of 10 units for H1(42) and reflection of Interim Findings on Lenham Broad Location</p>
MM9	Policy SP12		<p>(1) In addition ... approximately 193 <u>118</u> new dwellings will be delivered on six <u>five</u> allocated sites (policies H1(52) <u>and H1(54) to</u> H1(57))</p> <p>(3)(ii) A minimum of 1.79 <u>0.30</u> hectares of publicly accessible open space will be provided.</p>	Deletion of H1(53) for 75 dwellings. To reflect Interim Findings.
MM10	Policy SP16	PC/19	<p>Amend Policy SP16(1) as follows:</p> <p>In addition ... approximately 265 <u>65</u> new dwellings will be delivered on two <u>one</u> allocated sites <u>site</u> (policies <u>policy</u> H1(67) and RMX1(4)).</p> <p>Combine Policy SP16 criteria 2 and 3, as per other SP policies and include health infrastructure criterion so that the policy reads as below:</p> <p>Amend Policy SP6(2) as follows:</p> <p><u>Key infrastructure requirements for Yalding include:</u></p> <p>(i) Improvements to highway and <u>transportation</u> infrastructure will be made in accordance with individual site criteria set out in policies <u>policy</u> H1(67) and RMX1(4). Key schemes include junction improvements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access.</p> <p>(ii) <u>Improvements to health infrastructure including extension and/or improvements at Yalding GP Practice.</u></p> <p>(iii) A minimum of 4.4 hectares of publically accessible open space will be provided."</p>	Change to policy to reflect updated assessment of infrastructure requirements, and to ensure the Local Plan is positively prepared. Interim Findings - Delete RMX1(4) for 200 dwellings
MM11	Policy SP17 and supporting	PC/128; Action 11.6	<p>Amend SP17 as follows</p> <p>Policy SP17 The Countryside</p> <p>The countryside</p>	Changes required for consistency with national policy for

	text	<p>Kent Downs Area of Outstanding Natural Beauty and its setting</p> <p>5.77 A large part of the northern part of the borough lies within the Kent Downs Area of Outstanding Natural Beauty (AONB). This is a visually prominent landscape that contributes significantly to the borough's high quality of life. It is an important amenity and recreation resource for both Maidstone residents and visitors and forms an attractive backdrop to settlements along the base of the Kent Downs scarp. It also contains a wide range of natural habitats and biodiversity. Designation as an AONB confers the highest level of landscape protection and one which the council has a statutory duty to conserve and enhance <i>have regard to the purposes of the designation including the great weight affording in national policy to its conservation and enhancement [1]</i>. Within the AONB, the Management Plan provides a framework for objectives to conserve and enhance <i>conserving and enhancing</i> the natural beauty of the area. The council has adopted the Management Plan and will support its implementation. Open countryside to the immediate south of the AONB forms a large extent of the setting for this designation. In Maidstone this is a sensitive landscape that is coming under threat from inappropriate development and is viewed as a resource that requires conservation and enhancement where this supports the purposes of the AONB.</p> <p>5.78 The council will ensure proposals conserve and enhance the natural beauty, distinctive character, biodiversity and setting of the AONB, taking into account the economic and social well-being of the area. Rural diversification and land-based businesses in the Kent Downs AONB will only be acceptable where they help improve the special character of the AONB and are in accordance with the Kent Downs AONB Management Plan, supporting guidance and position statements. Economic development within the AONB should be located in existing traditional buildings of historic or vernacular merit in smaller settlements, farmsteads or within groups of buildings in sustainable locations.</p> <p>5.79 New development in the AONB <i>should demonstrate that it meets the requirements of national policy</i>. needs to respect the vernacular architecture, settlement character and the natural beauty of the local landscape. This will require high quality designs as set out in policy DM34. To help developers produce designs of a suitably high quality, the council will continue to encourage the use of the Kent Downs AONB Unit's design guidance and publications.</p> <p>5.80 The above considerations apply equally to the setting of the Kent Downs AONB. The Kent Downs AONB Management Plan 2014-2019 states that the setting of the Kent Downs AONB is 'broadly speaking the land outside the designated area which is visible from the AONB and from which the AONB can be seen, but may be wider when affected by intrusive features beyond that.' It makes it clear that it is not formally defined or indicated on a map.</p> <p>5.81 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. It is countryside sensitive to change, with a range of diverse habitats and landscape features, but through which major transport corridors pass. Conservation and enhancement of <i>Having due regard to this area the purposes of the designation</i> is also part of the council's statutory duty under the Countryside and Rights of Way Act 2000, and is covered under the guidance set out in National policy (National Planning Policy Framework and National Planning Practice Guidance) <i>directs that great weight should be given to conserving landscape and scenic beauty in the AONB</i>. However, proposals which would affect the setting of the AONB are not subject to the same level of constraint as those which would affect the AONB itself. <i>The duty is relevant to proposals outside the boundary of the AONB which may have an impact on the statutory purposes of the AONB.</i> The weight to be afforded to potential impact on the setting will depend on the significance of the impact. Matters such as the size of proposals, their distance, incompatibility with their surroundings, movement, reflectivity and colour are likely to affect impact. The Kent Downs AONB Management Plan advises that 'where the qualities of the AONB which were instrumental in reasons for its designation are affected, then the impacts should be given considerable weight in decisions. This particularly applies to views to and from the scarp of the North Downs.' It is considered therefore that it is not necessary to formally define the setting of the Kent Downs AONB and that the impact of development can be appropriately assessed through the criteria of the policy.</p> <p><u>Metropolitan Green Belt</u></p> <p><i>5.83 Green Belts afford protection to the countryside from inappropriate development, and policies for their protection</i></p>	rural development, landscape and Green Belt, and to ensure that the policy is justified.
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MM12	SP18 - New Strategic Policy for the Historic Environment	PC/130	<p>Addition of a new policy as follows:</p> <p><u>Policy SP 18 – the Historic Environment</u></p> <p><u>Maidstone borough has been shaped and influenced by a long past history, the legacy of which is a strong and rich cultural heritage. Brewing, paper making and shipping along the Medway have been notable industrial influences on the borough’s heritage. The borough’s varied geology has been the source of locally distinctive building materials, namely Kentish ragstone, Wealden clay for brick and tile making and oak from the Wealden forests used in the construction of timber-framed buildings and weather boarding.</u></p> <p><u>The diversity of heritage assets is recognised through designations made at the national level by Historic England such as listed buildings, scheduled ancient monuments and historic parks and gardens and also those identified more locally such as conservation areas, the parks and gardens included in the Kent Gardens Compendium and locally listed buildings. The term ‘heritage asset’ is defined in the Framework and, in addition to these ‘designated’ assets, encompasses features of more localised significance, so called ‘non-designated’ heritage assets.</u></p> <p><u>Collectively these heritage assets contribute to the strong sense of place which exists across the borough. This historic inheritance also has wider economic, social and cultural benefits. The Archbishop’s Palace and Leeds Castle are two particularly high profile examples which help to drive tourism in the borough. Mote Park is an historic park which both local residents and visitors value highly as a popular recreational resource. Historic features such as buildings, traditional field enclosures and monuments are also integral to the borough’s high quality landscape, particularly enjoyed by users of the borough’s extensive public rights of way network.</u></p> <p><u>This rich historical resource is, however, vulnerable to damage and loss. This importance is signified by the fact that heritage assets are inherently irreplaceable; once lost they are gone forever. Through the delivery of its Local Plan, and its wider activities, the Council will act to conserve and enhance the borough’s heritage assets.</u></p> <p><u>Policy SP 18 – the Historic Environment</u></p> <p><u>To ensure their continued contribution to the quality of life in Maidstone borough, the characteristics, distinctiveness, diversity and quality of heritage assets will be protected and, where possible, enhanced. This will be achieved by the Council encouraging and supporting measures that secure the sensitive restoration, reuse, enjoyment, conservation and/or enhancement of heritage assets, in particular designated assets identified as being at risk, to include;</u></p> <ul style="list-style-type: none"> <u>o collaboration with developers, landowners, parish councils, groups preparing neighbourhood plans and heritage bodies on specific heritage initiatives including bids for funding;</u> <u>o through the development management process, securing the sensitive management and design of development</u> 	Changes required to ensure that the Local Plan is positively prepared and justified, and to provide a positive strategy for the historic environment to ensure consistency with national policy.

			<p><i>which impacts on heritage assets and their settings;</i></p> <ul style="list-style-type: none"> o <i>through the incorporation of positive heritage policies in neighbourhood plans which are based on analysis of locally important and distinctive heritage; and</i> o <i>ensuring relevant heritage considerations are a key aspect of site masterplans prepared in support of development allocations and broad locations identified in the Local Plan.</i> 	
MM13	SP23 – New Strategic Policy	PC/118; Action 2.3	<p>New strategic policy by merging Policy DM24 criteria 1 and 2 with Policy DM25 criterion 1 to read:</p> <p><u>Policy SP23</u> <u>Sustainable transport</u></p> <p>1. Working in partnership with Kent County Council (the local highway authority), Highways England, infrastructure providers and public transport operators, the Borough Council will <i>manage any negotiations and agreements regarding schemes for mitigating the impact of development where appropriate on the local and Strategic Road Network and</i> facilitate the delivery of transport improvements to support the growth proposed by the local plan. An Integrated Transport Strategy prepared by the Council and its partners <i>adopted in September 2016 will have-</i> <i>has</i> the aim of facilitating economic prosperity and improving accessibility <i>and modal shift</i> across the borough and to Maidstone town centre, in order to promote the town as a regionally important transport hub.</p> <p>2. In doing so, the council and its partners will:</p> <ul style="list-style-type: none"> i. Ensure the transport system supports the growth projected by Maidstone’s Local Plan and facilitates economic prosperity; ii. Manage <i>Deliver modal shift through managing</i> demand on the transport network through enhanced public transport and the continued Park and Ride services and walking and cycling improvements; iii. Improve highway network capacity and function at key locations and junctions across the borough; iv. Manage parking provision in the town centre and the wider borough to ensure it is fair and proportionate and supports demand management; v. Improve transport choice across the borough and seek to influence travel behaviour; vi. Protect and enhance public rights of way; vii. Develop <i>Deliver</i> strategic and public transport links to and from Maidstone, including increased bus service frequency along the radial routes into the town centre and its railway stations, particularly in the morning and evening peak travel times; viii. Work with landowners and public transport operators to secure the provision of a new bus interchange facility that is more accessible, user-friendly and fit for purpose; ix. Work with service providers to improve bus links to the rural service centres and larger villages, including route options and frequency; x. Improve strategic links to Maidstone across the county and to wider destinations such as London; xi. Ensure the transport network provides inclusive access for all users; and xii. Address the air quality impact of transport. <p>± 3. Within the bus and hackney carriage corridors, as defined on the policies map, the council and the highway authority will develop preference measures to improve journey times and reliability and make public transport more attractive, particularly on park and ride routes and the radial routes into the town centre. Such measures will include:</p> <ul style="list-style-type: none"> i. Bus priority measures <i>along radial routes including bus prioritisation</i> at junctions; ii. Prioritisation <i>of sustainable transport modes along radial routes</i> within traffic management schemes; and/or iii. Enhanced waiting and access facilities and information systems for passengers, including people with disabilities. <p><i>The Infrastructure Delivery Plan will support the implementation of the Local Plan and outlines how and when necessary infrastructure schemes will be delivered.</i></p> <p>Insert paragraphs 17.120 to 17.151 (inclusive) as the supporting text to Policy SP23 – Sustainable transport.</p>	Changes to reflect revised structure of the Local Plan and to ensure consistency with national policy

			<p>Amend paragraph 17.134 to read: The ITS will seek to retain the existing sites at Willington Street and London Road. All sites are aimed at long stay commuters into the town centre. Bus priority measures will also be provided on Park and Ride routes in tandem with the service. <u>The Council will continue to review and improve the functionality and effectiveness of Park and Ride services in Maidstone, including through the investigation of whether additional sites may be available and deliverable to contribute towards wider objectives for sustainable transport and air quality.</u></p>																			
MM14	Table 6.1		<p>Amend Table 6.1 to reflect amendments to housing site allocations as follows:</p> <table><tr><td>H1(11)</td><td>Springfield, Royal Engineers Road and Mill Lane, Maidstone</td><td>500 692</td></tr><tr><td>H1(29)</td><td>New Line Learning, Boughton Lane, Loose</td><td>220</td></tr><tr><td>H1(30)</td><td>West of Eclipse, Maidstone</td><td>35 50</td></tr><tr><td>H1(42)</td><td>Tanyard Farm, Old Ashford Road, Lenham</td><td>155 145</td></tr><tr><td>H1(53)</td><td>Boughton Lane, Boughton Monchelsea and Loose</td><td>75</td></tr><tr><td>RMX1(4)</td><td>Former Syngenta Works, Hampstead lane, Yalding</td><td>200</td></tr></table>	H1(11)	Springfield, Royal Engineers Road and Mill Lane, Maidstone	500 692	H1(29)	New Line Learning, Boughton Lane, Loose	220	H1(30)	West of Eclipse, Maidstone	35 50	H1(42)	Tanyard Farm, Old Ashford Road, Lenham	155 145	H1(53)	Boughton Lane, Boughton Monchelsea and Loose	75	RMX1(4)	Former Syngenta Works, Hampstead lane, Yalding	200	To reflect Inspector's Interim Findings and MBC Modifications
H1(11)	Springfield, Royal Engineers Road and Mill Lane, Maidstone	500 692																				
H1(29)	New Line Learning, Boughton Lane, Loose	220																				
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RMX1(4)	Former Syngenta Works, Hampstead lane, Yalding	200																				
MM15	Policy H1 Housing Allocations	PC/137	<p>Insert additional criterion for sites (reference numbers reflect updated site policy numbers as set out in the revised contents page which forms part of this schedule): H1 (1), (2), (3), (4), (5), (6), (7), (8), (9), (10), (11), (17), (21), (27) (31), (34), (36), (37), (38), (40), (41), (43), (44), (45), (46), (47), (48), (49), (50), (52), (53), (54), (56), (57), (58), (59), (60), (65) and RMX1 (4): <u>"Utility Infrastructure – A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider."</u></p>	Changes to policies to reflect updated assessment of infrastructure requirements, and to ensure the Local Plan is positively prepared and effective.																		
MM16	Policy H1 Housing Allocations	PC/71	<p>Policies H1 (2), (11), (17), (21), (29), (30), (31), (32), (33), (34), (36), (44), (45), (46), (47), (50), (63), H2(2), RMX1(1), RMX1(4), EMP1 (1), EMP1(4); Insert Additional criterion to read: <u>"Minerals Safeguarding – This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding."</u></p>	Changes to policies to reflect consistency with national/county policy and to improve the effectiveness of these policies.																		
MM17	Policy H1(2) East of Hermitage Lane	PC/22;	<p>Delete Policy H1(2) criterion 14 "14. Maintenance of the open character between Allington in Maidstone Borough and the Medway Gap settlements in Tonbridge and Malling Borough."</p>	To ensure that the policy is justified.																		
MM18	Policy H1(5) Langley Park, Sutton Road, Boughton Monchelsea	PC/24;	<p>Amend Policy H1(5) criterion 6 to read; "A separate <u>bus</u>, cycle and pedestrian access will be provided to site H1(10) South of Sutton Road subject to agreement with the Highways Authority and Borough Council."</p>	Change to policy to reflect updated assessment of infrastructure requirements, and to ensure the Local Plan is positively prepared.																		

MM19	Policy H1(8) West of Church Road, Otham	PC/133	<p>Amend Policy H1 (8) as follows: Policy H1 (8) – West of Church Road, Otham</p> <p>West of Church Road, as shown on the policies map, is allocated for development of approximately 440 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. The tree line along the western boundary of the site will be enhanced, to protect the amenity and privacy of residents living in Chapman Avenue. 2. An undeveloped section of land will be retained along the western boundary of the site, to protect the amenity and privacy of residents living in Chapman Avenue. 3. <u>An undeveloped section of land will be retained along the eastern edge of the site in order to protect the setting of St Nicholas Church and maintain clear views of the Church from Church Road.</u> 4. The Church Road frontage will be built at a lower density from the remainder of the site, to maintain and reflect the existing open character of the arable fields on the eastern side of Church Road and to provide an open setting to St Nicholas Church. 5. <u>The hedge line along the east boundary of the site with Church Road shall be retained and strengthened where not required for access to the site.</u> 6. Retain non-arable land to the north and east of St Nicholas Church, to protect its setting. 7. Retain discrete section of land at the south east corner of the site to provide a 15 metres wide landscape buffer to ancient woodland (bordering site at this location), to be planted as per the recommendations of a landscape survey. <p>Access</p> <ol style="list-style-type: none"> 8. Access will be taken from Church Road only. <p>Air quality</p> <ol style="list-style-type: none"> 9. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development. <p>Open space</p> <ol style="list-style-type: none"> 10. Provision of approximately 2.88ha of <u>natural/semi-natural</u> open space <u>consisting of 1.4ha in accordance with policy OS1(18), and 1.48ha</u> within the site, together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22. <p>Community infrastructure</p> <ol style="list-style-type: none"> 11. <u>Contributions will be provided towards the expansion of an existing primary school within south east Maidstone to mitigate the impact of the development on primary school infrastructure.</u> <p>Highways and transportation</p> <ol style="list-style-type: none"> 12. Widening of Gore Court Road between the new road and White Horse Lane. <p>Strategic highways and transportation</p> <ol style="list-style-type: none"> 13. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements. 14. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road. 15. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street. 16. Improvements to capacity at the A229/A274 Wheatsheaf junction. 17. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor. 	To ensure that this policy is positively prepared and consistent with achieving sustainable development.
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MM20	Policy H1(11) Springfield , Royal Engineers Road and Mill Lane, Maidstone	PC/79; PC/80; PC/135;	<p>Update Policy H1 (11) at first sentence to read: "Springfield, as shown on the policies map, is allocated for development of approximately 500 <u>692</u> dwellings at an average density of around 132 <u>180</u> dwellings per hectare."</p> <p>Update Policy H1 (11) at (1) to read: "A high density scheme will be developed reflecting that the site is in an edge of town centre location. <u>The highest density development should be situated on the north eastern and south eastern parts of the site.</u>"</p> <p>Additional criterion to be added: <u>Flood Risk</u> <u>Residential development should only occur outside flood zone 3 unless appropriate mitigation can be provided.</u></p>	<p>For consistency with housing land supply evidence. To ensure that this policy is positively prepared and consistent with achieving sustainable development.</p> <p>Consistency with national policy.</p>
MM21	Policy H1(23) North Street, Barming	PC/26;	<p>Delete Policy H1(23) criterion 5 "5. Provision of approximately 0.77ha of open space within the site, together with additional on/off site provision and/or contributions towards off site provision/improvements as required in accordance with policy DM22."</p>	To ensure that the policy is deliverable and effective.
MM22	Policy H1(29) New Line Learning, Boughton Lane, Maidstone		<p>Delete Policy H1(29).</p> <p>New Line Learning, Boughton Lane, Maidstone</p> <p>New Line Learning, as shown on the policies map, is allocated for development of approximately 220 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.</p> <p>Design and layout</p> <p>1. The character of this development will be complementary to its semi-rural location at the edge of the urban area. 2. The existing hedgerow and trees on the southern boundary of the site will be retained and enhanced with structural landscaping where necessary, to provide screening from the open countryside.</p> <p>Access</p> <p>3. Access will be taken from Boughton Lane only. 4. Pedestrian and cycle access will be made to footpath KB26 on the eastern boundary of the site. 5. Pedestrian and cycle access will be made to footpath KM98 on the southern boundary of the site.</p> <p>Ecology</p> <p>6. Provision of a 15 metres wide landscape buffer along the western boundary of the site adjacent to the designated area of ancient woodland (Five Acre Wood), to be planted as per recommendations detailed in a landscape survey. 7. Subject to further evaluation of their value, trees subject to a (woodland) tree preservation order will be retained, as per advice from the Borough Council.</p> <p>Air quality</p> <p>8. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.</p>	Allocation to be deleted to reflect Inspector's Interim Findings.

			<p>Open space</p> <p>9. Replacement sports facilities will be provided, as agreed by the Borough Council, before development of this site commences.</p> <p>Strategic highways and transportation</p> <p>10. Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.</p> <p>Amend Local Plan Policies Map to reflect the deletion of the allocation.</p>	
MM23	Policy H1(30) (29) West of Eclipse	PC/136	<p>Amend H1 (30) (29) as follows:</p> <p>Policy H1 (30) (29) – West of Eclipse, Sittingbourne Road, Maidstone</p> <p>West of Eclipse, as shown on the policies map, is allocated for development of approximately 35-50 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.</p>	To ensure that this policy is positively prepared and consistent with achieving sustainable development.
MM24	Policy H1(37) (36) Ulcombe Rd & Millbank, Headcorn	PC/31; PC/32; PC/33;	<p>Amend Policy H1(37) (36) criterion 3 to read: 'Primary access will be taken from <u>Ulcombe Road</u> either Kings Road or Mill Bank.'</p> <p>Amend Policy H1(37) (36) to add additional criterion under 'Access' to read: '<u>Emergency/pedestrian and cycle access will be taken from Kings Road.</u>'</p> <p>Amend site plan to include emergency/pedestrian and cycle access to be taken from Kings Road.</p> <p>Amend Policy H1(37) to add additional criterion under '<u>Community Infrastructure</u>' heading to read: '<u>Sufficient land shall be provided to allow expansion of Headcorn Primary School and transferred to the Local Education Authority (Kent County Council) for primary education use, the details of which will be agreed with the local education authority.</u>'</p>	Change to policy to reflect updated assessment of infrastructure and access requirements, and to ensure the Local Plan is positively prepared and effective.
MM25	H1(42) (41) Tanyard Farm, Old Ashford Road, Lenham		<p>Amend policy H1 (42) (41) as follows:</p> <p>Tanyard Farm, as shown on the policies map, is allocated for development of approximately 155 145 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.</p> <p>Amend Criterion 3 as follows:</p> <p>The development proposals shall be designed to maintain existing vistas and views of the Lenham Cross from Old Ashford Road, through the site along PROW KH433.</p> <p><u>The development proposals shall be designed so as to create a pronounced vista which would afford a clear view of the Lenham Cross from Old Ashford Rd. The axis of this vista shall be PROW KH433 and shall incorporate substantial public open space including an open drainage channel / swale.</u></p> <p>Amend Policy H1(42) (41) Criterion 5 as follows:</p> <p>The development proposals are <u>shall be</u> designed to take into account the results of a landscape and visual impact assessment <u>which should be</u> undertaken in accordance with the principles of current guidance that particularly</p>	To ensure that this policy is positively prepared and consistent with achieving sustainable development.

		<p>addresses the impact of development on the character and setting of the Kent Downs AONB.</p> <p>Insert additional criterion:</p> <p><u>Flood risk and drainage</u></p> <p><u>9. Development will be subject to the results of a detailed flood risk assessment and a sustainable surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding off-site.</u></p> <p>Insert additional criterion</p> <p><u>Open Space</u></p> <p><u>10. Provision of 0.34 hectare of natural/semi-natural open space, otherwise known as the landscape vista, either side of PROW KH433, in accordance with Policy OS1 (XX) together with additional on-off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22.</u></p> <p><u>Add the above open space allocation to Policy OS1.</u></p>	
MM26	Policy H1(53) Boughton Lane, Boughton Monchelsea and Loose	<p>Delete Policy H1(53)</p> <p>Boughton Lane, Boughton Monchelsea and Loose</p> <p>Boughton Lane, as shown on the policies map, is allocated for development of approximately 75 dwellings at an average density of 28 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.</p> <p>Design and Layout</p> <p>1. Development will be restricted to the 2.7ha located to the south of Leonard Gould Way and to the rear of 'Slade House', 'Mildean', 'Grove Cottage', 'Cherry Lodge' and 'Pendale', Pickering Street.</p> <p>2. The remaining 7.1ha of land to the east and north east of the development site will be provided as public open space (in accordance with criterion 13) or will remain undeveloped.</p> <p>3. The retention and reinforcement where necessary of existing boundary hedgerows and tree belts.</p> <p>4. The character of the development and its resultant density will reflect its role as a transition site on the edge of the urban area.</p> <p>5. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.</p> <p>Access</p> <p>6. Access will be taken from Boughton Lane from the northern site boundary running southwards, to ensure the open space area is not unacceptably severed.</p> <p>7. The provision of pedestrian and cycle access to PROW KM55 on the southern boundary of the site.</p>	Allocation to be deleted to reflect Inspector's Interim Findings

			<p>Heritage Impact</p> <p>8. The development proposals are designed to take into account a detailed Heritage and Archaeological Impact Assessment that addresses the impact of the development on the setting of the adjacent Slade House.</p> <p>Landscape/Ecology</p> <p>9. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance.</p> <p>10. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.</p> <p>11. The development proposals are designed to take into account the result of a phase 1 habitat survey and any species specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.</p> <p>Flood risk and drainage</p> <p>12. Development will be subject to the results of a detailed flood risk assessment and a sustainable surface water drainage strategy that demonstrates that surface water run off from the site will not lead to an increased risk of flooding along the River Loose at The Quarries and downstream from The Quarries.</p> <p>Open space</p> <p>13. Provision of 1.49ha of natural/semi natural open space in accordance with policy OS1(15) together with additional on/off site provision and/or contributions towards off site provision/improvements as required in accordance with policy DM22. Open space should be sited to maximise accessibility to new and existing residents.</p> <p>Strategic highways and transportation</p> <p>14. Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.</p> <p>Amend Local Plan Policies Map to reflect the deletion of the allocation</p>																	
MM27 [unused]			[this MM number has not been used]																	
MM28	Policy OS1 Strategic open space allocations	PC/134	<p>Addition of new open space allocations:</p> <table><tr><td><u>OS1 (18)</u></td><td><u>West of Church Road, Otham</u></td><td><u>1.40ha</u></td><td><u>Natural/semi-natural open space</u></td></tr><tr><td><u>OS1 (19)</u></td><td><u>Tanyard Farm, Lenham</u></td><td><u>0.34ha</u></td><td><u>Natural/semi-natural open space</u></td></tr></table> <p>Delete the following open space allocations:</p> <table><tr><td>OS1(14)</td><td>Former Syngenta Works, Hampstead Lane, Yalding</td><td>4.40ha</td><td>Natural/semi-natural open space</td></tr><tr><td>OS1(15)</td><td>Boughton Lane, Loose and Boughton Monchelsea</td><td>1.49ha</td><td>Natural/semi-natural open space</td></tr></table>	<u>OS1 (18)</u>	<u>West of Church Road, Otham</u>	<u>1.40ha</u>	<u>Natural/semi-natural open space</u>	<u>OS1 (19)</u>	<u>Tanyard Farm, Lenham</u>	<u>0.34ha</u>	<u>Natural/semi-natural open space</u>	OS1(14)	Former Syngenta Works, Hampstead Lane, Yalding	4.40ha	Natural/semi-natural open space	OS1(15)	Boughton Lane, Loose and Boughton Monchelsea	1.49ha	Natural/semi-natural open space	<p>Change to policy to ensure the Local Plan is positively prepared in respect of infrastructure requirements.</p> <p>As a consequence of deleting housing allocations MX1(4) and H1(53)</p>
<u>OS1 (18)</u>	<u>West of Church Road, Otham</u>	<u>1.40ha</u>	<u>Natural/semi-natural open space</u>																	
<u>OS1 (19)</u>	<u>Tanyard Farm, Lenham</u>	<u>0.34ha</u>	<u>Natural/semi-natural open space</u>																	
OS1(14)	Former Syngenta Works, Hampstead Lane, Yalding	4.40ha	Natural/semi-natural open space																	
OS1(15)	Boughton Lane, Loose and Boughton Monchelsea	1.49ha	Natural/semi-natural open space																	

MM29	Policy H2 Broad Locations	PC/78	Amend Table 9.1 Broad locations for housing growth to read:	To ensure that the Local Plan is justified, is positively prepared and effective.		
			Policy Reference		Area	Approximate Dwellings yield
			H2(1)		Maidstone town centre	940 700
			H2(2)		Invicta Park Barracks	500 1,300
			H2(3)		Lenham	1,000 1,500
Amend Policy H2 to read: The broad locations for future housing growth allocated under policies H2(1) to H2(3) have the potential to deliver up to 2,440 3,500 homes to meet the borough's housing need within the plan period. post-2026. These locations will deliver a range of developments of varying sizes, types and densities. In addition to the specific requirements set out in the detailed policies for the broad locations, all sites should meet the following criteria.						
MM30	Policy H2(1) Maidstone Town Centre	PC/78	Amend Policy H2(1) to read:	To ensure that the Local Plan is justified, is positively prepared and effective.		
			Policy H2(1) Maidstone town centre broad location for housing growth			
			Maidstone town centre, as defined on the policies map, is identified as a broad location in accordance with policy H2 for approximately 940 700 dwellings.			
			1. In addition to the development, redevelopment and conversion of appropriate sites, new dwellings within the town centre broad location will be delivered at:			
			i. The Mall, King Street, as shown on the policies map, for 400 dwellings;			
			ii. The Riverside, St Peter Street, as shown on the policies map, for 190 dwellings; and			
			iii. Through the conversion of poor quality office stock for approximately 350 dwellings.			
			2. Development proposals must comply with policy SP4.			
			The council will prepare a master plan to develop the vision for the town centre and to guide development proposals. Delivery of the town centre broad location will be achieved through a masterplanning approach, working with partners to guide development and to maximise opportunities for regeneration.			
			Amend Para 9.2 to read:			
9.2 It is acknowledged that there is an oversupply of poorer quality office stock in the town centre which is no longer fit for purpose. This has the effect of suppressing the town centre office market and thereby inhibiting new development which could better meet modern business needs. A route to tackle this is to rationalise the supply of the poorest stock through conversion or redevelopment to alternative uses. Over the time frame of the plan it is anticipated that the value of the lowest quality office stock, in terms of rents, will fall further making redevelopment for alternative uses increasingly viable. With a corresponding uplift in the market for town centre apartments, this trend could see the delivery of significant new housing in and around the town centre. The impact of the temporary permitted development entitlements for changes of use from office accommodation to residential use have had a significant effect on the potential supply of residential units in the town centre. At 1 April 2016, a total of 665 dwellings had been consented through prior notification within the town centre during the first three years of its operation - with 85% achieved through the conversion of poor quality office stock. There is substantial further poor quality office floorspace in the town centre from which to realise further residential opportunities, yielding approximately 350 dwellings during the plan period. The Town Centre Study and recent interest from landowners also signal further potential opportunities within the town centre including at The Mall (400 dwellings) and the riverside west of the River Medway (190 dwellings) through prior notification yet to be fully assessed, although a number of prior notifications have been submitted. In view of the market shifts needed, full delivery is unlikely to be realised until the end of the						

			plan period. The town centre broad location has the potential to deliver in the order of <u>940</u> 700 additional homes.	
MM31	Policy H2(2) Invicta Park Barracks	PC/38; PC/71	<p>Amend Para 9.4 to read: "The MoD keeps its property portfolio under regular review. <u>As part of the MoD review (November 2016) Invicta Park Barracks will be released by 2027.</u> The MoD has confirmed to the council that, in the longer term, there could be some prospect that the site may be declared surplus and so become available for alternative uses. In recognition of this potential and the clear need to plan positively for it, in the event that the site does become surplus the MoD requirements (again it is advised there are no immediate plans to vacate the site), the local plan identifies Invicta Park Barracks as a broad location which is unlikely to come forward for housing growth until the end of the local plan period (post 2026). The site has the potential to deliver in the order of 1,300 new homes, <u>of which a minimum 500 dwellings will be delivered within the plan period. The council is working with the MoD to encourage an earlier delivery of the site.</u></p> <p>Amend criterion 3 of Policy H2(2) to read "Ensuring requisite community facilities, which may include neighbourhood shopping and health and education facilities, <u>in addition to a new primary school</u>, are delivered <u>where proven necessary and</u> in conjunction with housing; "</p>	Change to policy to ensure the Local Plan is positively prepared in respect of infrastructure requirements.
MM32	Policy H2(3), Lenham and supporting text	PC/39; PC/85	<p>Amend Para 9.6 as follows:</p> <p>9.6 Land adjacent to the east and west of Lenham's built form is considered suitable to accommodate additional housing in the region of <u>1,000</u> 1,500 dwellings in total <u>post April 2021</u> if required towards the latter end of the plan period (post 2026). The topography of this area is low lying and does not have the same landscape or infrastructure constraints as some other areas of the borough. However, it is accepted that a number of infrastructure improvements and mitigation measures (e.g. transport, highways, education, health, sporting facilities, <u>waste water treatment works improvements</u>) would be required to ensure that any future development is integrated into the existing fabric of the settlement and to ensure that Lenham remains a sustainable settlement. <u>Masterplanning of the area will be essential and housing site allocations and associated infrastructure requirements will be made through the Lenham Neighbourhood Plan and/or the Local Plan Review to be adopted by April 2021.</u></p> <p>Amend Policy H2(3) as follows:</p> <p>Policy H2(3) Lenham broad location for housing growth</p> <p>The rural service centre of Lenham is identified as a broad location in accordance with policies SP8 and H2 for up to approximately <u>1,000</u> 1,500 dwellings <u>post April 2021</u> towards the end of the local plan period (post 2026). <u>Master planning of the area will be essential to achieve a high quality design and layout, landscape and ecological mitigation, and appropriate provision of supporting physical, social and green infrastructure. Housing site allocations and associated infrastructure requirements will be made through the Lenham Neighbourhood Plan and/or the Local Plan Review. It is important that development of Lenham takes place in a manner that is well integrated with the existing communities of Lenham, so that they are seen as, and function as, the village which they adjoin, rather than stand-alone communities. In order to ensure coordinated and planned approach, proposals for development within Lenham which come forward prior to an agreed Neighbourhood Plan and/or the Local Plan Review being adopted will be refused.</u></p> <p><u>If the council's housing land supply position requires this broad location, as illustrated on the inset plan, to come forward before the local plan is reviewed, the following criteria must be met in addition to other policies of this local plan:</u></p> <p><u>Housing site allocations and associated infrastructure requirements will be made through the Lenham Neighbourhood Plan and/or the Local Plan Review which will illustrate how environmental, social, design and economic objectives of the Local Plan will be met and to demonstrate the physical and functional integration of the site(s) within Lenham. The Neighbourhood Plan and/or Local Plan will incorporate and address the following principles:</u></p>	Change in approach for Lenham Rural Service Centre as a Broad Location (Policy SP8 and H2(3)), which is required to demonstrate the Local Plan has been positively prepared, is justified and effective.

			<p>1. Preparation and submission of a master plan <u>for the site(s)</u> prepared in conjunction with and for approval by the which are relevant to attaining development guide development;</p> <p>1. <u>Make efficient use of land and provide a broad range of housing choice by size and tenure (including market and affordable housing) and cater for people with special housing needs;</u></p> <p>2. Submission of necessary ecological, arboricultural, and landscape and visual impact assessments with detailed mitigation schemes where appropriate;</p> <p>2. <u>Outline measures to mitigate the traffic impacts from development on the strategic and local road networks;</u></p> <p>3. Individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council, as the highway authority, demonstrating how proposed mitigation measures address cumulative impacts of all the sites taken together;</p> <p>3. <u>Identify appropriate provision of, or contributions towards infrastructure improvements;</u></p> <p>4. Provision of, or contributions towards infrastructure improvements that benefit public transport users, pedestrians and cyclists in and around the village;</p> <p>4. <u>Incorporate primary school(s) and secondary school(s) if the scale of development justifies on-site, or if not, contributions to provision off-site in order to meet the needs generated by the broad location;</u></p> <p>provision of, or contributions towards, other community infrastructure (e.g. medical facilities, youth facilities) where proven necessary,</p> <p>5. <u>Ensure development is fully integrated with the surrounding village through shared community uses, and a variety of transport modes including walking, cycling and public transport;</u></p> <p>6. Provision of publicly accessible open space, including natural and semi-natural open space, as proven necessary, and/or contributions;</p> <p>6. <u>Provide, commensurate with the scale of development, a network of open spaces and green infrastructure for amenity, play, sport and recreation, including allotments, local nature reserves woodlands, green spaces and wildlife corridors. Such provision should respond positively to the wider area to ensure enhanced linkages and networks;</u></p> <p>7. Appropriate surface water and robust flood mitigation measures will be implemented where deemed necessary, subject to a flood risk assessment, incorporating sustainable urban drainage systems;</p> <p>7. <u>Incorporate appropriate landscape treatment which ensures that developments can be satisfactorily assimilated into the surrounding area;</u></p> <p>8. A feasible solution shall be identified to provide wastewater treatment capacity so that water quality objectives set by the Environment Agency are not compromised, and the necessary wastewater treatment capacity can be delivered in parallel with the development; and</p> <p>8. <u>Protect and, where possible, enhance any features of biodiversity value on site or which are off-site but might be affected by the proposed development;</u></p>	
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			<p>9. Development proposals must demonstrate that the necessary sewerage infrastructure is either available, or can be delivered in parallel with the development.</p> <p>9. <u>Incorporate an appropriate flood risk management strategy and measures for its implementation;</u></p> <p>10. <u>Ensure adequate provision is made for enhanced and comprehensive sewerage infrastructure.</u></p>	
MM33	Policy RMX1(1) Newnham Park, Bearsted	PC/106; PC/107; Action 9.2; 9.3 PC/40; PC/41; PC/43; PC/44; PC/45; PC/102; PC/103; PC/104; PC/105; PC/71; PC/106; PC/107; Action 9	<p>Amend Policy RMX1(1) and supporting text</p> <p>13.6 Building heights will be restricted across the whole site to two storeys. Exceptionally there are two locations within the site where modestly higher buildings may be achievable. The first of these lies towards the north of the site, immediately west of the stream and south of the KIMS phase 1 development where the site topography would enable a building of up to 4 storeys to be achieved. The second location is at the entrance to the site where buildings of up to three storeys would be acceptable. <u>Whilst the extant consent for the site (MA/13/1163) is less specific about the locations for 3/4 storey buildings, future proposals will be considered against the criteria in the policy.</u> In all cases buildings should be designed and sited to respond to the site's undulating topography and should avoid any significant site levelling in the creation of development platforms for example by the use of terracing. <u>Development will be entirely excluded from the 'grassy knoll' area shown on the policies map.</u></p> <p>13.7 The medical campus will deliver up to 100,000m² of specialist medical facilities and associated uses, of which 25,000m² will provide for related offices and research and development. Appropriate uses on the site will include hospital or healthcare facilities, specialist rehabilitation services, medical related research and development, central laboratory facilities, and medical training. Medical facilities to the west of the existing stream will be delivered in advance of those being provided on land to the east of the stream.</p> <p>13.8 The regeneration and revitalisation of Maidstone's town centre is a priority and the town centre will continue to be the primary retail and office location in the borough. Development will predominantly comprise replacement premises for the existing garden centre and for the shops already established on site (equating to some 14,300m²) and a limited amount of additional floorspace at Newnham Court Shopping Village (up to 700m²) within the vicinity of the existing retail footprint, as shown on the policies map. Restrictions on the type of goods sold and the class A and D2 uses operating should ensure that the Village is complementary rather than in conflict with the vitality and viability of the town centre and should ensure that the character and appearance of the area is consistent with its sensitive location. The town centre functions successfully due to the mix of uses in close proximity to each other. Consequently, new additional non-retail floorspace (i.e. that which does not fall within use class A1) at Newnham Park, such as cafés, restaurants and public houses, together with banks and estate agents, are unlikely to be acceptable. Similarly, leisure uses such as cinemas and bowling alleys, and other uses that are likely to conflict with that would undermine the vitality and viability of the town centre, are unlikely to be acceptable. <u>Proposals for any additional retail floorspace above 14,300sqm and leisure uses will require sequential and impact assessments at the planning application stage. Restrictions on the type of goods sold and the class A and D2 uses operating may be required to further ensure that impacts on the town and other centres can be controlled. The types of goods which may need to be controlled include clothing, footwear, accessories, jewellery and watches. Subject to restrictions on the type of goods sold, retail premises that have a unique and recognised "out of town" format, such as 'homeware' offers, could be acceptable on the allocated site provided conflict with town centre uses would be unlikely. The height and bulk of the retail units will need to be controlled in this sensitive landscape location and for this reason conventional retail warehouse style buildings will not be acceptable. In order to assess the impact of proposals on the town centre, a retail impact assessment will be required.</u></p> <p>Amend Policy RMX1(1) as follows:</p> <p>Policy RMX1(1)</p> <p>Newnham Park, as shown on the policies map, is allocated for a medical campus of up to 100,000m², a replacement</p>	To ensure that the policy is sound; positively prepared, justified, effective and consistent with national policy.

		<p>retail centre of up to 15,000m² <u>14,300sqm</u> and a nature reserve. A development brief, to be approved by the council, will detail the way in which medical facilities, retail redevelopment and the nature reserve, together with integral landscaping and supporting infrastructure, are delivered in an integrated and coordinated manner.</p> <p>Planning permission will be granted if the following criteria are met.</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Phased provision of a maximum of 100,000m² of specialist medical facilities set within an enhanced landscape structure of which 25,000m² will provide for associated offices and research and development. 2. Provision of a replacement garden centre and replacement retail premises of up to 14,300m² gross retail floorspace and additional provision of retail floorspace not exceeding 700m² gross retail floorspace which is not to be used for the sale of clothing, footwear, accessories, jewellery and watches. All replacement and additional <u>The</u> retail floorspace shall be confined to the vicinity of the existing footprint of the current retail area as shown on the policies map. New additional non-A1 floorspace will not be appropriate. The retail development should include the provision of a bus interchange and a car park management plan. 3. Creation of a parkland <u>woodland</u> nature reserve of approximately 3 hectares on land to the south east of the site, as shown on the policies map, and through a legal agreement transferred to a Trust <u>secured through a legal agreement.</u> 4. Construction of buildings of high quality design in a sustainable form that reflect the site's prime location as a gateway to Maidstone. 5. Mitigation of the impact of development on the Kent Downs Area of Outstanding Natural Beauty and its setting through: <ol style="list-style-type: none"> i. The provision of new structural and internal landscaping to be phased in advance of development <u>to accord with an approved Landscape and Ecological management plan for the site;</u> ii. The retention and enhancement of existing planting. Where the loss of selected existing planting is unavoidable, appropriate compensatory planting must be provided; iii. The use of the topography in site layout plans to exclude development on the higher, more visually prominent parts of the site; <u>The absence of built development within the area shown on the policies map;</u> iv. The restriction of building heights across the whole site to a maximum of two storeys. Exceptionally a building of up to 4 storeys could be accommodated on the land adjacent to the existing KIMS (phase 1) development to the immediate west of the stream and buildings of up to 3 storeys could be accommodated at the <u>New Cut roundabout</u> entrance to the site; v. The use of low level lighting; and vi. The use of green roofs where practical <u>and avoidance of the use of light coloured or reflective materials</u> 6. Medical facilities on land to the west of the existing stream will be delivered in advance of medical facilities on land to the east of the stream. 7. The additional retail floorspace must be of an out of town format that is complementary to town centre uses and, by means of a sequential sites assessment, demonstrably require an out of town location. Large scale retail warehousing style buildings will not be acceptable in this sensitive landscape location. 8. Submission of a retail impact assessment which clearly demonstrates that the retail development has no significant adverse impact on town and local centres. x. [criteria 7 & 8 combined] <u>For proposals which include retail floorspace additional to the existing 14,300sqm , submission of a sequential sites assessment and a retail impact assessment which demonstrate that the National</u> 	
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			Insert Additional criterion to read: <i>"Minerals Safeguarding – This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding."</i>	
MM34	Policy RMX1(2) Maidstone East and Royal Mail Sorting Office and paragraph 13.12	Action 8.9	<p>Amend paragraph 13.12 as follows;</p> <p><i>13.12 Office uses will be an important component of the mix of uses on the site. The site is in a highly sustainable location adjacent to Maidstone East station which will benefit from improved services to London in 2018 and with good access to Junction 6 of M20. Housing is also seen as an important supporting use on this site. Residential development could be delivered in separate blocks either to the west of the site or possibly south of the railway line Fronting Branchley Gardens, or on upper floors above the retail development.</i></p> <p>Amend Policy RMX1(2) as follows;</p> <p>Maidstone East and former Royal Mail Sorting Office, as shown on the policies map, is allocated for development for up to 10,000m2 comparison and convenience retail, <i>4,000sqm of offices (B1a)</i> and approximately 210 dwellings. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.</p> <p>1 The provision of up to 10,000sqm of comparison and convenience shopping floorspace, <i>4,000sqm of offices (B1a)</i> and some 210 dwellings. <i>The submission of a retail impact assessment is required which demonstrates that the National Planning Policy Framework's impact test is met.</i></p>	To ensure consistency with national policy and to ensure the plan is positively prepared to meet identified needs.
MM35	Policy RMX1(3) King Street and paragraph 13.16	Action 9.10	<p>Amend paragraph 13.16 as follows;</p> <p>13.16 The King Street multi storey car park site has recently been cleared and is being used as a surface level car park for the short term. Together with the adjacent AMF Bowling site which has recently been demolished, this area offers a significant redevelopment opportunity close to the heart of the town centre to deliver a mix of ground floor retail and residential uses. This area could be brought forward in conjunction with the wider redevelopment of The Mall proposed for the longer term. This would enable a comprehensive approach to development on both sides of King Street at this gateway location to the town centre.</p> <p>Amend criterion 1 of Policy RMX1(3) as follows;</p> <p>1 The provision of up to 1,400sqm of comparison and/or convenience shopping floorspace at ground floor level and up to 53 dwellings. <i>The submission of a retail impact assessment is required which demonstrates that the National Planning Policy Framework's impact test is met.</i></p>	To ensure consistency with national policy and to ensure the plan is positively prepared to meet identified needs.
MM36	Policy RMX1(4) Syngenta	Action 10.1	<p>Amend paragraph 13.17, include a new sub-section after paragraph 13.17 and amend Policy RMX1(4) to read as follows;</p> <p><u>Former Syngenta Works, Hampstead Lane, Yalding</u></p> <p>13.17 The Former Syngenta Works site near Yalding <i>is a large, flat brownfield site (19.5 ha) about one kilometre to the west of Yalding village and adjacent to Yalding Railway Station. The site</i> was previously used for agro-chemicals production and is now vacant <i>was decommissioned in 2002/2003.</i> The site has been cleared of buildings, apart from an office building at the site entrance, and the land has been remediated to address the contamination resulting from its previous use. Securing a significant proportion of employment uses on this site alongside housing will have important sustainability benefits. Comprehensive measures to address flood risk will be required in association with development. <i>Immediately to the east of the site is a canalised section of the River Medway. The whole site lies within Flood Zone 3a.</i></p>	To ensure that the policy is justified through proportionate evidence and consistent with national policy.

		<p><u>13.xx The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. Crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk. Subject to such a scheme being achievable, the site is potentially suitable for , employment, leisure, commuter car parking and open space uses.</u></p> <p>Policy RMX1(4) Former Syngenta Works, as shown on the policies map, is allocated for development of approximately 8,600m² of employment floorspace and approximately 200 dwellings. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.</p> <p><u>The Council will support the re-development of the brownfield Former Syngenta Works Site, as shown on the policies map, provided that a comprehensive scheme of flood mitigation which addresses the identified flood risk will be delivered in association with the development. A comprehensive Flood Risk Assessment which has been undertaken to a methodology agreed by the Environment Agency will be required. The FRA must identify measures to address safe site egress and access and measures to address the flood risk. Contributions may be required for measures to reduce flood risk to dwellings in Yalding.</u></p> <p><u>Subject to the findings of the FRA, potential suitable uses for the site could include , employment (B classes), leisure, commuter car parking and open space.</u> <u>Planning permission will be granted if the following criteria are met;</u></p> <p>Design and Layout</p> <ol style="list-style-type: none"> 1. Provision of at least 8,600m² of employment floorspace located in the western part of the site closest to the railway line and the retention or re-provision of the office building fronting Hampstead Lane. 2. 1. The height of new employment buildings should not exceed that of the existing office building. 3. Subject to the flood risk assessment, residential development of some 200 dwellings to be located on the eastern portion of the site. 4. 1. Within the site boundary, an area of land to the south (13ha) is to be retained as a nature conservation area. 5. 2. The significant landscape belt which lies to the south of the development area is retained, maintained and enhanced to provide a clear boundary to the developed parts of the site, to act as a buffer to the Local Wildlife site and to screen views from the attractive countryside to the south and from properties in Parsonage Farm Road. 6. 3. The retention, maintenance and enhancement of the landscape belts along the western boundary of the site, on both sides of the railway line, and along the eastern boundary adjacent to the canalised section of the river, to screen and soften the appearance of the development. <p>Access</p> <ol style="list-style-type: none"> 7. 4. Access will be taken from Hampstead Lane only 8. Development should secure public rights of way improvements, including providing an alternative to the 'at grade' pedestrian footpath crossing the railway. <p>Ecology</p> <ol style="list-style-type: none"> 9. 5. The site lies adjacent to the Hale Ponds and Pastures Local Wildlife site. A survey which assesses the site's ecological potential must be submitted. The Development proposals must provide for the delivery of appropriate habitat creation and enhancement measures in response to the survey findings including the creation and enhancement of wildlife corridors, and, if required, mitigation measures. <p>Flooding and water quality Site Drainage</p> <ol style="list-style-type: none"> 10.6. The submission of a comprehensive flood risk assessment which has been undertaken to a methodology 	
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			<p>agreed by the Environment Agency. The FRA must demonstrate measures to address egress and access, and measures to reduce local flood risk. Contributions may be requested for measures to reduce flood risk to dwellings in Yalding.</p> <p>11.7. Measures are secured to ensure adequate site drainage, including through the implementation of sustainable drainage measures.</p> <p>Land contamination</p> <p>12.8. Demonstration that contamination of the site resulting from its previous use has been remediated to the satisfaction of the local authority and the Environment Agency.</p> <p>Open Space</p> <p>13. Provision of 4.4 of natural/semi natural open space in accordance with policy OS1(14) together with additional on/off site provision and/or contributions towards off site provision/improvements as required in accordance with policy DM22 Open Space should be sites to maximise accessibility to new and existing residents.</p> <p>Highways and transportation</p> <p>14. Safety improvements to the level crossing at Hampstead Lane, Yalding</p> <p>15. Provision of a right turn on Hampstead Lane at its junction with Maidstone Road.</p> <p>16. Submission of a comprehensive transport assessment and travel plan to set out how opportunities for sustainable transport will be maximised including, if necessary, delivery of improvements to public transport and pedestrian connections to Yalding.</p> <p>17. Public rights of way improvements, including providing an alternative to the 'at grade' pedestrian footpath crossing the railway.</p> <p><u>10. Development will contribute, as proven necessary through a Transport Assessment, to requisite improvements to the highway network</u></p> <p>Insert Additional criterion to read: "<i>Minerals Safeguarding – This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.</i>"</p> <p>Delete OS1(14) Former Syngenta Works, Hampstead Lane, Yalding from Policy OS1 and the Local Plan Policies Map.</p>	
MM37	New Policy RMX1(5) Baltic Wharf supporting text	Action 9.11	<p>Delete paragraph 5.24 from the Local Plan and include a new sub-section after paragraph 13.17 (Policy RMX1 retail and mixed use allocations) and a new policy RMX1(5) to read as follows;</p> <p><u><i>Powerhub Building and Baltic Wharf, St Peters Street, Maidstone</i></u></p> <p><u><i>13.xx The Powerhub building is a prominent and substantial Grade II listed building fronting the west bank of the River Medway and situated within the wider Baltic Wharf site. The site includes the more modern warehouse style buildings to the south of the listed building in which 2,596sqm of floorspace can be lawfully occupied for A1 retail use. Also forming part of the wider site is Raglan House which faces St Peters Street and the car park to the north of the railway bridge. The Baltic Wharf building, the warehouses to the south and Raglan House all lie within the town centre boundary whilst the car park to the north of the railway bridge is outside the boundary. For retail purposes specifically, the site is 'out of centre'.</i></u></p> <p><u><i>13.xx The Powerhub building itself is currently underused and is in need of restoration and its future would be best secured by bringing it into active use. Planning permission has been granted for a large foodstore and other ancillary uses (offices, restaurant and café and assembly and leisure uses) on the site comprising the Baltic Wharf building, the warehouses to the south, Raglan House and the car park to the north of the railway bridge (MA/13/0297). Should the consented scheme not come forward, the council will consider positively alternative proposals using the criteria in</i></u></p>	Changes required to ensure that the Local Plan is positively prepared and justified, and to provide a positive strategy for heritage assets to ensure consistency with national policy.

		<p><u>Policy RMX1(5). The site is considered suitable for a variety of uses namely housing, offices, leisure uses, cafes and restaurants and, subject to impact and sequential tests being met, additional retail use.</u></p> <p><u>Policy RMX1(5)</u></p> <p><u>The Baltic Wharf site, as shown on the policies map, is suitable for a mix of uses comprising housing, offices (B1a and/or A2), leisure uses (D2), cafes and restaurants (A3) and retail (A1). Planning permission will be granted if the following criteria are met.</u></p> <p><u>Design and layout</u></p> <p><u>1. The proposal conserves and, where possible, enhances the heritage significance of the listed Powerhub building and its setting and secures the building's restoration.</u></p> <p><u>2. The proposal achieves the comprehensive development of the whole site and avoids piecemeal development which would undermine the achievement of the restoration of the listed building</u></p> <p><u>3. The proposal is designed to enhance the site's contribution to the townscape as seen from public vantage points, in particular from the banks of the River Medway.</u></p> <p><u>Uses</u></p> <p><u>4. For retail (A1) floorspace additional to the 2,596sqm which is lawful, submission of a sequential sites assessment and a retail impact assessment which demonstrate that the National Planning Policy Framework's sequential and impact tests are met</u></p> <p><u>Access</u></p> <p><u>5. The provision of a level riverside footpath for use by the public extending from the site's southern boundary with Scotney Gardens to connect at its boundary with Waterside Gate to the north</u></p> <p><u>6. Submission of an employees' Travel Plan to be implemented in conjunction with the development.</u></p> <p><u>Flooding</u></p> <p><u>7. Submission of a Flood Risk Assessment for the development undertaken to a methodology agreed with the Environment Agency and the delivery of resultant flood mitigation measures.</u></p> <p><u>8. Submission of a surface water drainage strategy for the development based on sustainable drainage principles.</u></p> <p><u>Noise</u></p> <p><u>9. Submission of a noise assessment and the delivery of resultant noise attenuation measures</u></p> <p><u>Air quality</u></p> <p><u>10. The submission of an air quality assessment and emission reductions plan and the delivery of resultant mitigation measures .</u></p> <p><u>Land contamination</u></p> <p><u>11. The submission of a land contamination assessment and the delivery of resultant mitigation measures</u></p> <p><u>Highways and transportation</u></p> <p><u>12. Development will contribute, as proven necessary through a Transport Assessment, to requisite improvements to the highway network, to include the following;</u></p> <p><u>i. Improvements at the junction of Buckland Hill with London Road</u></p> <p><u>ii. Improvements to the capacity of the eastbound carriageway of the Bridges Gyratory in the event that the current improvement scheme does not provide sufficient capacity to meet the needs of the development</u></p> <p><u>13. For proposals which include additional retail floorspace, measures to secure improved pedestrian, cycle and public transport links to ensure that the site is accessible and well connected to the primary shopping area.</u></p>	
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MM38	Policy EMP(1) RMX1(6) Mote Road Maidstone	PC/91; PC/94 and PC/92; PC/93; Action 8.2	<p>[additional supporting text] :</p> <p><u>13.a This site comprises a 0.4ha site which lies within a wider parcel of land bounded by Romney Place, Lower Stone Street and Mote Road/Wat Tyler Way. The site is currently used for surface level car parking for nearby business uses and redevelopment represents an opportunity to make better use of this site. As it is located within the town centre, it is potentially suitable for a mix of uses including offices, residential and leisure uses.</u></p> <p><u>13.b The site has the potential to contribute to the identified need for additional office floorspace (24,600sqm by 2031). This is only likely to be achieved if the scheme includes other, higher value uses, most specifically residential. The site is therefore allocated for residential-led mixed use development which will include a significant component of office floorspace.</u></p> <p><u>13.c Development of the site will need to bring townscape improvements to this part of the town centre, including by establishing an improved frontage to Wat Tyler Way. The scale, siting and design of the development will have particular regard to the setting of the Grade II listed Romney Terrace to the north of the site.</u></p> <p><u>13.d The policy does not prescribe amounts of floorspace of different uses as the overall development capacity of the site will be highly dependent on the specific scheme which comes forward. The evidence supporting the Local Plan highlights that the expected demand for office floorspace will predominantly be from small businesses who will seek to occupy small office units, often within multi-tenant managed 'workspaces'. This type of provision operates on a different financial model than a traditional single occupier office, generating different financial returns and, potentially, having different build costs. The viability assessment accompanying an application should test the impacts of different forms of development and management of the office space on the development viability to demonstrate how the provision of office floorspace has been maximised. In respect of residential capacity, Policy DM12 sets out the density range acceptable on a town centre site.</u></p> <p>Policy EMP1-(1) RMX1(6) Mote Road, Maidstone</p> <p>Mote Road, as shown on the policies map, is allocated for <u>residential-led mixed use development to include a minimum of 2,000sqm of office floorspace (B1a).</u> redevelopment of up to 8,000 sqm office floorspace (B1 use class). <u>Leisure uses (D2) would also be appropriate as part of the mix of uses on this site.</u> Planning permission will be granted if the following criteria are met.</p> <p>Design and layout</p> <ol style="list-style-type: none"> 1. Where possible development should be sited to create frontage blocks to Mote Road/Wat Tyler Way and to Romney Place. 2. The development preserves the setting of the listed properties in Romney Place. 3. Development does not exceed 9 storeys in height. <p>Uses</p> <p><u>x. The development should deliver a minimum of 2,000sqm of office floorspace. Any scheme which includes a lesser amount of office floorspace should be accompanied by a viability assessment that considers alternative delivery and management approaches and their impact on viability. It should clearly set out the sales and build costs assumptions used and demonstrate that the amount of office floorspace is the maximum which could be provided as part of a viable</u></p>	To ensure the policy is effective and deliverable whilst seeking to meet identified needs
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			<p><u>development.</u></p> <p>Noise 4. The submission of a noise assessment and the delivery of appropriate noise attenuation measures as part of the development.</p> <p>Air quality 5. The submission of an air quality assessment and appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.</p> <p>Land contamination 6. The submission of a land contamination report and appropriate mitigation measures to be implemented prior to development commencing.</p>	
MM39	Policy EMP1(54) Woodcut Farm, Ashford Road, Bearsted Supporting text	Action 8.5	<p>Amend supporting text to Policy EMP1(54) as follows:</p> <p>15.2 There is a unique opportunity in the borough to provide a prestigious business park at Junction 8 of the M20 that is well connected to the motorway network and that can provide for a range of job needs up to 2031. <u>The Woodcut Farm site will meet the 'qualitative' need for a new, well serviced and well connected mixed use business park in the borough which can meet the anticipated demand for new offices, small business orientated space, stand-alone industrial and manufacturing space built for specific end users and smaller scale distribution businesses.</u> This site will overcome this 'qualitative' gap in the borough's existing portfolio of employment sites and will thereby help to diversify the range of sites available to new and expanding businesses in the borough to help accommodate future demand. <u>The key priority for the Woodcut Farm site is the delivery of new office/research & development floorspace (B1a/b). The site will provide at least 10,000sqm of B1a/b floorspace, thereby contributing significantly towards the evidenced need for 24,600sqm of this type of floorspace by the end of the Plan period.</u> Land at Woodcut Farm is allocated to provide for a mix of business uses comprising industrial, offices and distribution/logistics. High quality office development is sought, such as that required by company headquarters for example, providing complementary provision to the town centre. <u>As the viability of office development may be challenging in the shorter term, land will be safeguarded specifically for B1a/b uses, and for no other purpose, pending the viability position improving in the later part of the Plan period. This approach will help ensure that the site delivers a genuine mixed B class use business park, which is what is required, rather than a logistics park or conventional industrial estate. Industrial (B2) and distribution (B8) uses are nonetheless appropriate as part of the mix of uses on the site and, in addition to the office requirement, the allocation will help deliver the quantative need for the 7,965sqm additional warehousing floorspace which is needed in the borough by 2031.</u></p> <p>15.9 The flatter area of the site, to the east of the stream, is better able to accommodate larger footprint buildings up to 10,000sqm <u>5,000sqm</u> with heights restricted to a maximum of 12m. To the west of the stream the land rises and is suited to smaller footprint buildings <u>of up to 2,500sqm and</u> up to 8m in height. The siting, scale and detailed design of development within this area must also have particular regard to the setting of Woodcut Farmhouse (Grade II listed). <u>On the highest part of the site, as shown on the policies map, to the east of the Woodcut Farm complex, building footprints will be limited to 500sqm.</u></p> <p>Policy EMP1(54) Woodcut Farm, Ashford Road, Bearsted:</p> <p>Woodcut Farm, as shown on the policies map, is allocated for development for up to 49,000m2 mixed employment floorspace (B1c; B2; B1a; <u>B1b</u>; B8). <u>The site will deliver a genuine mix of B class uses in terms of type and range. Office type uses (B1a & b) will be a vital component of this mix and the site will provide at least 10,000sqm of B1a</u></p>	To ensure the policy is positively prepared, effective and deliverable whilst seeking to meet identified needs.

		<p><u>/B1b floorspace as an absolute minimum.</u> In the event of a demand arising, an element of hi-tech and/or research and development (B1(b)) would be appropriate as part of the overall mix of B class uses on the site. The <u>mixed use</u> employment, landscaping and infrastructure elements will be delivered in an integrated and co-ordinated manner that respect the site's visual and physical relationship with the Kent Downs AONB. Planning permission will be granted if the following criteria are met.</p> <p>Design & layout</p> <p>1. The proposals create a spacious parkland setting for development through the addition of substantial internal landscaping which <u>will be sympathetic to the site's countryside context and which</u> will help to break up the visual appearance of the development <u>including parking areas</u> in particular in views from the AONB <u>including through the use of substantial tracts of planting extending into the body of the development to achieve clear visual separation between individual buildings and between parking areas</u>; buildings will cover not more than 40% of the developed site area.</p> <p>2. The development proposals will respect the topography of the site by minimising the need for site excavation.</p> <p>3. Landscape buffers of at least 15m in width are established along the site's boundaries, to M20 and to Musket Lane, which will also to help secure the setting to Woodcut Farmhouse (Grade II listed) and the amenity of residential properties at Chestnuts and White Heath. Development will have a landscaped frontage to A20.</p> <p><u>3. Landscape buffers of at least 35m in depth are established along the site's boundary to the M20 including a new native woodland shaw, at least 15m to Musket Lane, at least 25m to the A20 including a planted bund, and at least 30m along the western boundary, which will also to help secure the setting to Woodcut Farmhouse (Grade II listed) and the amenity of residential properties at Chestnuts and White Heath. Tracts of structural landscaping will extend into development areas of at least 15m in width.</u></p> <p>4. An area of 9ha to the north and north west of Woodcut Farm is secured as an undeveloped landscape area in the form of open woodland including the addition of a landscape buffer of at least 30m along the eastern boundary. Future management of this area will be secured by means of legal agreement and maintained in perpetuity.</p> <p>5. Larger footprint buildings <u>will be</u> are accommodated in the field to the east of the stream up to a maximum unit size of 10,000sqm <u>5,000sqm</u> with building ridge heights not to exceed 12m. Units should be orientated end-on to predominant views to and from the AONB.</p> <p>6. Development on the field to the west of the stream comprises smaller <u>units of up to 2,500sqm footprint</u> with g. Graded building heights that <u>will</u> take account of the site's topography with building ridge heights not to exceed 8m. <u>On the highest part of the site to the east of the Woodcut Farm complex at and above the 55m contour line as shown on the policies map, building footprints will be limited to 500sqm.</u> The siting, scale and detailed design of development must have regard to <u>the preservation of</u> Woodcut Farmhouse (Grade II) and its setting.</p> <p>[additional criterion]</p> <p><u>X. The development proposals are designed to limit their visual impact including through the use of curved roofs on buildings, non-reflective materials, sensitive colouring, green roofs and walls on smaller footprint buildings (500sqm and below), and sensitive lighting proposals. Buildings should include active frontage elements incorporating glazing, and address both the A20 and M20.</u></p> <p>[additional criterion]</p> <p><u>Y. To the east of the stream, land to accommodate a minimum of 7,500sqm of floorspace within Use Classes B1(a) and B1(b) will be provided. Land sufficient for at least 5,000sqm of this floorspace will be provided with vehicular access and all necessary services including drainage and electrical power supply to the boundary of the plot/s prior to the first occupation of any units falling within Use Classes B1(c), B2 or B8. The land which is provided for the minimum</u></p>	
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MM40	Policy DM3 Historic and Natural Environment supporting text	PC/129	<p>Amend Policy DM3 as follows:</p> <p>Policy DM3 Natural Environment (paragraph numbering to be added when plan fully restructured to reflect other changes)</p> <p>17.11 Maidstone's historic and natural environment is a fundamental part of the borough's economic wealth and social wellbeing, the benefits of which are far-reaching. It is essential to ensure these historic and natural assets <u>bases</u> remain robust and viable.</p> <p>17.12 Historic environment Maidstone has been shaped and influenced by a long past history, the legacy of which is a strong and rich cultural heritage. The Archbishop's Palace and Leeds Castle are two high profile heritage assets but the borough also abounds with many other historical buildings. These heritage assets contribute to the strong sense of place which exists across the borough. However, this rich historical resource is very vulnerable to damage and loss. The local plan allows some flexibility for the re-use and conversion of historic assets but care must be taken to ensure this does not lead to unacceptable adverse impacts. Small scale changes over time, especially the standardisation of building materials and practices can erode the special character and appearance of places, and the setting of historic features such as listed buildings and scheduled monuments, which can be crucial in maintaining historic integrity.</p> <p>17.13 The local plan will ensure the qualities and local distinctiveness of the historic environment are recognised and protected. This will be achieved in part through the protection of Scheduled Ancient Monuments, Listed Buildings and Conservation Areas from inappropriate development. The local plan will seek to encourage a greater understanding of designated and non-designated heritage assets and their values through partnership working with communities, developers and asset managers. The council will encourage mutually beneficial and sustainable proposals to conserve and enhance heritage assets for future generations whilst acknowledging the social and economic challenges faced by land owners and managers.</p> <p>17.14 All development proposals will be expected to be accompanied by an initial survey to establish what on-site assets there are. Sufficient information to assess the direct and indirect effects of development on past or present heritage assets together with any proposed prevention, mitigation or compensation measures will also be required.</p> <p>17.18 The growth proposed in the borough provides a chance to increase the value of accessible green spaces and blue corridors. New development will be expected to contribute towards the goal of a linked network which extends across the borough and beyond. Development schemes will be expected to contribute towards improved connectivity through the provision of footpaths and cycle routes that are part of a strategic network; space for nature that contributes to the larger landscape-scale pattern of connected habitat; and the provision of imaginative recreational facilities that give educational and physical health benefits to local people. The council will liaise with neighbouring local authorities, including Kent County Council, to ensure potential linkages at all scales and across administrative boundaries are recognised in the development of specific proposals. Developers will also be expected to provide details of how the green and blue infrastructure elements of their proposal, including publicly accessible open spaces, sites managed for their biodiversity, <u>or</u> geodiversity or heritage interest, will be managed and maintained over the long-term.</p> <p>Policy DM3 –Historic and nNatural environment</p> <p>1. To enable Maidstone borough to retain a high quality of living and to be able to respond to the effects of climate change, developers will ensure that new development protects and enhances the historic and natural environment, where appropriate, by incorporating measures <i>where appropriate</i> to:</p> <p>i. Protect positive historic and landscape character, heritage assets and their settings, areas of Ancient Woodland, veteran trees, trees with significant amenity value, important hedgerows, features of biological or geological interest, and the existing public rights of way network from inappropriate development and ensure that these assets do not</p>	To ensure the policy is positively prepared, justified, effective and consistent with national policy.

		<p>suffer any <u>avoid significant</u> adverse impacts as a result of development;</p> <p>ii. Avoid damage to and inappropriate development considered likely to have significant <u>direct or indirect</u> adverse effects on:</p> <p>a. Cultural heritage assets protected by international, national or local designation and other non-designated heritage assets recognised for their archaeological, architectural or historic significance, or their settings;</p> <p>b. <u>a.</u> Internationally, nationally and locally designated sites of importance for biodiversity; and</p> <p>e. <u>b.</u> Local Biodiversity Action Plan priority habitats.</p> <p>iii. Control pollution to protect ground and surface waters where necessary and mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones, and/or incorporate measures to improve the ecological status of water bodies as appropriate;</p> <p>iv. Enhance, extend and connect designated sites of importance for biodiversity, priority habitats and fragmented Ancient Woodland; support opportunities for the creation of new Biodiversity Action Plan priority habitats; create, enhance, restore and connect other habitats, including links to habitats outside Maidstone Borough, where opportunities arise;</p> <p>v. Provide for the long term maintenance and management of all heritage and natural assets, including landscape character, associated with the development;</p> <p>vi. Mitigate for and adapt to the effects of climate change; and</p> <p>vii. Positively contribute to the improvement of accessibility of natural green space within walking distance of housing, employment, health and education facilities and to the creation of a wider network of new links between green and blue spaces including links to the Public Rights of Way network.</p> <p>2. Protect and enhance the character, distinctiveness, diversity and quality of Maidstone's landscape and townscape by the careful, sensitive management and design of development.</p> <p>3. Where appropriate, development proposals will be expected to appraise the value of the borough's historic and natural environment through the provision of the following:</p> <p>i. An ecological evaluation of development sites and any additional land put forward for mitigation purposes to take full account of the biodiversity present, including the potential for the retention and provision of native plant species;</p> <p>ii. Heritage and arboricultural assessments to take full account of any past or present heritage and natural assets connected with the development and associated sites; and</p> <p>iii. A landscape and visual impact assessment to take full account of the significance of, and potential effects of change on, the landscape as an environmental resource together with views and visual amenity.</p> <p>4. Publicly accessible open space should be designed as part of the overall green and blue infrastructure and layout of a site, taking advantage of the potential for multiple benefits including enhanced play, wildlife, sustainable urban drainage, tree planting and landscape provision. The form and function of green infrastructure will reflect a site's characteristics, nature, location and existing or future deficits.</p> <p>5. Development proposals will not be permitted where they lead to adverse impacts on natural and heritage assets for which mitigation measures or, as a last resort, compensation appropriate to the scale and nature of the impacts cannot be achieved. <u>When significant harm cannot be avoided through consideration of alternative sites or adequate mitigation provided on-site within the immediate locality, compensatory measures will be achieved within the relevant Biodiversity Opportunity Area, or other location as agreed by the Local Planning Authority.</u></p> <p><u>6. Development proposals will give weight to the protection of the following designated sites for biodiversity, as shown on the Policies Map, which will be equal to the significance of their biodiversity/geological status, their contribution to wider ecological networks and the protection/recovery of priority species as follows:</u></p> <p><u>i) For internationally designated sites (including candidate sites), the highest level of protection will apply. The council will ensure that plans and projects proceed only when in accordance with relevant Directives, Conventions and Regulations. When the proposed development will have an adverse effect on the integrity of a European site, planning permission will only be granted in exceptional circumstances, where there are no less ecologically damaging</u></p>	
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MM41	Policy DM4 <i>DM5</i> Development on Brownfield Land	Action 11.1	<p>Amend Policy DM4 <i>DM5</i>(2) Development on brownfield land</p> <p>Exceptionally, the residential redevelopment of brownfield sites in the countryside <i>which are not residential gardens</i>, which meet the above criteria and which are in close proximity to Maidstone urban area, a rural service centre or larger village will be permitted provided the redevelopment will also result in a significant environmental improvement and the site is, or will <i>can reasonably</i> be made, demonstrably accessible by sustainable modes to Maidstone urban area, a rural service centre or larger village.</p> <p>Additional paragraphs to be inserted after paragraph 17.34 of the supporting text:</p> <p><i>A number of brownfield sites in current or previous economic use are located in the countryside. Such sites are outside of the settlement boundaries, and countryside restraint policies apply. Exceptionally, the council will consider proposals for residential development on brownfield sites in rural areas. Key considerations will include:</i></p> <ul style="list-style-type: none"> <i>The level of harm to the character and appearance of an area;</i> <i>The impact of proposals on the landscape and environment;</i> <i>Any positive impacts on residential amenity;</i> <i>What traffic the present or past use has generated; and</i> <i>The number of car movements that would be generated by the new use, and what distances, if there are no more sustainable alternatives.</i> <p><i>Residential gardens in urban and rural areas are excluded from the definition of a brownfield site.</i></p>	To ensure the policy is positively prepared and justified.
MM42	Policy DM5 6 Air Quality	(PC/110) Action 11.2	<p>Policy to be amended as follows:</p> <p>17.36 The National Planning Policy Framework requires planning policies to sustain compliance with EU limit values or national objectives for pollutants and the cumulative impacts on air quality from individual sites in local areas. The council has a responsibility to work towards achieving these targets and does this through the Local Air Quality Management (LAQM) regime. Through this function the council has identified 6 areas currently exceeding EU guideline values (<i>exceedance areas</i>) and has an Air Quality Action Plan (AQAP) in place in order to identify measures aimed at reducing air pollution at these locations.</p> <p>17.39 <i>The significance of any air quality impact arising from development can be affected by a number of factors, including the scale, nature and location of development. For instance, a large housing development located outside of the AQMA may still have significant negative impacts on air quality within the AQMA, whereas a small scale residential extension within the AQMA may not have any perceptible impact on air quality. Similarly, a single additional dwelling</i></p>	To ensure the policy is consistent to national policy

		<p><i>may have a negative impact on an exceedance area whilst major development located elsewhere in the borough may not impact the AQMA itself, but may generate significant negative impacts in other locations.</i> The council will review the <i>potential</i> significance of the air quality impacts from new proposals <i>taking account of these factors and</i> in line with national guidance.</p> <p><i>17.40 Where an Air Quality Impact Assessment (AQIA) is required, development proposals will be required to assess the existing air quality in the study areas, to predict the future air quality without the development in place and to predict the future air quality with the development, and mitigation, in place. As part of this process, the assessment should consider the potential cumulative impacts of development.</i> Evaluation of air quality impacts will take into account factors such as the number of people affected, the absolute levels and the predicted magnitude of the changes in pollutant concentrations, the scale and kind of the proposed mitigation. The evaluation will <i>AQIA should</i> also take into account how the impacts from the development relate to the principles <i>and measures</i> contained within the council's Air Quality Action Plan and other relevant strategic guidance documents. <i>Where the need for mitigation measures is identified through an AQIA, the delivery of these measures will be secured through planning condition or through s106 planning obligations.</i></p> <p>17.41 It is recognised that planning can play an important role in improving air quality and reducing individuals' exposure to air pollutants. Whilst planning cannot solve immediate <i>existing</i> air quality issues, <i>it can ensure that</i> has a role to play so any likely scheme impacts are reasonably <i>effectively</i> mitigated.</p> <p>17.42 It is also important to ensure <i>however that these existing air quality issues, and the</i> cumulative impacts of developments, are responded to in a <i>proactive and effective</i> fair and proportionate way. In order to achieve this, <i>the Council is in the process of updating the AQMA Action Plan and is currently preparing a</i> Low Emission Strategy <i>will be developed going forward. These documents provide a timely opportunity to address these long-standing issues, and the council will consider a wide range of options and measures, including further support for sustainable transport measures and the possibility of establishing Low Emission/Clean Air Zones, as part of this process. As well as the AQMA Action Plan and the Low Emission Strategy, forthcoming national policy changes are likely to have implications for the local plan policy. The Council is therefore committed to preparing a DPD on the subject of air quality to ensure the local policy framework is both effective and up to date.</i></p> <p>17.41 The Low Emission Strategy will outline the principles behind defining the scale of a development and its likely impact depending on its location and proximity to exceedance areas and the public. It will be developed in line with emerging best practice and national guidelines and be developed to support the Air Quality Action Plan.</p> <p>Policy DM5 <u>6</u> Air Quality</p> <p>Proposals that have an impact on air quality that meet the following criteria will be permitted:</p> <ol style="list-style-type: none"> 1. Proposals located close to identified air quality exceedance areas as defined through the Local Air Quality management process will require a full Air Quality Impact Assessment in line with national and local guidance; 2. Proposals within or adjacent to Air Quality Management Areas that are likely to have a negative impact on air quality should identify sources of emissions to air from the development and an Emissions Statement identifying how these emissions will be minimised and mitigated against must be provided; and 3. Proposals in or affecting Air Quality Management Areas or of a sufficient scale to impact local communities should, where necessary, incorporate mitigation measures which are locationally specific and proportionate to the likely impact. <p>Proposals that have an impact on air quality will be permitted, subject to the following criteria being met:</p>	
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MM43	Policy DM6-7 Non-Conforming Uses	PC/111	<p>Amend policy to read:</p> <p>DM 6 Z: Proposals for development which could create, intensify or expand noisy or noxious uses, or which could <u>potentially</u> generate volume or types of traffic unsuited to the local area, will only be permitted if they meet such other exceptions as indicated by policies elsewhere in this plan where they do not, by way of their operation, cause nuisance to residents or users in the vicinity, and where anticipated adverse impacts on the local road network can be mitigated in accordance with Policy DM21. <u>Proposals will also be required to meet other requirements set out elsewhere in this plan.</u></p>	To ensure the policy is consistent with achieving sustainable development and is therefore positively prepared.
MM44	Policy DM7 8 External Lighting	PC/51; PC/112	<p>Amend Policy DM7 8(1) (iii) as follows:</p> <p>iii. The lighting scheme would not be visually detrimental to its immediate or wider setting, <u>particularly intrinsically dark landscapes.</u></p> <p>Amend Policy DM7 8 criterion 2 to read: "Lighting proposals that <u>are within, neighbour</u> or are near enough to significantly affect areas of nature conservation importance, e.g. <u>Special Areas of Conservation</u>, Sites of Special Scientific Interest, National Nature Reserves, and Country Wildlife Sites <u>and Local Wildlife Sites</u> will only be permitted in exceptional circumstances."</p>	To ensure the policy is consistent to national policy.
MM45	Policy DM11 Housing Mix	PC/123	<p>Amend Policy DM11 as below:</p> <p>Policy DM11 <u>SP19</u> Housing Mix</p> <p>17.58 Developers will need to access a range of sources, including the SHMA, to help shape their proposals. Local stakeholders, including parish councils, may often be able to provide targeted information that assists an applicant to submit a locally relevant scheme. <u>Neighbourhood Plans can also be used as a mechanism to allow some flexibility and</u></p>	To ensure consistency with national policy and to clarify the Council's role and the relationship between local and neighbourhood plans

			<p><u>local context while contributing to the overarching strategic needs of the borough.</u> Where affordable housing is proposed or required, the housing register will provide additional guidance.</p> <p>Policy DM11 <u>SP19</u> (5) Housing Mix</p> <p>5. The council will work with partners to facilitate <u>support</u> the provision of specialist and supported housing for elderly, disabled and vulnerable people.</p>	
MM46	Policy DM12 Density of Housing Development	PC/124	<p>Amend Policy DM12 as below:</p> <p>Policy DM12 Density of housing development</p> <p>All new housing will be developed at a density that is consistent with achieving good design and does not compromise the distinctive character of the area in which it is situated. <u>Development proposals that fail to make efficient use of land for housing, having regard to the character and location of the area, will be refused permission.</u></p> <p>Subject to this <u>these</u> overriding considerations:</p> <ol style="list-style-type: none"> 1. At sites within and close <u>adjacent</u> to the town centre new residential development will be expected to achieve net densities of between 45 and 170 dwellings per hectare. 2. At <u>other</u> sites <u>within and</u> adjacent to the urban area new residential development will be expected to achieve a net density of 35 dwellings per hectare. 3. At sites within or adjacent to the rural service centres and larger villages as defined under policies SP5-10 and SP11-16 respectively new residential development will be expected to achieve a net density of 30 dwellings per hectare. <p>In other settlements not listed above new residential development will be expected to achieve a net density of 30 dwellings per hectare. Development proposals that fail to make efficient use of land for housing, having regard to the character and location of the area, will be refused permission.</p>	To ensure the policy is consistent with achieving sustainable development and is therefore positively prepared.
MM47	Policy DM13 Affordable Housing	PC/126	<p>Amend Policy DM13 as below:</p> <p>Policy DM13 <u>SP20</u> Affordable Housing</p> <p>17.61 Viability testing indicates that affordable housing is achievable across the borough on sites of five or more dwellings. The Ministerial Statement published 28th November 2014 refers to the introduction of a threshold for infrastructure contributions. The National Planning Practice Guidance refers to circumstances where infrastructure contributions through planning obligations should not be sought from developers: affordable housing should not be sought from developments of 10 units or less, and which have a maximum combined floorspace of 1,000m². The viability testing has assumed the national threshold of 11 dwellings for affordable housing. To support community integration, affordable housing will be provided on-site, and alternative provision will not be accepted unless there are exceptional circumstances that justify it. Any proposals for off-site or financial provision must be made at the time of the application.</p> <p>17.63 In order to respond to the identified need for affordable housing of different tenures through the period of the plan, the council will seek an indicative target of 70% affordable rented or social rented housing, or a mixture of the two, and 30% intermediate affordable housing (shared ownership and/or intermediate rent). This ratio was used for strategic viability testing purposes and has been shown to be viable. Specific site circumstances may affect the viability of individual proposals and the council recognises that the need for different tenures may also vary over time</p>	To ensure consistency with national policy

			<p>[2].</p> <p>[additional paragraph] <u>17.xx The Government has introduced a vacant building credit to incentivise brownfield development on sites containing vacant buildings. In considering how the vacant building credit should apply to a particular development, the council will consider whether the building has been made vacant for the sole purposes of redevelopment and whether the building is covered by an extant or recently expired planning permission for the same or substantially the same development.</u></p> <p>[2] Through the new Housing and Planning Bill 2015 <u>Act 2016</u>, the Government has signalled its intention to place <u>is placing</u> a duty on local planning authorities to require a proportion of Starter Homes on all reasonably-sized sites. <u>Secondary legislation is expected early 2017 and</u> the The council will maintain a watching brief and respond as appropriate.</p> <p>Policy DM13 <u>SP20</u> Affordable Housing On housing sites or mixed use development sites of five <u>11</u> residential units (<u>gross</u>) or more, and or which have a combined floorspace of greater than 1,000m2 (gross internal area), the council will require the delivery of affordable housing.</p>	
MM48	Policy DM14 <u>13</u> Local Needs Housing	PC/65; PC/127	<p>Amend supporting text to read:</p> <p>Policy DM14 <u>13 Affordable</u> Local Needs Housing <u>on Rural Exception Sites</u></p> <p>17.73 <u>Affordable</u> local needs housing seeks to address the lack of general supply by allowing the development of exception sites under agreed local needs, sustainability and environmental criteria. <u>Exception sites are small sites in locations where sites would not normally be released for housing development.</u> The housing must remain affordable in perpetuity and priority will be given to occupants who <u>meet relevant criteria, i.e. those who</u> have a specified connection to the settlement – often being residential, employment or family.</p> <p>Amend Policy DM14 <u>13</u> as below:</p> <p><u>Affordable</u> Local Needs Housing <u>on Rural Exception Sites</u></p> <p><u>Outside of Maidstone, the five rural service centres and the five larger villages,</u> The <u>the</u> Council will work with parish councils and local stakeholders to bring forward sustainably located <u>affordable</u> local needs housing at its rural communities. The council will grant planning permission subject to the following criteria.</p> <ol style="list-style-type: none"> 1. Development has been proven necessary by a local needs housing survey approved by the council which has been undertaken by or on behalf of the parish council(s) concerned. In consultation with the parish council and registered provider of social housing, the council will determine the number, size, type and tenure of homes to be developed after assessing the results of the survey. The council will also use the housing register to determine where there may be unmet housing needs. 2. People meeting the relevant occupation criteria will be given priority to occupy local needs housing (under the council's housing allocation scheme). 3. <u>Affordable</u> local needs housing will remain available in perpetuity to meet the need for which it was permitted. This will be secured by planning conditions and/or legal agreements as appropriate. 4. Sustainability of the site and its settlement will be a prime consideration in decision making. The council will give preference to settlements and communities where a range of community facilities and services, in particular school, 	To ensure consistency with national policy and to ensure the policy is positively prepared.

			<p>health, and shopping are accessible from the site preferably on foot, by cycle or on public transport. The site must also be safely accessed to and from the public highway by all vehicles using the site at all times.</p> <p>5. The scale of development must be in proportion to the context of the settlement where it is located.</p> <p>6. Where national landscape, ecological and heritage designations are affected by the proposed development, the necessity for development <i>proposals</i> must be proven to outweigh the purpose for which <i>have regard to</i> the designation and its purpose is made <i>whilst complying with national policy and guidance</i>.</p> <p>An affordable and local needs housing supplementary planning document will be produced to expand on how the proposals in this policy will be implemented.</p>	
MM49	Policy DM165 Gypsy, Traveller and Travelling Showpeople accommodation	PC/108; Action 10.6	<p>Policy DM165; Amend criterion 2 as follows;</p> <p>2. The development would not result in inappropriate <i>significant</i> harm to the landscape and rural character of the area, in particular the Kent Downs Area of Outstanding Natural Beauty, and the openness of the Metropolitan Green Belt. Impact on these aspects will be assessed with particular regard to:</p> <ul style="list-style-type: none"> i Local landscape character ii Cumulative effect – the landscape impact arising as a result of the development in combination with existing <i>lawful</i> caravans; and iii Existing landscape features – development is well screened by existing landscape features and there is reasonable prospect of such features’ long term retention. <p>Additional planting should....</p>	For consistency with national policy.
MM50	Policy DM176 Town Centre Uses	PC/99; PC/100; PC/101	<p>Add a new paragraph after paragraph 17.82 to read;</p> <p><i>17.82a A proposal for small scale rural development related to the expansion of an existing rural business or retail development will not be required to comply with Policy DM176. Such development will be assessed under the terms of Policy DM37 or DM40 respectively.</i></p> <p>Amend paragraph to read:</p> <p>17.83 <i>An impact assessment will be required for proposals above the Framework’s specified threshold of 2,500sqm.</i> In assessing the impact of proposals...</p> <p>In Policy DM176 add ‘or’ the end of criterion 1(ii) as follows:</p> <p>1(ii) ...of a site allocated for the use proposed. <i>Or</i></p> <p>Include additional criteria 1(iii) and (iv) to state:</p> <p><i>(iii) The development is in the countryside and is in accordance with Policy DM37 or Policy DM40; Or</i></p> <p><i>(iv) The development is designed to only serve the needs of the neighbourhood</i></p>	To ensure consistency with national policy.
MM51	Policy DM21 Retention of Employment Sites	PC/66; PC/67	<p>Additional criteria to read (in new strategic policy SP22):</p> <p><i>“X. Within designated Economic Development Areas, the redevelopment of premises and the infilling of vacant sites for business uses will be permitted.”</i> and</p> <p><i>“Y. Within designated Economic Development Areas located within the countryside proposals should ensure high quality designs of an appropriate scale and materials are accompanied by significant landscaping within, and at the edge of, the development.”</i></p>	To ensure the policy is positively prepared in order to meet identified needs and is consistent with achieving sustainable development.
MM52	Policy	PC/55;	Merge Policy DM24 Criterion 3 and Policy DM25 Criterion 2 to form a revised Development Management policy	To ensure the policy

	DM24 <u>21</u> Sustainable transport <u>Assessing the transport impacts of development</u>	PC/114; Action 11.5	<p>DM24<u>21</u>: <u>Assessing the transport impacts of development</u></p> <p>Policy DM2421 <u>Assessing the transport impacts of development</u></p> <p>3 1. Development proposals must:</p> <ul style="list-style-type: none"> i. Demonstrate that the impacts of trips generated to and from the development are <u>accommodated</u>, remedied or mitigated <u>to prevent severe residual impacts</u>, including where feasible <u>necessary</u> an exploration of delivering mitigation measures ahead of the development being occupied; ii. Provide a satisfactory Transport Assessment for proposals that reach the required threshold and a satisfactory Travel Plan in accordance with the threshold levels set by Kent County Council's Guidance on Transport Assessments and Travel Plans; and iii. Demonstrate that development complies with the requirements of policy DM5 <u>6</u> for air quality. <p>2. Proposals for major development will be permitted if adequate provision is made, where necessary and appropriate, within the overall design and site layout for the following facilities for public transport secured through legal agreements:</p> <ul style="list-style-type: none"> i. Priority or exclusive provision for public service vehicle access to or through the proposed development area; ii. Safe and convenient passenger waiting facilities, information systems and signed pedestrian access routes; iii. Suitable provision for disabled access to the waiting facilities from all parts of the development area; and iv. Suitable provision for disabled access onto buses from the waiting facilities. <p>Insert the following text as supporting text to Policy DM2421 – Assessing the transport impacts of development.</p> <p>Assessing the transport needs <u>impacts</u> of development</p> <p>17. 152 New developments have the potential to generate a considerable number of vehicular and pedestrian trips which in turn has <u>can have</u> both a direct and cumulative impacts on the transport network. Transport Assessments and Travel Plans, developed in accordance with KCC guidance, will be expected to accompany all planning applications for new developments that reach the required threshold. Improvements to public transport, walking, cycling and highway infrastructure <u>may be required</u> to mitigate these <u>identified</u> impacts need to be in place to ensure the increase in trips generated will not lead to <u>severe residual</u> an unacceptable level of transport impacts. To further minimise these impacts, measures and initiatives must be incorporated into the design of development to minimise vehicular trip generation. <u>Where appropriate</u>, new development proposals will also be expected to enter into legal agreements to <u>secure the delivery of</u> mitigation <u>to address</u> both their direct and cumulative impacts on the transport network. The council will also seek to secure Construction Management Plans to minimise impacts from new developments during construction.</p>	is positively prepared in respect of infrastructure requirements and is consistent with national policy.
[MM53] [unused]			[MM number not used]	
MM54	Policy DM2 <u>84</u> Renewable	PC/115	<p>Amend DM2<u>84</u>(2) to read:</p> <p>2. The landscape and visual impact of development, with particular regard to any impact <u>development within the on,</u></p>	To ensure consistency with national policy.

	and Low Carbon Energy Schemes		or the setting of, the Kent Downs AONB or its setting or the setting of the High Weald AONB.	
MM55	Policy DM34 <u>DM30</u> Design Principles in the Countryside and supporting text	PC/120; ED 026	<p>Amend para 19.1 as follows: Policy SP17 sets out the type of development which would be acceptably located within the borough's countryside. The local plan seeks high quality designs in all types of development but policy DM34 sets out additional principles to ensure high quality designs are realised in the borough's countryside.</p> <p><i><u>The achievement of high quality design in all developments is important. In addition to the requirements of policy SP17, where development is proposed in the countryside the design principles set out in policy DM30 must be met.</u></i></p> <p>Policy DM34 <u>DM30</u> Design principles in the countryside</p> <p>Outside of the settlement boundaries as defined on the policies map, proposals which would create high quality design, <i><u>satisfy the requirements of other policies in this plan</u></i> and meet the following criteria will be permitted:</p> <p>Where proposals meet criterion 1, development in the countryside will be permitted if:</p> <p><i><u>1 The type, siting, materials and design, mass and scale of development and the level of activity would maintain, or where possible, enhance local distinctiveness including landscape features;</u></i></p> <p><i><u>2 Impacts on the appearance and character of the landscape would be appropriately mitigated. Suitability and required mitigation will be assessed through the submission of Landscape and Visual Impact Assessments to support development proposals in appropriate circumstances;</u></i></p> <p>1. Conserve and enhance the landscape and scenic beauty of the Kent Downs AONB and its setting;</p> <p>2. Outside of the Kent Downs AONB, not result in harm to the identified landscapes of local value, landscapes which have been shown to have a low capacity to accommodate change, and in all other locations respect the landscape character of the locality;</p> <p>3. Outside the Kent Downs AONB, not result in harm to landscape of highest value and respect the landscape character of the locality;</p> <p>3. <i><u>Proposals would not</u></i> result in unacceptable traffic levels on nearby roads; unsympathetic change to the character of a rural lane which is of landscape, amenity, nature conservation, or historic or archaeological importance or the erosion of roadside verges;</p> <p>4. Where built development is proposed, there would be no existing building or structure suitable for conversion or re-use to provide the required facilities. Any new buildings should, where practicable, be located adjacent to existing buildings or be unobtrusively located and well screened by existing or proposed vegetation which reflect the landscape character of the area; and</p> <p>5. Where an extension or alteration to an existing building is proposed, it would be of a scale which relates sympathetically to the existing building and the rural area; respect local building styles and materials; have no significant adverse impact on the form, appearance or setting of the building, and would respect the architectural and historic integrity of any adjoining building or group of buildings of which it forms part.</p> <p>Account should be taken of the Kent Downs AONB Management Plan and the Maidstone Borough Landscape Character Guidelines SPD.</p>	To ensure consistency with national policy and the achievement of sustainable development.

MM56	DM4137 Expansion of existing businesses in rural areas	PC/97; Action 11.10	<p>Amend Policy DM4137 to read:</p> <p>Expansion of existing businesses in rural areas</p> <p>Where significant adverse impacts on the rural environment and amenity would result from expansion, rural businesses requiring expanded premises should look to relocate to one of the Economic Development Areas identified in policy DM21 or to a site within Maidstone urban area or one of the rural service centres. Where it is demonstrated that there would be no significant adverse impacts on the rural environment or amenity or that relocation cannot be achieved, the expansion of existing industrial or business enterprises which are currently located outside of the settlement boundaries as defined on the policies map will be permitted where:</p> <p><u>1. Planning permission will be granted for the sustainable growth and expansion of rural businesses in the rural area where:</u></p> <p>1. There is no significant increase in the site area of the enterprise. Minor increases and rounding off the existing site will be acceptable;</p> <p>2. There is no significant addition of new buildings.</p> <p>(i) New buildings may be permitted, provided they are small in scale and provided the resultant development as a whole is appropriate in scale for the location and can be satisfactorily integrated into the local landscape;</p> <p>3. (ii) The increase in floorspace would not result in unacceptable traffic levels on nearby roads or a significant increase in use of an existing substandard access;</p> <p>4. (iii) The new development, together with the existing facilities, will not result in an unacceptable loss in the amenity of the area. In particular the impact on nearby properties and the appearance of the development from public roads will be of importance; and</p> <p>5. (iv) The No open storage of materials will be permitted unless can be adequately screened from public view throughout the year.</p> <p><u>2. Where significant adverse impacts on the rural environment and amenity would result from expansion, rural businesses requiring expanded premises should look to relocate to one of the Economic Development Areas identified in policy SP22 or to a site within Maidstone urban area or one of the rural service centres.</u></p>	To ensure the policy is effective.
MM57	New Policy DM4 Development affecting designated and non-designated heritage assets	PC/131	<p>Addition of a new policy as follows:</p> <p><u>Policy DM 4 – Development affecting designated and non-designated heritage assets</u></p> <p><u>The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special architectural or historic interest. When making a decision concerning a listed building or its setting, the Council must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The Act also places the duty on the Council in making its decisions to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas in the borough.</u></p> <p><u>The local plan allows some flexibility for the re-use and conversion of historic assets but care must be taken to ensure this does not lead to unacceptable adverse impacts. Small scale changes over time, especially the standardisation of building materials and practices, can erode the special character and appearance of places, and the setting of historic features such as listed buildings and scheduled monuments, which can be crucial in maintaining historic integrity.</u></p> <p><u>Policy DM1 provides clear guidelines about the need for development to be planned and designed in a manner which appropriately responds to its historic context and, where possible, positively enhances the historic character of the locality. Character analysis is provided in supporting documents such as the Conservation Area management plans, the Landscape Character Assessment and the specific character area assessment SPDs.</u></p>	Changes required to ensure that the Local Plan is positively prepared and justified, and to provide a positive strategy for the historic environment to ensure consistency with national policy.

			<p><u>Where development is proposed for a site which includes or has the potential to impact on heritage assets, developers must submit an appropriate heritage assessment which analyses the direct and indirect effects of development on those assets. Significance can be defined in this context as the value of a heritage asset to this and future generations because of its heritage interest which may be historic, archaeological, architectural or artistic. Significance derives not only from the heritage asset's physical presence but also from its setting.</u></p> <p><u>In the determination of planning applications, the relevant assessment factors, including weighting of potential harm against wider benefits of the development, is set out in detail in the Framework paragraphs 131 to 135 (or as superseded).</u></p> <p><u>Policy DM 4 - Development affecting designated and non-designated heritage assets</u></p> <p><u>1. Applicants will be expected to ensure that new development affecting a heritage asset incorporates measures to conserve, and where possible enhance, the significance of the heritage asset and, where appropriate, its setting;</u></p> <p><u>2. Where appropriate, development proposals will be expected to respond to the value of the historic environment by the means of a proportionate Heritage Assessment which assesses and takes full account of:</u></p> <p><u>i. any heritage assets, and their settings, which could reasonably be impacted by the proposals;</u></p> <p><u>ii. the significance of the assets; and</u></p> <p><u>iii. the scale of the impact of development on the identified significance.</u></p> <p><u>3. Where development is proposed for a site which includes or has the potential to include heritage assets with archaeological interest, applicants must submit an appropriate desk-based assessment and, where necessary, a field evaluation.</u></p> <p><u>4. The Council will apply the relevant tests and assessment factors specified in the Framework when determining applications for development which would result in the loss of, or harm to, the significance of a heritage asset and/or its setting.</u></p> <p><u>5. In the circumstances where the loss of a heritage asset is robustly justified, developers must make the information about the asset and its significance available for incorporation into the Historic Environment Record.</u></p>	
MM58	Policy ID1 Infrastructure Delivery	PC/57; PC/58 (as amended by PC/137)	<p>Amend Policy ID1 (2) third sentence to read:</p> <p>Dedicated Planning Agreements (S.106 of the Town and Country Planning Act, 1990) will be used to provide the a range of site specific facilities <u>mitigation, in accordance with the S106 tests</u>, which will normally be provided on-site but may where appropriate be provided in an off-site location or via an in-lieu financial contribution.</p> <p>Additional criterion to read:</p> <p><u>Infrastructure schemes that are brought forward by service providers will be encouraged and supported, where they are in accordance with other policies in the local plan. New residential and commercial development will be supported if sufficient infrastructure capacity is either available or can be provided in time to serve it.</u></p> <p>Insert additional paragraph to ID1 to state:</p> <p><u>"In order to reflect National Planning Practice Guidance paragraph 107, and also overcome the constraints imposed via the use of S106 agreements and/or Community Infrastructure Levy, normally S278 agreements under the Highways Act 1980 will be used to secure any necessary mitigation in connection with the Strategic Road Network."</u></p>	To ensure the policy is positively prepared in respect of infrastructure requirements.
MM59	Monitoring and Review	Inspector's Agenda	<p>Replace the Monitoring and Local Plan performance targets section of the submission Local Plan (paragraphs 21.1 – 21.25 inclusive) with the following:</p>	To ensure that the Local Plan is effective by monitoring the

		to Hearing Session 15	<p><u>Monitoring</u></p> <p>21.1. <u>Local plan policies will deliver sustainable growth to meet housing, employment and other identified needs and associated infrastructure in a way which also aims to conserve the borough's built and natural heritage.</u></p> <p>21.2. <u>An effective and proportionate monitoring framework is essential to ensure that the plan delivers the amount and type of development that is required, in the right place and at the right time, and also that any risks to the plan's delivery are highlighted promptly so that correcting action can be implemented in good time.</u></p> <p>21.3. <u>In developing the local plan allocations and policies, the council has been aware of the risks to delivery and has sought to mitigate these through: a dispersed development strategy which allows a range of landowners and developers the opportunity to contribute to development in the borough; the promotion of sites which are known to be available; and understanding viability and operating a positive and flexible approach where it can be demonstrated that viability would hamper delivery.</u></p> <p>21.4. <u>The results of monitoring will enable the council to understand the progress being made towards the local plan's key objectives. A comprehensive monitoring framework is set out on the following pages. This identifies targets for key policies in the plan, specific triggers which would indicate that targets may not be met and, in such circumstances, the actions to be taken in response. A number of contextual indicators are also included which, whilst not linked directly to the application of the Local Plan's policies, will provide helpful understanding of broader trends at play in the borough.</u></p> <p>21.5. <u>The outcomes of monitoring against the identified targets will be reported annually in the Authority Monitoring Report (AMR).</u></p> <p><u>Topics</u></p> <p>21.6. <u>The overall performance of the plan's policies will be monitored through review of appeal decisions and of applications granted as a departure from the Local Plan.</u></p> <p>21.7. <u>Paragraph 47 of the National Planning Policy Framework sets out the Government's desire to "boost significantly the supply of housing" and hence there must be a strong focus on housing delivery in the monitoring framework. The council will monitor delivery of past and anticipated future housing delivery including its housing trajectory and its 5 year supply position as well as its supply of pitches to meet its need for Gypsy and Traveller accommodation.</u></p> <p>21.8. <u>Given its aspirations for growth, the council will also monitor the delivery of employment and retail opportunities including by measuring the net additional floorspace created either by new construction or change of use.</u></p> <p>21.9. <u>Key supporting infrastructure requirements are set out in the Infrastructure Delivery Plan which also indicates potential funding sources for each project. It is vital to monitor delivery of identified schemes to ensure that the specific mitigation needed to support the plan's growth is coming forward during the plan period.</u></p> <p>21.10. <u>In addition to the above there are a variety of further monitoring indicators addressing the full scope of the Local Plan.</u></p>	application of its policies.
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<u>Local Plan Performance Targets</u>					
<u>Indicator No.</u>	<u>Indicator</u>	<u>Target</u>	<u>Trigger</u>	<u>Action</u>	<u>Policy</u>
<u>General/Whole Plan</u>					
<u>M1</u>	<u>Number and nature of departures from the Local Plan granted consent per year</u>	<u>[no specific target]</u>	<u>Analysis of departures reveals a significant trend/issue in the nature of departures obtaining consent</u>	<u>Consider the need for changes to the Local Plan as part of a Local Plan Review.</u>	<u>Whole Plan</u>
<u>M2</u>	<u>Appeals lost against Local Plan policy per year</u>	<u>[no specific target]</u>	<u>Analysis of appeal decisions reveals a significant policy omission/issue</u>	<u>Consider the need for changes to the Local Plan as part of a Local Plan Review</u>	<u>Whole Plan</u>
<u>M3</u>	<u>Successful delivery of the schemes in the Infrastructure Delivery Plan (IDP) required to support the development in the Local Plan funded through CIL, developer contributions, New Homes Bonus and other funding sources.</u>	<u>Timely delivery of the critical and essential schemes identified in the IDP</u>	<u>Annual update of the IDP identifies risks to the delivery of critical/essential schemes; including</u> <ul style="list-style-type: none"> <u>Risk of a shortfall in funding</u> <u>Risk to the timing of delivery</u> 	<u>Identify actions which would overcome barriers to delivery of the infrastructure.</u> <u>Consider the need for a review of the IDP</u>	<u>ID1</u>
<u>Housing</u>					
<u>M4</u>	<u>Progress on allocated housing sites per annum.</u>	<u>Timely delivery of allocated sites</u>	<u>Persistent shortfall in annual completions on allocated sites compared with target rates in the trajectory</u>	<u>Review deliverability of housing sites and address barriers to delivery including bringing sites contained within the long term trajectory forward, where necessary.</u>	<u>H1 RMX1</u>
<u>M5</u>	<u>Predicted housing delivery in next 5 years (including NPPF</u>	<u>The target is the cumulative housing</u>	<u>A 5 year housing land supply cannot be demonstrated taking into account previous delivery</u>	<u>Review deliverability of housing sites and broad locations (as</u>	<u>SS1</u>

				<u>buffer)</u>	<u>target for that 5 year period</u>	<u>and future targets</u>	<u>appropriate), including bringing sites contained within the long term trajectory forward.</u> <u>Consider need for call for sites.</u>		
			<u>M6</u>	<u>Housing trajectory: Predicted housing delivery in next 15 years</u>	<u>The target is the annualised cumulative housing target for that 15 year period.</u>	<u>A supply of housing cannot be demonstrated for the remaining plan period</u>	<u>Consider need for review of housing land supply</u>	<u>SS1</u>	
			<u>M7</u>	<u>Windfalls: delivery of housing on unidentified sites</u>	<u>Number of completions corresponds with windfall allowance.</u> <u>Location of all types of windfalls corresponds with spatial strategy.</u>	<u>Windfalls over phasing period (3-5 years) deviate significantly from the windfall allowance.</u> <u>Windfalls deviate significantly from the spatial strategy over phasing period (3-5 years)</u>	<u>Reconsider windfall allowance element of housing trajectory and its contribution to overall housing land supply.</u> <u>Consider whether policy changes are required to bring about greater consistency and limit greenfield development as part of the review of the Local Plan.</u>	<u>SS1</u>	
			<u>M8</u>	<u>Prior Notification office to residential conversions in the town centre</u>	<u>The number of completions corresponds with the allowance made in the trajectory.</u>	<u>Completions over a phasing period (3-5 years) deviate significantly from the allowance made in the trajectory</u>	<u>Reconsider this element of the housing trajectory and its contribution to overall housing land supply</u>	<u>SS1</u>	
			<u>M9</u>	<u>Number of entries on the self-build register.</u> <u>Number of plots for self-build units consented per annum</u>	<u>Number of self-build plots consented over a phasing period (3-5 years) corresponds to the borough-</u>	<u>Sustained low delivery of self-build plots over a phasing period (3-5 years) compared with registered interest.</u>	<u>Review approach towards self-build plot provision, including with Registered Providers and housebuilders.</u>	<u>SP19</u>	

					<u>specific interest on the self-build register.</u>				
			<u>M10</u>	<u>Number of dwellings of different sizes (measured by number of bedrooms) consented per annum</u>	<u>Mix of dwellings consented corresponds to the dwelling size mix outlined in the SHMA.</u>	<u>Sustained and significant mismatch in the dwelling mix consented compared with that outlined in the SHMA over a phasing period (3-5 years).</u>	<u>Review interpretation of Policy SP19</u> <u>Work with housebuilders to identify and address the mismatch.</u>	<u>SP19</u>	
			<u>M11</u>	<u>Number and tenure of affordable homes delivered (including starter homes)</u>	<u>Number and tenure of affordable homes completed/consented per annum matches policy requirement</u>	<u>Affordable housing delivery over phasing period (3-5 years) falls significantly below annual requirement</u> <u>Tenure of affordable housing delivered over phasing period (3-5 years) deviates significantly from indicative policy target</u>	<u>Work with Registered Providers to secure greater delivery or change to tenure of delivery</u> <u>Promote council owned sites for affordable housing.</u> <u>Review interpretation of approach regarding off-site contributions.</u>	<u>SP20</u>	
			<u>M12</u>	<u>Affordable housing as a proportion of overall housing delivery in qualifying geographical areas consented/completed relative to Policy SP20 requirements.</u>	<u>SP20 percentage requirements achieved on all qualifying developments in geographical areas.</u>	<u>Proportion of affordable housing delivered in the respective geographical areas over phasing period (3-5 years) deviates significantly from indicative policy targets</u>	<u>Review approach towards affordable housing provision, including with Registered Providers</u>	<u>SP20</u>	
			<u>M13</u>	<u>Density of housing development in Policies DM12, H1</u>	<u>Achievement of overall net housing densities specified in Policy DM12 in/adjacent to the town centre, urban area,</u>	<u>Evidence of a trend in achieved net densities significantly above/below the rates specified in Policy DM12, H1</u>	<u>Consider the need for a review of housing land supply (trajectory)</u> <u>Consider the need to revise indicative densities as part of a Local Plan Review</u>	<u>DM12 H1</u>	

					<u>Rural Service Centres and Larger Villages.</u>					
			<u>M14</u>	<u>Number of nursing and care homes delivered</u>	<u>Net number of nursing/care home places completed/consented over 5 year period matches requirement (including any backlog)</u>	<u>Evidence of policy not being effective in delivering additional places including:</u> <ul style="list-style-type: none"> <u>low numbers of places consented/completed relative to identified needs</u> <u>significant number of refused applications</u> 	<u>Liaise with providers to identify barriers to delivery</u>	<u>DM14</u>		
			<u>M15</u>	<u>Number of applications on the Housing Register</u>	<u>[no specific target]</u> <u>This is a contextual indicator to monitor wider changes in social housing demand.</u>	<u>[no specific trigger]</u>	<u>[no specific action]</u>			
			<u>M16</u>	<u>Number of homeless households in the borough</u>	<u>[no specific target]</u> <u>This is a contextual indicator to monitor wider changes in social housing demand.</u>	<u>[no specific trigger]</u>	<u>[no specific action]</u>			
			<u>M17</u>	<u>House price: earnings ratio</u>	<u>[no specific target]</u> <u>This is a contextual indicator to monitor wider changes in the local housing</u>	<u>[no specific trigger]</u>	<u>[no specific action]</u>			

				market.				
<u>Employment</u>								
<u>M18</u>	<u>Total amount of B class employment floorspace consented/completed by type per annum</u>	<u>Net increase in B class floorspace sufficient to meet identified needs by 2031</u>	<u>Evidence of persistent under provision of employment land and/or Local Plan sites not meeting the economy's requirements including:</u> <ul style="list-style-type: none"> <u>Slow/no delivery of allocated sites</u> <u>Significant B class land supply on windfall sites in addition to and/or in preference to the allocations/EDAs</u> <u>Significant non B class floorspace being delivered on allocated sites/EDAs</u> <u>Overall delivery falling short of identified requirements</u> 	<u>Identify if barriers to delivery can be overcome e.g. though the Development Management process, including resolving specific site constraints</u> <u>Consider the need for changes to the employment land strategy as part of the Local Plan review</u>	<u>SS1</u>			
<u>M19</u>	<u>Amount of B class floorspace by type consented/completed within Economic Development Areas per annum</u>	<u>Net increase in B class floorspace within EDAs</u>	<u>As above</u>	<u>As above</u>	<u>SP22</u>			
<u>M20</u>	<u>Amount of B Class floorspace by type consented/completed on allocated sites per annum</u>	<u>Timely delivery of allocated sites</u>	<u>As above</u>	<u>As above</u>	<u>SS1</u> <u>EMP1</u> <u>RMX1</u>			
<u>M21</u>	<u>Amount of land/floorspace within Economic Development Areas and allocated sites and elsewhere</u>	<u>No net loss of employment (B1, B2 and B8) floorspace within EDAs</u>	<u>As above</u>	<u>As above</u>	<u>SP22</u> <u>EMP1</u>			

				<u>lost to non B class uses</u>	<u>and allocated sites and elsewhere</u>				
			<u>M22</u>	<u>Percentage unemployment rate</u>	<u>[no specific target]</u> <u>This is a contextual indicator to monitor wider changes in the local economy.</u>	<u>[no specific trigger]</u>	<u>[no specific action]</u>		
			<u>M23</u>	<u>Number of jobs in the borough</u>	<u>[no specific target]</u> <u>This is a contextual indicator to monitor wider changes in the local economy.</u>	<u>[no specific trigger]</u>	<u>[no specific action]</u>		
			<u>Retail</u>						
			<u>M24</u>	<u>Amount of additional comparison and convenience retail floorspace consented/completed per annum</u>	<u>Net increase in convenience and comparison floorspace sufficient to keep pace with identified needs and in appropriate locations up to 2031</u>	<u>Evidence of Local Plan policies and/or sites not meeting the identified need for additional retail floorspace, including:</u> <ul style="list-style-type: none"> <u>Slow/no delivery of allocated sites</u> <u>Significant retail floorspace being delivered on sequentially less preferable sites in addition to/in preference to allocations</u> <u>Pipeline supply of convenience/ comparison floorspace falling significantly below the forecast requirement over phasing period (5</u> 	<u>Identify if barriers to delivery can be overcome e.g. though the Development Management process, including resolving specific site constraints.</u> <u>Consider the need for changes to the retail allocations/policies as part of the Local Plan review</u>	<u>SS1</u>	

				<u>years)</u>			
<u>M25</u>	<u>Amount of convenience and comparison retail floorspace consented/completed on allocated sites per annum.</u>	<u>Timely delivery of allocated sites</u>	<u>As above</u>	<u>As above</u>	<u>SS1</u> <u>RMX1</u>		
<u>M26</u>	<u>Proportion of non-A1 uses in primary shopping frontages</u>	<u>All 8 Primary shopping frontages contain at or above 85% A1.</u>	<u>Individual frontages falling significantly below 85% of A1</u> <u>And/or</u> <u>Significant number (e.g. 4 of the 8 frontages) fall below 85 %;</u>	<u>Consider the need for changes to the retail policies as part of a review of the Local Plan</u>	<u>DM27</u>		
<u>Gypsies, Travellers & Travelling Showpeople accommodation</u>							
<u>M27</u>	<u>Annual delivery of permanent pitches/plots (allocated and unidentified sites)</u>	<u>Net increase in permanent pitches/plots sufficient to keep pace with identified needs up to 2031</u>	<u>The number of permanent pitches/plots consents granted significantly above or below identified needs over phasing period (5 years)</u>	<u>Consider the need for changes to the Local Plan allocations and/or revising the allocation policies as part of a review of the Local Plan</u>	<u>SS1</u> <u>GT1</u> <u>DM15</u>		
<u>M28</u>	<u>Delivery of permanent pitches on allocated sites</u>	<u>Timely delivery of allocated sites</u>	<u>Evidence of Local Plan sites not meeting the identified need for additional Gypsy and Traveller pitches including:</u> <ul style="list-style-type: none"> <u>low/no delivery of allocated sites</u> <u>Significant number of pitches permitted on unidentified sites in addition to/in preference to allocations</u> 	<u>Consider the need for changes to the Local Plan allocations and/or revising the allocation policies as part of a review of the Local Plan</u>	<u>SS1</u> <u>GT1</u>		
<u>M29</u>	<u>Five year supply position</u>	<u>Five year supply of Gypsy pitches in place.</u>	<u>No confirmed five year supply of Gypsy pitches.</u>	<u>The lack of a 5 year land supply will be a significant consideration in planning decisions when considering applications for the</u>	<u>SS1</u>		

						<u>grant of temporary planning permission</u>		
			<u>M30</u>	<u>Number of caravans recorded in the bi-annual caravan count</u>	<u>[no specific target]</u> <u>This is a contextual indicator to provide a snap shot of Gypsy provision in the borough.</u>	<u>[no specific trigger]</u>	<u>[no specific action]</u>	
			<u>Heritage</u>					
			<u>M31</u>	<u>Number of and nature of cases resulting in a loss of designated heritage asset as a result of development</u>	<u>No loss of designated heritage assets over the monitoring period as a result of development</u>	<u>Analysis of the relevant consents shows a loss of designated heritage assets over the monitoring period as a result of development</u>	<u>Review reasons for loss to ensure correct application of Local Plan policies.</u>	<u>DM4</u>
			<u>M32</u>	<u>Change in the number of entries on Historic England's Heritage at Risk register</u>	<u>Decrease in the number of entries from 2016 baseline</u>	<u>Sustained increase in the number of entries from 2016 baseline</u>	<u>Review approach towards interventions, including with potential stakeholders and landowners</u>	<u>SP18</u>
			<u>Natural Environment - Biodiversity</u>					
			<u>M33</u>	<u>Loss of designated wildlife sites as a result of development (hectares)</u>	<u>No loss of designated wildlife sites as a result of development (hectares)</u>	<u>Analysis of the relevant consents shows a loss of designated wildlife sites over the monitoring period as a result of development</u>	<u>Review reasons for loss to ensure correct application of Local Plan policies</u>	<u>DM3</u>
			<u>M34</u>	<u>Loss of Ancient Woodland as a result of development (hectares)</u>	<u>No loss of Ancient Woodland as a result of development (hectares)</u>	<u>Analysis of the relevant consents shows a loss of Ancient Woodland over the monitoring period as a result of development</u>	<u>Review reasons for loss to ensure correct application of Local Plan policies</u>	<u>DM3</u>
			<u>Agricultural Land</u>					
			<u>M35</u>	<u>Loss of the best and most</u>	<u>No overall loss of the</u>	<u>Analysis of the relevant consents shows a</u>	<u>Review whether a specific change of</u>	

				<u>versatile agricultural land as a result of development (hectares)</u>	<u>best and most versatile agricultural land as a result of consented development on non-allocated sites (major applications only)</u>	<u>significant overall reduction in the amount of the best agricultural land over the monitoring period as a result of consents for major development on non-allocated sites</u>	<u>approach is needed through the development management process and/or at a review of the Local Plan.</u>		
<u>Good Design and Sustainable Design</u>									
			<u>M36</u>	<u>Number of qualifying developments failing to provide BREEAM very good standards for water and energy credits</u>	<u>No qualifying development s fail to provide BREEAM very good standards for water and energy credits over the monitoring period</u>	<u>Analysis of the relevant consents shows that qualifying developments are failing to comply with the terms of Policy DM2.</u>	<u>Review reasons for failure to comply, to ensure correct application of Local Plan policies.</u>	<u>DM2</u>	
			<u>M37</u>	<u>Completed developments performing well in design reviews.</u>	<u>No sustained failure in the application of Policy DM1 identified through the design reviews undertaken during a phasing period (3 – 5 years)</u>	<u>Analysis of review outcomes reveals a sustained failure in the application of Policy DM1 over a phasing period (3 – 5 years)</u>	<u>Review the application of Policy DM1 in the development management process.</u>	<u>DM1</u>	
<u>Open space</u>									
			<u>M38</u>	<u>Loss of designated open space as a result of development (hectares)</u>	<u>No loss of designated open space as a result of development (hectares)</u>	<u>Analysis of the relevant consents shows a loss of designated open space over the monitoring period as a result of development</u>	<u>Review reasons for loss to ensure correct application of Local Plan policies.</u>	<u>DM19</u>	
			<u>M39</u>	<u>Delivery of open space allocations</u>	<u>Open space allocations delivered as part of the</u>	<u>Open space allocations are not delivered as part of the planning consent for associated housing</u>	<u>Review reasons for failure to comply, to ensure correct application of Local</u>	<u>OS1</u>	

					<u>planning consent for associated housing development</u>	<u>development</u>	<u>Plan policies.</u>		
			<u>M40</u>	<u>Delivery of new or improvements to existing designated open space in association with housing and mixed use developments</u>	<u>Delivery of new or improvements to existing designated open space in accordance with Policy DM19 and, where appropriate, Policy H1.</u>	<u>Open space improvements and new open space is not delivered in accordance with DM19 and, where appropriate, Policy H1.</u>	<u>Review reasons for failure to comply, to ensure correct application of Local Plan policies.</u>	<u>DM19 H1</u>	
			<u>Air Quality</u>						
			<u>M41</u>	<u>Progress in achieving compliance with EU Directive/national regulatory requirements for air quality within the AQMA</u>	<u>Improvement in air quality at identified exceedance areas measured from the 2011 baseline and from previous year. New "existing" baseline to also be established.</u>	<u>Evidence of worsening situation in respect of air quality at exceedance areas and/or elsewhere within the AQMA.</u>	<u>Review reasons for loss to ensure correct application of LP policies. Identify if barriers to improving air quality can be overcome e.g. though the Development Management process, including resolving specific site constraints;</u> <u>Consider the need for updates to the Air Quality Action Plan and/or policies for sustainable transport and air quality as part of a review of the Local Plan.</u>	<u>SP23, DM6 DM21</u>	
			<u>M42</u>	<u>Applications accompanied by an Air Quality Impact Assessment (AQIA) which demonstrate that the air quality</u>	<u>All applications demonstrate compliance with Policy DM6 requirements</u>	<u>Applications being refused due to non-compliance with Policy DM6</u>	<u>Consider need for production of local planning guidance to provide further detail on the delivery and implementation of DM6.</u>	<u>DM6</u>	

				<u>impacts of development will be mitigated to acceptable levels.</u>			<u>Consider the need for updates to the Air Quality Action Plan and/or policies for sustainable transport and air quality as part of a review of the Local Plan.</u>		
<u>Infrastructure</u>									
<u>M43</u>	<u>Planning obligations – contribution prioritisation (Policy ID1(4))</u>	<u>Developer contributions accord with the prioritisation where appropriate over the monitoring year.</u>	<u>Analysis reveals that significant deviations from contribution prioritisation are occurring</u>	<u>Identify reasons for deviation and consider the need to review the approach</u>	<u>ID1</u>				
<u>M44</u>	<u>Planning obligations – number of relevant developments with planning obligations</u>	<u>Developer contributions are achieved where needs generated by the development are identified.</u>	<u>Analysis reveals that contributions are not being made in a significant proportion of cases despite the identification of needs arising</u>	<u>Identify reasons for non-contributions and consider the need to review the approach and/or viability evidence</u>	<u>ID1</u>				
<u>M45</u>	<u>Delivery of infrastructure through planning obligations/conditions</u>	<u>All measure/financial contributions secured through planning obligations/conditions are delivered/spent.</u>	<u>Analysis reveals that measures secured through planning obligations/conditions are not being delivered</u>	<u>Identify reasons for non-delivery and consider the need to review the approach and/or viability evidence</u>	<u>ID1 SP1- SP16, SP23, DM6</u>				
<u>M46</u>	<u>Introduction of CIL</u>	<u>CIL introduced by Autumn 2017</u>	<u>Delay to timetable and/or Government changes to CIL framework</u>	<u>Reconsideration of CIL's introduction and/or timing</u>	<u>ID1</u>				
<u>Transport</u>									
<u>M47</u>	<u>Identified transport improvements</u>	<u>Timely delivery of the identified</u>	<u>Identification of risks to the implementation of required schemes</u>	<u>Identify measures to overcome barriers to</u>	<u>H1 H2 RMX1</u>				

				<u>associated with Local Plan site allocations</u>	<u>transport improvements associated with Local Plan site allocations</u>	<u>including</u> <ul style="list-style-type: none"><u>delivery delay</u><u>potential funding shortfall</u>	<u>delivery.</u> <u>Consider the need to review the ITS</u>	<u>EMP1</u>		
			<u>M48</u>	<u>Sustainable transport measures to support the growth identified in the Local Plan and as set out in the Integrated Transport Strategy (ITS) and the Walking & Cycling Strategy</u>	<u>Timely delivery of sustainable transport improvements to support the growth identified in the Local Plan.</u> <u>Achievement of the targets set out in paragraph 9.2 of the ITS.</u>	<u>Failure to identify specific measures to accord with Policy DM21 (2).</u> <u>Failure to deliver the specific measures identified.</u> <u>Failure to achieve targets in paragraph 9.2 of the ITS</u>	<u>Consider the need to review the ITS</u>	<u>SP23, DM21</u>		
			<u>M49</u>	<u>Provision of Travel Plans for appropriate development</u>	<u>All qualifying development to provide a satisfactory Travel Plan.</u>	<u>Analysis reveals a significant number of qualifying developments failing to provide an adequate Travel Plan.</u>	<u>Identify reasons for non-provision and consider the need to review the approach</u>	<u>SP23, DM21</u>		
			<u>M50</u>	<u>Achievement of modal shift through:</u> <ul style="list-style-type: none"><u>No significant worsening of congestion as a result of development</u><u>Reduced long stay town centre car park usage</u><u>Improved ratio between car parking costs and bus fares</u>	<u>[no specific target]</u> <u>This is a contextual indicator to monitor modal shift.</u>	<u>[no specific trigger]</u>	<u>[no specific action]</u>			
MM60	Monitoring and Review	PC/84	Amend paragraphs 21.26 to 21.30 to read as follows: Review of the Local Plan							To ensure consistency with national policy, and that the plan is

		<p>21.26 It is important to ensure that an up-to-date planning policy framework is maintained to help meet identified need and coordinate well planned development and supporting infrastructure.</p> <p>21.27 The council is confident that the Local Plan can deliver the substantial growth required to meet objectively assessed need over the plan period. Existing planning consents and development interest and activity clearly demonstrate that substantial development will be delivered in the earlier parts of the plan period. Allocations in the local plan offer a degree of certainty to developers and a dispersed approach to site allocations allows a range of landowners and developers the opportunity to contribute to development in the borough. When considering proposals, the Borough Council takes a positive approach to sustainable development which reflects the NPPF. The local plan seeks a number of benefits from development but retains a flexible approach where it can be demonstrated that viability would hamper delivery.</p> <p><i>21.28 To ensure the Plan continues to be up to date, a first review of the Local Plan will be adopted by the target date of April 2021. This review process will enable key pieces of evidence to be updated and any consequent changes to aspects of the Plan to be made as a result. Matters which this first review may need to consider include an updated assessment of housing needs and the need to make specific housing site allocations, including at the Lenham and Invicta Barracks broad locations. An updated understanding of employment land needs may also be merited, in particular the need for new office floorspace, and additional land allocations could be required as a result. Transport measures may also need to form part of the review including the case for the Leeds-Langley Relief Road and alternatives to it, as well as other sustainable transport measures. The review may also be the opportunity to reconsider progress with the Syngenta and Baltic Wharf sites. It is likely to be prudent to extend the plan period as part of the review process.</i></p> <p>21.28 Progress in delivery into the longer term will depend on a number of factors, including national and international economic and environmental factors. Similarly, the need for development and the planning policy context may shift as the longer term is reached.</p> <p>21.29 The council will monitor policies in the plan annually following its adoption using this framework. Monitoring of the key local plan targets will indicate if there is a need to amend the approach in parts of the plan.</p> <p>21.30 For these reasons, the council considers it prudent to commence a review the plan, the Infrastructure Delivery Plan and its supporting evidence in a timely manner and a review of the local plan will commence in 2022.</p> <p><u>Policy LPR1</u></p> <p><u>The Council will undertake a first review of the Local Plan. The matters which the first review may need to address include:</u></p> <ul style="list-style-type: none"> <u>a) A review of housing needs;</u> <u>b) The allocation of land at the Invicta Barracks Broad Location and at the Lenham Broad Location if the latter hasn't been achieved through a Lenham neighbourhood plan in the interim;</u> <u>c) Identification of additional housing land to maintain supply towards the end of the Plan period and, if required as a result, consideration of whether the spatial strategy needs to be amended to accommodate such development;</u> <u>d) A review of employment land provision and how to accommodate any additional employment land needed as a result;</u> <u>e) Whether the case for a Leeds-Langley Relief Road is made, how it could be funded and whether additional development would be associated with the road;</u> <u>f) Alternatives to such a relief road;</u> <u>g) The need for further sustainable transport measures aimed at encouraging modal shift to reduce congestion and air pollution;</u> <u>h) Reconsideration of the approach to the Syngenta and Baltic Wharf sites if these have not been resolved in the interim; and</u> <u>i) Extension of the Plan period.</u> <p><u>The target adoption date for the review of the Local Plan is April 2021.</u></p>	<p>positively prepared, effective and justified.</p>
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MM61	Restructuring of Chapters in the Plan	PC/118;	<p>As set out in examination document ED12 (subsequently renumbered again for inclusion of new policies DM4 and SP18:</p> <p>Amend chapters of the submitted plan; amalgamate Chapters 4,5,6,8,9,11,13,15, and 20 to be called Chapter 4 'Strategic Policies';</p> <p>Amend chapters of the submitted plan; amalgamate Chapters 7,10,12,14 and 16 to be called Chapter 5 'Strategic Site Policies'.</p> <p>Rename Policy DM11 as Policy SP1819 and remove from Chapter 17 and add to new Chapter 4 'Strategic Policies'; Rename Policy DM13 as Policy SP1920 and remove from Chapter 17 and add to new Chapter 4 'Strategic Policies'; Rename Policy DM20 as Policy SP2021 and remove from Chapter 17 and add to new Chapter 4 'Strategic Policies'; Rename Policy DM21 as Policy SP2122 and remove from Chapter 17 and add to new Chapter 4 'Strategic Policies'; Rename Policy DM24 as Policy SP2223 - retain criteria 1) and 2) and merge with DM25 criterion 1) to form a new Strategic Policy in Chapter 4 'Strategic Policies'; Remove Policy DM24 criterion 3) and merge with Policy DM25 criterion 2) - renumber as Policy DM24 'Sustainable Transport'; Consequently delete reference to Policy DM25. Move Policy ID1 to the new Chapter 4 'Strategic Policies'.</p> <p>Amend paragraph 2.5:</p> <p>Neighbourhood development plans, which are also called neighbourhood plans, are being prepared by a number of parish councils and neighbourhood forums. A neighbourhood plan attains the same legal status as the local plan once it has been agreed at a referendum and is made (brought into legal force) by the Borough Council. At this point it becomes part of the statutory development plan. Government advises that a neighbourhood plan should support the strategic development needs set out in the local plan and plan positively to support local development. Neighbourhood plans must be prepared in accordance with the National Planning Policy Framework and be in general conformity with the strategic policies of the adopted Maidstone Borough Local Plan (<i>Policies SP1 to SP23; H1, H2, OS1, GT1, RMX1, EMP1 and ID1 as well as Strategic Site Policies H1(1) – (66), GT1(1) – (16), H2(1) – (3), RMX1(1) – (5) and EMP1(1) – (4)</i>). Whilst general conformity to an emerging local plan is not a legal requirement, the reasoning and evidence informing the local plan process may be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested. Where neighbourhood planning has been undertaken before an up-to-date local plan is in place, the council has taken an active role in advising and supporting the local neighbourhood plan team, sharing evidence and information.</p> <p>Foreword.....xx</p> <p>1. Introduction to Maidstone Borough Local Plan.....xx</p> <p>2. Key Influencesxx</p> <p>National policy and guidancexx</p> <p>Local plans and strategiesxx</p> <p>The evidence basexx</p> <p>Sustainability appraisal and habitat regulations assessment.....xx</p> <p>Duty to Cooperatexx</p> <p>Test of soundnessxx</p> <p>3. Spatial portrait.....xx</p> <p>Spatial portraitxx</p> <p>Key local issues.....xx</p> <p>Spatial vision and objectives.....xx</p> <p>4. Spatial Strategy <u>Strategic Policies</u>.....xx</p> <p>Policy SS1 Maidstone borough spatial strategyxx</p> <p>Key Diagram.....xx</p> <p>Policy SP1 Maidstone urban areaxx</p> <p>Policy SP2 Maidstone urban area: north west strategic development locationxx</p> <p>Policy SP3 Maidstone urban area: south east strategic development locationxx</p> <p>Policy SP4 Maidstone town centrexx</p> <p>Policy SP5 Rural Service Centresxx</p>	<p>To ensure consistency with national policy, and to clarify the relationship between local and neighbourhood plans.</p> <p>To reflect amendments to the structure of the Local Plan.</p>
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			Policy SP6 Harrietsham Rural Service Centre XX Policy SP7 Headcorn Rural Service Centre XX Policy SP8 Lenham Rural Service Centre XX Policy SP9 Marden Rural Service Centre XX Policy SP10 Staplehurst Rural Service Centre XX Policy SP11 Larger Villages XX Policy SP12 Boughton Monchelsea Larger Village XX Policy SP13 Coxheath Larger Village XX Policy SP14 Eythorne Street (Hollingbourne) Larger Village XX Policy SP15 Sutton Valence Larger Village XX Policy SP16 Yalding Larger Village XX Policy SP17 Countryside XX Policy SP18 Historic environment XX Policy DM14 <i>SP19</i> Housing mix XX Policy DM13 <i>SP20</i> Affordable housing XX Policy DM20 <i>SP21</i> Economic development XX Policy DM24 <i>SP22</i> Retention of employment sites XX Policy DM24 <i>SP23</i> Sustainable transport XX Policy H1 Housing site allocations XX Policy H2 Broad locations for housing growth XX Policy OS1 Open space allocations XX Policy GT1 Gypsy and Traveller site allocations XX Policy RMX1 Retail and mixed use site allocations XX Policy EMP1 Employment site allocations XX Policy ID1 Infrastructure delivery XX 5. Spatial Policies <i>Strategic Site Policies</i> XX Detailed site allocation policies for housing..... XX Policy H1(1) Bridge Nursery, London Road, Maidstone XX Policy H1(2) East of Hermitage Lane, Maidstone..... XX Policy H1(3) West of Hermitage Lane, Maidstone..... XX Policy H1(4) Oakapple Lane, Barming XX Policy H1(5) Langley Park, Sutton Road, Boughton Monchelsea..... XX Policy H1(6) North of Sutton Road, Otham XX Policy H1(7) North of Bicknor Wood, Gore Court Road, Otham XX Policy H1(8) West of Church Road, Otham..... XX Policy H1(9) Bicknor Farm, Sutton Road, Otham XX Policy H1(10) South of Sutton Road, Langley XX Policy H1(11) Springfield, Royal Engineers Road and Mill Lane, Maidstone... XX Policy H1(12) 180-188 Union Street, Maidstone XX Policy H1(13) Medway Street, Maidstone XX Policy H1(14) American Golf, Tonbridge Road, Maidstone XX Policy H1(15) 6 Tonbridge Road, Maidstone XX Policy H1(16) Slencrest House, 3 Tonbridge Road, Maidstone..... XX Policy H1(17) Laguna, Hart Street, Maidstone XX Policy H1(18) Dunning Hall (off Fremlin Walk, Week Street, Maidstone..... XX Policy H1(19) 18-21 Foster Street, Maidstone XX Policy H1(20) Wren's Cross, Upper Stone Street, Maidstone XX Policy H1(21) Barty Farm, Roundwell, Thurnham XX Policy H1(22) Whitmore Street, Maidstone XX Policy H1(23) North Street, Barming XX Policy H1 (24) Postley Road, Tovil..... XX Policy H1(25) Bridge Industrial Centre, Wharf Road, Tovil..... XX Policy H1(26) Tovil Working Men's Club, Tovil Hill, Maidstone XX Policy H1(27) Kent Police HQ, Sutton Road, Maidstone XX	
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Maidstone Local Plan

Proposed Modifications

Sustainability Appraisal

Addendum to SUB002

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1 Introduction

- 1.1.1 AECOM is commissioned to undertake a sustainability appraisal (SA) in support of the Maidstone Local Plan. SA is a process for considering and communicating the likely effects of a draft plan, with a view to avoiding and mitigating adverse effects and maximising the positives. This Addendum has been prepared to document the implications of proposed modifications to the Local Plan.
- 1.1.2 It is important to read this addendum alongside the main SA Report February 2016 (SUB 002) which contains further detail on the scope of the SA and provides the context in which these policies have developed¹.

2 Summary of changes to the Plan

- 2.1.1 During the Local Plan Examination, and in the lead up to it, a number of proposed changes to the submission version of the Local Plan have been put forward. These changes fall into two categories; Main Modifications are those which will be required to make the Local Plan sound and Minor Changes which otherwise improve or update the Plan (for example by providing clarification) but do not impact on the Plan's soundness. Changes to the policies map are categorised as Minor Changes.
- 2.1.2 AECOM has reviewed the schedule of proposed Minor Changes and concluded that these will not have any significant effect on the SA findings.
- 2.1.3 The wording of the proposed Main Modifications has also been reviewed in full. These changes are the focus of this SA Addendum. Some of these changes are unlikely to lead to any significant effects whereas for others there is the potential for some effects upon the environment, economy or communities.
- 2.1.4 Table 2.1 below lists the Main Modifications that have been 'screened in' to the SA process given their potential to have an effect on the SA findings. A number of the Main Modifications were 'screened out' as they were deemed unlikely to have any effect on the SA findings. Appendix A contains a summary of each of the proposed Main Modifications and the rationale for screening these in or out of the SA.

¹ This report is an Addendum to the Main SA Report, and should be read as such. It is not intended to represent an 'SA Report' in the context of the SEA Regulations, which requires the presentation of certain information in the SA Report. It is not appropriate, proportionate or in the interests of effective consultation to repeat all this information in the Addendum.

Table 2.1 Summary of proposed Main Modifications and corresponding policies

Modification / Policy	Summary of proposed modifications
MM1 Policy SS1	Policy SS1 sets a housing target of 17,660 that is approximately 900 dwellings fewer than in the submitted version of the Local Plan.
MM4 Policies SP1, SP2, SP3 and SP6, SP7, SP9, SP10, SP13, SP15	Criteria added to numerous site options to clarify infrastructure requirements for health and education.
MM8 Policy SP8	Reduction of 500 dwellings proposed for the Lenham broad location (from 1500 to 1000)
MM9/MM14 Policy SP12	Reduction in delivery of 193 dwellings on six sites to delivery of 118 dwellings on five sites as a consequence of Modifications to housing site allocations (MM14).
MM10 Policy SP16	Deletion of site RMX1(4) from this policy, leading to 200 dwellings fewer in Yalding. Acknowledgement of the need for potential infrastructure improvements for health centre.
MM12 New policy SP18	New Policy on the historic environment.
MM16 Policy H1	Consideration of minerals safeguarding areas added to specific site allocation policies.
MM22 Policy H1(29)	Deletion of H1(29) for 220 dwellings
MM29 Policy H2	Amendments to the amount of housing at the broad locations.
MM33 Policy RMX1(1)	Site specific changes to this allocation
MM36 Policy RMX1(4)	Site specific amendments relating to Newnham Park.
MM37 New Policy RMX1(5)	Allocation of the Baltic Wharf site.
MM39 Policy EMP1	Clarifications to site requirements relating to visual and landscape effects. Limit to the size of units to 5000sqm rather than 10,000sqm. Specified minimum amount of office floorspace (10,000sqm)
MM57 New Policy DM4	New Policy for the management of historic assets.
MM60 Policy LPR1	New Policy outlining the Council's intention to undertake a plan review and the matters it relates to.

3 Consideration of alternatives

3.1 Introduction

3.1.1 The table below sets out the consideration of whether there are any reasonable alternatives to each proposed modification. Alternative approaches to a range of plan issues were considered at earlier stages of plan making (discussed in the main SA Report). At this stage, the focus is on whether there are alternatives to the proposed modifications, not to the whole policy approach (which remains broadly the same).

Table 3.1 Consideration of alternatives

Policy	Alternatives considered
MM1 Policy SS1	<p>A range of alternative site options has already been appraised through the SA process. The removal of sites does not necessitate the need for further appraisal on site options. However, the rationale for discarding these sites should be provided (see section 4.2).</p> <p>The broad spatial strategy remains the same, with no need to appraise further strategic alternatives.</p>
MM4 Policies SP1, SP2, SP3 and SP6, SP7, SP9, SP10, SP13, SP15	<p>Infrastructure requirements for health and education have been added in response to evidence. There are no reasonable alternatives.</p>
MM8 Policy SP8	<p>The strategic approach to the broad locations has been amended, with only 1000 dwellings being proposed for Lenham , Alternative locations for growth have previously been explored in the SA (albeit at a greater scale of growth). It is not considered necessary to undertake further appraisal of alternatives at this stage as the effects of the level of growth being proposed are already known (the alternative in Headcorn was considered at a scale of 1000 dwellings in the SA report).</p> <p>The H2(3) Lenham Broad Location is reduced from 1500 to 1000 dwellings to be delivered between 2021 and 2031. That would be a more realistic delivery rate. The reduced total development within the Plan period would also allow more flexibility for its location. The allocations would be determined by a Neighbourhood Plan or, by default, in a Local Plan review before April 2021. The plans would need to address any infrastructure constraints.</p>

Policy	Alternatives considered
MM9/MM14 Policy SP12 MM10 Policy SP16 MM22 Policy H1	A range of site options have already been appraised. Changes to the decision to allocate sites for housing development (or not) does not generate additional site options for appraisal. The justification for selected/deleted sites is outlined in section 3.2 below.
MM12 New policy SP18	There are no reasonable alternatives. The NPPF requires a positive approach to the protection and enhancement of the historic environment.
MM16 Policy H1	Additional criteria reflects consultation comments that minerals safeguarding areas ought to be taken into consideration for site allocations. There are no reasonable alternatives to these modifications.
MM29 Policy H2	The strategic approach to the broad locations has been amended, with only 1000 dwellings being proposed for Lenham, and 800 dwellings fewer at the Invicta Park Barracks (by 2031) and 240 additional dwellings in the Maidstone Town Centre Broad Location. Alternative locations for growth have previously been explored in the SA (albeit at a greater scale of growth). It is not considered necessary to undertake further appraisal of alternatives at this stage.
MM33 Policy RMX1(1)	The changes are site specific clauses to secure mitigation of potential effects. There are no reasonable alternatives.
MM36 Policy RMX1(4)	The changes are site specific clauses to secure mitigation of potential effects. There are no reasonable alternatives.
MM37 New Policy RMX1(5)	A range of reasonable alternative site options have been considered through the SA process. Also, this is a specific policy to reflect the specific circumstances of this site, notably securing the future of the Grade II listed building. No further alternatives have been identified.
MM39 Policy EMP1(5)	The changes relate to site specific mitigation and design measures. There are no reasonable alternatives.
MM57 New Policy DM4	Policy considers designated and non-designated heritage assets, as required by the NPPF. There are no reasonable alternatives.
MM60 Policy LPR1	New policy detailing the process of plan review. There are no reasonable alternatives.

3.2 Outline reasons for allocating or discarding site options

- 3.2.1 As a result of the modifications three sites have been removed as allocations in the Local Plan (New Line Learning, Boughton Lane, and the Former Syngenta Site) whilst one site has been added (Baltic Wharf). These sites were appraised along with a range of alternative sites as the plan was being developed. There are no further alternatives to appraise, however, the outline reasons for the decisions made relating to these four sites are provided below.

Added Site Allocation

Baltic wharf

- 3.2.2 The Baltic Wharf site is covered by planning consent. However, this has not progressed since permission was granted, and there is some concern that the viability of the site may affect the potential to develop the site and, crucially, secure an appropriate use for the listed building. A general allocation policy has been prepared to support development of the site, and secure the preservation of the listed building

Removed Site Allocations

New Line Learning, Boughton Lane

- 3.2.3 Kent County Council as Highway Authority now objects to the proposed allocation on the basis that the mitigation would not be sufficient to avoid a severe impact and it has particular safety concerns about the proposed Swan junction improvements.
- 3.2.4 Without adequate identified mitigation the Inspector does not consider the allocation of the H1(29) site to be sound.

Boughton Lane

- 3.2.5 The allocation of the site is considered to be unsound by the Inspector. There are traffic issues along Boughton Lane, and the site would generate significant movements along the northern part of Boughton Lane. Without adequate identified mitigation the allocation is not sound.

Former Syngenta site

- 3.2.6 The housing development needed to make the development viable would conflict with the flood risk and there is a lack of evidence that the risk could be adequately mitigated without worsening flood risk elsewhere in an area that has experienced severe local flooding.

4 Appraisal of proposed Main Modifications

- 4.1.1 The appraisal identifies and evaluates ‘likely significant effects’ on the baseline / likely future baseline associated with the proposed Main Modifications, drawing on the sustainability topics and issues identified through the SA Scoping as a methodological framework.
- 4.1.2 Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the policy measures under consideration. The ability to predict effects accurately is also limited by understanding of the baseline and (in particular) the future baseline.
- 4.1.3 In light of this, where likely significant effects are predicted this is done with an accompanying explanation of the assumptions made. In many instances it is not possible to predict likely significant effects, but it is possible to comment on the merits of the Plan as proposed to be modified in more general terms.
- 4.1.4 It is important to note that effects are predicted taking into account the criteria presented within the SEA Regulations. So, for example, account is taken of the duration, frequency and reversibility of effects as far as possible. The potential for ‘cumulative’ effects is also considered. These effect ‘characteristics’ are described within the appraisal as appropriate under each sustainability topic.
- 4.1.5 The appraisal of the proposed Main Modifications is set out within separate tables for each of the sustainability topics listed below (which are derived from the SA Framework).
- | | |
|-------------------------------------|---|
| - Housing | - Efficient land use |
| - Flooding | - Congestion, pollution and air quality |
| - Health and wellbeing | - Climate change |
| - Social exclusion | - Biodiversity and geodiversity |
| - Education and skills | - Countryside and historic environment |
| - Crime and fear of crime | - Sustainable management of waste |
| - Vibrant, attractive communities | - Water resources management |
| - Accessibility | - Energy efficiency |
| - Engagement in cultural activities | - Economy and employment |
- 4.1.6 To reflect the different effects that the proposed Main Modifications could have, they may be scored as both positive and negative against the same SA Topic. This reflects the fact that policies could have different effects in different locations and circumstances.

- 4.1.7 It is important to note the difference between positive/negative effects and 'significant effects'. Where significant effects are predicted, this means that a change to the baseline position is predicted (positive or negative). Significant effects are highlighted in the accompanying text; with the text coloured as follows: there would be a significant positive effect or conversely a significant negative effect.
- 4.1.8 The appraisal text does not present a separate score or commentary for each individual policy, rather, the appraisal summarises the **cumulative effects** of each of the proposed Main Modifications which have been screened in as well as the plan 'as a whole'. This avoids duplication and provides a more realistic assessment of plan policies by taking into account other policies in the plan when identifying its overall effects.
- 4.1.9 Local Plans should be read 'as a whole' and thus appraisal needs to be undertaken on the same basis to take account of how policies complement or contradict one another. This is also where appropriate mitigation and enhancement can be identified.

4.2 Housing

Background

- 4.2.1 This section sets out a discussion of the appraisal findings for ‘housing’ associated with the proposed Main Modifications which have been screened in, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

- 4.2.2 Modification MM1 amends the housing target for the borough by reducing it from 18,560 to 17,660. . Despite changes in the housing land supply position resulting primarily from reductions at the broad locations in Lenham (MM8), Invicta Park Barracks (MM29) and other site allocations (MM9/10/14/26) the objectively assessed housing need will still be met. However, there would be slightly less flexibility and choice afforded, which makes delivery of the housing target very slightly less certain. Whilst this is negative for housing, it is not enough to negate the significant positive effect predicted for housing in the SA Report.
- 4.2.3 MM4 clarifies infrastructure requirements for a number of site allocations. Whilst these could add costs to the development, it is unlikely that it would affect the attractiveness or viability of the sites for development.
- 4.2.4 The removal of site allocations through MM9 / MM10 / MM14 / MM22 /MM26 is not likely to have a significant effect upon the delivery of housing needs across the Borough as a whole. However, there would be fewer dwellings delivered in Yalding and Boughton Monchelsea, which could mean that local demand for housing is less likely to be satisfied in these areas. However, it should be noted that needs at such a specific, local level have not been objectively identified at this stage.
- 4.2.5 MM37 identifies that the Baltic Wharf site could be suitable for housing should the extant planning permission lapse. Whilst this is positive, it is very uncertain at this stage whether housing would indeed be delivered.
- 4.2.6 MM12 and MM57 introduce two new policies which consider the historic environment. This amends the previous approach where heritage was considered alongside the natural environment. The modifications provide a more proactive approach to the management of the historic environment. Whilst the approach affords greater consideration to the protection and enhancement of heritage assets, this is unlikely to have significant implications for housing development.
- 4.2.7 MM16 requires developments to undertake a minerals assessment to determine if extraction is possible before development. This could delay the development

process if it is deemed that minerals could be extracted. This could have negative implications for housing delivery.

4.2.8 MM33 and MM39 relate to employment sites (Newham Park / Woodcut Park). As these do not include housing, the effects are predicted to be insignificant.

4.2.9 MM60 introduces a policy that sets a firm commitment to a plan review. This gives greater certainty that any failure to deliver the housing targets in the Local Plan could be rectified if necessary and would lead to a longer term strategy for the Borough. A positive effect is therefore predicted.

Table 4.1 Implications for the SA findings relating to the Plan ‘as a whole’

Summary of effects identified in the SA Report	Implications of Proposed Main Modifications
Residents are likely to have better access to the type of home they need. New houses are also likely to be of higher quality. Together, this constitutes a significant positive effect .	<p>Though there are reductions in the amount of housing allocations in some locations (Yalding, Boughton, Lenham), this is unlikely to have a significant effect for the borough as a whole (as housing needs would still be met).</p> <p>In combination, the modifications are not predicted to lead to significantly different effects to those already identified in the SA Report.</p>

4.3 Flooding

Background

- 4.3.1 This section sets out a discussion of the appraisal findings for ‘flooding’ associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

- 4.3.2 Modification MM1, MM8 and MM29 together result in a lower overall level of housing provision in the borough. The effect of this on flooding is not predicted to be significant as the broad locations were not particularly sensitive to flooding.
- 4.3.3 MM10 removes the mixed use allocation in Yalding, which partly fell within areas at risk of flooding. This will maintain the current level of flood risk in the area, but ensure that new development does not take place in this location which is sensitive to flooding. However, MM36 still supports development at this location in principle, but only following a flood assessment and demonstrable mitigation measures.
- 4.3.4 MM9 would have no effects on flood risk as it removes a site that was allocated in flood zone one anyway. MM37 identifies the Baltic Wharf site as an allocation for mixed use development. Whilst part of the site lies in areas at risk of flooding, development would be required to adhere to a flood and surface water drainage strategy so effects are predicted to be neutral.
- 4.3.5 The modifications MM12 and MM57 provide a more proactive approach to the management of the historic environment. This is unlikely to have any effect on flood risk.
- 4.3.6 MM4, MM16, MM33, MM29, MM39 and MM60 would have no significant effect on flood risk.

Table 4.2 Implications for the SA findings relating to the Plan ‘as a whole’

Summary of effects identified in the SA Report	Implications of Proposed Main Modifications
<p>There is potential for increased flood risk due to the cumulative effect of new development on greenfield land. However, new developments could actually help to mitigate flood risk and manage surface water run-off through the use of SUDS.</p> <p>This would lead to a significant positive effect on the baseline position. The majority of allocated housing sites avoid areas at risk of flooding. Mitigation measures are also proposed at sites within close proximity to areas of flood risk.</p> <p>Nevertheless, development in some areas is within or adjacent to flood zone 2 or 3 and this presents the potential for negative impacts.</p>	<p>The modifications result in a lower overall amount of housing, which could have slight positive effects with regards to a reduction in surface water run-off.</p> <p>Where development is proposed through the modifications (<i>for example at the Baltic Wharf site</i>), there is a need to consider flood risk measures too.</p> <p>Overall, this ought to ensure that effects on flooding are not significantly different to those identified in the SA Report.</p>

4.4 Health and Wellbeing

Background

- 4.4.1 This section sets out a discussion of the appraisal findings for ‘health and wellbeing’ associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

- 4.4.2 Modification MM1, MM8 and MM29 together result in a lower overall level of housing provision in the borough. The effect of this on health and wellbeing is mixed. On one hand, less housing development is directed to the Maidstone urban area overall, which will reduce the number of people potentially at risk of exposure to air quality. There would also be less pressure on existing health infrastructure. On the other hand, there is less housing being planned for, and thus the delivery of affordable housing may expected to be lower. In Lenham, the lower dwelling numbers for the broad location should still allow for significant infrastructure improvements to be secured, without putting undue pressure on current infrastructure.
- 4.4.3 MM4 introduces specific criterion for a number of site allocations to ensure that adequate infrastructure for health is secured. This improves the likelihood that development will have positive effects for health infrastructure. These additions

strengthen the existing positive effects upon health and wellbeing that were predicted in the SA Report.

- 4.4.4 MM10 introduces an acknowledgement in Policy SP16 that infrastructure requirements for health provision may be necessary in Yalding. This could lead to the generation of positive effects in this location if suitable contributions to infrastructure upgrades are secured.
- 4.4.5 MM9/MM26, MM12, MM16, MM33, MM37, MM39, MM57 and MM60 would have no significant effect on health and wellbeing.

Table 4.3 *Implications for the SA findings relating to the Plan ‘as a whole’*

Summary of effects identified in the SA Report	Implications of Proposed Main Modifications
<p>Improved access to health facilities and open space should be achieved for most communities, having a significant positive effect on the baseline position.</p> <p>However, there is potential for negative effects on some communities if levels of congestion and reduced air quality increase due to urban concentration.</p>	<p>Additional site specific criteria introduced by MM4 contribute to the significant positive effects that were established in the SA Report.</p> <p>MM10 contributes to the positive effects on health that have already been identified for the Local Plan. Though the effects for the borough would remain similar, in Yalding there would be specific benefits.</p> <p>Overall, the modifications are predicted to have a positive, but not significant effect on health and wellbeing.</p>

4.5 Social exclusion

Background

- 4.5.1 This section sets out a discussion of the appraisal findings for ‘social exclusion’ associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

- 4.5.2 Modification MM1, MM8 and MM29 together result in a lower overall level of housing provision in the borough. The effect of this on social exclusion is not predicted to be significant as the broad distribution of growth remains the same, and communities ought to still have access to housing and employment opportunities.
- 4.5.3 MM4 should help to ensure access to adequate health facilities, which in some areas could benefit deprived communities. Though effects are positive, these are not predicted to be significantly different from those already identified in the SA Report.

- 4.5.4 MM9/MM26 and MM10 are unlikely to have an effect upon social inclusion. The de-allocated sites were not particularly well related to deprived areas in need of housing and employment and thus their removal generates no significant effects. Furthermore, MM36 still supports regeneration of the brownfield site in Yalding provided suitable flood management measures are secured.
- 4.5.5 The modifications MM12 and MM57 provide a more proactive approach to the management of the historic environment. This is unlikely to have any effect on social exclusion.
- 4.5.6 MM16, MM33, MM37, MM39 and MM60 would have no significant effects on social exclusion.

Table 4.4 *Implications for the SA findings relating to the Plan ‘as a whole’*

Summary of effects identified in the SA Report	Implications of Proposed Main Modifications
<p>There should be a reduction in social exclusion and poverty, particularly within the most deprived parts of Maidstone. This would constitute a significant positive effect.</p> <p>However, some strategic development is not in close proximity to deprived areas, which means certain communities may be less likely to benefit.</p> <p>There is also a risk of increased congestion in Maidstone town centre. This could worsen air quality and access to services for some deprived communities in the urban area. This would represent a significant negative effect.</p>	<p>The modifications result in a lower housing target for the borough. The effect of this on social exclusion is not predicted to be significant as the broad distribution of growth remains the same, and communities ought to still have access to housing and employment opportunities. Indeed, clarifications on the requirements for health infrastructure at new development sites ought to ensure that the planned growth is beneficial to existing and new communities.</p>

4.6 Education and skills

Background

- 4.6.1 This section sets out a discussion of the appraisal findings for 'education and skills' associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

- 4.6.2 Modifications MM1, MM8 and MM29 together result in a lower overall level of housing provision in the borough. The effect of this on education and skills is not predicted to be significant though.
- 4.6.3 MM4 introduces one criteria at SP3(3) to clarify that there needs to be additional expansion of a primary school in south east Maidstone. This ought to ensure adequate provision for education in this part of the borough, which is a positive effect.
- 4.6.4 MM9/MM26, MM10, MM12 MM16, MM33, MM36, MM37, MM39, MM57 and MM60 would have no significant effects on education and skills.

Table 4.5 *Implications for the SA findings relating to the Plan 'as a whole'*

Summary of effects identified in the SA Report	Implications of Proposed Main Modifications
New development should help to improve the provision and / or enhancement of education facilities. This is a significant positive effect .	The modifications are unlikely to have a significant effect upon education and skills. A significant positive effect remains.

4.7 Crime and fear of crime

Background

- 4.7.1 This section sets out a discussion of the appraisal findings for crime associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

- 4.7.2 Modification MM1, MM8 and MM29 together result in a lower overall level of housing provision in the borough. The effect of this on crime is not significant.
- 4.7.3 MM10 discards the allocated site in Yalding. This site is currently derelict, and is more likely to remain so now it has been discarded. This has negative implications for crime and antisocial behaviour, though not significant, especially given that the principle of regeneration at this site is still supported (MM36).
- 4.7.4 The modifications MM12 and MM57 provide a more proactive approach to the management of the historic environment. This is unlikely to have any effect on crime.
- 4.7.5 MM4, MM9/MM26, MM16, MM33, MM37, MM39 and MM60 leads to modifications that have no direct relationship with crime, and so no effects are predicted.

Table 4.6 *Implications for the SA findings relating to the Plan 'as a whole'*

Summary of effects identified in the SA Report	Implications of Proposed Main Modifications
No significant effects are anticipated. However, by providing a deliverable strategy for housing and employment, the Local Plan will support regeneration in areas of need, with knock on positive effects in terms of community safety.	In combination, the modifications are not likely to have a significant effect upon crime.

4.8 Vibrant, attractive communities

Background

- 4.8.1 This section sets out a discussion of the appraisal findings for vibrant, attractive communities associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

- 4.8.2 MM8 leads to a reduced amount of growth at the broad location in Lenham, which ought to better preserve the character and amenity value of greenfield land in this area.
- 4.8.3 MM10 discards the allocated site in Yalding. This site is currently derelict, and is more likely to remain so now it has been discarded which is negative with regards to the attractiveness of the settlement. However, MM36 clarifies that support for the regeneration of the site will still be supported, and so a neutral effect is predicted.
- 4.8.4 MM9 ought to be slightly more positive for Boughton Monchelsea as it means that development on a specific site would not be allocated. This ought to preserve the greenfield nature of this site, which has landscape value for the local community. In a borough-wide context, these effects are not significant.
- 4.8.5 The modifications MM12 and MM57 provide a more proactive approach to the management of the historic environment. This ought to have positive implications for the attractiveness of communities by ensuring that the character of the built environment is respected and where possible enhanced.
- 4.8.6 MM4, MM16, MM33, MM37, MM39, MM60 would have no significant effect on the vibrancy of communities.

Table 4.7 Implications for the SA findings relating to the Plan ‘as a whole’

Summary of effects identified in the SA Report	Implications of Proposed Main Modifications
<p>Improved access to community facilities should be achieved in new developments. The effects are not considered to be significant though.</p> <p>Development could have locally specific negative implications where it occurs on sites valued by local residents. Though the effects are not significant on a borough-wide basis, such negative effects ought to be acknowledged.</p>	<p>Though there could be some site specific implications in terms of the appearance and amenity of development sites, the overall effects on communities across the borough are negligible. The broad effects remain the same as those identified in the SA Report.</p>

4.9 Accessibility

Background

- 4.9.1 This section sets out a discussion of the appraisal findings for accessibility associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

- 4.9.2 Modifications MM1, MM8 and MM29 together result in a lower overall level of housing provision in the borough. The effect of this on accessibility is predicted to be insignificant, as the spatial strategy remains the same.
- 4.9.3 MM4 clarifies the need for infrastructure improvements locally, which ought to have a positive effect upon access to health facilities in particular.
- 4.9.4 MM10 discards a site option in Yalding that did not have the best accessibility to local services and facilities (Though RMX1/4 still outlines support for regeneration of the former Syngenta Site through MM36). This will have insignificant effects on the overall baseline position.
- 4.9.5 MM9 discards a site option that is relatively well related to services and facilities. Given the low numbers involved though, the overall effects on accessibility are insignificant.
- 4.9.6 The modifications MM12 and MM57 provide a more proactive approach to the management of the historic environment. This is unlikely to have any effects upon accessibility.
- 4.9.7 MM16, MM33, MM37 and MM39 would have no effect on accessibility.
- 4.9.8 MM60 commits to a plan review that would focus (amongst other things) on the need to secure a modal shift towards more sustainable travel. Should the plan be failing to deliver on improved accessibility by sustainable modes, the new policy LPR1 provides the opportunity to tackle negative trends. At this stage an uncertain effect is predicted.

Table 4.8 Implications for the SA findings relating to the Plan ‘as a whole’

Summary of effects identified in the SA Report	Implications of Proposed Main Modifications
<p>Overall, there should be an increased proportion of trips by walking, public transport and possibly cycling. Access to local services and facilities in urban and rural areas should also improve. Together, this would lead to a significant positive effect on the baseline provided that people are willing to swap their private vehicle for other transport modes.</p> <p>Accessibility at some of the proposed site allocations for Gypsies and Travellers is very poor. This will affect a very small number of people, but it is a negative effect nonetheless.</p>	<p>In combination, the modifications are unlikely to have a significant effect upon accessibility. The spatial distribution remains the same, and there are minor changes to some policies that ought to improve access to local facilities.</p>

4.10 Engagement in cultural activity

Background

4.10.1 This section sets out a discussion of the appraisal findings for cultural activity associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

4.10.2 MM9/MM26 and MM10 are unlikely to have effects on engagement in cultural activity. The sites that are not being allocated do not have particular value for cultural engagement (despite their being heritage assets on site).

4.10.3 The modifications MM12 and MM57 provide a more proactive approach to the management of the historic environment. This should help to identify how key assets can be used to increase cultural engagement in heritage.

4.10.4 MM1, MM4, MM8, MM16, MM29, MM33, MM36, MM37, MM39 and MM60 would have no significant effect on engagement in cultural activity.

Table 4.9 Implications for the SA findings relating to the Plan ‘as a whole’

Summary of effects identified in the SA Report	Implications of Proposed Main Modifications
<p>Although the Local Plan should have a generally positive effect, no significant effects are anticipated in terms of engagement in cultural activity.</p>	<p>The modifications are not likely to have a significant effect in terms of engagement with cultural activities.</p>

4.11 Efficient land use

Background

- 4.11.1 This section sets out a discussion of the appraisal findings for efficient land use associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

- 4.11.2 Modifications MM1, MM8 and MM29 together result in a lower overall level of housing provision in the borough. This will reduce the need to release as much greenfield land (particularly in Lenham), which is positive with regards to land use.
- 4.11.3 The removal of a derelict site (partly previously developed) at Yalding (MM10) reduces the likelihood that this site will be developed. This would make it less likely that positive effects are achieved regarding land use in this specific location. However, the effects would not be significant, especially as RMX1/4 (as amended by MM36) still supports the redevelopment of the site following a robust flood risk assessment and management plan. Conversely, agricultural land on this site would be 'better protected' from development, so a neutral effect is predicted overall.
- 4.11.4 MM9 leads to a lower amount of greenfield land being released in Boughton Monchelsea, which is an insignificant positive effect in terms of efficient land use.
- 4.11.5 The modifications MM12 and MM57 provide a more proactive approach to the management of the historic environment. This ought to encourage the re-use and maintenance of historic buildings.
- 4.11.6 MM16 would have a positive effect upon land use, by ensuring that its value for minerals is considered before it is developed. This is a positive effect.
- 4.11.7 MM37 allocates the Baltic Wharf site for development. This should help to ensure that the long term use of this site is secured, which ought to help in the reuse of land and buildings.
- 4.11.8 MM4, M33, MM39 and MM60 would have no effects upon the efficiency of land use.

Table 4.10 Implications for the SA findings relating to the Plan ‘as a whole’

Summary of effects identified in the SA Report	Implications of Proposed Main Modifications
<p>Development of housing and employment sites will lead to the permanent loss of greenfield land and in most locations this will include grade 2 or 3 agricultural land.</p> <p>This represents a significant negative effect. However, there should be a decreased amount of previously developed land left derelict, which is a significant positive effect.</p>	<p>In combination, the modifications are predicted to have a neutral effect on land use. A lower amount of housing growth overall will reduce the need for greenfield land release, whilst a more proactive approach to the historic environment should also help to ensure that land is used efficiently. However, these effects would be minor, and would not change the overall effects identified in the SA Report.</p>

4.12 Congestion, pollution and air quality

Background

4.12.1 This section sets out a discussion of the appraisal findings for ‘congestion, pollution and air quality’ associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

- 4.12.2 Modifications MM1, MM8 and MM29 together result in a lower overall level of housing provision in the borough, with approximately 560 dwellings less in the Maidstone urban area and 500 less at a broad location in Lenham. The broad location at Invicta Park Barracks is within a relatively accessible location, but a lower amount of growth here will reduce pressure on congestion from new trips that might otherwise have been generated in this area. With regards to the Lenham broad location, a lower level of growth would be likely to result in fewer car trips, which is positive, but not significant with regards to congestion and air quality.
- 4.12.3 Though MM9/MM26 removes a quantum of development (295 dwellings) from to the edge of the Maidstone Urban Area (which suffers most from air quality issues) the scale of growth is minimal, and thus effects on air quality and congestion are predicted to be insignificant.
- 4.12.4 MM10 is unlikely to have significant effects upon air quality and congestion, as these are not acute issues for Yalding and the scale of growth involved is low. Furthermore, MM36 supports the regeneration of the site, which could lead to growth at this location in the longer term anyway.

4.12.5 MM4, MM12, MM16, MM33, MM37, MM39 and MM57 would have no significant effect on congestion or air quality.

4.12.6 MM60 introduces a new policy that commits to a local plan review. Part of this process would involve consideration of a potential relief road. This will provide an opportunity to explore alternatives that could help to reduce congestion and air quality issues. Though uncertain at this stage, the effects could be positive.

Table 4.11 Implications for the SA findings relating to the Plan ‘as a whole’

Summary of effects identified in the SA Report	Implications of Proposed Main Modifications
<p>Increased development could lead to higher levels of congestion in the Maidstone Town centre. This could lead to a significant negative effect.</p> <p>However, development would be required to implement strategic improvements to the network, which could mitigate the impacts or possibly help to improve traffic flows.</p> <p>The residual impact would therefore be less significant or potentially positive.</p> <p>The impacts are uncertain at this stage though.</p>	<p>In combination, the modifications are predicted to be positive in terms of congestion and air quality. The overall amount of development is lower, including a reduction in parts of the Maidstone Urban Area, which is most affected by congestion. However, the effects are minor, as the scale of effects would be very small.</p>

4.13 Climate change

Background

4.13.1 This section sets out a discussion of the appraisal findings for ‘climate change’ associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

4.13.2 Modifications MM1, MM8 and MM29 together result in a lower overall level of housing provision in the borough. This should lead to a reduction in greenhouse gas emissions associated with new development.

4.13.3 Despite potentially leading to slightly lower levels of growth in Yalding and Boughton Monchelsea, MM9/MM26 and MM10 are unlikely to have a significant effect on climate change emissions or resilience. MM36 still outlines support for the re-development of the former Syngenta site in Yalding, so development here may still occur.

4.13.4 MM1, MM4, MM8, MM12, MM16, MM29, MM33, MM37, MM39, MM57 and MM60 would have no significant effect on climate change.

Table 4.12 Implications for the SA findings relating to the Plan ‘as a whole’

Summary of effects identified in the SA Report	Implications of Proposed Main Modifications
<p>There could be a reduction in carbon emissions (compared to growth without a Local Plan in place) from transport.</p> <p>Design policies should help to improve resilience to the effects of climate change.</p> <p>Together, these factors should lead to positive effects on the baseline. However, growth <i>per se</i>, is likely to generate an increased overall level of greenhouse gas emissions.</p>	<p>In combination, the modifications are likely to lead to a slight reduction in greenhouse gas emissions.</p> <p>Consequently, the positive effects predicted in the SA Report are likely to be more pronounced (though still not significant).</p>

4.14 Biodiversity and geodiversity

Background

4.14.1 This section sets out a discussion of the appraisal findings for ‘biodiversity and geodiversity’ associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

- 4.14.2 Modification MM8 and MM29 detail a reduction in the quantity of dwellings at the broad location in Lenham. Given that there are parcels of ancient woodland within the broad location, a lower level of growth ought to allow for less intrusion and disturbance from development, which is a positive effect in this location.
- 4.14.3 The removal of a development site through MM10 ought to avoid potential negative effects on locally important biodiversity. However, the site is not thought to be particularly sensitive, and it’s redevelopment in principle is still supported (MM36) so the effects would not be significant.
- 4.14.4 The site discarded by MM9 is not thought to be particularly important for biodiversity, and so the effects of its removal are negligible for biodiversity. There are no effects on geodiversity.
- 4.14.5 MM33 strengthens the approach to biodiversity by requiring an ecological management plan for the site and the development of a woodland park. This ought to ensure that effects are managed and where possible enhancements are secured.

4.14.6 MM4, MM12, MM16, MM37, MM39, MM57 and MM60 are predicted to have no significant effects.

Table 4.13 Implications for the SA findings relating to the Plan ‘as a whole’

Summary of effects identified in the SA Report	Implications of Proposed Main Modifications
<p>Although the direct effect on designated habitats is likely to be insignificant, development could have localised negative effects on wildlife habitats and species.</p> <p>This would be determined at the project scale, and mitigation should be possible. In fact, Local Plan policies seek to ensure that impacts on wildlife habitats and species are mitigated, and where possible enhancements are secured as part of new development. This could lead to improvements in connectivity between habitats, having a significant positive effect on the baseline.</p> <p>In terms of recreational pressure, the Habitats Regulations Assessment determined that a concentration of development in the Maidstone Urban Area could lead to additional recreational activity within the North Downs Woodlands (Boxley Warren) SAC. However, provided that existing measures in place are suitably maintained, significant effects should be avoided.</p>	<p>The modifications have mostly neutral effects. However, a reduction in the scale of growth in the broad location at Lenham is likely to help better protect and manage effects on biodiversity in this area. This should help to minimise those negative effects identified in the SA Report.</p> <p>A more proactive approach is also established for the Newnham Park allocation, which ought to secure positive effects.</p> <p>Overall, the modifications are beneficial with regards to biodiversity, helping to reduce the significance of effects in Lenham and at Newnham Park.</p>

4.15 Countryside and historic environment

Background

4.15.1 This section sets out a discussion of the appraisal findings for ‘countryside and historic environment’ associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

4.15.2 Modification MM1, MM8 and MM29 together result in a lower overall level of housing provision in the borough. The effect of this on the historic environment and landscape is predicted to be positive. This relates mainly to a reduction in the amount of housing at the broad location in Lenham. A lower scale of growth ought to allow for development that better respects the character of the surrounding landscape by securing greater landscape buffer areas and / or lower density development. This should help to mitigate potential negative effects.

- 4.15.3 MM9 and MM10 would lead to positive effects for the historic environment, as development of these sites could have had negative effects upon heritage assets and their settings.
- 4.15.4 In terms of landscape character, the site in Yalding would present opportunities to enhance the landscape, and thus its removal would not be beneficial in this respect. However, support for redevelopment at this site is still made clear through MM36 (So effects are predicted to be neutral).
- 4.15.5 The site in Boughton Monchelsea on the other hand falls into an area that only has moderate potential to accommodate landscape changes. Therefore, MM9 ought to ensure that fewer adverse effects upon landscape character are generated in this location.
- 4.15.6 The modifications MM12 and MM57 provide a more proactive approach to the management of the historic environment. In particular, there is an acknowledgement of the need to tackle heritage at risk, encouraging the use of such assets in new developments, and looking to deliver enhancements to the historic environment through a number of routes such as master plans and neighbourhood plans. The changes strengthen the approach to heritage, by providing greater certainty that enhancements would be successfully secured. A positive effect is predicted.
- 4.15.7 MM33 is predicted to have beneficial effects upon landscape character by setting a more prescriptive approach to landscape management and mitigation of visual impacts. This ought to help offset the potential significant negative effects on landscape character predicted in the SA Report.
- 4.15.8 MM37 seeks to ensure that the historic buildings on the Baltic Wharf site are brought into appropriate and active use. This ought to have positive effects on the condition of this heritage asset and surrounding areas.
- 4.15.9 MM39 is likely to have a positive effect upon the landscape and historic environment as the modifications present a stronger approach to the protection of the countryside (larger landscape buffers, lower size threshold for larger buildings). This ought to better minimise potential negative effects as predicted in the SA Report.
- 4.15.10 MM4, MM16 and MM60 would have no significant effect on the historic environment.

Table 4.14 Implications for the SA findings relating to the Plan ‘as a whole’

Summary of effects identified in the SA Report	Implications of Further Proposed Main Modifications
<p>Despite landscaping at development sites, the scale of growth and/or sensitivity of landscape is likely to lead to a change/loss of character in some parts of Maidstone. Cumulatively, this represents a significant negative effect.</p> <p>Substantial development in the South East of the Maidstone urban area could also have a cumulative negative effect on local character, although this would not be directly within any designated areas.</p> <p>Mitigation and enhancement measures should help to minimise these effects to ensure that they are not significant. Conversely, significant effects on the most sensitive locations such as Kent AONB are likely to be avoided; though allocated sites in Lenham (including the broad location) and Harrietsham in particular will need to be sensitively designed.</p> <p>Heritage features are likely to be maintained and in some places enhanced through regeneration; which would constitute significant positive effects. At this stage, whether these positive effects will occur is somewhat uncertain as it will depend upon project design.</p>	<p>Though a number of sites have been removed that could have had negative effects upon heritage assets, the overall effect on heritage across the Borough is likely to remain the same (i.e. both negative and positive effects depending upon location).</p> <p>The effects on landscape are predicted to be less significant as a number of the modifications ought to ensure that effects on landscape character are avoided or mitigated. The overall effect on landscape is therefore likely to be more positive than in the SA Report.</p>

4.16 Sustainable management of waste

Background

4.16.1 This section sets out a discussion of the appraisal findings for ‘sustainable waste management’ associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

4.16.2 Modification MM1, MM8 and MM29 together result in a lower overall level of housing provision in the borough, which would bring a commensurate reduction in total waste arising. However, the effects on a borough-wide basis would not be significant.

4.16.3 The modifications MM12 and MM57 provide a more proactive approach to the management of the historic environment. This is unlikely to have any effect on waste management.

4.16.4 MM4, MM33, MM36, MM37 and MM60 will have no significant effects.

Table 4.15 *Implications for the SA findings relating to the Plan ‘as a whole’*

Summary of effects identified in the SA Report	Implications of Further Proposed Main Modifications
No significant effects have been identified. However, new development has the potential to put increased pressure on waste collection services, especially if not well designed for storage and access.	The removal of several site options and a lowering in the scale of growth at the Broad location in Lenham ought to mean that a lower amount of waste is generated in total. However, the scale of effects is minor, so the effects in the SA report remain broadly the same.

4.17 Water resources management

Background

4.17.1 This section sets out a discussion of the appraisal findings for ‘water resources management’ associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Further Proposed Main Modifications

4.17.2 Modification MM1, MM8 and MM29 together result in a lower overall level of housing provision in the borough. Though this would reduce the requirement for infrastructure upgrades for water treatment, the effects are not significant.

4.17.3 The modifications MM12 and MM57 provide a more proactive approach to the management of the historic environment. This is unlikely to have any effect on water resources.

4.17.4 MM4, MM9/MM26, MM10, MM16, MM33, MM36, MM37 and MM60 are unlikely to have any significant effects upon water quality.

Table 4.16 *Implications for the SA findings relating to the Plan ‘as a whole’*

Summary of effects identified in the SA Report	Implications of Further Proposed Main Modifications
Increased growth could lead to pressure on already scarce water resources. Policy DM2 could help to mitigate this effect though. Development could present the opportunity to improve drainage and sewerage networks through infrastructure upgrades. This would lead to significant positive effects.	A lower scale of growth overall ought to be positive for water resources by decreasing the demand for water and the need for water treatment. However, the scale of effects is unlikely to be significant.

4.18 Energy efficiency

Background

4.18.1 This section sets out a discussion of the appraisal findings for ‘energy efficiency’ associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Proposed Main Modifications

4.18.2 Modifications MM1, MM8 and MM29 together result in a lower overall level of housing provision in the borough. This should result in a slightly lower demand for energy, but the effects are not predicted to be significantly different to those identified in the SA Report.

4.18.3 The modifications MM12 and MM57 provide a more proactive approach to the management of the historic environment. This is unlikely to have any effect on energy use.

4.18.4 MM4, MM9/MM26, MM10, MM16, MM33, MM36, MM37, MM39 and MM60 are unlikely to have any significant effects upon energy efficiency.

Table 4.17 *Implications for the SA findings relating to the Plan ‘as a whole’*

Summary of effects identified in the SA Report	Implications of Further Proposed Main Modifications
Increased levels of growth could lead to higher overall levels of energy consumption. However, development would be likely to occur in the absence of the Plan to meet demand for housing and employment. Therefore, the effects are not significant. The delivery of low carbon infrastructure is not prioritised in the Local Plan, and therefore insignificant effects are predicted.	A lower scale of growth overall ought to be positive for energy by decreasing the demand for energy in new homes. However, the scale of effects is unlikely to be significant.

4.19 Economy and employment

Background

- 4.19.1 This section sets out a discussion of the appraisal findings for ‘economy and employment’ associated with the Proposed Main Modifications, and also how these affect the overall SA findings as set out in the SA Report (reproduced in the table below).

Appraisal of the Further Proposed Main Modifications

- 4.19.2 Modification MM1, MM8 and MM29 together result in a lower overall level of housing provision in the borough. The amount of employment development being planned for is the same, and despite a decrease in the housing target, the balance between homes and jobs remains appropriate.
- 4.19.3 The removal of an allocated mixed-use site in Yalding (through MM10) reduces the certainty of employment opportunities from coming forward in this settlement. This will prevent positive effects from being generated locally, but this would not be significant at a borough-wide level. Furthermore, MM36 still outlines support for the regeneration of this site.
- 4.19.4 The modifications MM12 and MM57 provide a more proactive approach to the management of the historic environment. This is unlikely to have any effect on economy and employment.
- 4.19.5 MM16 should have positive effects for the local economy by ensuring that mineral resources are safeguarded and extracted where this is viable before development occurs.
- 4.19.6 MM33 proposes a slightly lower floorspace for the retail element of development. This is not likely to have a significant effect upon the economic benefits that would be generated from development at this site.
- 4.19.7 MM60 sets out a commitment to a plan review, which will involve an assessment of employment needs. This should give greater certainty that the employment land targets in the plan will be appropriate and responsive to changes in the next five years.
- 4.19.8 MM39 relates to EMP1 and makes a number of changes that help to better protect the environment. One of these is to restrict the total size of units to 5000sqm rather than 10,00sqm. This could prevent the accommodation of certain businesses (i.e. strategic warehousing and distribution) that are looking for a larger scale plot. Nevertheless, the site is likely to remain attractive for employment and ought to achieve economic growth and jobs locally. The changes also state that a minimum of

10,000m of office floorspace will need to be given, which ought to ensure that high quality jobs are secured.

4.19.9 MM4 and MM9/MM26 will have no effects upon economy or employment.

Table 4.18 *Implications for the SA findings relating to the Plan ‘as a whole’*

Summary of effects identified in the SA Report	Implications of Further Proposed Main Modifications
<p>The Local Plan supports the development of land for employment in accessible locations. A range of jobs are likely to be created including in higher skilled sectors.</p> <p>This is predicted to have a significant positive effect on the economy.</p>	<p>The modifications are forecast to have mixed effects. On one hand, there are negative implications related to a lowering of the size threshold of buildings at Woodcut Farm. On the other, there is a commitment to a review of employment land need, and better consideration of minerals resources. None of the effects are predicted to be significant, and so the findings in the SA Report still remain valid.</p>

5 Mitigation and enhancement

- 5.1.1 No mitigation or enhancement measures were identified throughout the appraisal process at this stage. This is largely due to the fact that the proposed Main Modifications in themselves have been made to enhance positive effects and to mitigate any negative effects.
- 5.1.2 Rather than leading to 'new' significant effects, the modifications largely reduce the negative effects predicted in the SA Report.

6 Summary

6.1.1 The effects of the modifications against each of the 18 sustainability objectives are summarised below in tables 6.1 and 6.2. Table 6.1 illustrates the broad implications of the modifications, viewed in combination with one another. There are no significant effects predicted, and so the symbols provided do not reflect significant positive or negative effects. Rather, the symbols represent the broad implications of the modifications in relation to each objective. This is either positive (↑), negative (↓) or neutral (↔).

Table 6.1 Broad implications of the modifications

Housing	Flooding	Health	Social exclusion	Education	Crime	Communities	Accessibility	Cultural activity	Efficient land use	Air quality	Climate change	Biodiversity / Geodiversity	Countryside and historic environment	Waste management	Water resources	Energy efficiency	Economy and employment
↓	↔	↑	↔	↔	↔	↔	↔	↔	↑	↔	↑	↑	↑	↑	↑	↑	↑

Table 6.2 Summary of the effects of the modifications

Sustainability objective	Cumulative effects of modifications on SA findings
Housing	<p>Though there are reductions in the amount of housing allocations in some locations (Yalding, Boughton, Lenham), this is unlikely to have a significant effect for the borough as a whole (as housing needs would still be broadly met).</p> <p>In combination, the modifications are not predicted to lead to significantly different effects to those already identified in the SA Report. However, there are some negative implications reflecting lower housing in particular areas.</p>
Flooding	<p>The modifications result in a lower overall amount of housing, which could have slight positive effects with regards to a reduction in surface water run-off.</p> <p>Where development is proposed through the modifications (<i>for example at the Baltic Wharf site</i>), there is a need to consider flood risk measures too.</p> <p>Overall, this ought to ensure that effects on flooding are not significantly different to those identified in the SA Report.</p>

Sustainability objective	Cumulative effects of modifications on SA findings
Health and wellbeing	<p>Additional site specific criteria introduced by MM4 contribute to the significant positive effects that were established in the SA Report.</p> <p>MM10 contributes to the positive effects on health that have already been identified for the Local Plan. Though the effects for the borough would remain similar, in Yalding there would be specific benefits.</p> <p>Overall, the modifications are predicted to have a positive effect (but not significant) on health and wellbeing.</p>
Social Exclusion	<p>The modifications result in a lower housing target for the borough. The effect of this on social exclusion is not predicted to be significant as the broad distribution of growth remains the same, and communities ought to still have access to housing and employment opportunities. Indeed, clarifications on the requirements for health infrastructure at new development sites ought to ensure that the planned growth is beneficial to existing and new communities.</p>
Education and skills	<p>The modifications are unlikely to have a significant effect upon education and skills. A significant positive effect remains.</p>
Crime and fear of crime	<p>In combination, the modifications are not likely to have a significant effect upon crime.</p>
Vibrant and attractive communities	<p>Though there could be some site specific implications in terms of the appearance and amenity of development sites, the overall effects on communities across the borough are negligible. The broad effects remain the same as those identified in the SA Report.</p>
Accessibility	<p>In combination, the modifications are unlikely to have a significant effect upon accessibility. The spatial distribution remains the same, and there are minor changes to some policies that ought to improve access to local facilities.</p>
Cultural activity	<p>The modifications are not likely to have a significant effect in terms of engagement with cultural activities.</p>

Sustainability objective	Cumulative effects of modifications on SA findings
Efficient land use	In combination, the modifications are predicted to have a neutral effect on land use. A lower amount of housing growth overall will reduce the need for greenfield land release, whilst a more proactive approach to the historic environment should also help to ensure that land is used efficiently. However, these effects would be minor, and would not change the overall effects identified in the SA Report.
Congestion and air quality	In combination, the modifications are predicted to be positive in terms of congestion and air quality. The overall amount of development is lower, including a reduction in parts of the Maidstone Urban Area, which is most affected by congestion. However, the effects are minor, as the scale of effects would be very small.
Climate change	In combination, the modifications are likely to lead to a slight reduction in greenhouse gas emissions. Consequently, the positive effects predicted in the SA Report are likely to be more pronounced (though still not significant).
Biodiversity and geodiversity	<p>The modifications have mostly neutral effects. However, a reduction in the scale of growth in the broad location at Lenham is likely to help better protect and manage effects on biodiversity in this area. This should help to minimise those negative effects identified in the SA Report.</p> <p>A more proactive approach is also established for the Newnham Park allocation, which ought to secure positive effects.</p> <p>Overall, the modifications are positive with regards to biodiversity, helping to reduce the significance of effects in Lenham and at Newnham Park.</p>
Countryside and historic environment	<p>Though a number of sites have been removed that could have had negative effects upon heritage assets, the overall effect on heritage across the Borough is likely to remain the same.</p> <p>The effects on landscape are predicted to be less significant as a number of the modifications ought to ensure that effects on landscape character are avoided or mitigated. The overall effect on landscape is therefore likely to be more positive than in the SA Report.</p>
Sustainable management of waste	The removal of several site options and a lowering in the scale of growth at the Broad location in Lenham ought to mean that a lower amount of waste is generated in total. However, the scale of effects is minor, so the effects in the SA report remain broadly the same.

Sustainability objective	Cumulative effects of modifications on SA findings
Water resources management	A lower scale of growth overall ought to be positive for water resources by decreasing the demand for water and the need for water treatment. However, the scale of effects is unlikely to be significant.
Energy efficiency	A lower scale of growth overall ought to be positive for energy by decreasing the demand for energy in new homes. However, the scale of effects is unlikely to be significant.
Economy and employment	The modifications are forecast to have mixed effects. On one hand, there are negative implications related to a lowering of the size threshold of buildings at Woodcut Farm. On the other, there is a commitment to a review of employment land need, and better consideration of minerals resources. None of the effects are predicted to be significant, and so the findings in the SA Report still remain valid.

7 Monitoring and next steps

7.1 Monitoring

- 7.1.1 At the current stage (i.e. within the SA Report and Addendum), there is only a need to present measures envisaged concerning monitoring. As such, Table 19.1 in the main SA Report suggests measures that might be taken to monitor the effects (in particular the significant effects) highlighted by the appraisal of the plan.
- 7.1.2 The effects of proposed modifications are all predicted to be ‘insignificant’ and broadly in-line with those effects identified in the SA Report. Therefore, the monitoring measures outlined in the SA Report are considered to be sufficient.

7.2 Next steps

- 7.2.1 The Local Plan was submitted for Examination by an independent Planning Inspector in May 2016.
- 7.2.2 The Inspector will judge whether or not the Plan is ‘sound’. The SA report (SUB 002) was one of the background documents provided to the Inspector as part of the Examination.
- 7.2.3 During the Local Plan Examination, and in the lead up to it, a number of proposed changes to the submission version of the Local Plan have been put forward. The proposed Main Modifications have been appraised through the SA.
- 7.2.4 Public consultation on the proposed Main Modifications is being undertaken and the SA Addendum will be published at the same time. At the end of the consultation period, the consultation responses and the SA Addendum will be passed to the Inspector for his consideration.
- 7.2.5 At the time the Local Plan is adopted an SA ‘Statement’ must be published that sets out (amongst other things):
- How this SA findings and the views of consultees are reflected in the adopted Plan,

*i.e. bringing the story of ‘plan-making / SA up to this point’ up to date;
and*
 - Measures decided concerning **monitoring**.

Appendix A: Screening the Proposed Main Modifications

Schedule of Proposed Main Modifications to the submitted Local Plan.

Main Modifications are proposed to be made to the submitted Local Plan, and a summary is set out in the schedule below. The end column sets out whether the modifications are likely to have a significant effect in terms of the SA findings; and therefore whether they should be screened in or out of the SA process at this stage.

Main Modification Number	Summary of proposed change text	SA 'Screening'
MM1	Objectively assessed housing need is confirmed as 17,660 dwellings for the Local Plan period 2011 to 2031 (883 dwellings p.a.), a reduction of 900 dwellings from 18,560 dwellings. The Council's housing land supply position is updated to a snapshot date of 1 April 2016 (Table 4.1), and new text explains how land supply will be monitored and reviewed. The methodology used to establish gross and net floorspace requirements for offices, industry and warehousing is clarified, and Table 4.4 is adjusted to reflect net requirements. Amendments to policy to reflect consequential changes arising from the Modifications listed in this schedule.	Policy SS1 sets a housing target that is 900 dwellings fewer than in the submitted version of the Local Plan.
MM2	Amendments to the Key Diagram to show Lenham as a broad location in addition to its Rural Service Centre status, and to reflect the change in the legend of the Key Diagram.	Modifications are illustrative of changes to other policies. No implications for the SA findings.
MM3	Addition of new text introducing the restructuring of the Local Plan to distinguish between strategic and non-strategic policies (MM61).	Implications for the SA findings are considered as part of modifications to SS1.

MM4	Addition of new criteria for the strategic spatial policies, to reflect an updated assessment of infrastructure requirements for health and education.	Implications are positive for health and wellbeing and education.
MM5	Reduction in delivery of 1,859 dwellings on 24 sites to delivery of 1,846 dwellings on 23 sites as a consequence of Modifications to housing site allocations (MM14).	No implications for SA Findings.
MM6	Addition of reference to the installation of an extended bus lane in Sutton Road.	Clarification does not lead to implications for SA Findings.
MM7	Addition of new criterion to reflect the need for additional capacity in the sewer network and, if required, at the wastewater treatment works.	No implications for SA Findings.
MM8	Amendment to text to reduce the capacity of Lenham Rural Service Centre Broad Location from 1,500 dwellings to 1,000 dwellings. Addition of new criterion to reflect an updated assessment of infrastructure requirements for health. Clarification of the preparation of the master plan through the Neighbourhood Plan or the Local Plan review. Reduction in yield from allocated housing sites, from 165 dwellings to 155 dwellings as a consequence of Modifications to housing site allocations (MM14).	Number of dwellings proposed for the broad location could have effects on SA findings. Reduction in 10 dwellings has no significant effect on SA findings.
MM9	Reduction in delivery of 193 dwellings on six sites to delivery of 118 dwellings on five sites as a consequence of Modifications to housing site allocations (MM14). Reduction of the open space requirement from 1.79ha to 0.30ha (MM28).	Cumulative effects of site deletions and additions to be determined.
MM10	Reduction in delivery of 265 dwellings on two sites to delivery of 65 dwellings on one site as a consequence of Modifications to housing site allocations (MM14). Consequential deletion of 4.4ha of open space (MM28). Addition of new criterion to reflect an updated assessment of infrastructure requirements for health.	Potential Implications for SA findings related to Yalding.

MM11	Addition of new text relating to the Metropolitan Green Belt. Amendments to strengthen wording of policy, and the deletion of specific references to acceptable development in the countryside, replaced with a cross reference to other policies of the Local Plan. Clarification of the weight given to countryside designations, to accord with national policy.			General principles of the policy remain the same and are not likely to have a significant effect on SA findings.																		
MM12	Addition of new text and strategic policy for the Historic Environment, to protect the borough’s heritage assets.			New policy – appraisal required.																		
MM13	Creation of a new strategic policy by merging criteria 1 and 2 from Policy DM24 and criterion 1 from Policy DM25 (MM52 and MM53).			Merged policies have already been appraised, and principles remain the same. No further implications for SA findings.																		
MM14	<div>Amendments to housing site allocations, including:</div> <table><tr><td>H1(11)</td><td>Springfield, Royal Engineers Road and Mill Lane, Maidstone</td><td><u>692</u> 500</td></tr><tr><td>H1(29)</td><td>New Line Learning, Boughton Lane, Loose</td><td>220</td></tr><tr><td>H1(30)</td><td>West of Eclipse, Maidstone</td><td><u>50</u> 35</td></tr><tr><td>H1(42)</td><td>Tanyard Farm, Old Ashford Road, Lenham</td><td><u>145</u> 155</td></tr><tr><td>H1(53)</td><td>Boughton Lane, Boughton Monchelsea and Loose</td><td>75</td></tr><tr><td>RMX1(4)</td><td>Former Syngenta Works, Hampstead lane, Yalding</td><td>200</td></tr></table>			H1(11)	Springfield, Royal Engineers Road and Mill Lane, Maidstone	<u>692</u> 500	H1(29)	New Line Learning, Boughton Lane, Loose	220	H1(30)	West of Eclipse, Maidstone	<u>50</u> 35	H1(42)	Tanyard Farm, Old Ashford Road, Lenham	<u>145</u> 155	H1(53)	Boughton Lane, Boughton Monchelsea and Loose	75	RMX1(4)	Former Syngenta Works, Hampstead lane, Yalding	200	Implications for the SA findings are considered as part of MM1.
H1(11)	Springfield, Royal Engineers Road and Mill Lane, Maidstone	<u>692</u> 500																				
H1(29)	New Line Learning, Boughton Lane, Loose	220																				
H1(30)	West of Eclipse, Maidstone	<u>50</u> 35																				
H1(42)	Tanyard Farm, Old Ashford Road, Lenham	<u>145</u> 155																				
H1(53)	Boughton Lane, Boughton Monchelsea and Loose	75																				
RMX1(4)	Former Syngenta Works, Hampstead lane, Yalding	200																				
MM15	Addition of a new criterion for a range of housing site policies, to reflect requirements for connection to the local sewerage system.			Procedural changes have no implications for the SA.																		
MM16	Addition of a new criterion for a range of housing site policies, to reflect the need for a minerals assessment in accordance with the adopted Kent Minerals and Waste Local Plan (2013-2030).			Potential implications for the SA findings																		

MM17	Deletion of criterion referring to open space beyond the boundary of the borough.	No implications for the SA findings.
MM18	Amendment to criterion to reflect the need for a separate bus access in addition to a separate cycle and pedestrian access.	Update ought to be positive with regards to sustainable transport. However, no significant implications for the SA findings.
MM19	Amendments to criteria to protect the historic setting of the church. Addition of new criterion to reflect an updated assessment of infrastructure requirements for education.	Additional policy clauses are positive for protection of the historic environment and education. The overall implications for the SA findings are not significant though.
MM20	Increase in yield from 500 dwellings to 692 dwellings as a consequence of Modifications to housing site allocations (MM14). Addition of new criteria to guide the location of the highest density development, and to exclude residential development from flood zone 3 unless appropriate mitigation can be provided.	Clarifications are site specific. Whilst amendments are positive for housing delivery and the management of flooding, the implications for the SA findings as a whole are not significant.
MM21	Deletion of open space criterion (MM28).	No implications for the SA findings.
MM22	Deletion of site allocation policy (MM14).	Lower delivery of housing in this area of the Borough. However, implications for the SA findings as a whole are not significant. Cumulative effects of all site deletions and additions to be determined.

MM23	Increase in yield from 35 dwellings to 50 dwellings as a consequence of Modifications to housing site allocations (MM14).	Slightly higher number of dwellings to be allocated. Effects on overall SA implications not significant.
MM24	Amendments to site access arrangements. Addition of new criterion to reflect an updated assessment of infrastructure requirements for education.	Site specific changes are positive for education and safety, but overall implications for SA findings are not significant.
MM25	Reduction in yield from 155 dwellings to 145 dwellings as a consequence of Modifications to housing site allocations (MM14). Addition of new criterion for 0.34ha open space to create a landscape vista (MM28). Addition of new criterion requiring a detailed flood risk assessment and a sustainable surface water drainage strategy.	Site specific changes are positive for landscape character and drainage. Implications for the overall SA findings are not significant.
MM26	Deletion of site allocation policy (MM14).	Lower level of allocated housing in Boughton Monchelsea may have locally specific effects in terms of lower housing provision (and associated effects). Implications for overall SA findings not significant. Cumulative effects of all site deletions and additions to be determined.
MM27	Modification number has not been used.	No significant implications for the overall SA findings.

MM28	Amendments to open space allocations, including:			No significant implications for the SA findings.
	<u>OS1(18)</u>	<u>West of Church Road, Otham</u>	<u>1.40ha</u>	
	<u>OS1(19)</u>	<u>Tanyard Farm, Lenham</u>	<u>0.34ha</u>	
	<u>OS1(14)</u>	Former Syngenta Works, Hampstead Lane, Yalding	4.40ha	
	<u>OS1(15)</u>	Boughton Lane, Loose and Boughton Monchelsea	1.49ha	
	Amendment to policy to reflect a reduction in the delivery of homes at the broad locations within the Local Plan period, from 3,500 dwellings to 2,440 dwellings.			
MM29	Amendments to broad locations for housing growth, including:			Potential implications for the SA findings.
	Policy Reference	Area	Approximate Dwellings yield	
	H2(1)	Maidstone town centre	<u>940</u> 700	
	H2(2)	Invicta Park Barracks	<u>500</u> 1,300	
	H2(3)	Lenham	<u>1,000</u> 1,500	
MM30	Increase in yield from 700 dwellings to 940 dwellings as a consequence of Modifications to broad locations for housing growth (MM29). Addition of new criterion to identify sources of dwelling yield: The Mall (400 dwellings), The Riverside (190 dwellings), and the conversion of poor quality office stock (350 dwellings).			Implications for the SA are covered under policy H2.
MM31	Addition of new text to confirm that the broad location will be released by 2027, and that a minimum 500 dwellings of the 1,300 dwelling capacity will be delivered within the Local Plan period (MM29). Amendment to criterion to			Implications for SA are covered under MM29 (For H2).

	reflect an updated assessment of infrastructure requirements for education.	
MM32	Reduction in yield from 1,500 dwellings to 1,000 dwellings as a consequence of Modifications to broad locations for housing growth (MM29). Clarification of the preparation of the master plan through the Neighbourhood Plan or the Local Plan review, and amendments to criteria to reflect the requirements of the master plan. Addition of new criteria to reflect the need for a flood risk management strategy, and to ensure adequate provision is made for sewerage infrastructure.	Implications for the SA are covered under policy H2.
MM33	Reduction in the threshold of the replacement retail centre from 15,000m ² to 14,300m ² , and amendments to text and criteria to confirm that additional retail floorspace above this threshold, and leisure uses, will require sequential and impact assessments. Addition of new criteria to reflect the need for an approved landscape and ecological management plan, and to reflect the need for a minerals assessment in accordance with the adopted Kent Minerals and Waste Local Plan (2013-2030). Deletion of criteria relating to phasing, and to contributions towards improvements at junction 5 of the M2 motorway.	Clarifications have site specific positive effects for visual landscape and minerals.
MM34	Addition of 4,000m ² of offices (B1a) to the site's capacity. Addition of new criterion requiring the submission of a retail impact assessment.	No significant implications for the SA findings.
MM35	Addition of new criterion requiring the submission of a retail impact assessment.	No significant implications for the SA findings.
MM36	Deletion of the allocated site for approximately 8,600m ² of employment floorspace, 200 dwellings and 4.4ha open space (MM14 and MM28). Addition of a new policy to support the redevelopment of the site for employment (B classes), leisure, commuter parking and open space, subject to suitable access arrangements and the findings of a flood risk assessment. Addition of new criterion to reflect the need for a minerals assessment in accordance with the adopted Kent Minerals and Waste Local Plan (2013-2030).	Clarifications have site specific positive effects for flood risk, minerals. Lower amount of housing to be delivered in Yalding though.
MM37	Addition of new text and policy for the Grade II listed Powerhub building and Baltic Wharf, to support a mix of uses comprising housing, offices (B1a and/or A2), leisure uses (D2), cafes and restaurants (A3) and retail (A1). Development is subject to criteria for design, layout and access. Assessments are required for retail impact, flood mitigation, noise attenuation and air quality	New policy with potential implications for the SA

	mitigation, land contamination and transport. Highway improvements are required, together with measures for improved pedestrian, cycle and public transport links to the primary shopping centre.	
MM38	Deletion of the allocated site for 8,000m ² of office floorspace (B1 use class). Addition of new text and policy to support a residential-led mixed use development to include a minimum of 2,000sqm of office floorspace (B1a). Leisure uses (D2) would also be appropriate as part of the mix of uses. Development is subject to criteria for design and layout; and assessments are required for noise attenuation and air quality mitigation, and land contamination.	Smaller scale of office development proposed. No significant implications for SA findings.
MM39	Amendments to criteria to reflect: <ul style="list-style-type: none"> • Addition of use class B1b to the range of mixed use employment floorspace, and a requirement for the site to provide at least 10,000m² of B1a/B1b floorspace as an absolute minimum; • Additional landscaping requirements, including increasing 15m landscape buffers to a range of depths dependant on location within the site: 35m/25m/15m; • Reduction in maximum unit size from 10,000m² to 5,000m²; • Clarification of scale of buildings in relation to their siting; and • The need for a minerals assessment in accordance with the adopted Kent Minerals and Waste Local Plan (2013-2030). 	Clarifications have site specific positive effects for visual landscape and minerals.
MM40	Deletion of references to the historic environment, which are incorporated into a new policy for the historic environment (MM12). Addition of new criteria to reflect the need to give weight to the protection of designated sites for biodiversity.	Details relating to compensation have been added, which ought to be more positive for biodiversity. Aspects of the policy relating to 'cultural heritage' are covered in a new plan policy, so the overall effects of the modifications are not significant.

MM41	Clarification of the exclusion of garden land in the countryside from the definition of brownfield land.	Clarification has no implications for SA findings.
MM42	Amendments to criteria to strengthen and clarify the requirements of the policy, and to confirm the Council will produce an Air Quality Development Plan Document.	Policy rewording / clarification but principles remain similar. No implications for SA findings.
MM43	Addition of a cross reference to retained economic development areas.	The principle of the policy is the same. No significant implications for SA findings.
MM44	Amendments to criteria to provide clarity.	The principle of the policy is the same, though strengthened. No significant implications for SA findings though.
MM45	Addition of cross reference to Neighbourhood Plans.	No significant implications for SA findings.
MM46	Addition of reference to making best use of land, and clarification of locational criteria for net densities.	No significant implications for SA findings.
MM47	Addition of new text to include reference to vacant building credit. Amendment to increase the threshold at which affordable housing will be sought: 11 units or more or which have a combined floorspace of greater than 1,000m ² (gross internal area).	Increased threshold will mean that slightly fewer affordable homes are delivered (approximately 80 fewer between 2016-31) . Implications are not significant for the overall SA findings though.
MM48	Amendments to the text and policy, to clarify that 'local needs housing' is affordable local needs housing on rural exception sites located outside of the Borough's settlement boundaries.	No significant implications for SA findings.

MM49	Amendment to criterion to provide clarity in respect of the impact of development proposals on the landscape.	No significant implications for SA findings.
MM50	Addition of new criteria to cross reference with other Local Plan policies and to provide clarification.	No significant implications for SA findings.
MM51	Addition of new criteria permitting the infilling of vacant sites within designated economic development areas, and requiring high quality design and landscaping for designated sites within the countryside.	No significant implications for SA findings.
MM52	Merge criteria 1 and 2 from Policy DM24 with criterion 1 from Policy DM25 to create a new strategic policy (MM13), and merge criterion 3 from DM24 and criterion 2 from DM25 to create a single amended DM policy.	No significant implications for SA findings. Policy SP23 to be appraised as a new policy.
MM53	Merge criteria 1 and 2 from Policy DM24 with criterion 1 from Policy DM25 to create a new strategic policy (MM13), and merge criterion 3 from DM24 and criterion 2 from DM25 to create a single amended DM policy.	No significant implications for SA findings. Policy SP23 to be appraised as a new policy.
MM54	Amendment to criterion to delete reference to AONB.	No significant implications for SA findings.
MM55	Addition of new criteria for design and landscaping. Deletion of references to the AONB.	Principle of policy remains the same. No significant implications for SA findings.
MM56	Deletion of criteria relating to scale of new and expanded premises. Addition of new criterion in respect of relocation of business to designated economic development areas.	Principle of policy remains the same, though strengthened. No significant implications for SA findings.
MM57	Addition of new text and policy, which includes criteria for the conservation and enhancement of designated and non-designated heritage assets.	Principle of policy remains the same, though strengthened. No significant implications for SA findings.

MM58	Addition of new criterion to encourage and support infrastructure schemes brought forward by service providers.	Principle of policy remains the same. No significant implications for SA findings.
MM59	Addition of new text and performance targets for monitoring the Local Plan.	No significant implications for the SA findings. However, monitoring measures and indicators will be considered when the SA monitoring framework is established (in an SEA statement).
MM60	Addition of new policy confirming the target for the adoption date for the Local Plan review is April 2021. The policy includes a list of the matters that will be the subject of the review.	New policy to be appraised
MM61	Amendments to the contents page of the Local Plan following restructuring to distinguish between strategic and non-strategic policies (MM3).	No significant implications for SA findings.

Schedule of Minor Changes to submitted Maidstone Borough Local Plan

A number of minor changes are proposed to be made to the submitted plan in addition to the Main Modifications. These changes are included in the schedule below and represent factual updates and corrections and, in some cases, are as a consequence of a proposed Main Modification. Text to be deleted is shown as strikethrough, and new text is shown as italic and underlined. Each change is referenced for ease, and the schedule also indicates its location in the submitted plan, a reference to its origin and a reason for the change.

A full revised version of the Plan will be produced at adoption stage. Finalising the Plan is likely to result in other minor changes to ensure the Plan's content is accurate and consistent. Any such changes will not impact on the soundness of the Plan.

Minor Change Number	Related Policy Number	PC/or Action Point ref.	Proposed Change text	Reason
MC1	Introduction Para 2.4	PC/69	<p>Amend paragraph 2.4 to delete the final sentence:</p> <p>"The Kent Minerals and Waste Local Plans that are prepared by Kent County Council also form part of the development plan."</p> <p>And provide additional paragraph 2.5 to read:</p> <p><i><u>The Kent Minerals and Waste Local Plan 2013 – 2030 also forms part of the development plan and was adopted by the County Council in July 2016. The Minerals and Waste Local Plan identifies Mineral Safeguarding Areas whose purpose is to avoid the unnecessary sterilisation of any mineral resources through incompatible development. Development proposals coming forward within the Minerals Safeguarding Areas located within Maidstone</u></i></p>	Factual update

Minor Change Number	Related Policy Number	PC/or Action Point ref.	Proposed Change text	Reason
			<i><u>Borough will therefore need to comply with minerals safeguarding policies in the Minerals and Waste Local Plan. The extent of the Minerals Safeguarding Areas is shown on the policies map.</u></i>	
MC2	Introduction Para 3.5	PC/1	Amend "two" local nature reserves to "three" local nature reserves	Factual update
MC3	Policy SP5 and supporting text	PC/8	Amend para 5.47 , first sentence, to read: "The Water Cycle Study indicates that a number of the rural service centre catchment areas have at least some known problems with surface water <i><u>which have a subsequent impact on the sewerage network</u></i> and sewer flooding . It is therefore important that surface water run-off from..."	Clarification of text
MC4	Policy SP5 and supporting text	PC/9	Amend criterion 1 (i) to read: "An allocated site <i><u>or broad location</u></i> in the local plan".	Clarification of text
MC5	Policy H1(4) Oakapple Lane	PC/23;	Delete Policy H1(4) criterion 6 "6. Creation of habitat corridor will be required along the northern boundary of the field (of which this allocation occupies the south eastern portion), between Fullingpits Wood and Oaken Wood."	Factual update
MC6	Policy H1(10) South of Sutton Road, Langley	Action 11.4	Amend Policy H1(10) Criterion 1 to read as follows: "The majority of the natural/semi-natural open space required by criterion 1 above 14 below shall be provided on that part of the site lying to the east of PROW KH364. This area shall also incorporate SuDS surface water drainage	Correction of error

Minor Change Number	Related Policy Number	PC/or Action Point ref.	Proposed Change text	Reason
			mitigation."	
MC7	Policy H1(54) Boughton Mount, Boughton Lane, Boughton Monchelsea		Amend Policy H1(54) criterion 14 to read as follows: 14 Highways improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road, <u>as proven necessary</u> .	Clarification of text.
MC8	H1 (60 <u>58</u>) Forstal Lane, Coxheath	PC/138	Amend policy H1 (60 <u>58</u>) as follows: H1 (60 <u>58</u>) Forstal Lane, as shown on the policies map, is allocated for development of approximately 195 dwellings at an average density of 25 <u>30</u> dwellings per hectare.	Correction of error
MC9	Policy DM1 Principles of Good Design	PC/48; PC/109	Amend criterion iv to read: "Respect the amenities of occupiers of neighbouring properties and uses and provide adequate residential amenities for future occupiers of the development by ensuring that development does not result in, <u>or is exposed to</u> , excessive noise, vibration, odour, air pollution, activity or vehicular movement, overlooking or visual intrusion, and the built form would not result in unacceptable loss of privacy or light enjoyed by the occupiers of nearby properties". Amend criterion v. as follows: "... where the retention and addition of native vegetation appropriate to local landscape character along the site frontage <u>around the site boundaries</u> , should be used as a positive tool...".	Clarification of text

Minor Change Number	Related Policy Number	PC/or Action Point ref.	Proposed Change text	Reason
MC10	Policy DM8 <u>9</u> Residential Extensions, conversions and redevelopment within the built up area	PC/113	Amend Policy DM8 <u>9</u> to read: 1. Within the defined boundaries of the urban area, rural service centres and larger villages, proposals for the extension, conversion or redevelopment of a residential property which meet the following criteria will be permitted <i>if</i> :	Clarification of text
MC11	Policy DM16 <u>5</u> Gypsy, Traveller and Travelling Showpeople accommodation	Action 10.4;	Amend paragraph 17.78 as follows: 17.78 Accommodation for Gypsies and Travellers is a specific type of housing that councils have the duty to provide for under the Housing Act (2004). Gypsies and Travellers historically resorted to the Maidstone area because of their involvement in agriculture, particularly hop and fruit picking. Now These patterns have prevailed, especially in the Weald area, and the borough has a significant number of <i>Gypsy and Traveller</i> pitches mostly on small, privately owned sites. Going forward, the aim for the local plan is to contribute towards the creation of sustainable communities by making an appropriate scale of pitch provision which balances the reasonable need for lawful accommodation with the responsibility to protect the environment.	Clarification of text
MC12	Policy DM20 Economic Development	PC/96; PC/98	Amend Policy DM20 <i>SP21</i> (vii) to read: vii. Prioritising the commercial re-use of existing rural buildings in the countryside over conversion to residential use, <i>in accordance with Policy DM31; and</i>	Clarification of text

Minor Change Number	Related Policy Number	PC/or Action Point ref.	Proposed Change text	Reason
			Amend Policy DM20 <u>SP21</u> (viii) to read: viii. Supporting proposals for the expansion of existing economic development premises in the countryside, including tourism related development, provided the scale and impact of the development is appropriate for its countryside location, <i>in accordance with Policy DM37</i> .	
MC13	Policy DM22 <u>19</u> Publicly accessible open space and recreation		Amend Policy DM22 <u>19</u> criterion to 7 to read: 7. Proposals for new development which would result in the net loss of <i>existing</i> open space or sport and recreation facilities will not be permitted unless there is a proven overriding need for the development.	Clarification of text
MC14	Policy DM23 <u>0</u> Community Facilities	PC/53	Amend Policy DM23 <u>0</u> criterion 1 to read: "Residential development which would generate a need for new community facilities, or for which spare capacity in such facilities does not exist, will not be permitted unless the provision of new, extended or improved facilities (or a contribution towards such provision) is secured <i>as appropriate</i> by planning conditions, or through legal agreement <i>or through the Community Infrastructure Levy</i> . unless the specific facilities are identified for delivery through the Community Infrastructure Levy ".	Clarification of text
MC15	Policy DM24 <u>21</u> Sustainable transport supporting text	PC/54	Amend paragraph 17.126 to read: "...at the first review of the local plan (which will <i>be completed</i> commence in by <u>2022 April 2021</u>)."	Consequential change arising from Main Modification (MM60)
MC16	Policy DM42 <u>38</u>	Action	Amend supporting text at paragraph 19.30 as follows:	Clarification of text

Minor Change Number	Related Policy Number	PC/or Action Point ref.	Proposed Change text	Reason
	Supporting text	11.7	Holiday caravan and camp sites provide alternative forms of accommodation which can add to the tourist attraction of the borough. The National Planning Policy Framework recognises the importance of sustainable tourism for a prosperous rural economy. However, the provision of tourist facilities must be balanced against the need to protect the quality of the countryside for the sake of its intrinsic character and beauty. Holiday caravan and camp sites should be located outside the borough's most sensitive landscape areas, in particular outside the Kent Downs AONB, and should not be prominent in the landscape and should be well screened. <i>Proposals must also accord with criteria set out in Policy SP17 in relation to Areas of Outstanding Natural Beauty and Green Belt.</i>	
MC17	Policy DM4339 Caravan Storage in the Countryside	Action 11.8	Amend Policy DM4339 Criterion 2 as follows: 2. Prior to use of the site commencing, it is comprehensively screened, where possible with indigenous species, on a year round basis. The screening may include bunds, tree and shrub planting and fencing in appropriate locations, and there will be no unacceptable impact on the landscape or environment <i>The site is already well screened year round by buildings and/or planting and that screening is to be reinforced as necessary with planting by indigenous species.</i>	Clarification of text
MC18	Glossary	PC/125	The Council will insert a definition into the glossary of the	Clarification of text

Minor Change Number	Related Policy Number	PC/or Action Point ref.	Proposed Change text	Reason
			<p>Local Plan as follows:</p> <p><u>Net Density:</u> <i>Residential density is typically defined as the number of dwellings per hectare (dph) and is measured as "net" or "gross". Net density refers to the number of dwellings per hectare on land devoted solely to residential development and associated access roads and car parking. Land to be used for strategic open space/ green infrastructure, education, employment, community facilities (including health care provision) and environmental mitigation is excluded from the density calculation.</i></p>	
MC19	Policies map/Inset maps	PC/47; PC/83; PC/70; PC/117; Action 8.6; PC/14 PC/17 PC/20 PC/37 PC/87 PC/88	<p>Policies Map amendments: (The Policy reference numbers relate to the Regulation 19 version of the Local Plan)</p> <ol style="list-style-type: none"> 1. RMX1(1) Newnham Court - Amend the urban boundary to include the site on the Policies Map. Amend the policies map to identify the area excluded from built development. 2. EMP1(5) Woodcut Farm - Amend site allocation boundary to exclude the farm buildings from the landscape area and also to identify the highest part of the site on the Policies Map 3. Policies map to be amended to show the extent of the 	Correction of errors

Minor Change Number	Related Policy Number	PC/or Action Point ref.	Proposed Change text	Reason
			<p>Minerals Safeguarding Area as shown on the map on page 165 of the Kent Minerals and Waste Local Plan (2016). [no map]</p> <p>4. Policy DM21 (to become SP22) Economic Development Areas – amendments to the EDA boundaries for the following sites:</p> <ul style="list-style-type: none"> a) Parkwood Industrial Estate, Maidstone b) Tovil Green Business Park/Burial Ground Lane, Tovil c) Pattenden Lane, Marden d) Detling Airfield e) Marley Works, near Lenham f) Barradale Farm, near Headcorn g) Hart Street Commercial Centre, Hart Street, Maidstone h) Bearsted Green Business Centre (The Old Forge), Bearsted i) Gallants Business Centre, East Farleigh 	

Minor Change Number	Related Policy Number	PC/or Action Point ref.	Proposed Change text	Reason
			<p>j) Woodfalls Industrial Estate, Laddingford</p> <p>k) Warmlake Business Estate, near Sutton Valence</p> <p>l) Bredhurst Business Park, Westfield Sole Road,</p> <p>m) Brooklyn Yard, Sandling, Maidstone</p> <p>n) South Park Business Village, Maidstone</p> <p>o) Turkey Mill Court, Maidstone</p> <p>5. The Mall and Riverside quarter sites to be defined on the Policies Map and to have defined boundaries as set out in the Town Centre Study (CEN 002).</p> <p>6. Addition of Local/District Centre DM18 2.xii Mangravet, Sutton Road/Mangravet Avenue</p> <p>7. H1(42) Tanyard Farm, Old Ashford Road, Lenham – Add additional open space allocation either side of PROW KH433</p> <p>8. H1(8) West of Church Road – Add additional open space allocation OS1(18)</p>	

Minor Change Number	Related Policy Number	PC/or Action Point ref.	Proposed Change text	Reason
			<p>9. H1(29) New Line Learning, Boughton Lane, Maidstone – delete housing allocation</p> <p>10. H1(53) Boughton Lane, Boughton Monchelsea & Loose – delete housing allocation and associated open space allocation OS(15); amend urban boundary</p> <p>11. H1 (37) Ulcombe Road and Mill Bank, Headcorn - site boundary to the south amended to include an access road</p> <p>12. H1(65) Adjacent to The Windmill PH, Eyehorne Street, Hollingbourne – amend site area to exclude 3rd party land</p> <p>13. H1(51) North of Henhurst Farm, Staplehurst – revision to area of open space and associated change to map key.</p> <p>14. RMX1(4) Former Syngenta works, Yalding – amend site allocation to identify land with potential for development. Revise open space allocation.</p> <p>15. RMX1 Baltic Wharf – add site allocation to the policies map</p> <p>16 Delete Lenham broad location inset map (page 169) [no map]</p>	

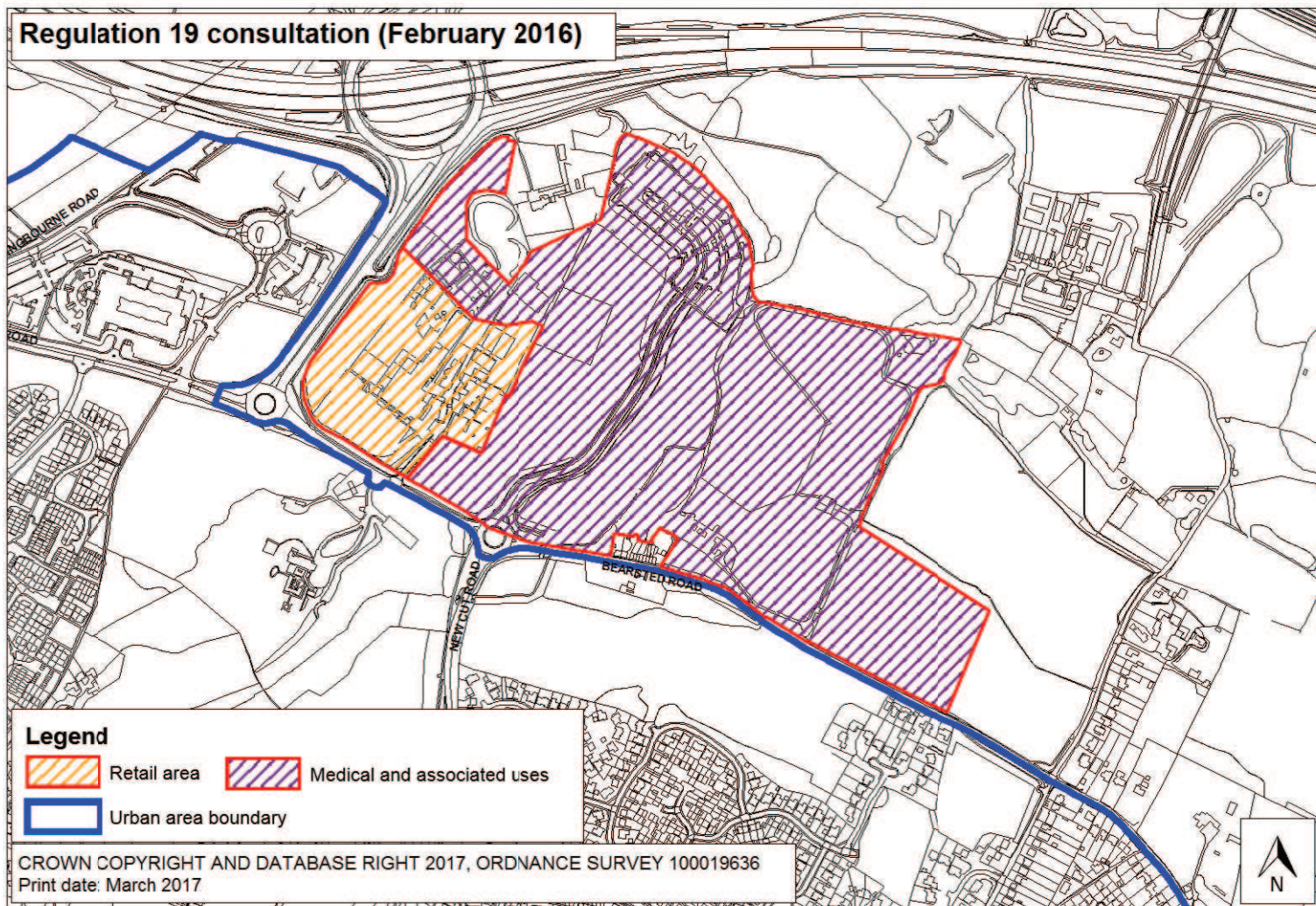
Minor Change Number	Related Policy Number	PC/or Action Point ref.	Proposed Change text	Reason
			<p>Inset Maps amendments:</p> <p>17 Inset Map SP6 Harrietsham - amend OS(4) to read OS1(6); - amend OS(5) to read OS1(7);</p> <p>18 Inset Map SP7 Headcorn - Include DM21 <u>SP22</u> xi. Barradale Farm in the north west corner of the inset map - H1 (37) site boundary amended to include an access road. - Amend OS(12) to read OS1(11); - Amend inset map key 'Local <u>District</u> Retail Centre'</p> <p>19 Inset Map SP8 Lenham - Amend boundary of DM21 <u>SP22</u> x. Marley works - Amend inset map key 'Local <u>District</u> Retail Centre' - Amend inset map title to 'Lenham Rural Service Centre and Broad Location for Housing Growth' - add text to inset map: 'Settlement boundary to be reviewed alongside the allocation of 1,000 dwellings and associated infrastructure at the broad location'</p> <p>20 Inset Map SP9 Marden - Amend boundary of DM21 <u>SP22</u> vii. Pattenden Lane - Amend OS(7) to read OS1(8); - Amend inset map key 'Local <u>District</u> Retail Centre'</p> <p>21 Inset Map SP10 Staplehurst</p>	

Minor Change Number	Related Policy Number	PC/or Action Point ref.	Proposed Change text	Reason
			<p>- Amend boundary of DM21 <u>SP22</u> vi. Station Road/Lodge Road/Honeycrest Industrial Park, Staplehurst</p> <p>- Amend OS(10) to read OS1(9);</p> <p>- Amend inset map key 'Local <u>District</u> Retail Centre'</p> <p>22 Inset Map SP13 Coxheath</p> <p>- Amend OS(13) to read OS1(12);</p> <p>- Amend inset map key 'Local <u>District</u> Retail Centre'</p> <p>23 Inset Map SP16 – Yalding</p> <p>- add 'local retail centre' to inset map key</p>	

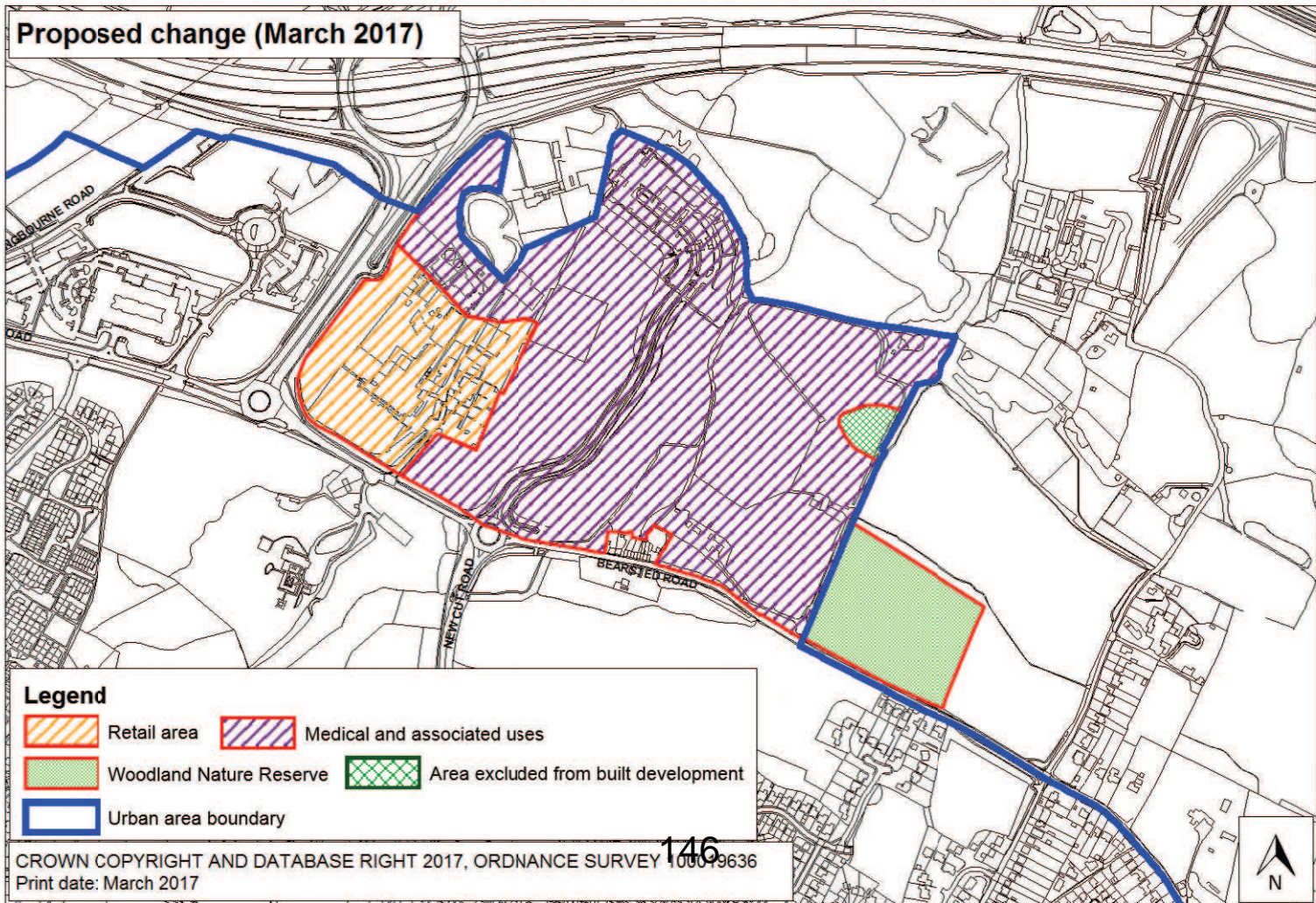
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RMX1 (1) - Newnham Park, Bearsted Road, Maidstone

Regulation 19 consultation (February 2016)

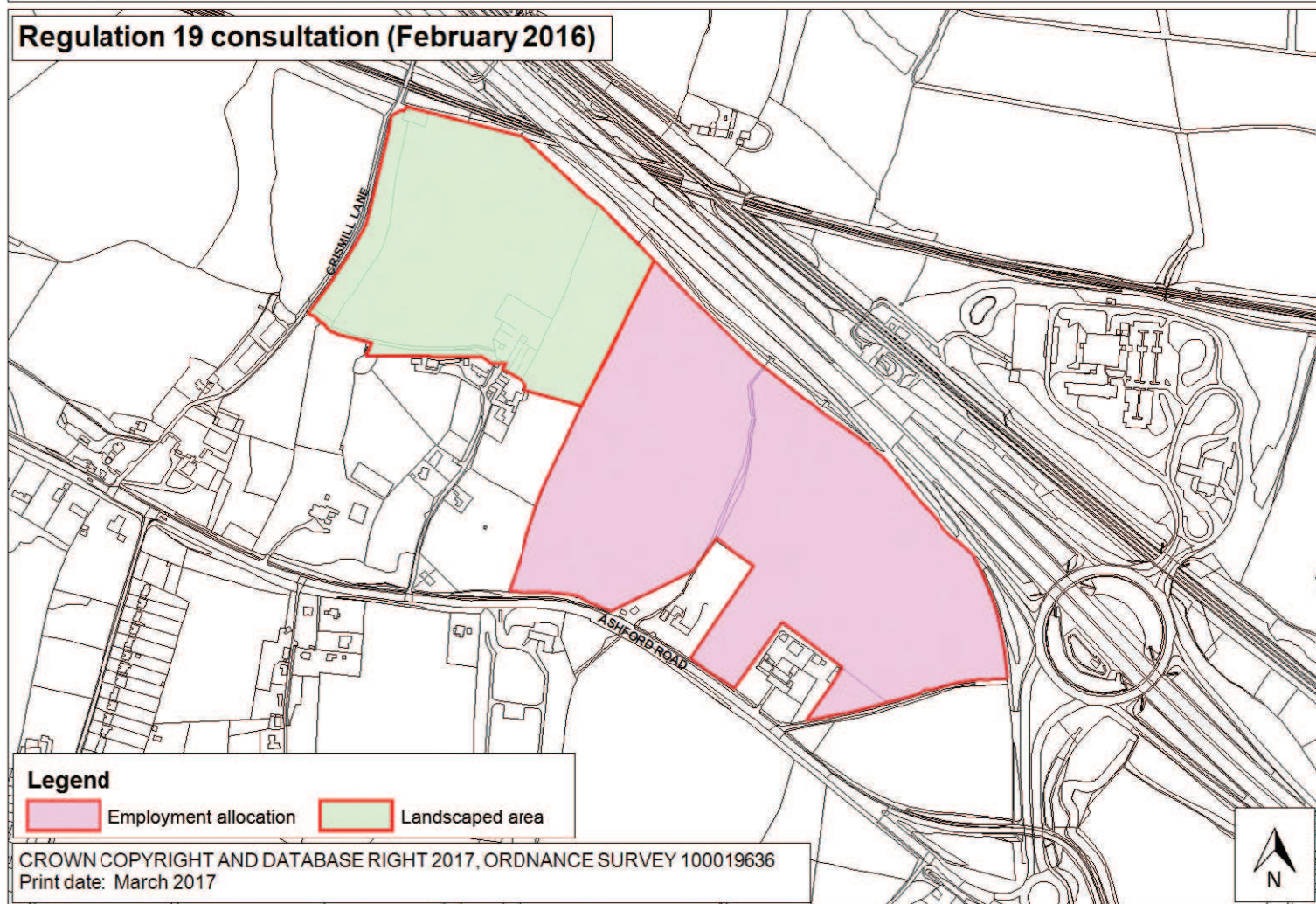


Proposed change (March 2017)

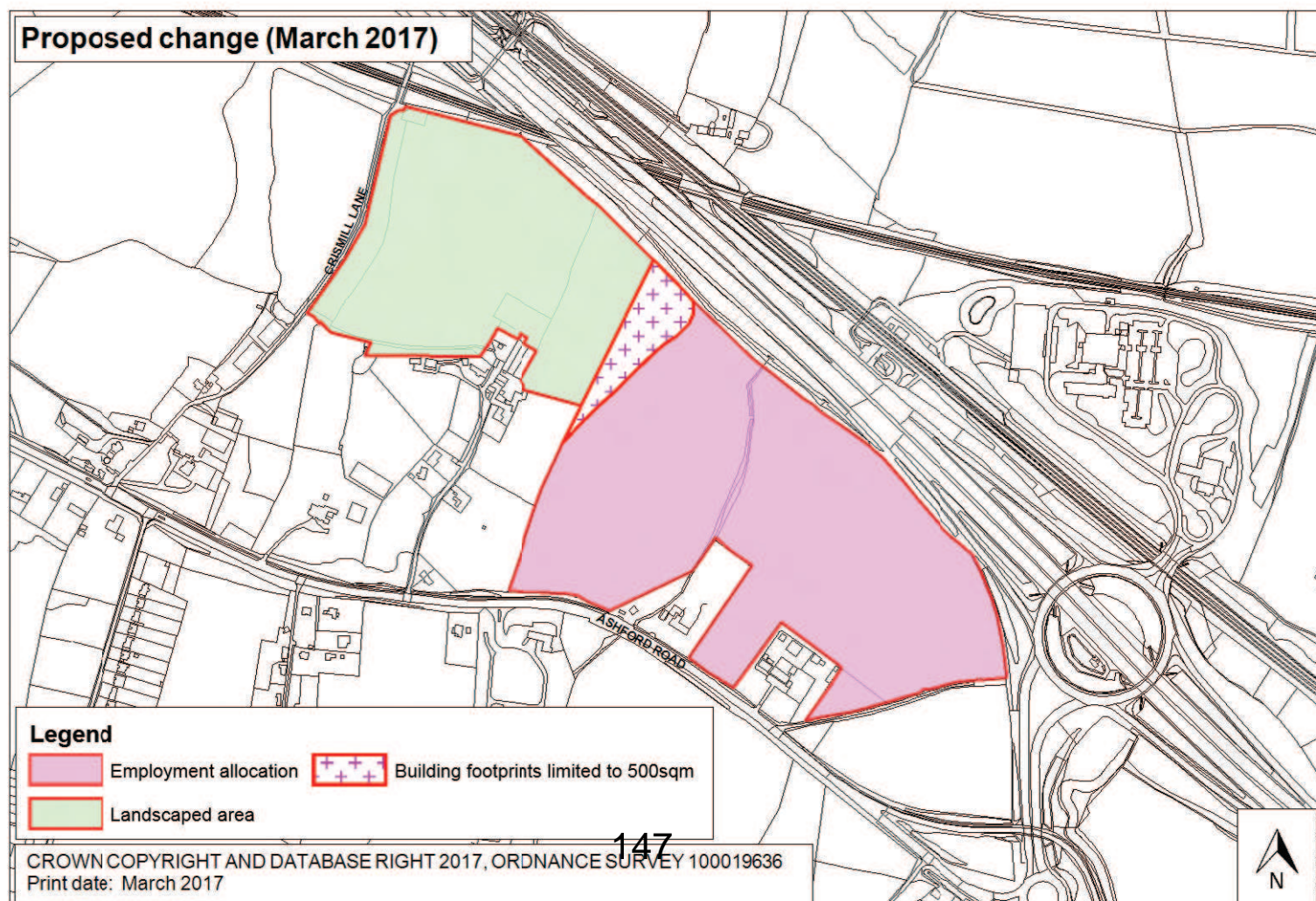


EMP1 (5) - Woodcut Farm, Ashford Road, Bearsted

Regulation 19 consultation (February 2016)



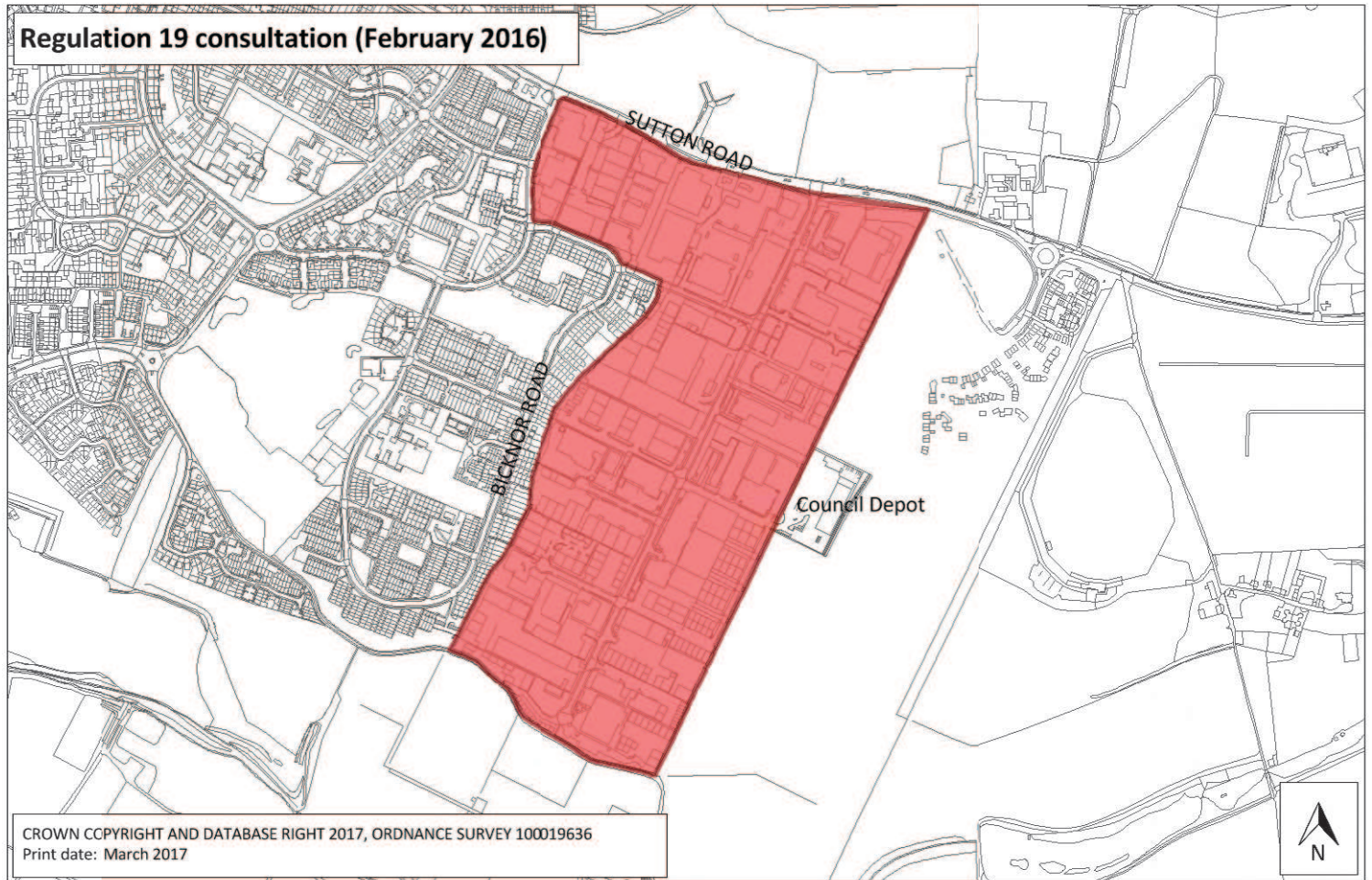
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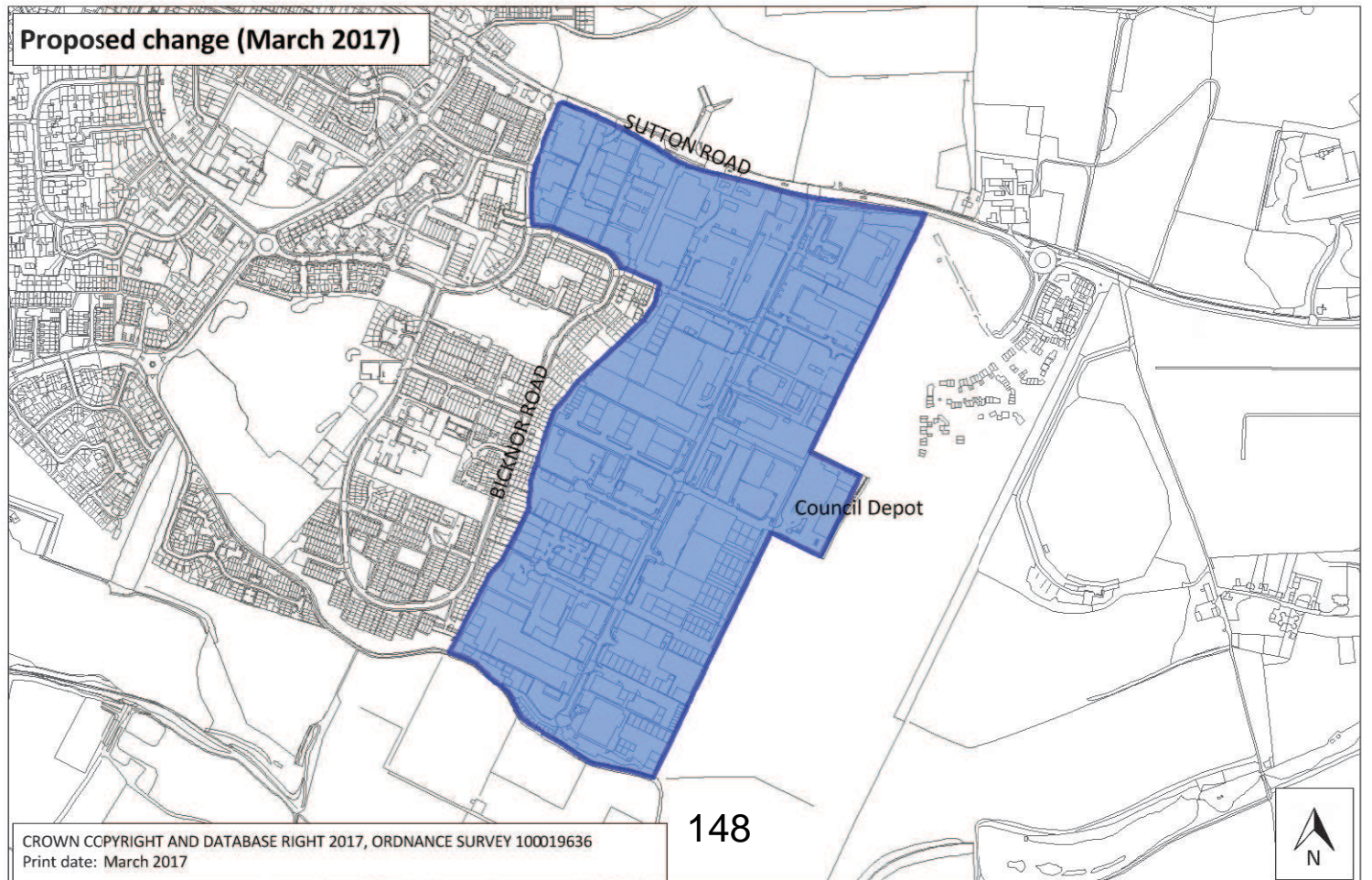
Policy DM21 - Retention of Employment Sites

1(iv) - Parkwood Industrial Estate

Regulation 19 consultation (February 2016)



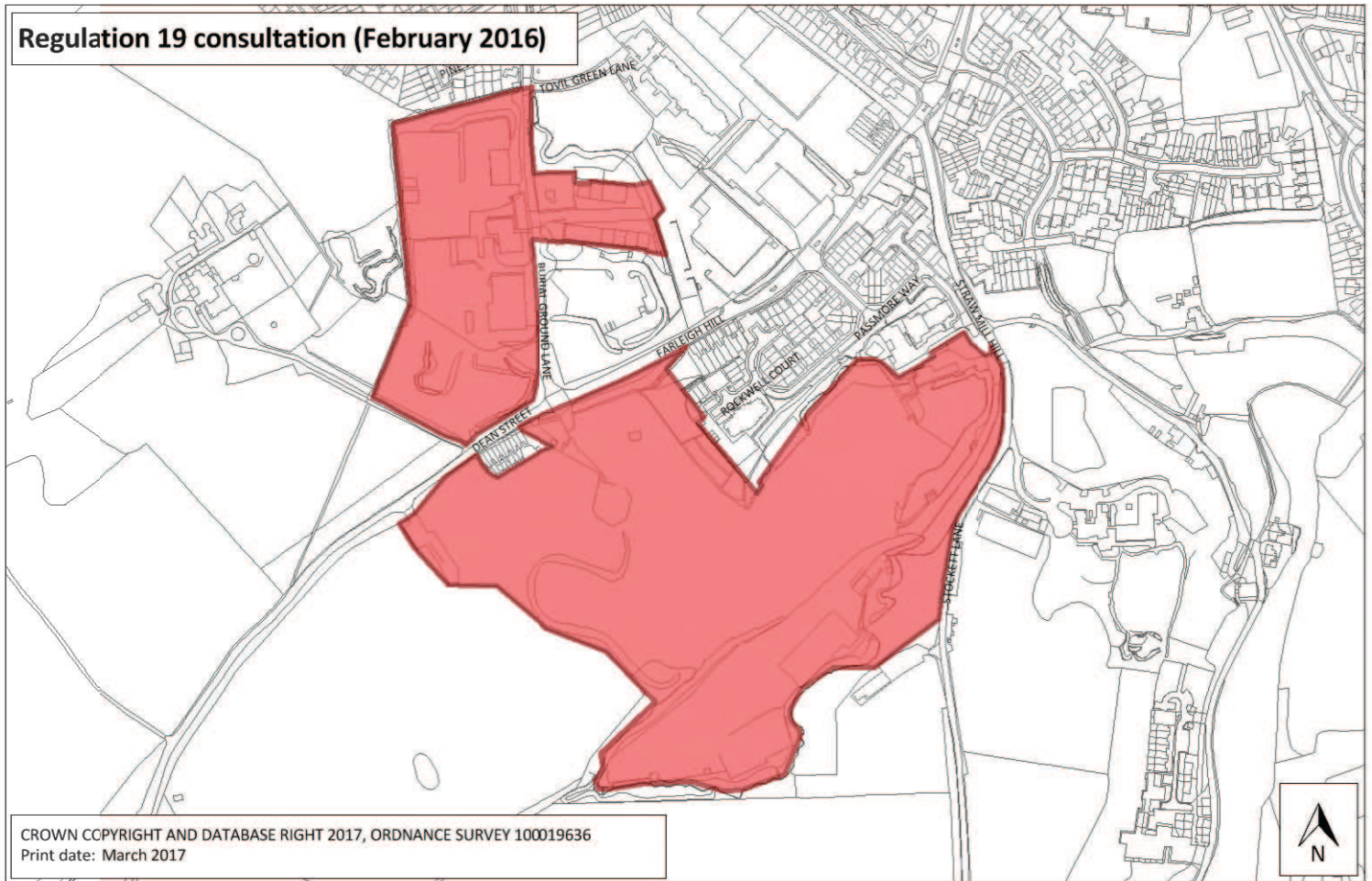
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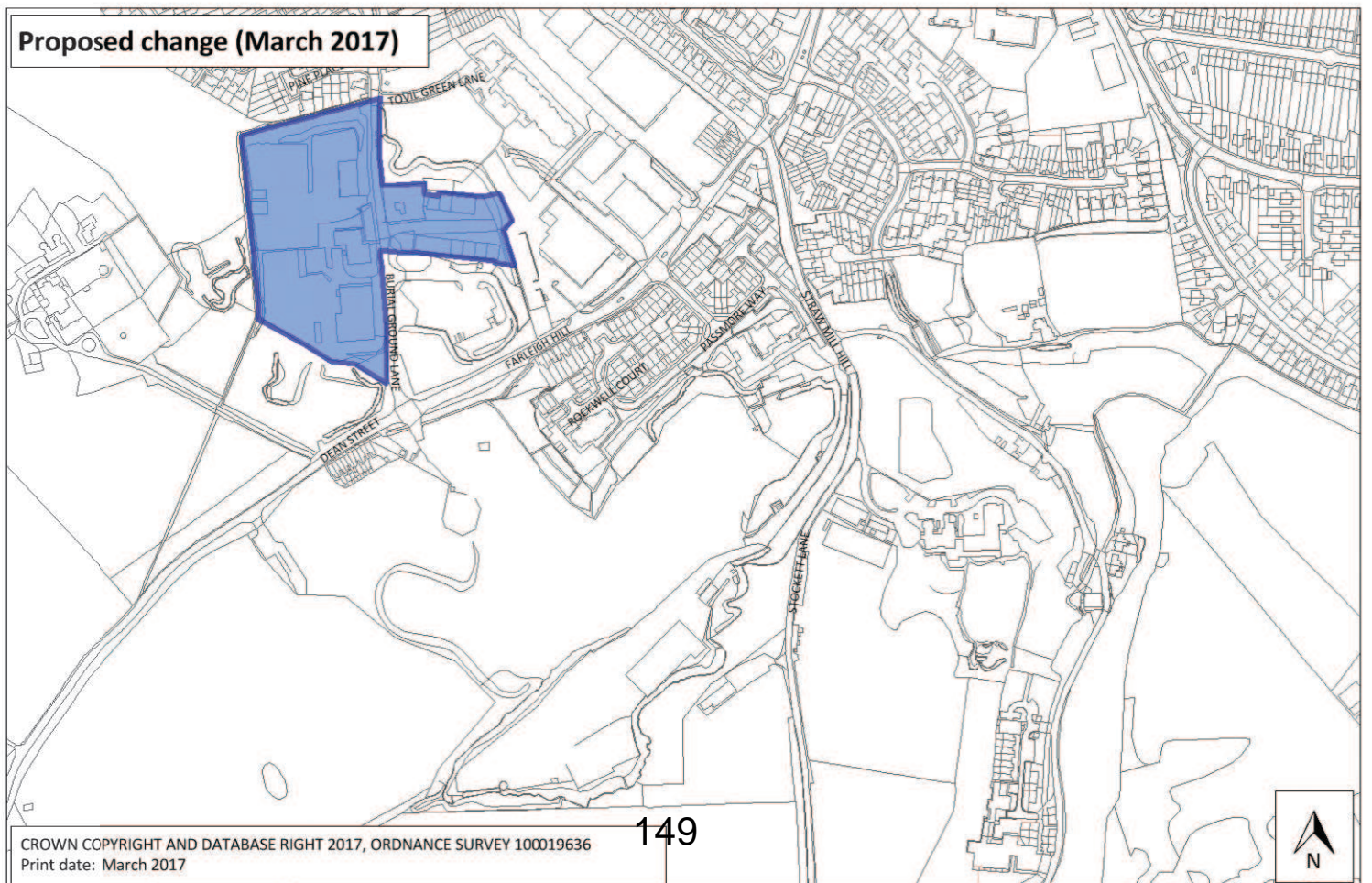
Policy DM21 - Retention of Employment Sites

1(v) - Tovil Green Business Park/Burial Ground Lane, Tovil

Regulation 19 consultation (February 2016)



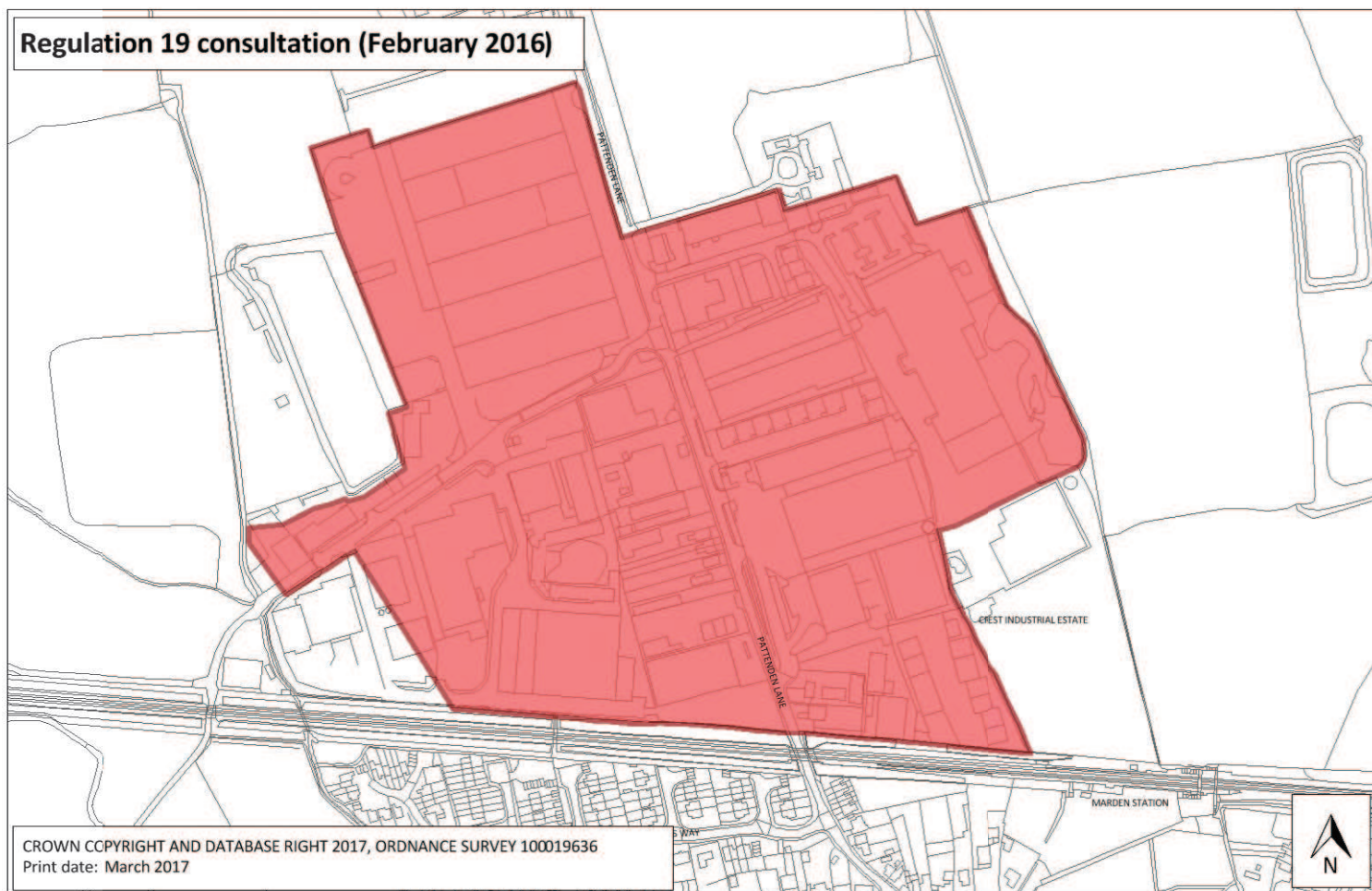
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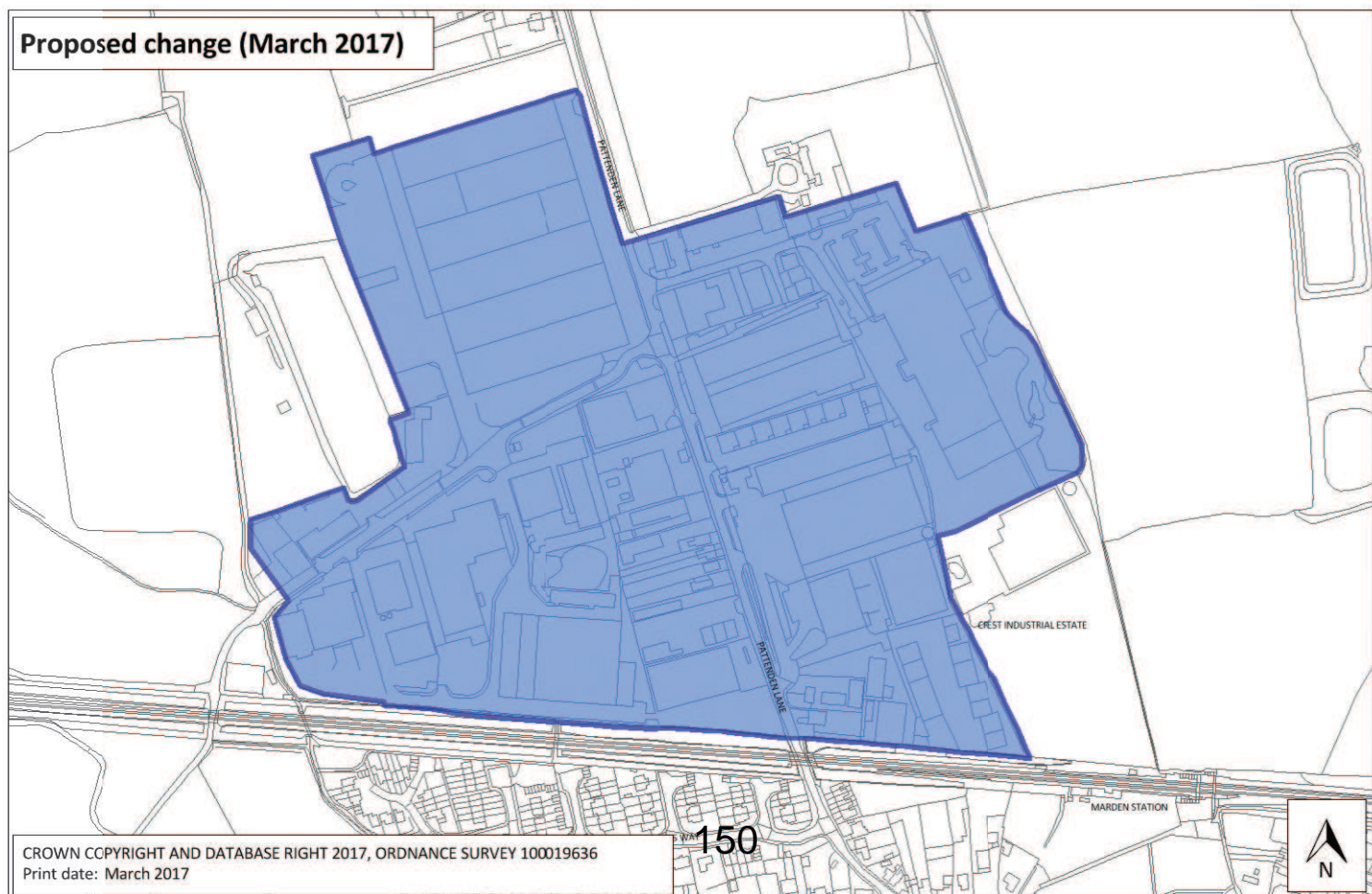
Policy DM21 - Retention of Employment Sites

1(vii) - Pattenden Lane, Marden

Regulation 19 consultation (February 2016)



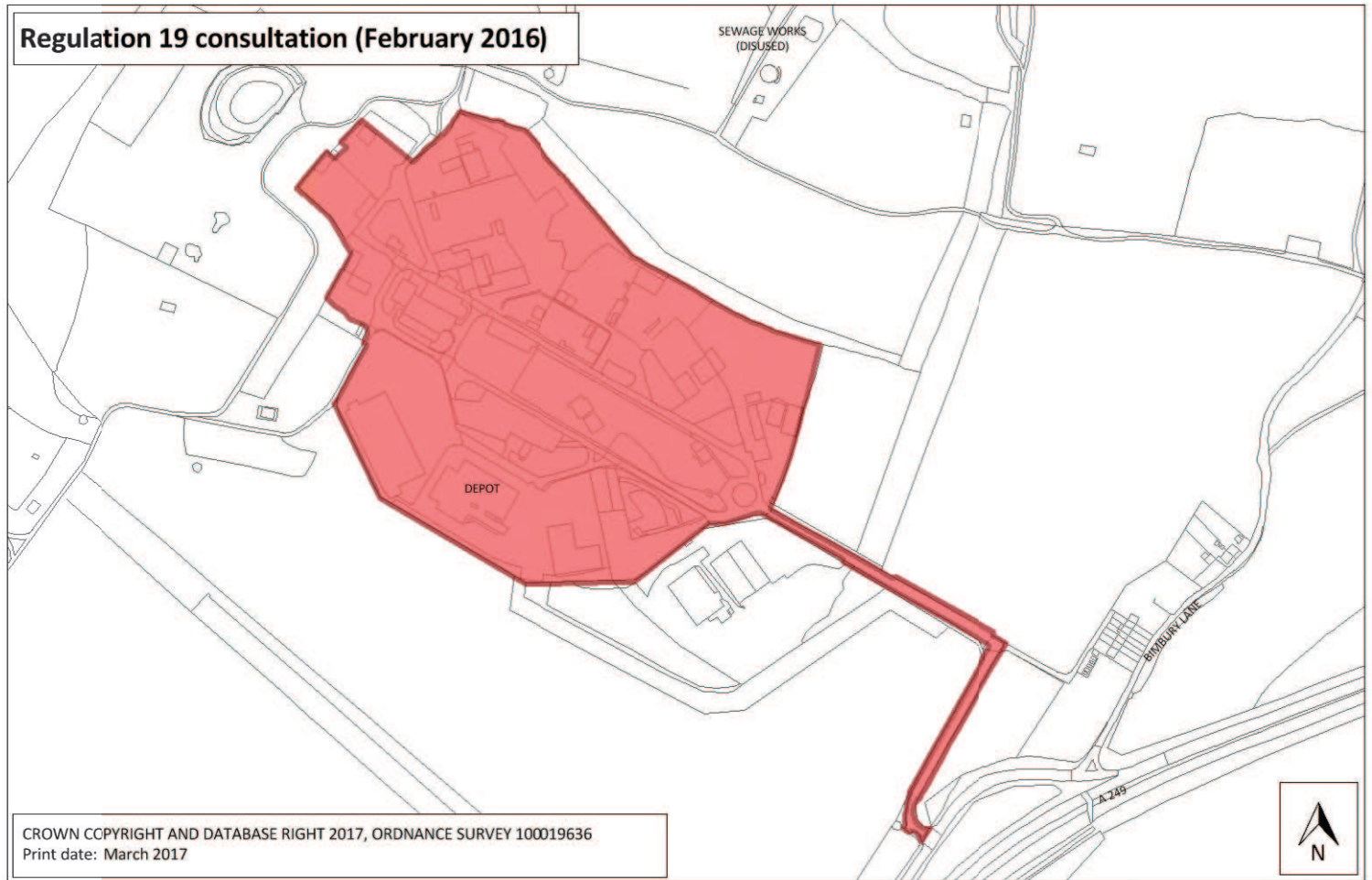
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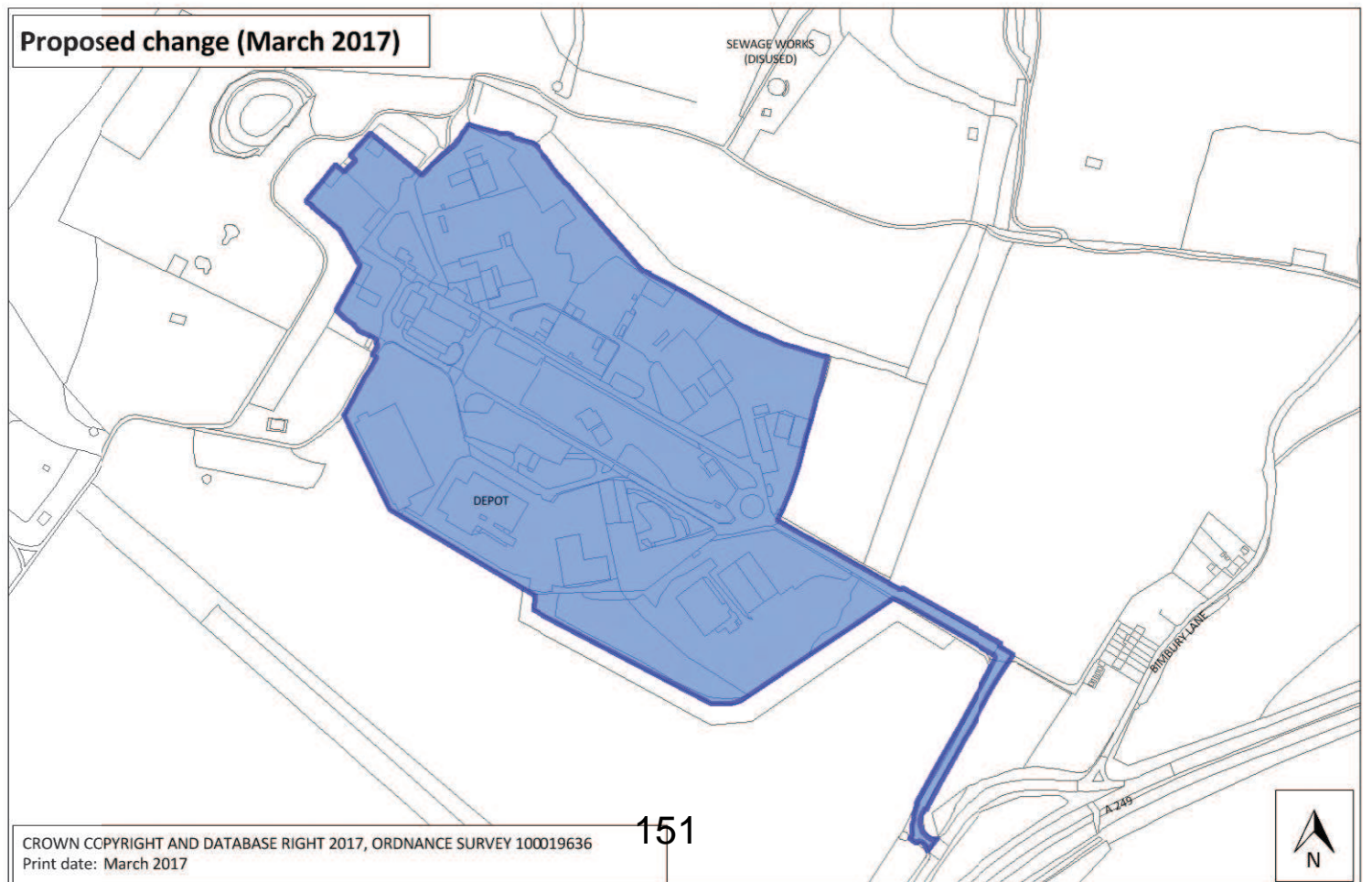
Policy DM21 - Retention of Employment Sites

1(viii) - Detling Airfield

Regulation 19 consultation (February 2016)



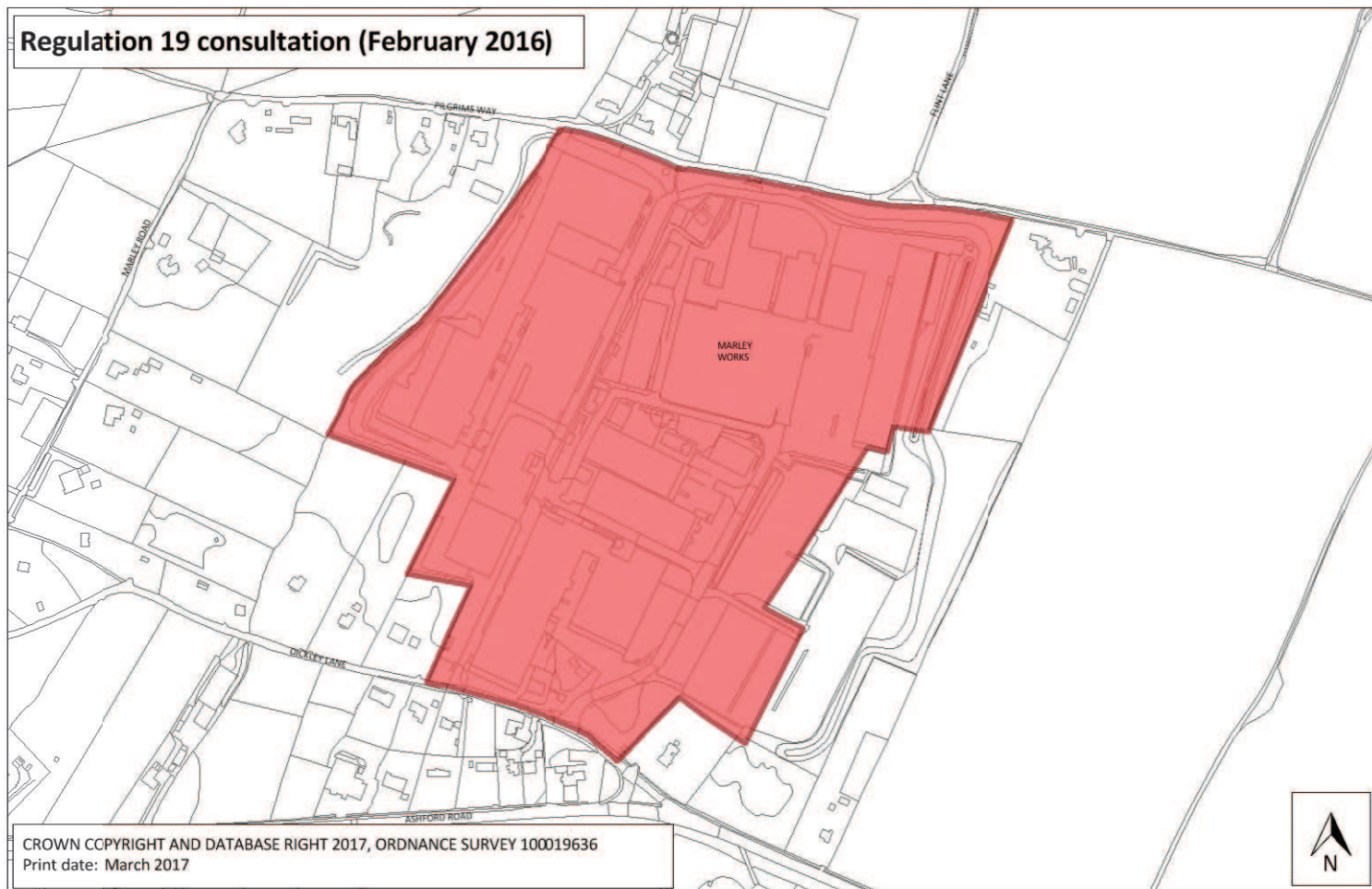
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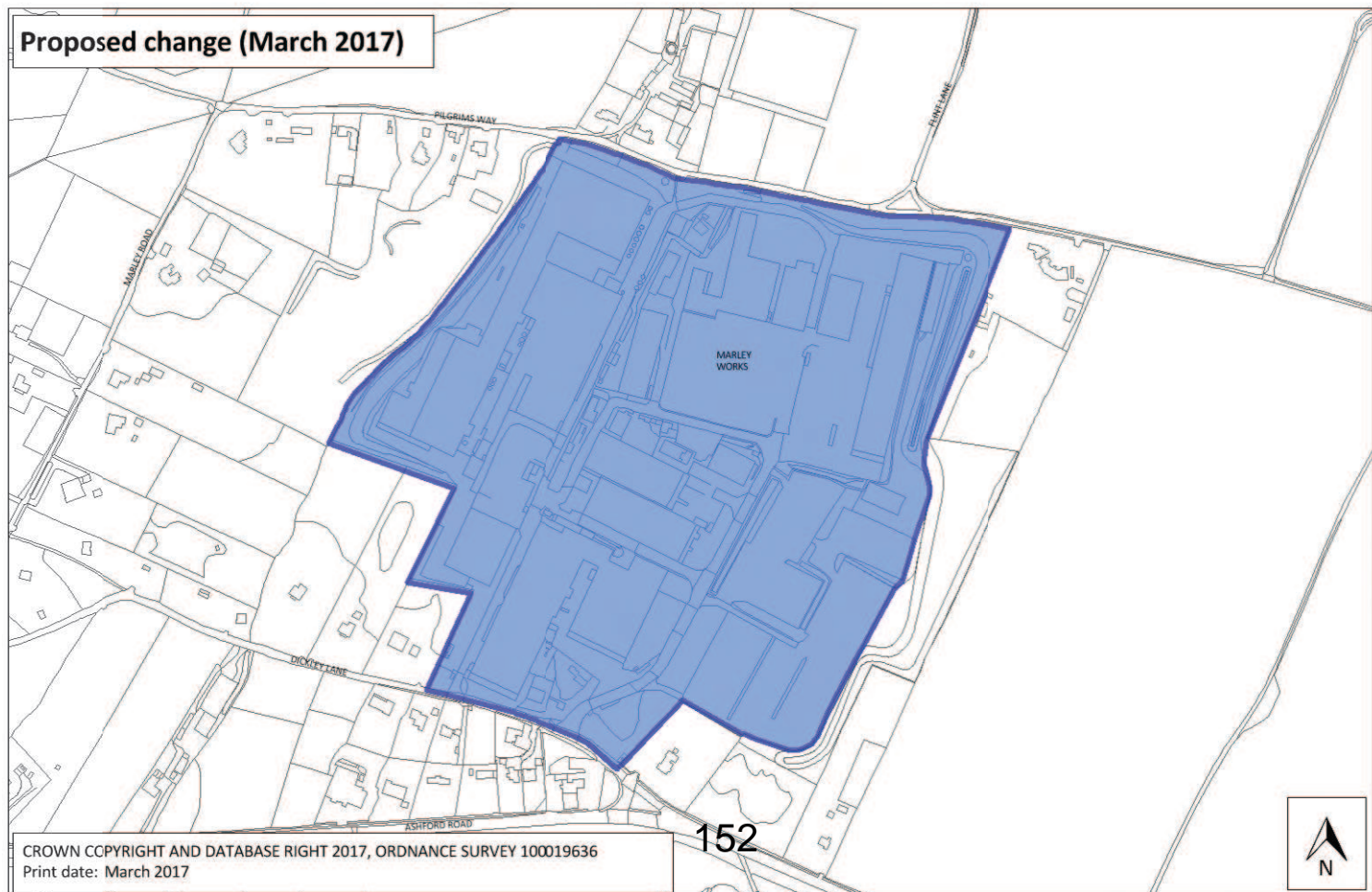
Policy DM21 - Retention of Employment Sites

1(x) - Marley Works, near Lenham

Regulation 19 consultation (February 2016)



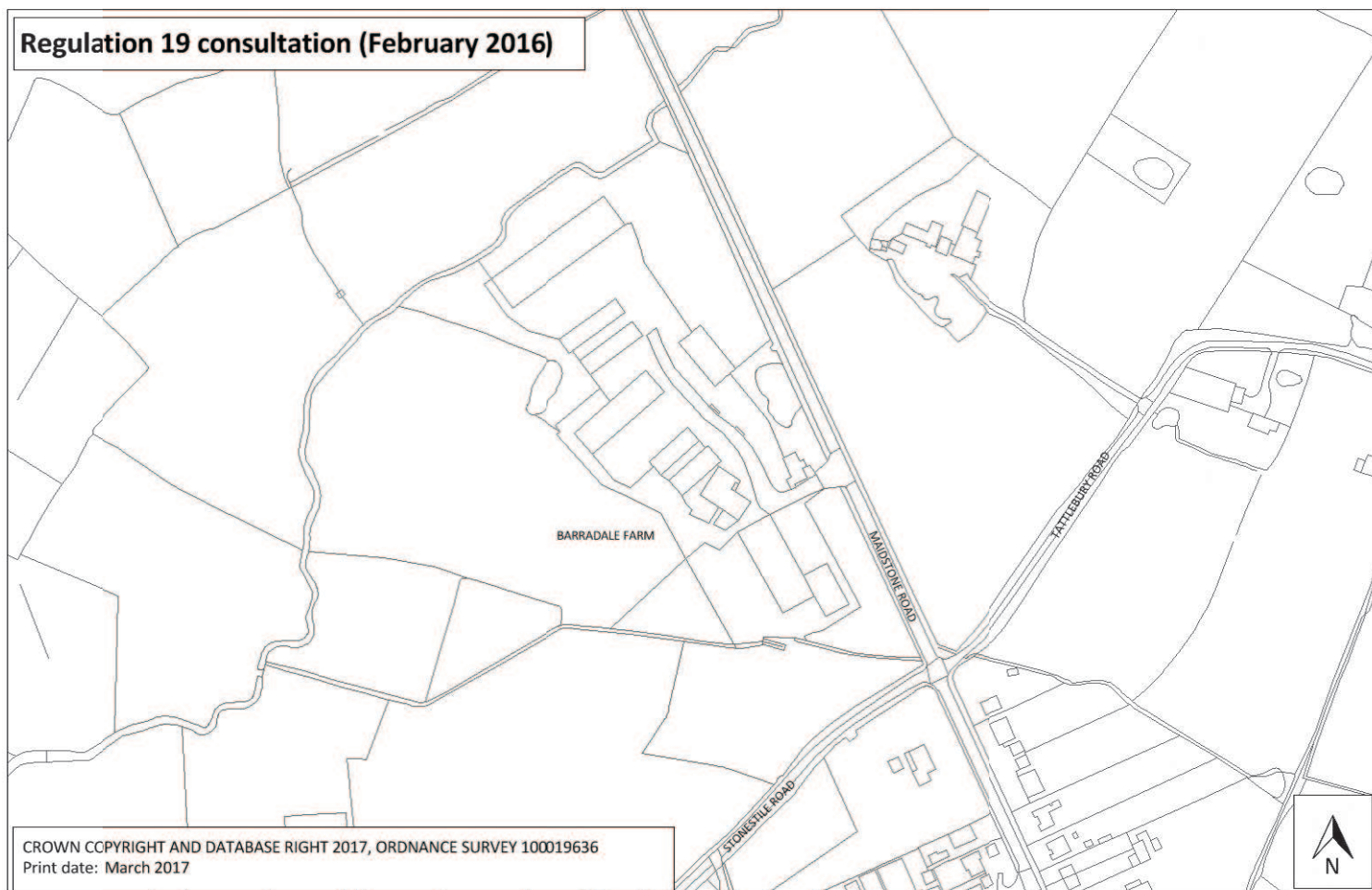
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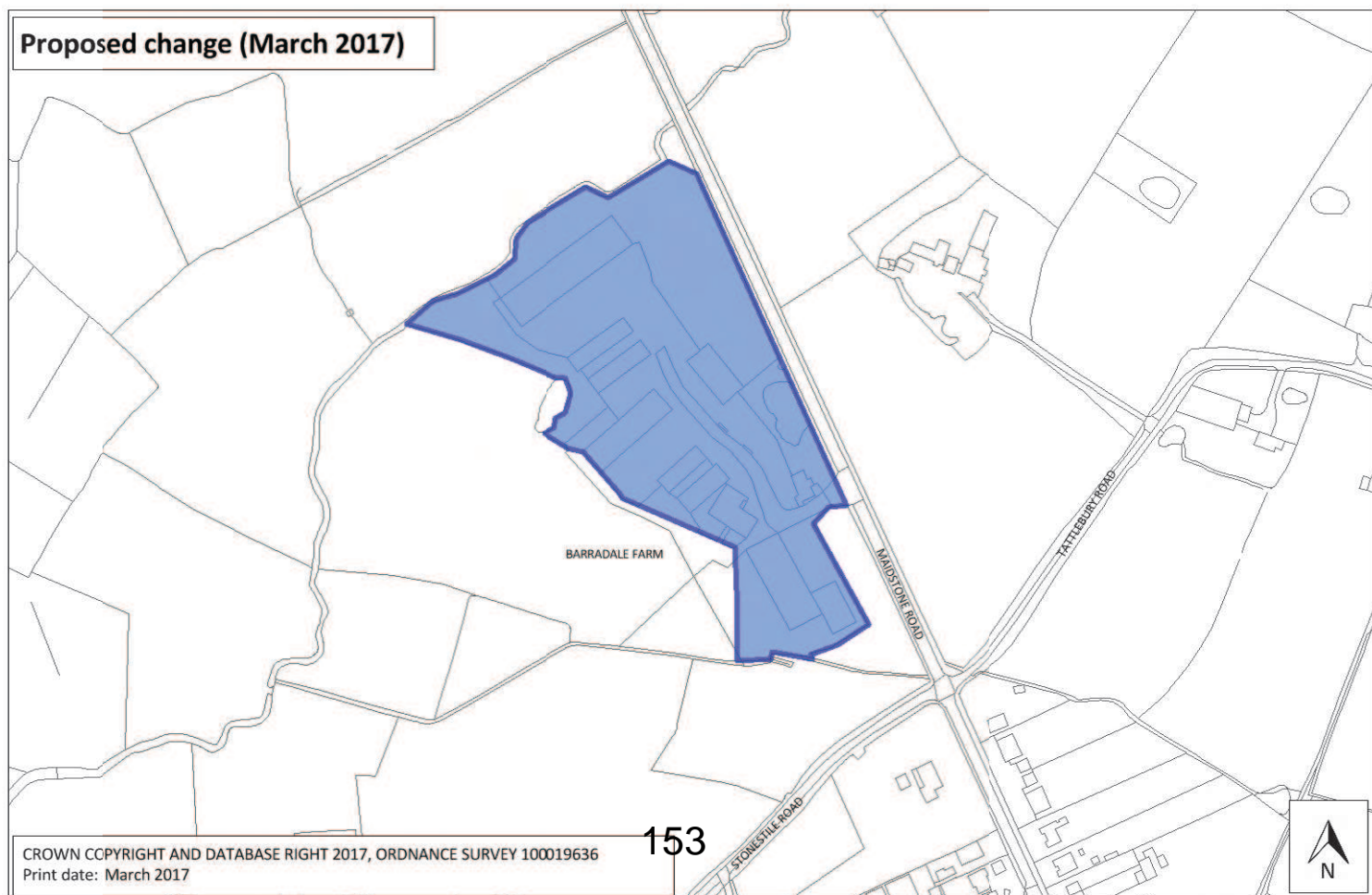
Policy DM21 - Retention of Employment Sites

1(xi) - Barradale Farm, near Headcorn

Regulation 19 consultation (February 2016)



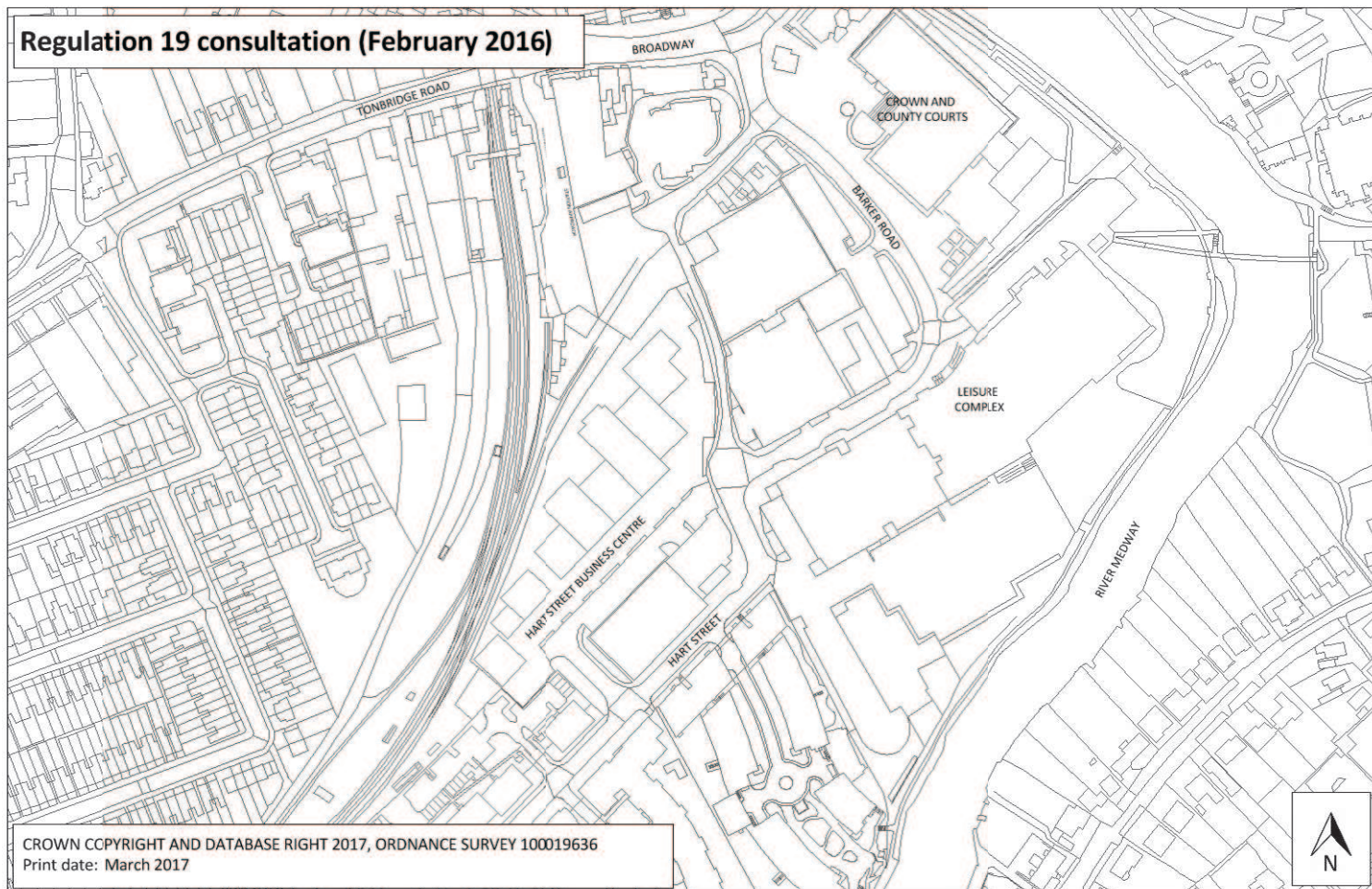
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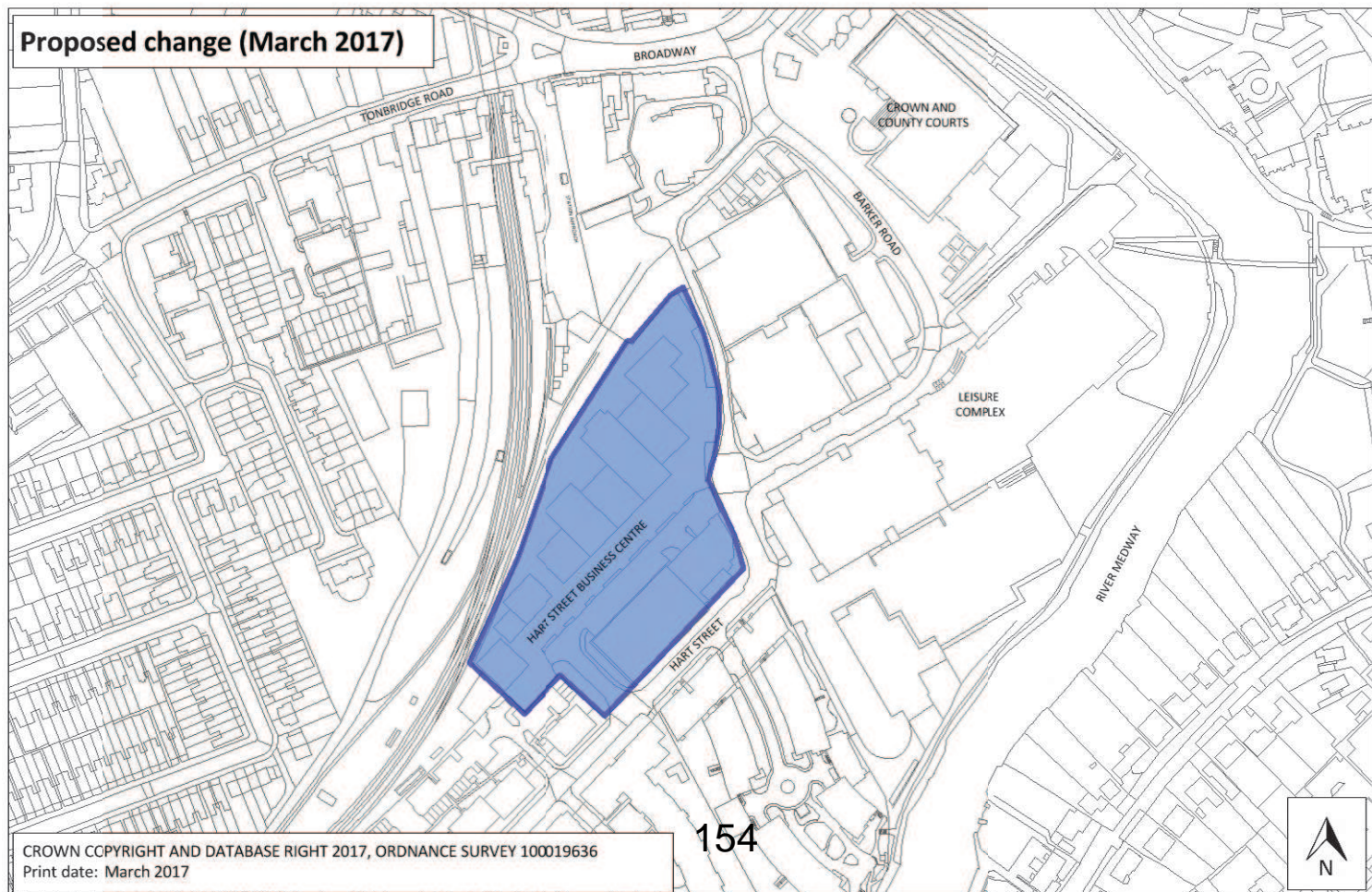
Policy DM21 - Retention of Employment Sites

1(xvi) - Hart Street Commercial Centre, Hart Street, Maidstone

Regulation 19 consultation (February 2016)



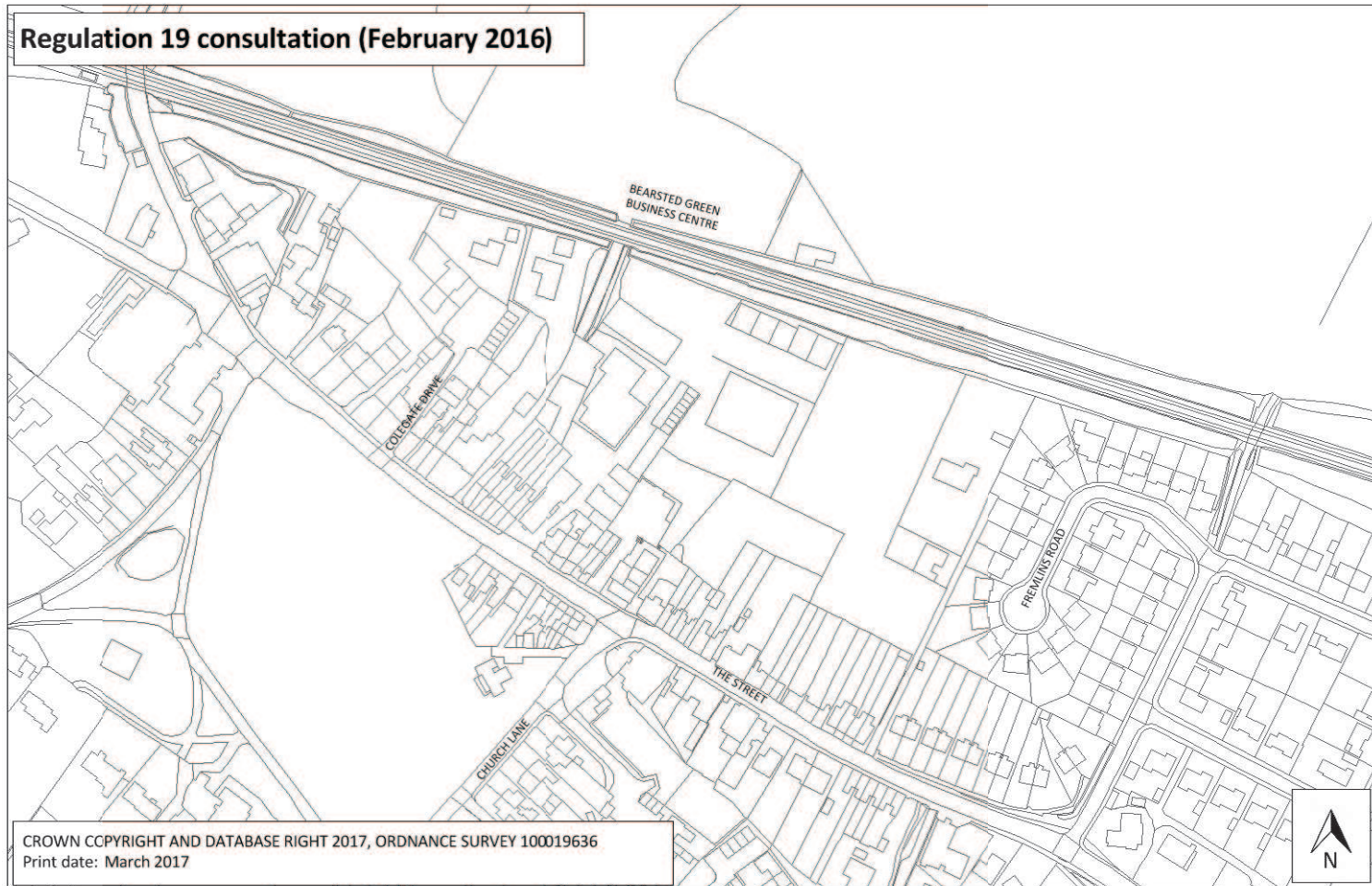
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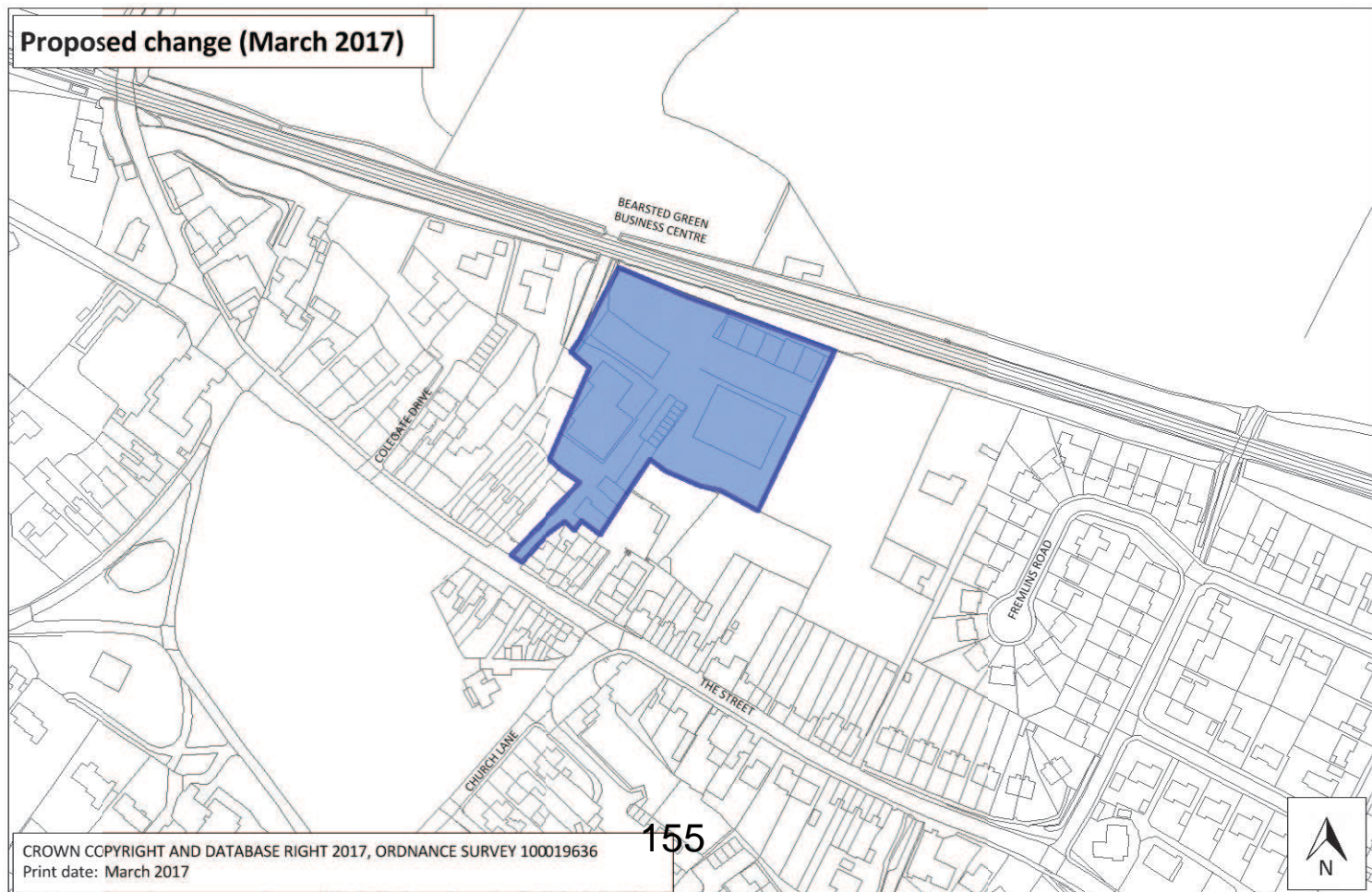
Policy DM21 - Retention of Employment Sites

1(xviii) - Bearsted Green Business Centre (The Old Forge), Bearsted

Regulation 19 consultation (February 2016)



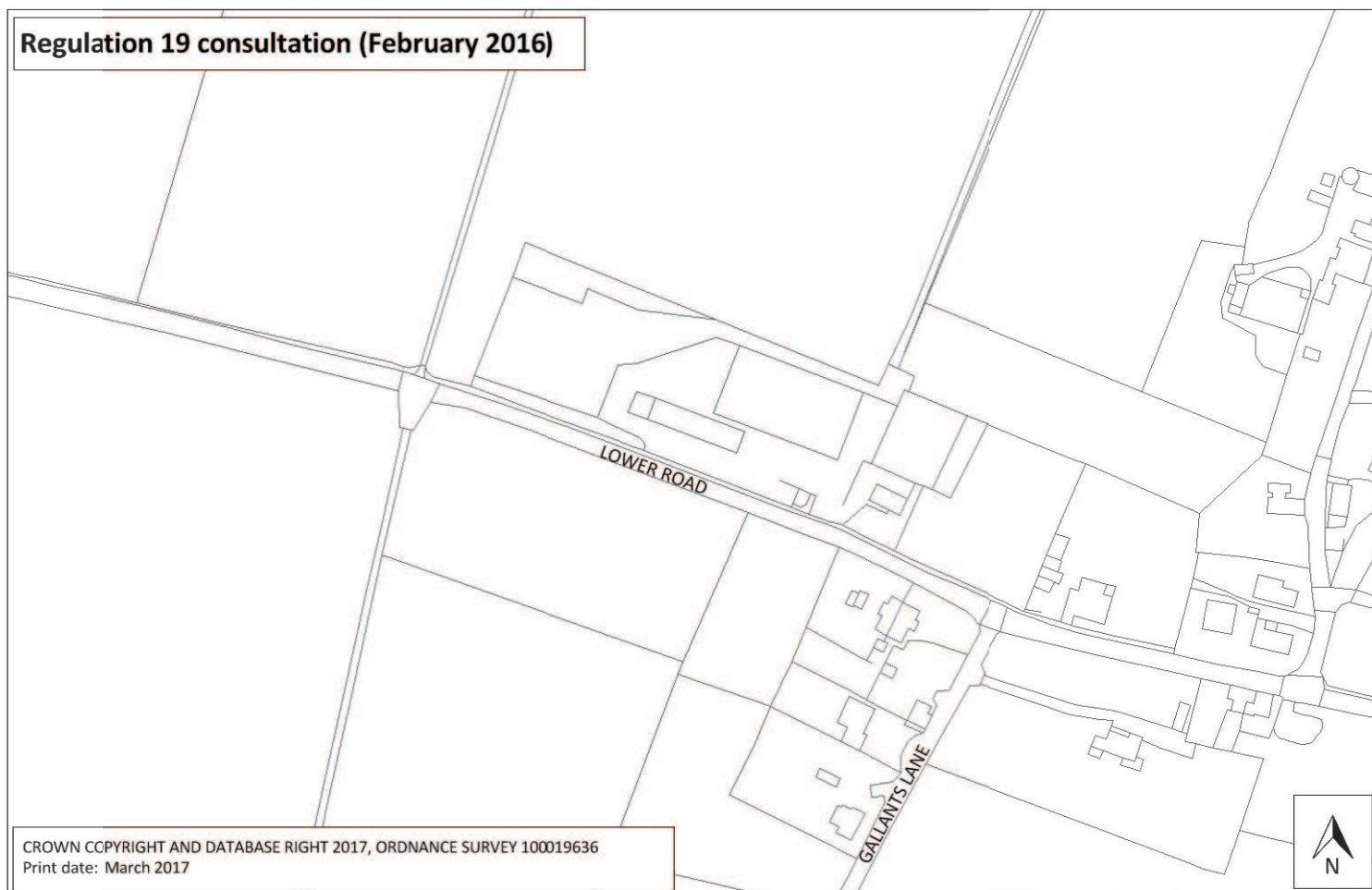
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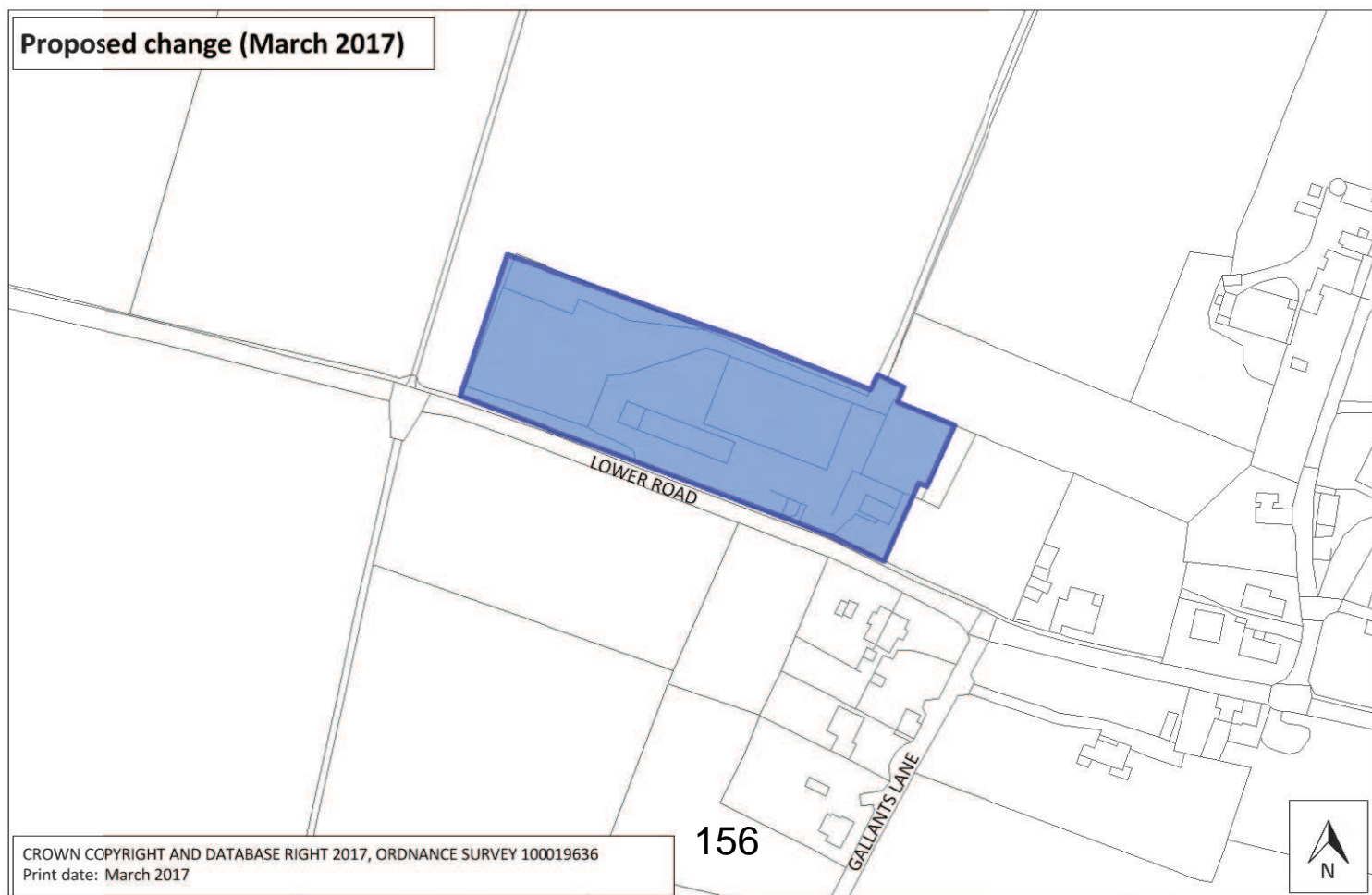
Policy DM21 - Retention of Employment Sites

1(xix) - Gallants Business Centre, East Farleigh

Regulation 19 consultation (February 2016)



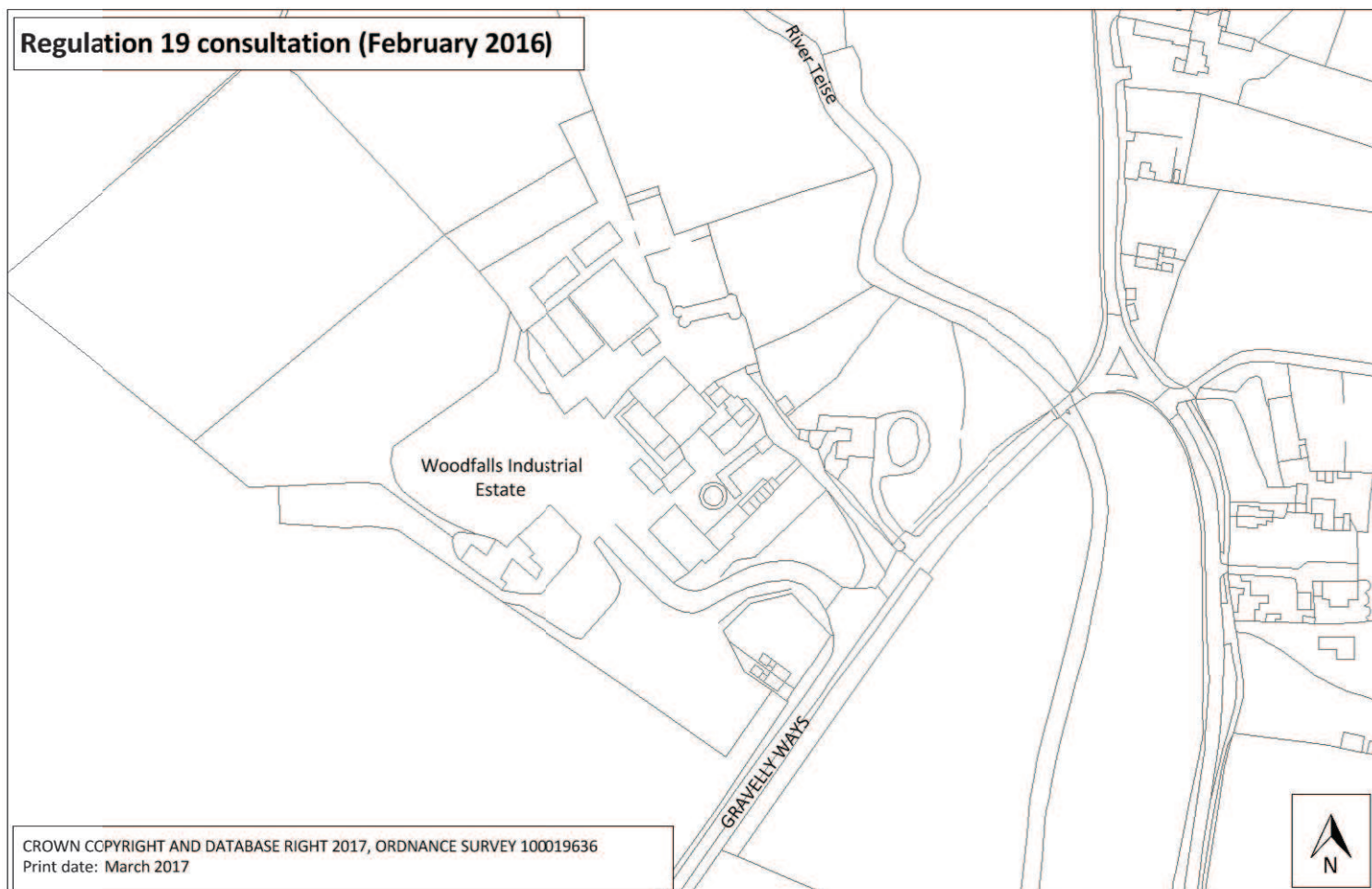
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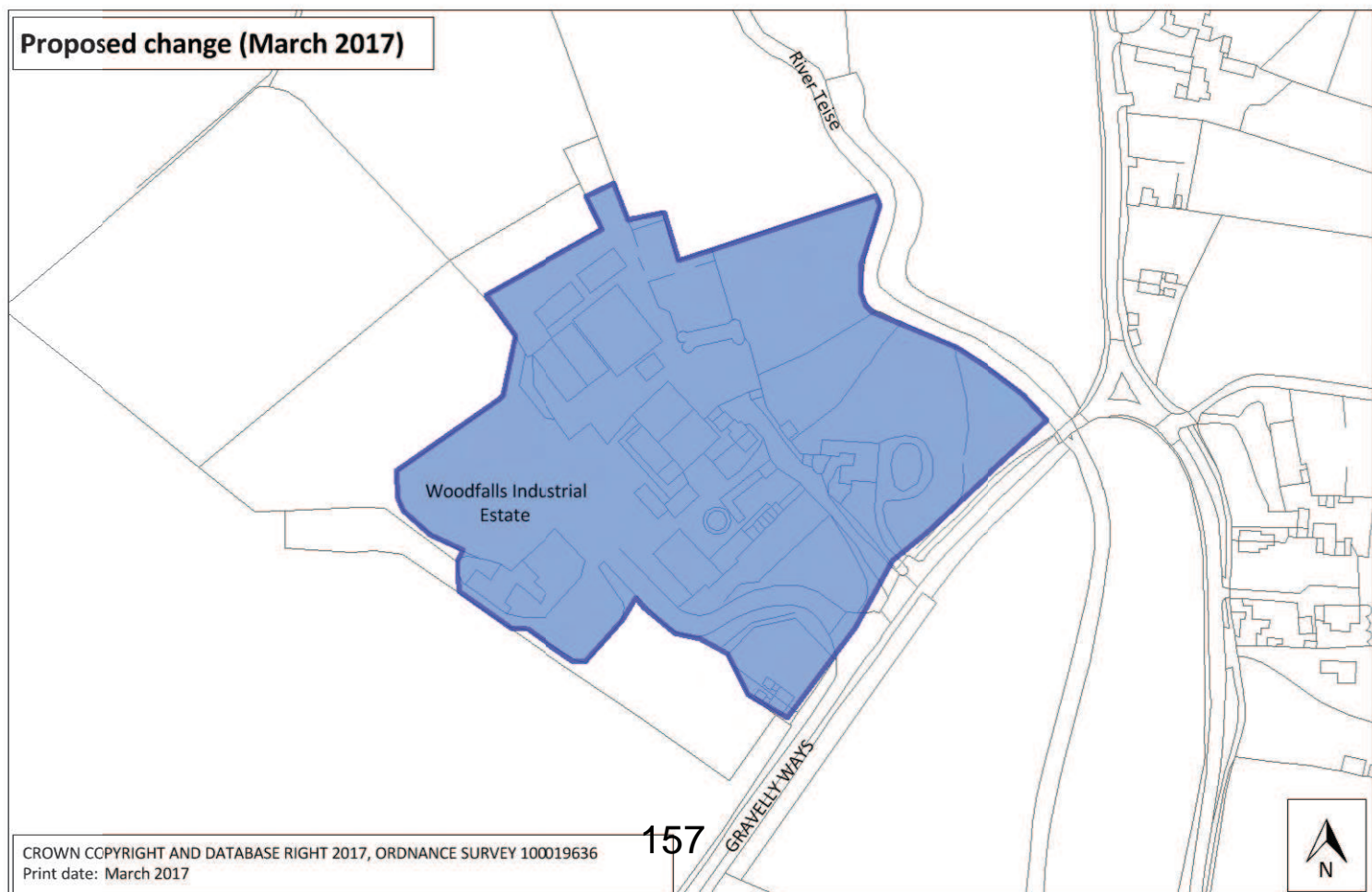
Policy DM21 - Retention of Employment Sites

1(xxi) - Woodfalls Industrial Estate, Laddingford

Regulation 19 consultation (February 2016)



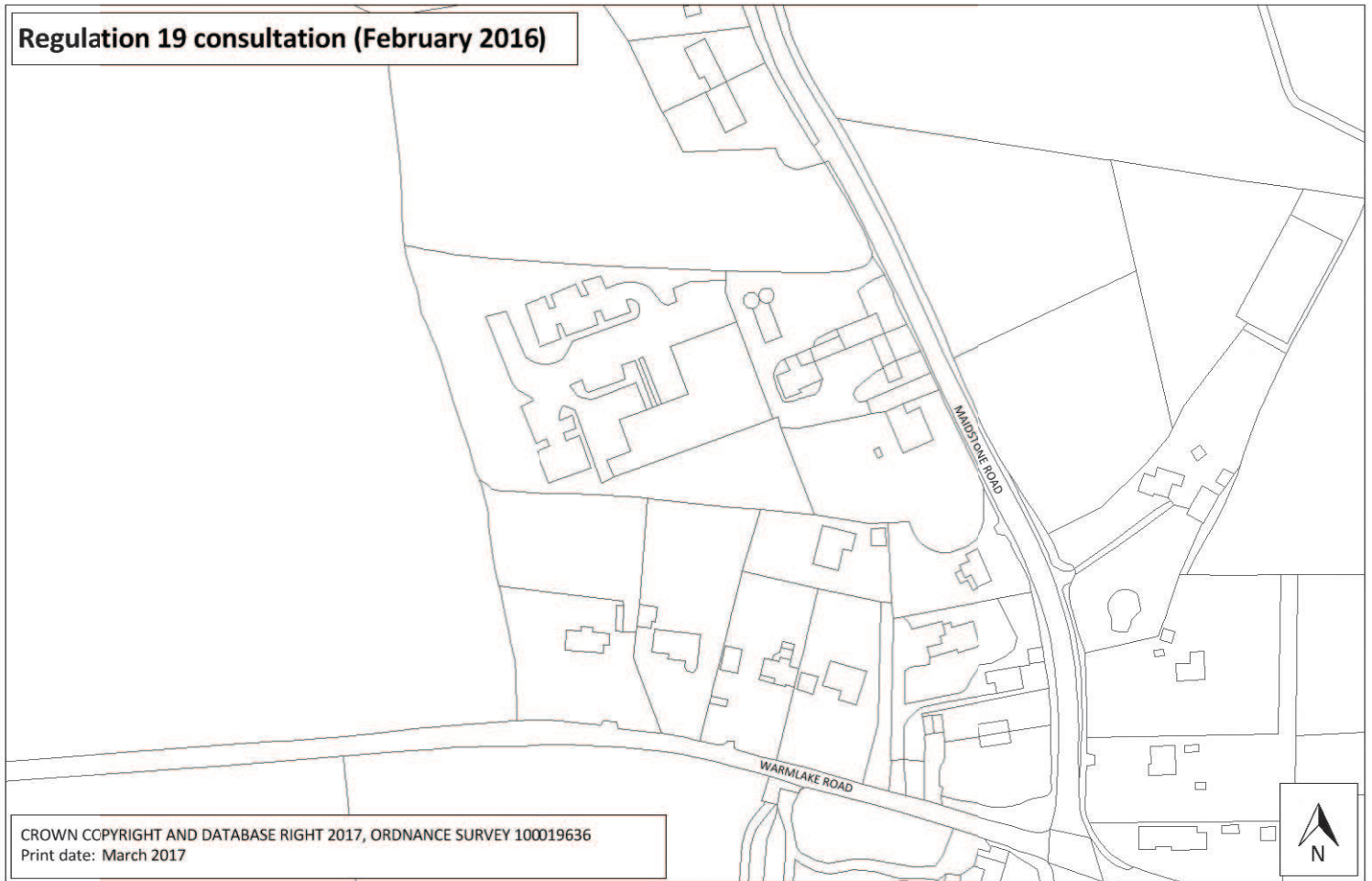
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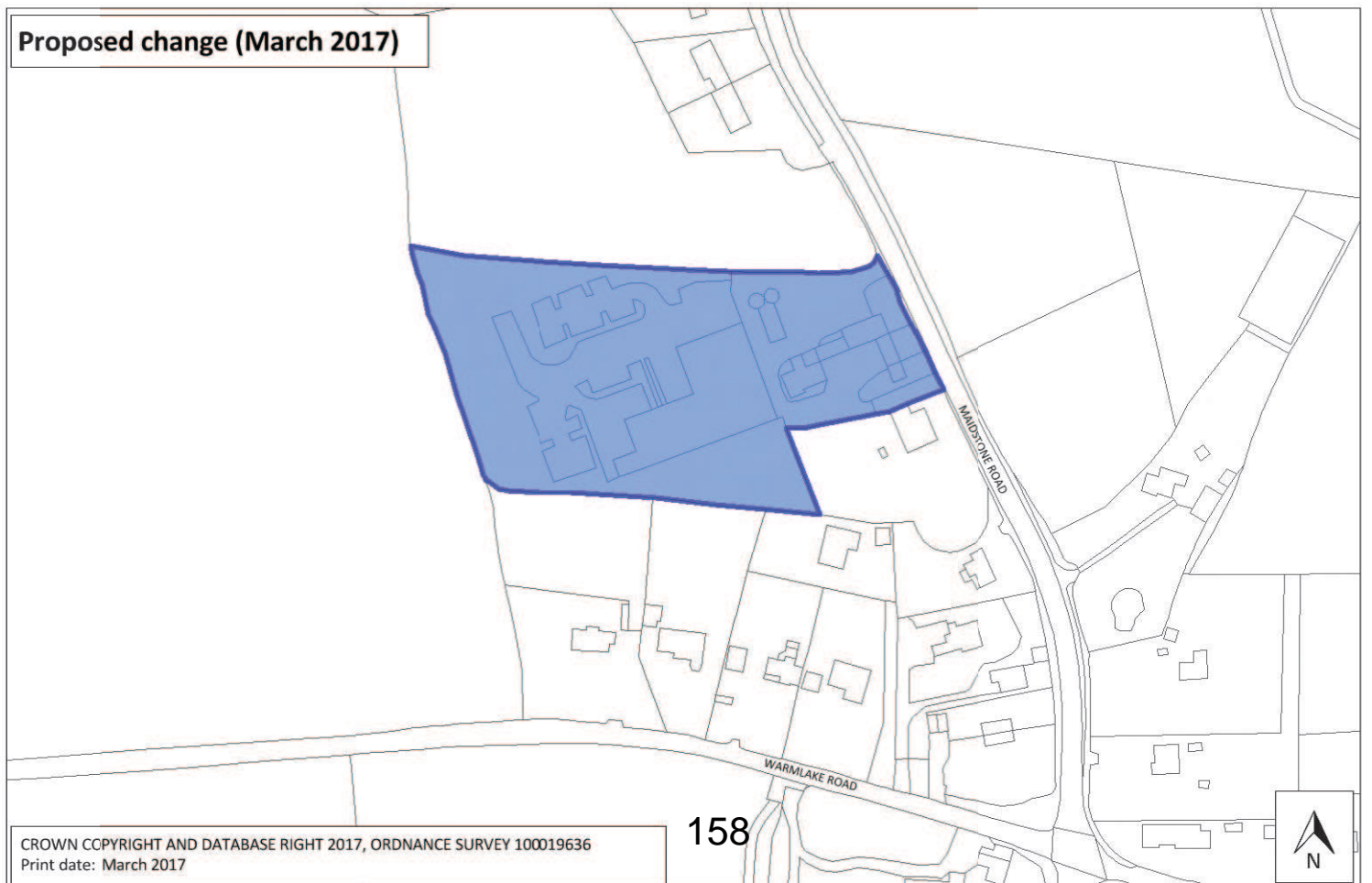
Policy DM21 - Retention of Employment Sites

1(xxii) - Warmlake Business Estate, near Sutton Valence

Regulation 19 consultation (February 2016)



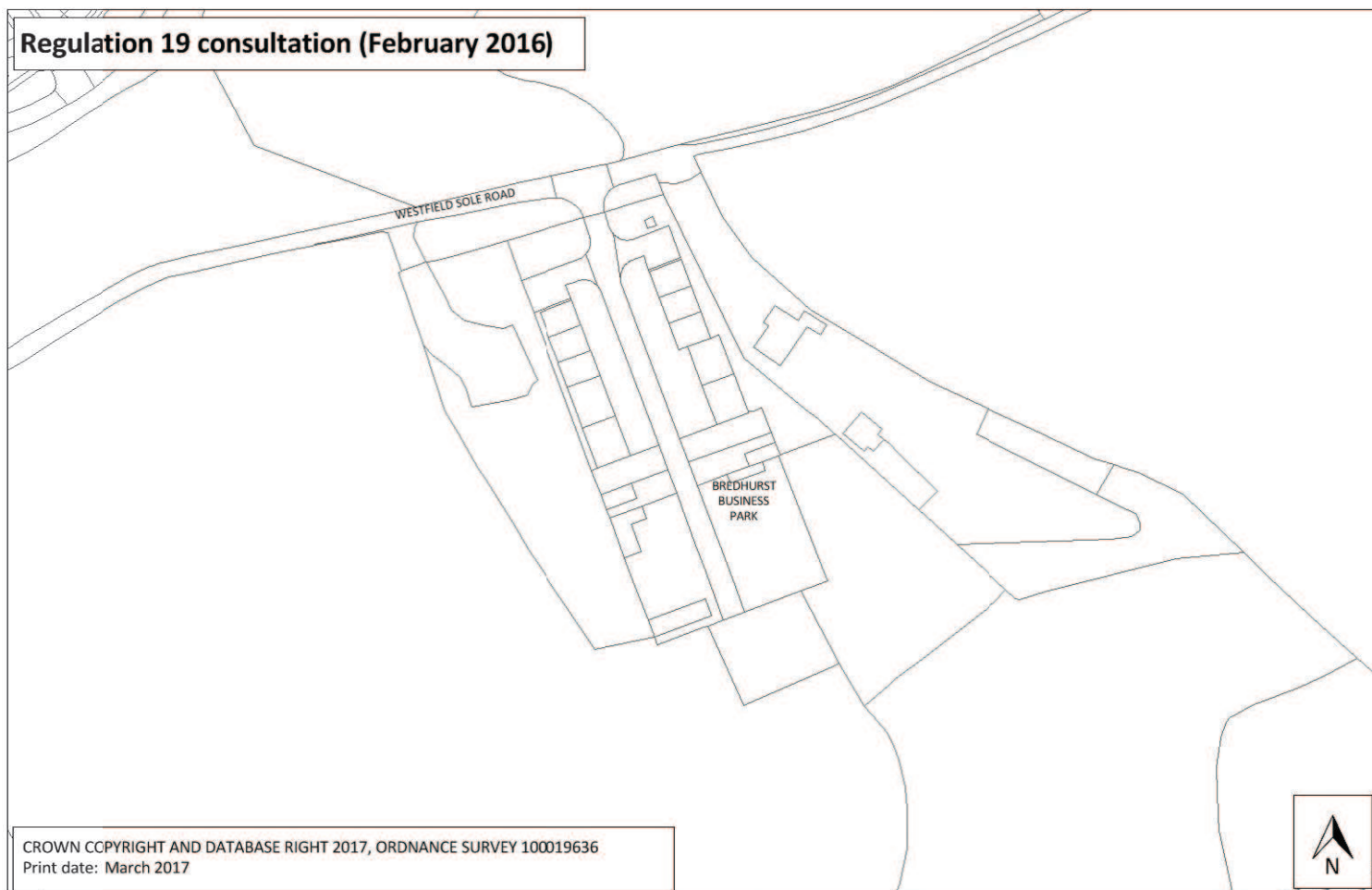
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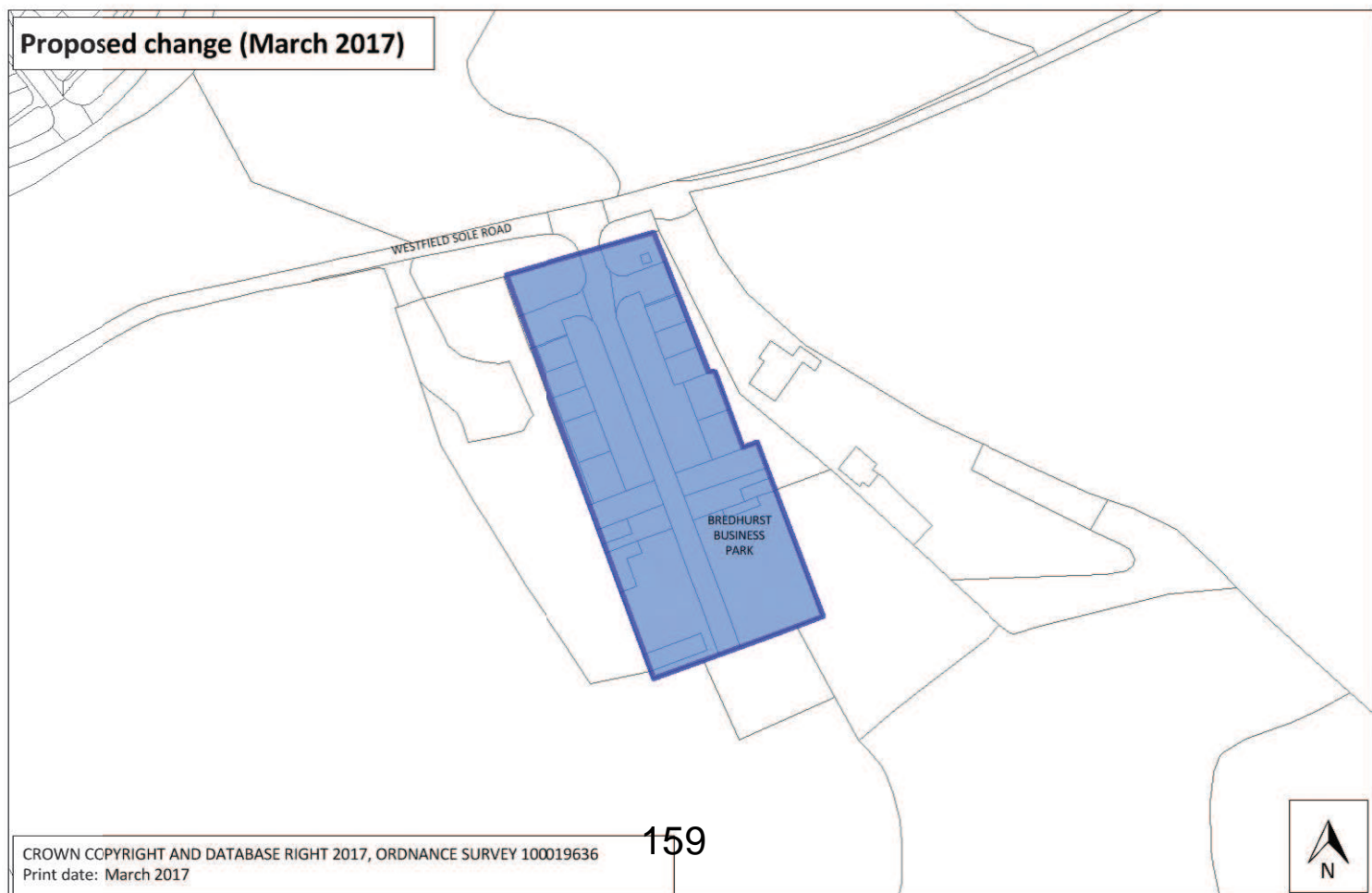
Policy DM21 - Retention of Employment Sites

1(xxiii) - Bredhurst Business Park, Westfield Sole Road, Walderslade

Regulation 19 consultation (February 2016)



Proposed change (March 2017)



Policy DM21 - Retention of Employment Sites

1(xxv) - Brooklyn Yard, Sandling, Maidstone

Regulation 19 consultation (February 2016)

COBTREE MANOR PARK

ROMAN ROAD

M 20

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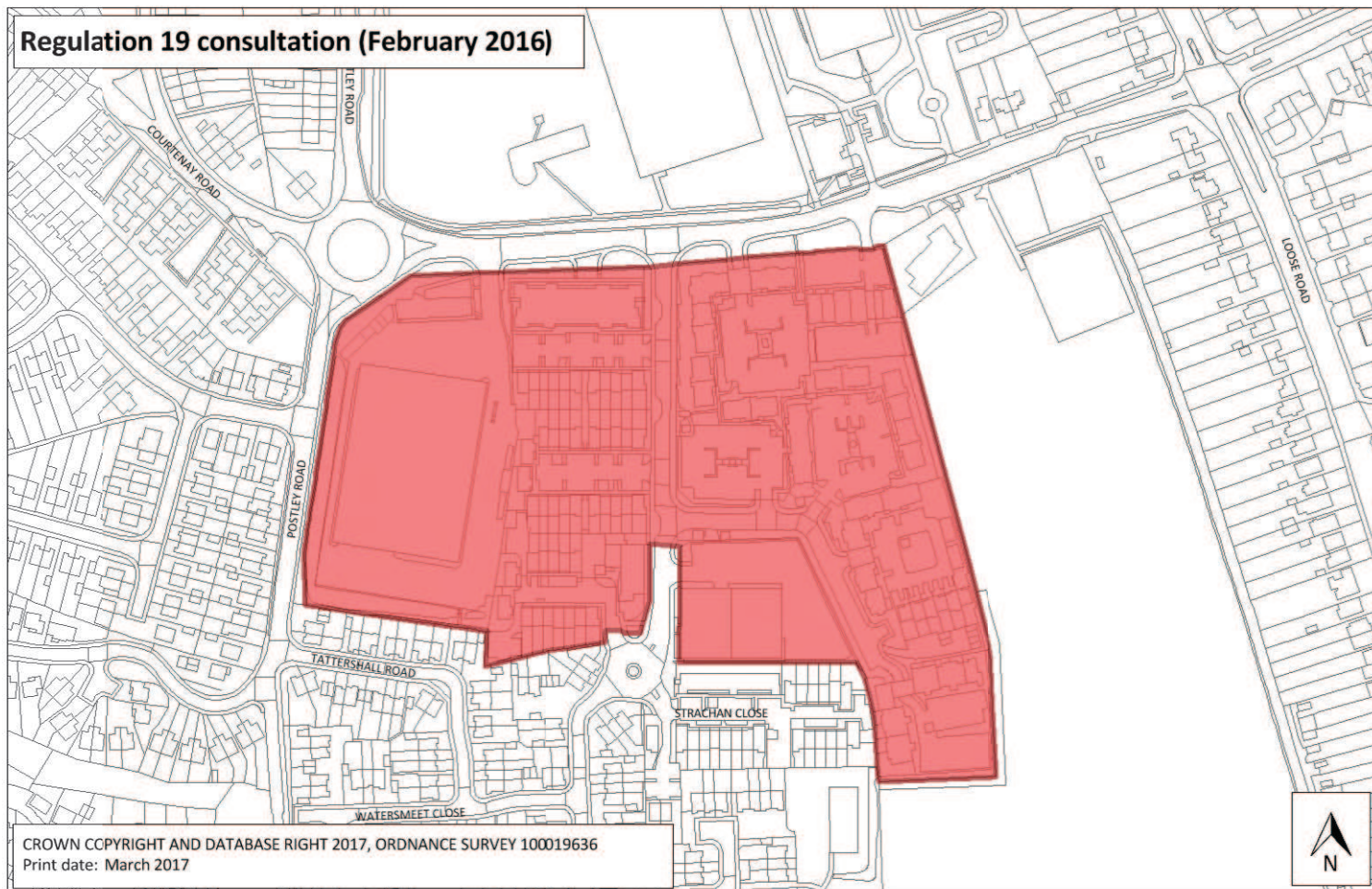
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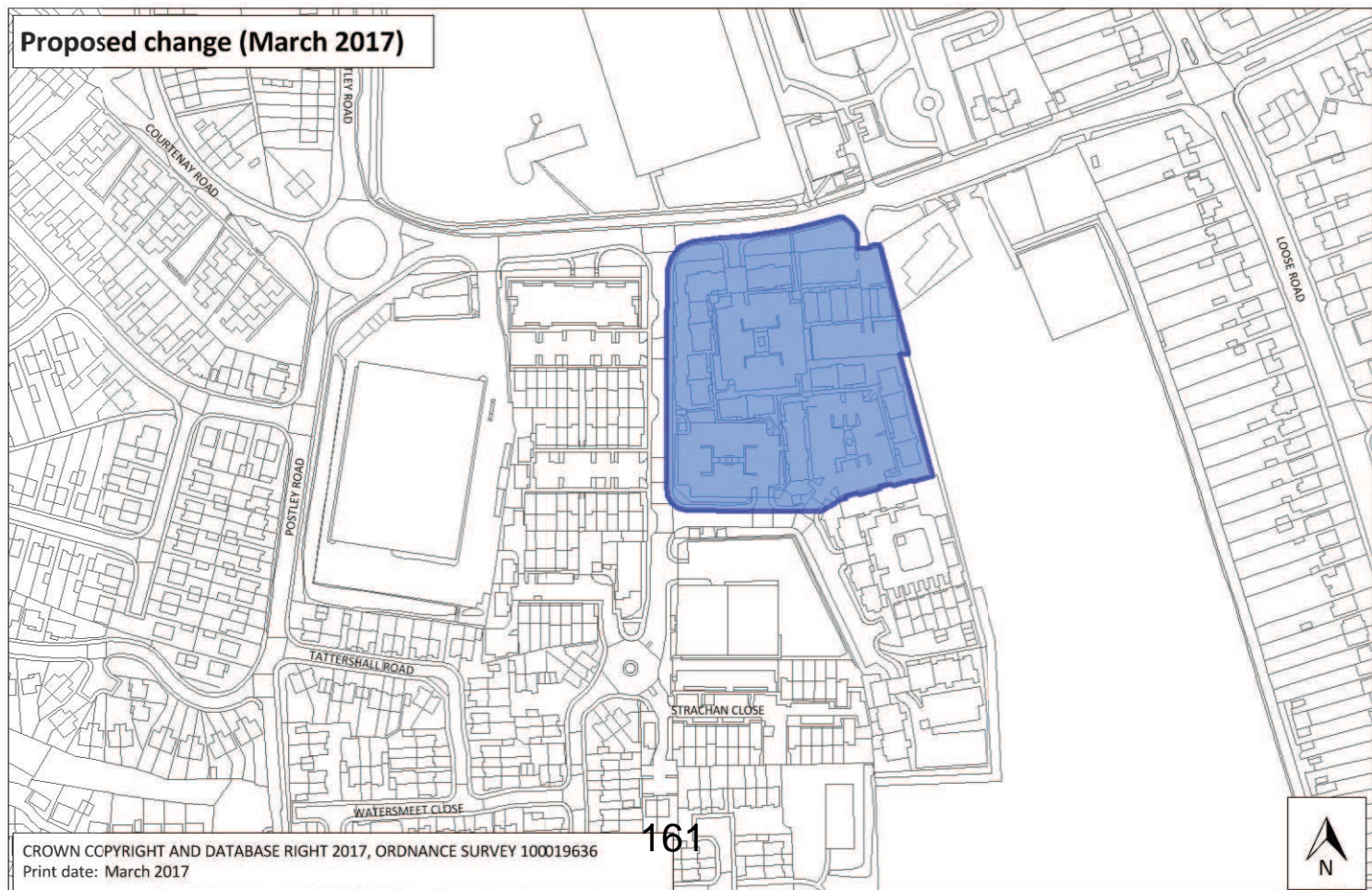
Policy DM21 - Retention of Employment Sites

2(i) - South Park Business Village, Maidstone

Regulation 19 consultation (February 2016)



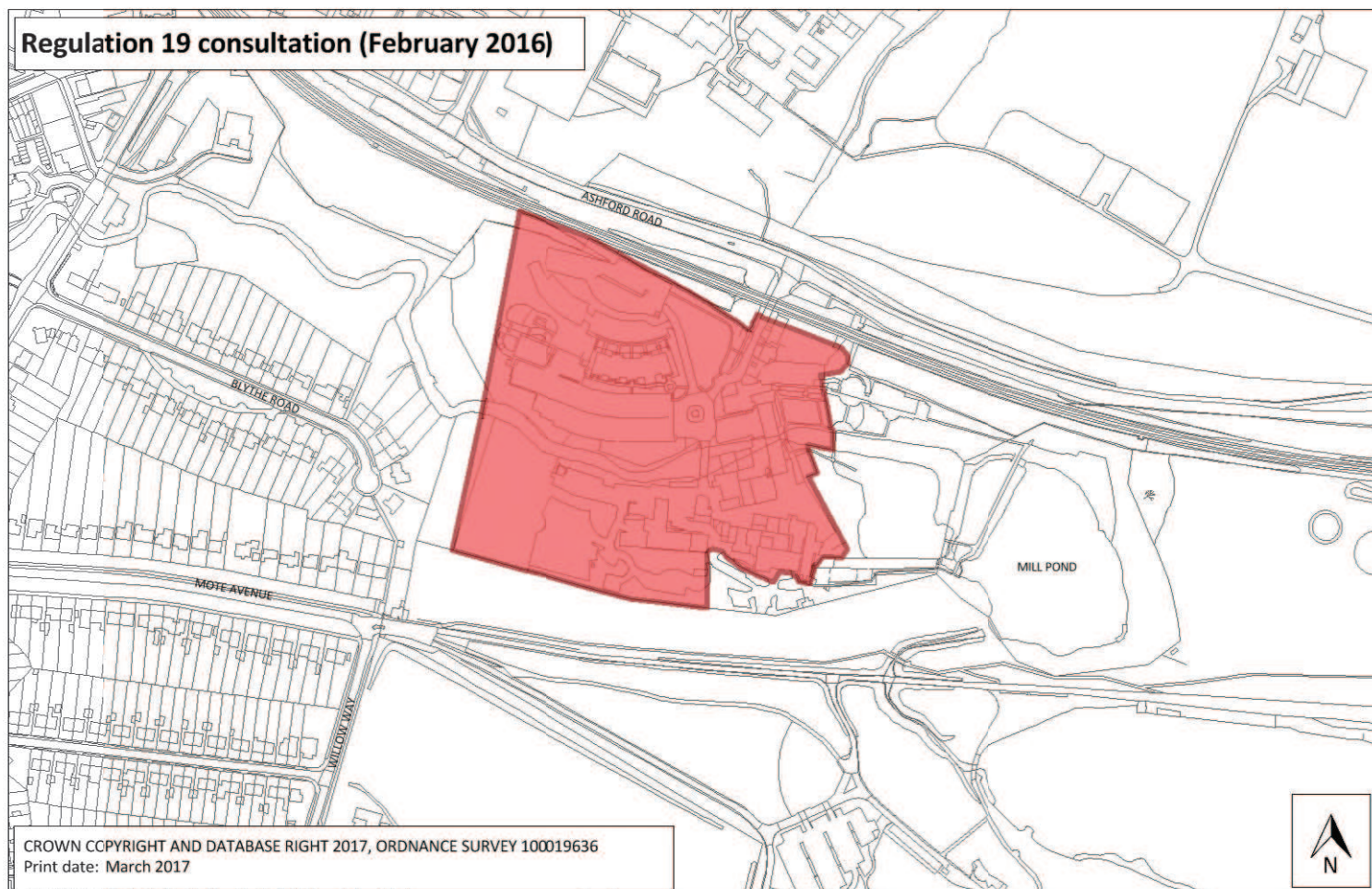
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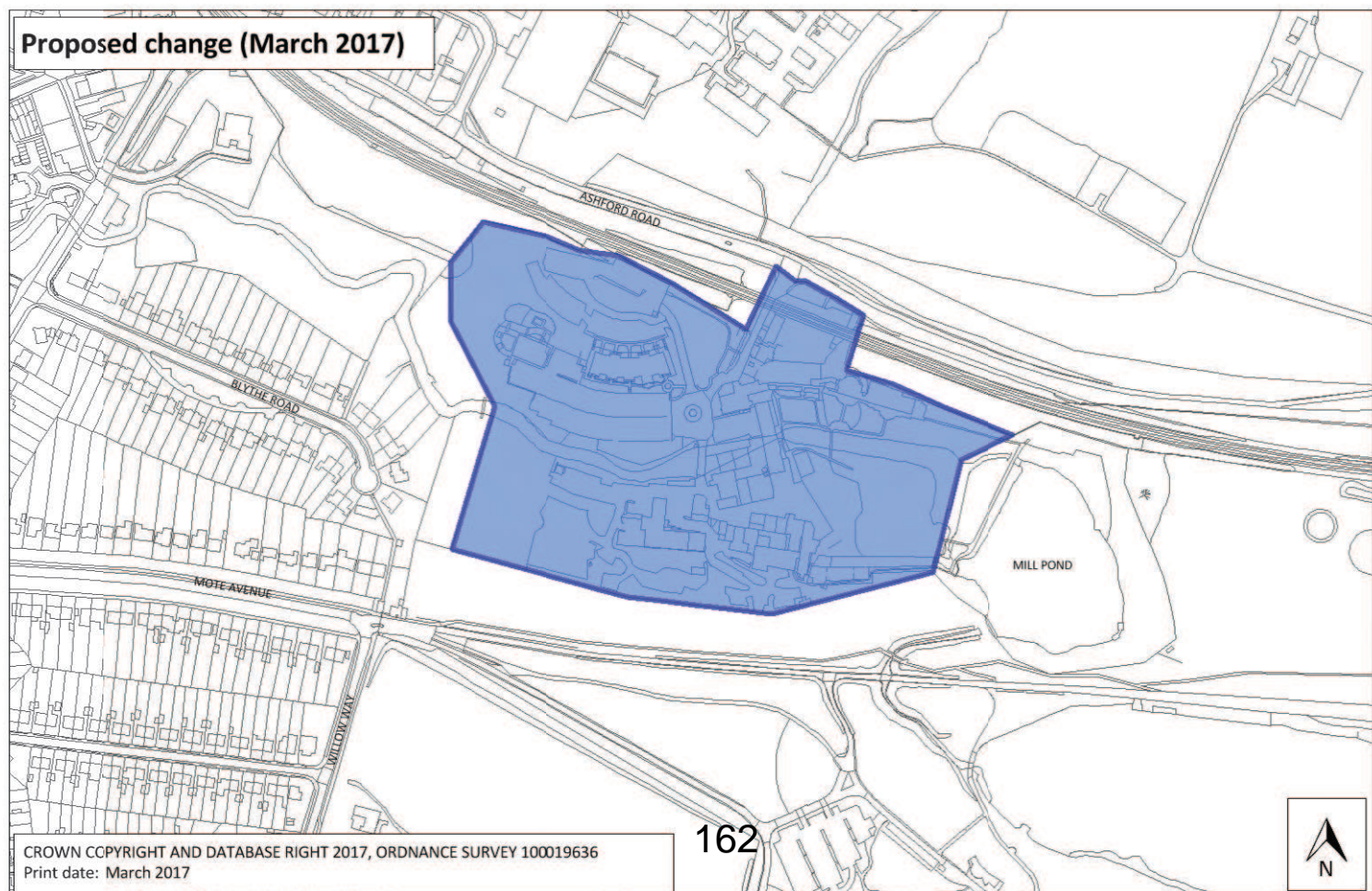
Policy DM21 - Retention of Employment Sites

2(ii) -Turkey Mill Court, Maidstone

Regulation 19 consultation (February 2016)



Proposed change (March 2017)



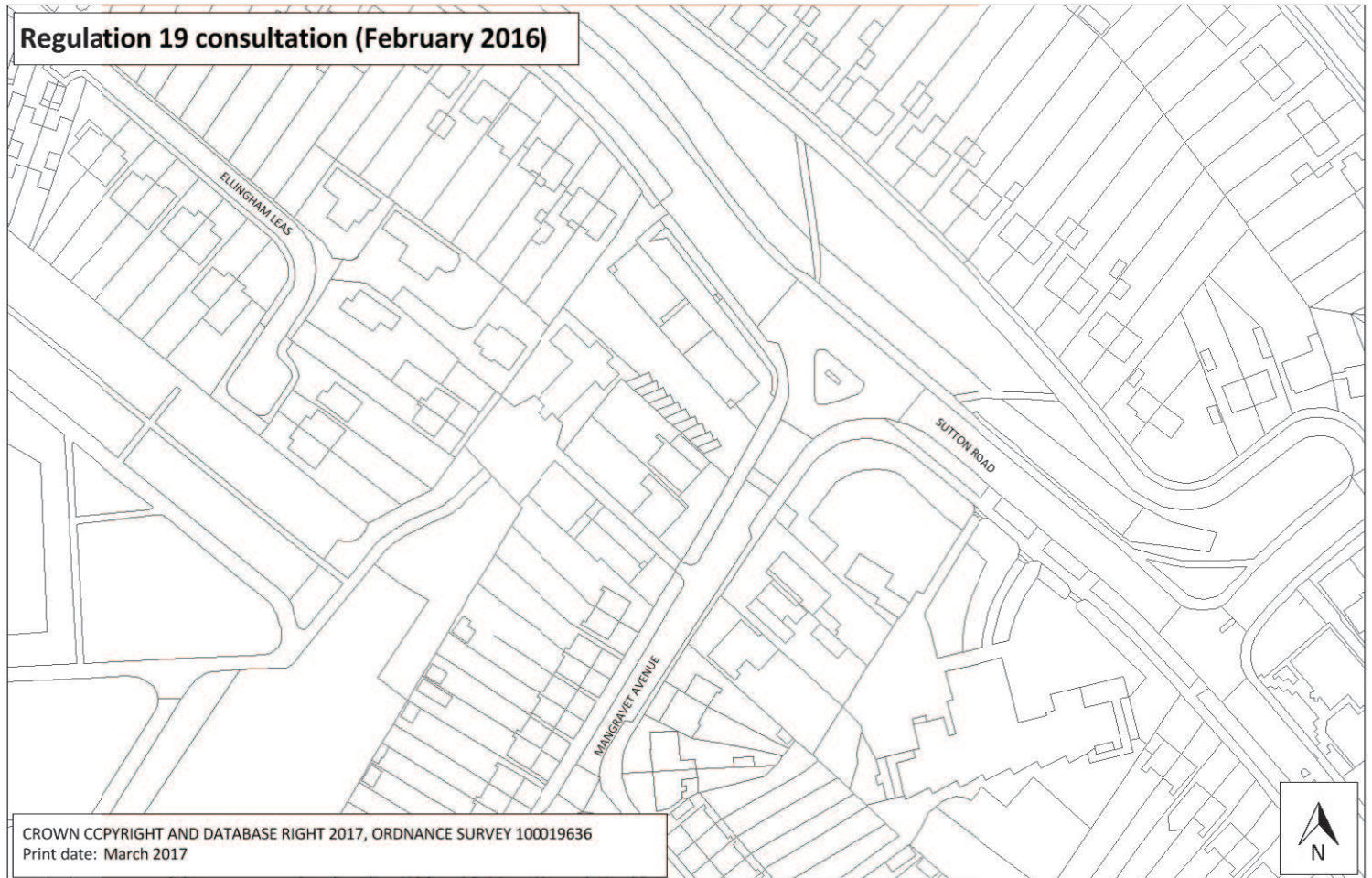
Town Centre Broad Location Sources



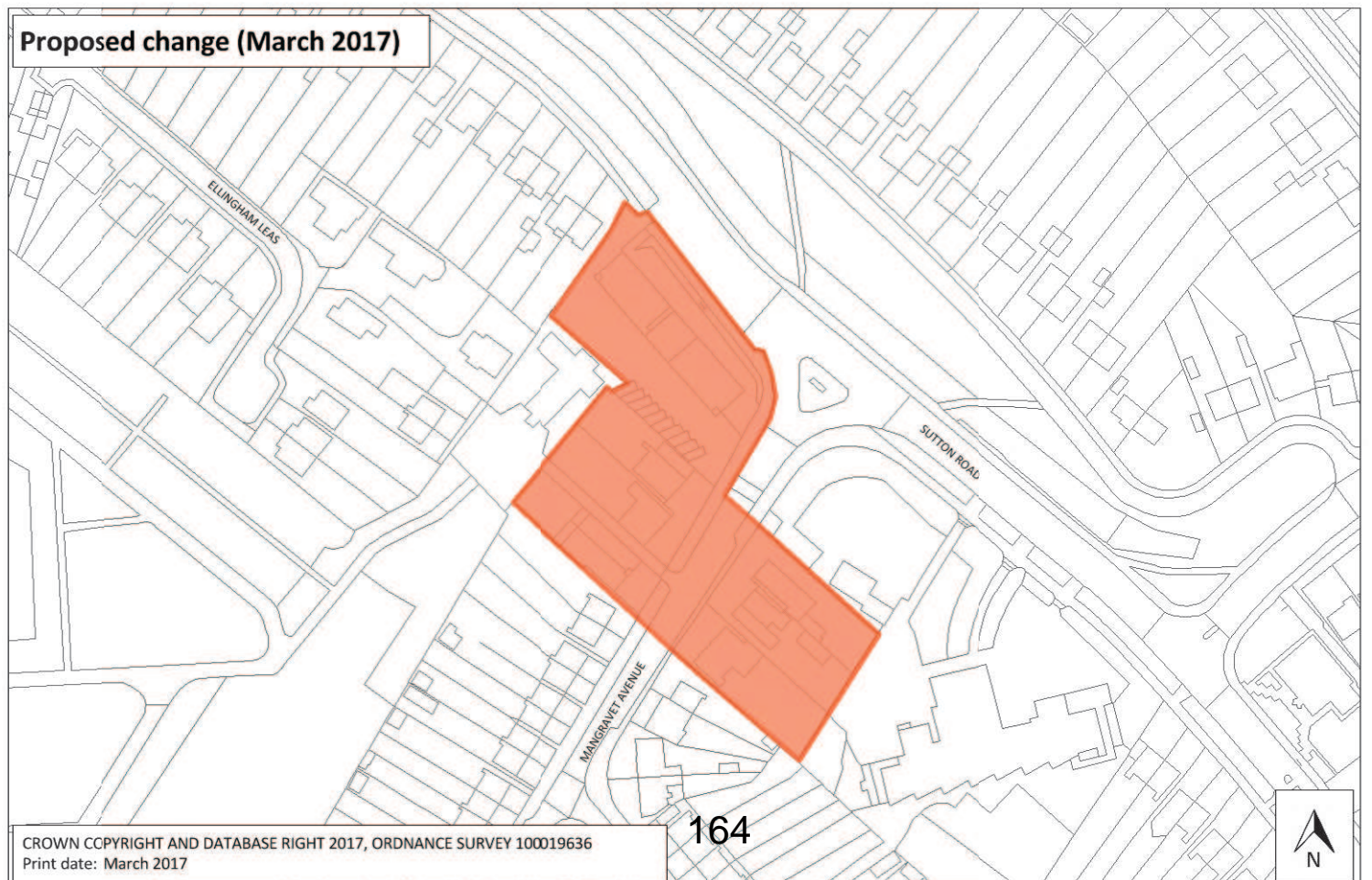
Policy DM18 - District centres, local centres and local shops and facilities

2(xii) - Mangravet, Sutton Road/Mangravet Avenue

Regulation 19 consultation (February 2016)

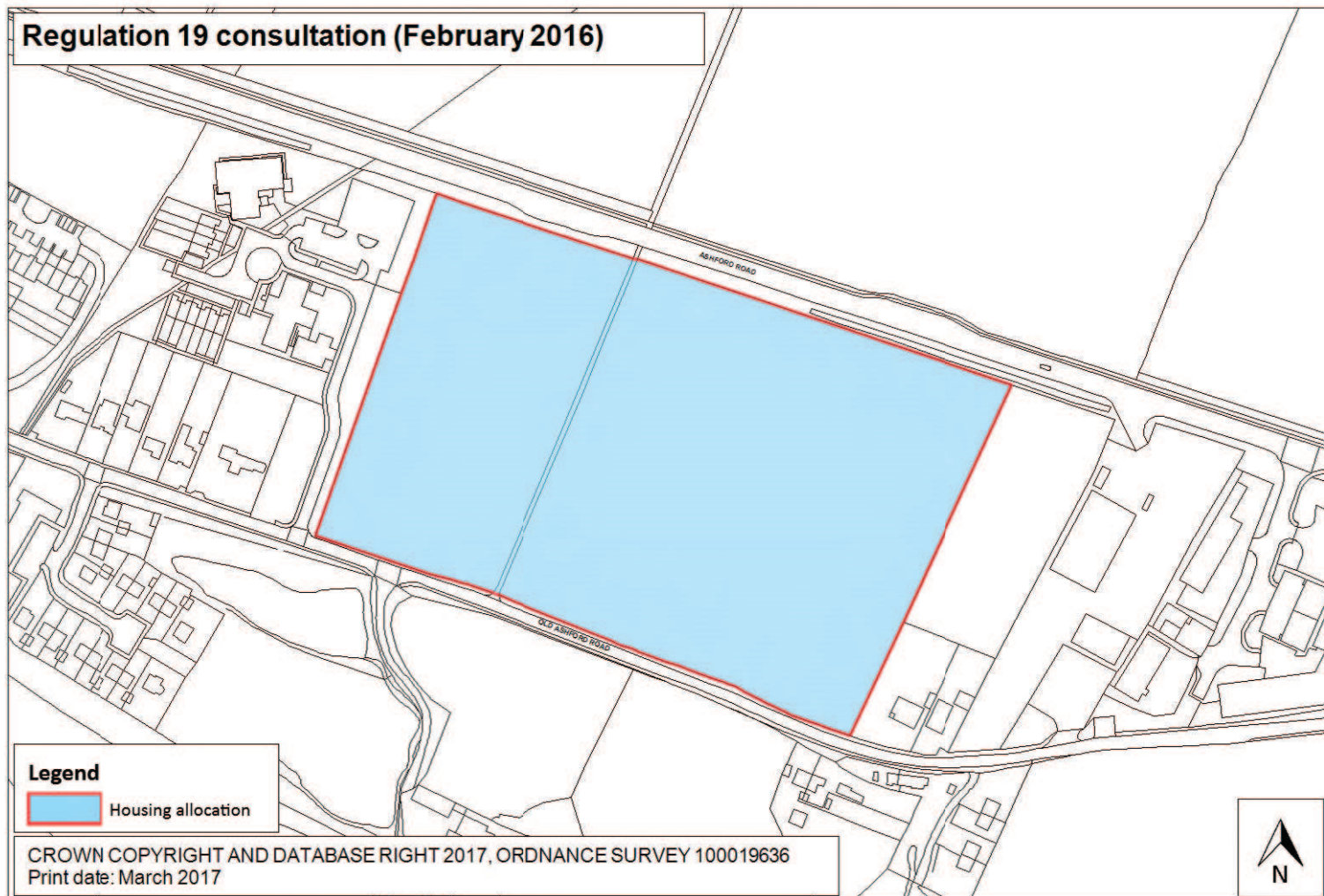


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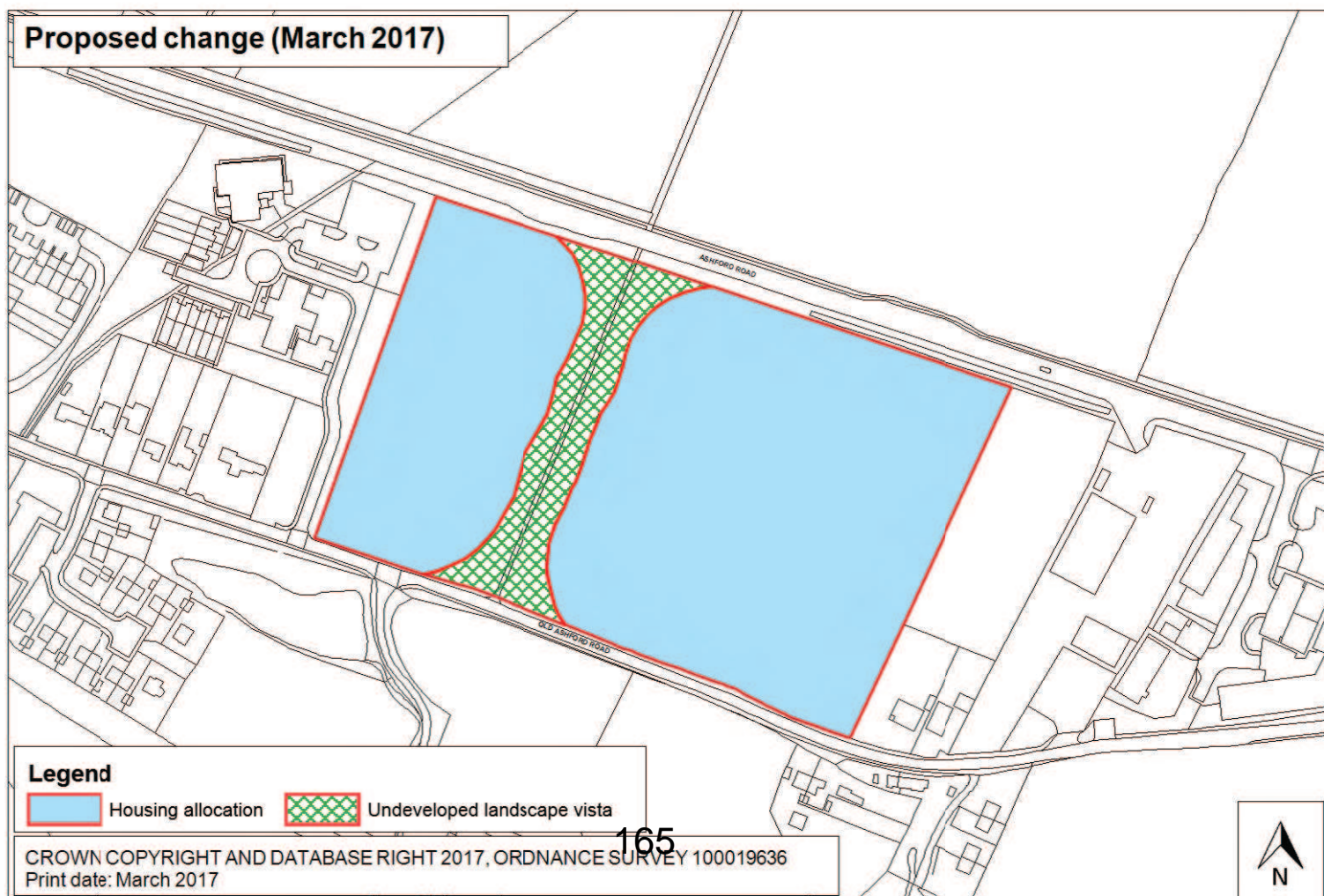


H1 (42) - Tanyard Farm, Old Ashford Road, Lenham

Regulation 19 consultation (February 2016)

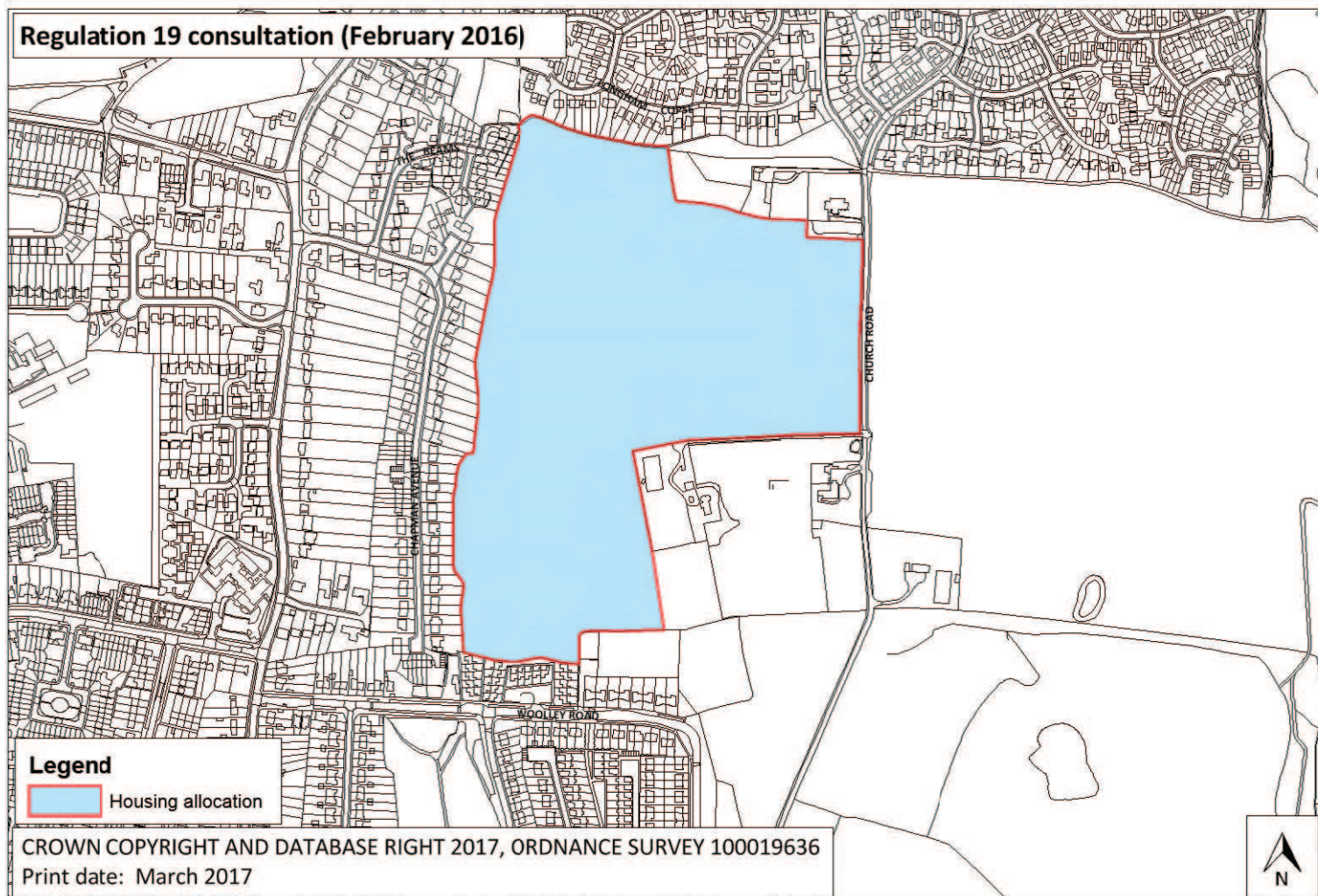


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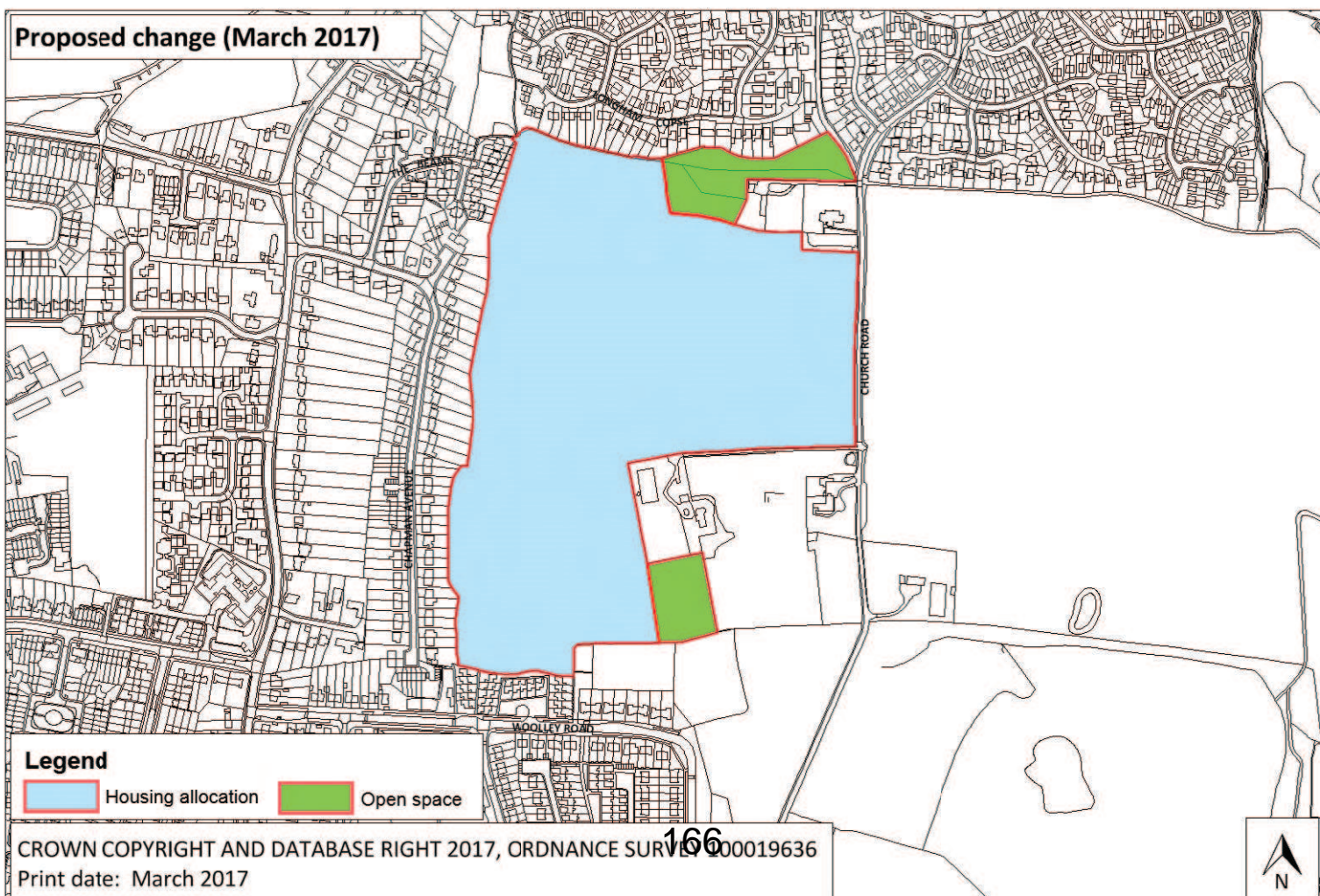


H1 (8) \ OS1 (18) - West of Church Road, Otham

Regulation 19 consultation (February 2016)

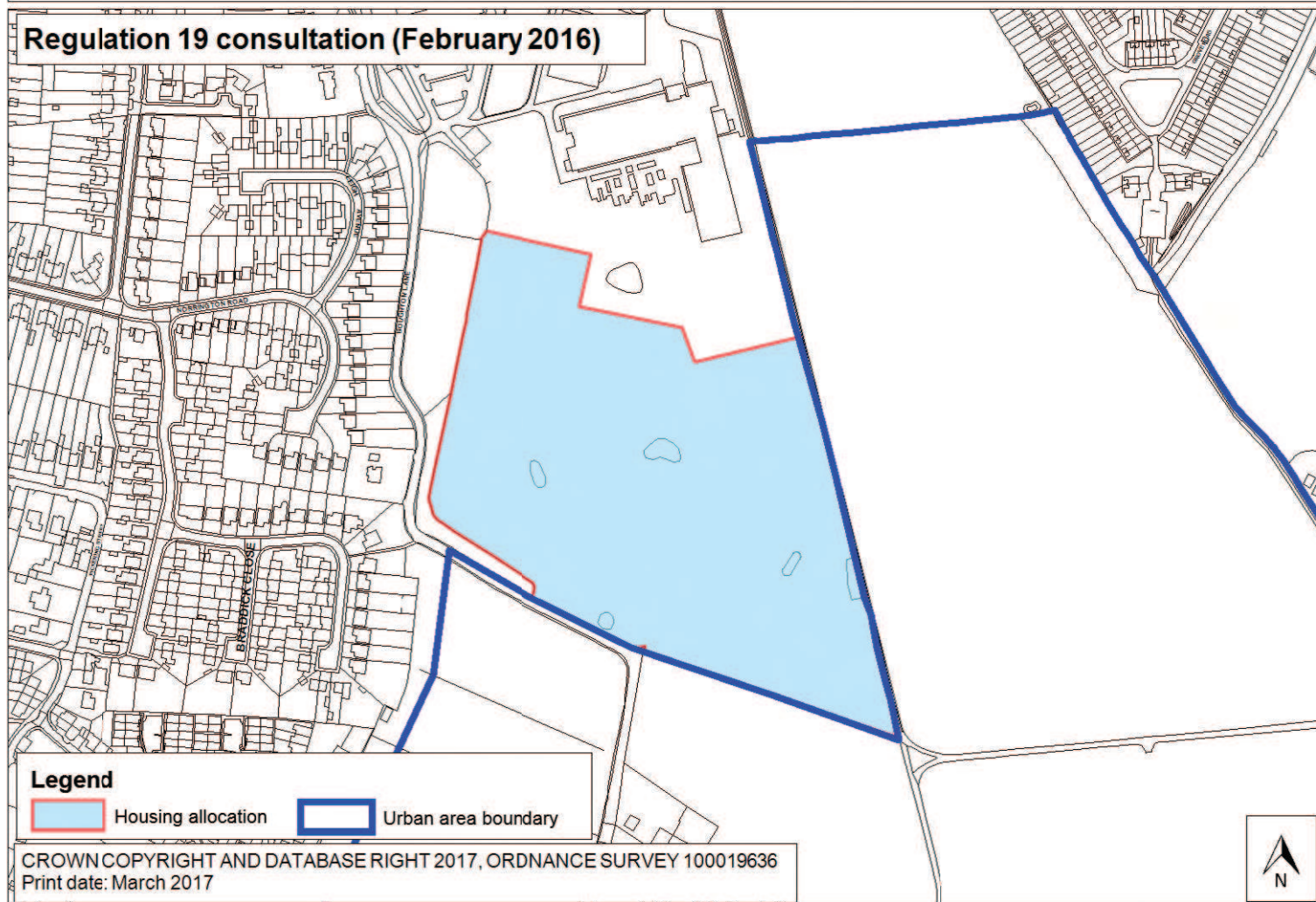


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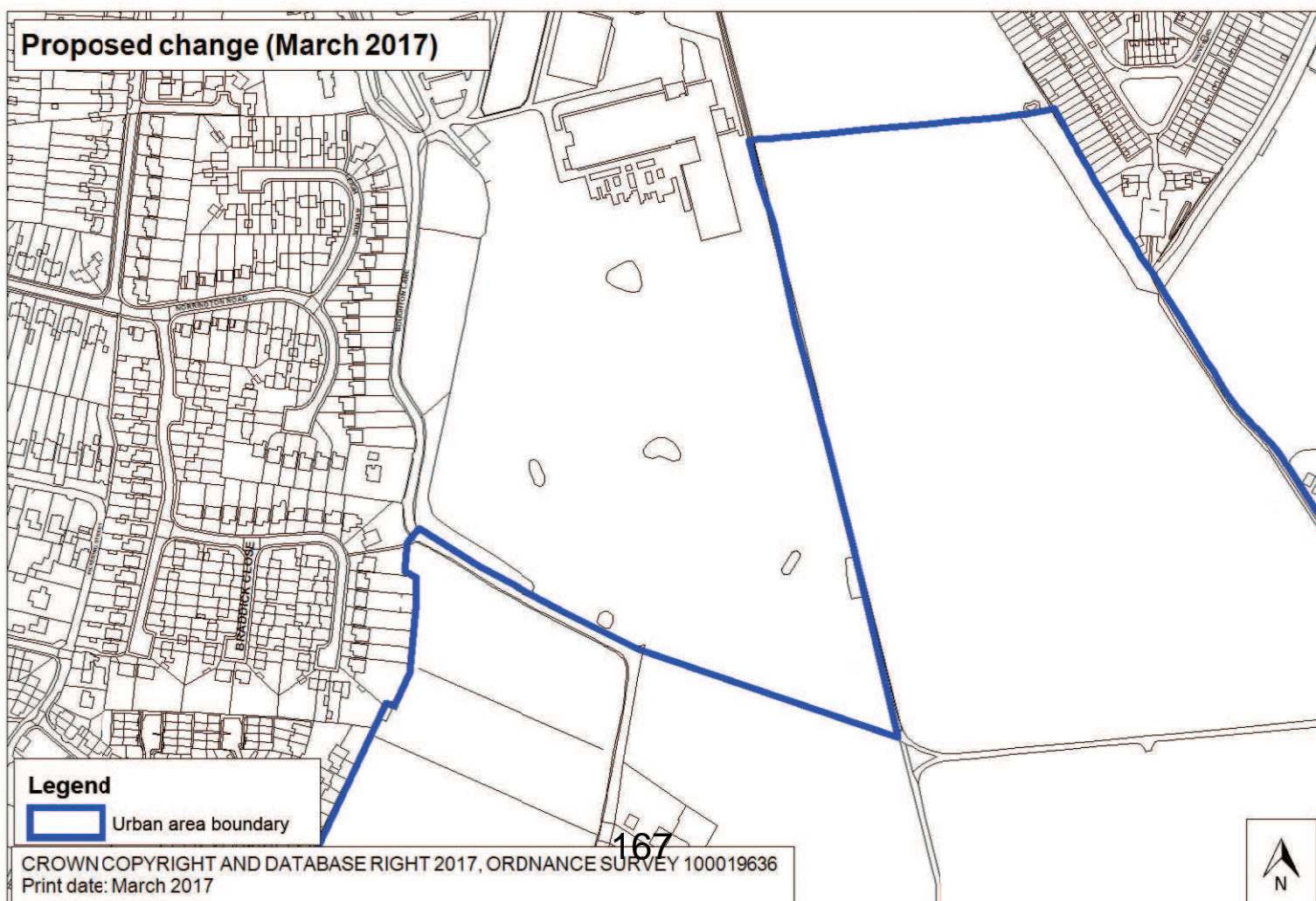


H1 (29) - New Line Learning, Boughton Lane, Loose

Regulation 19 consultation (February 2016)

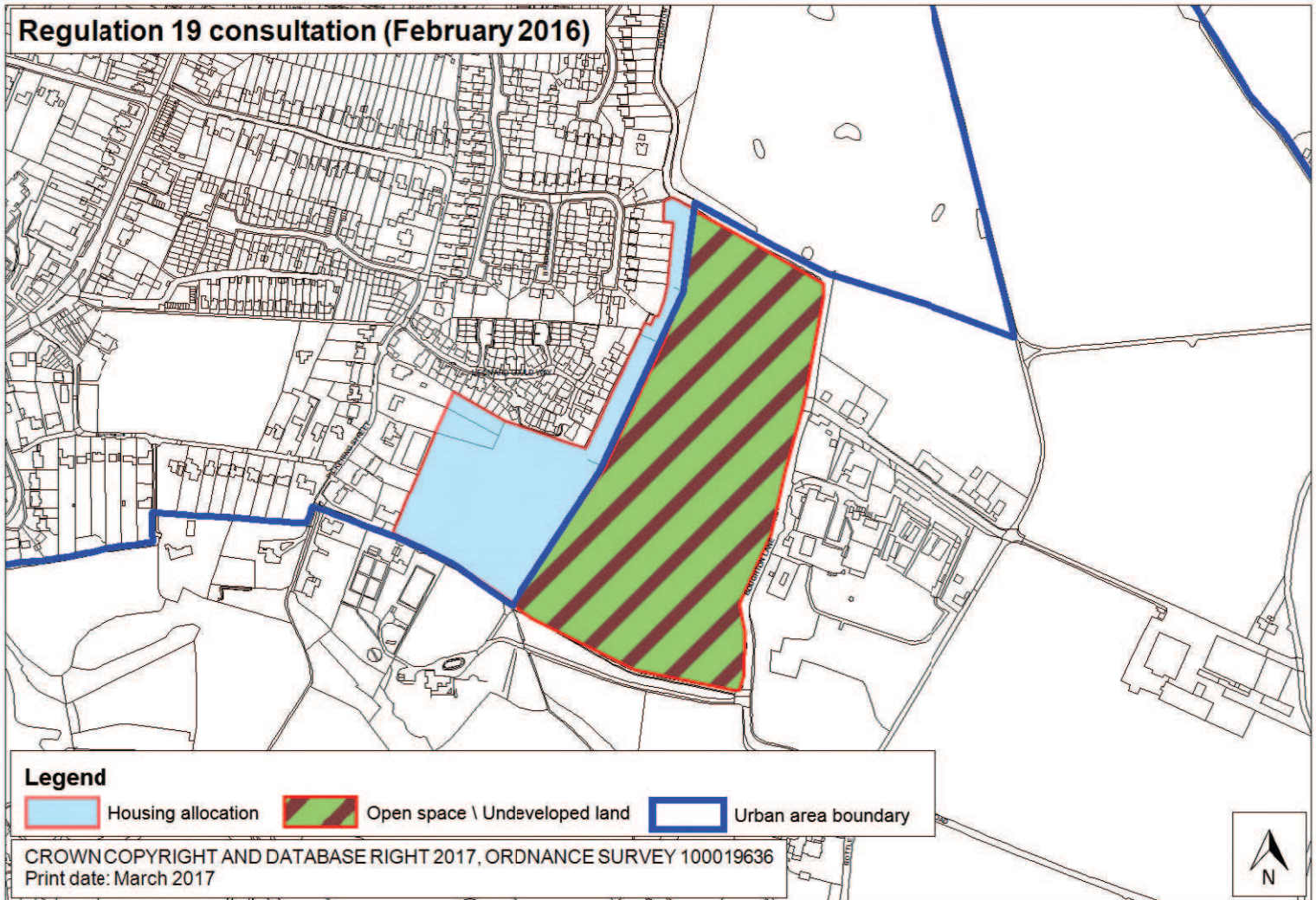


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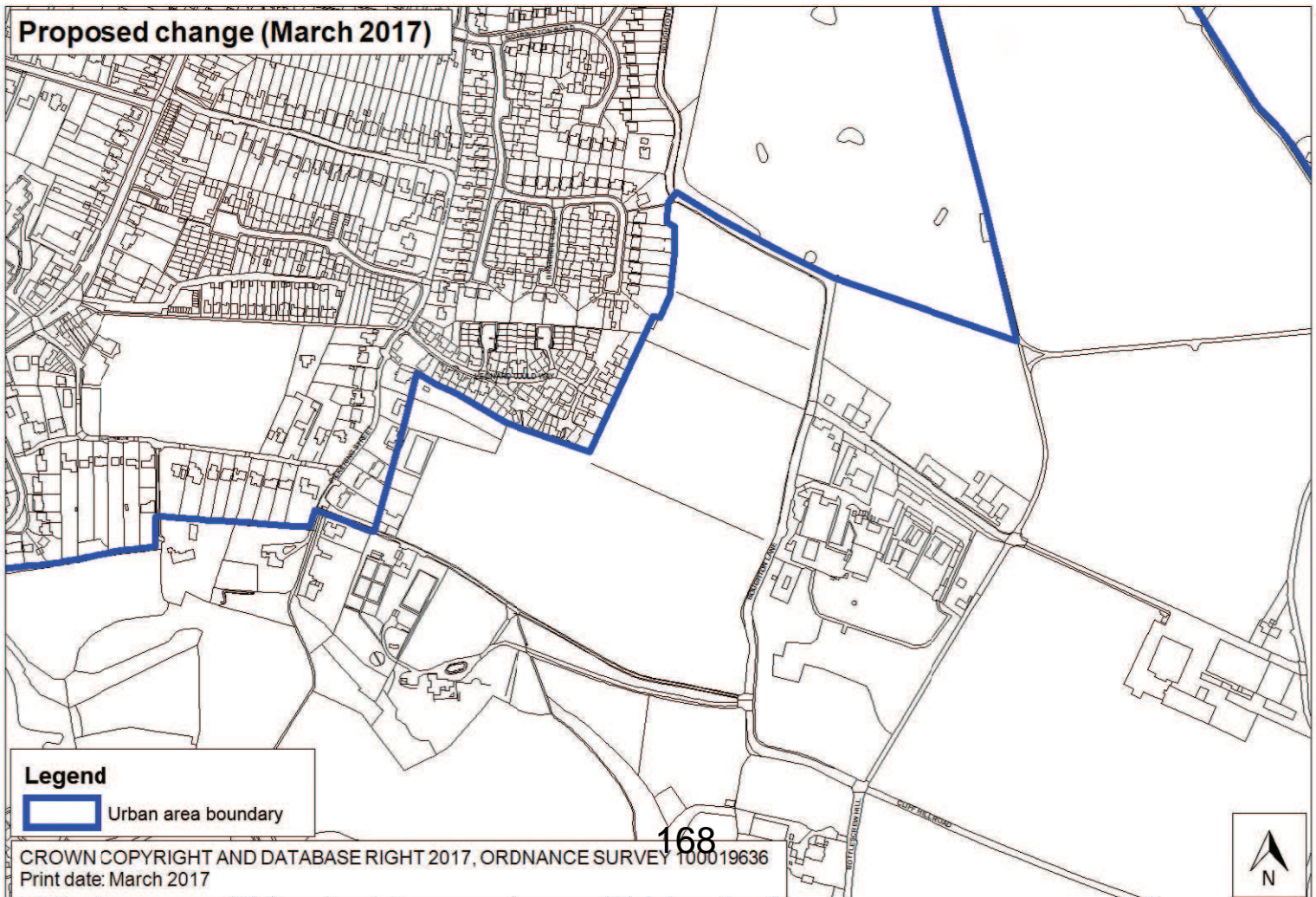


H1 (53) \ OS1 (15) - Boughton Lane, Boughton Monchelsea and Loose

Regulation 19 consultation (February 2016)

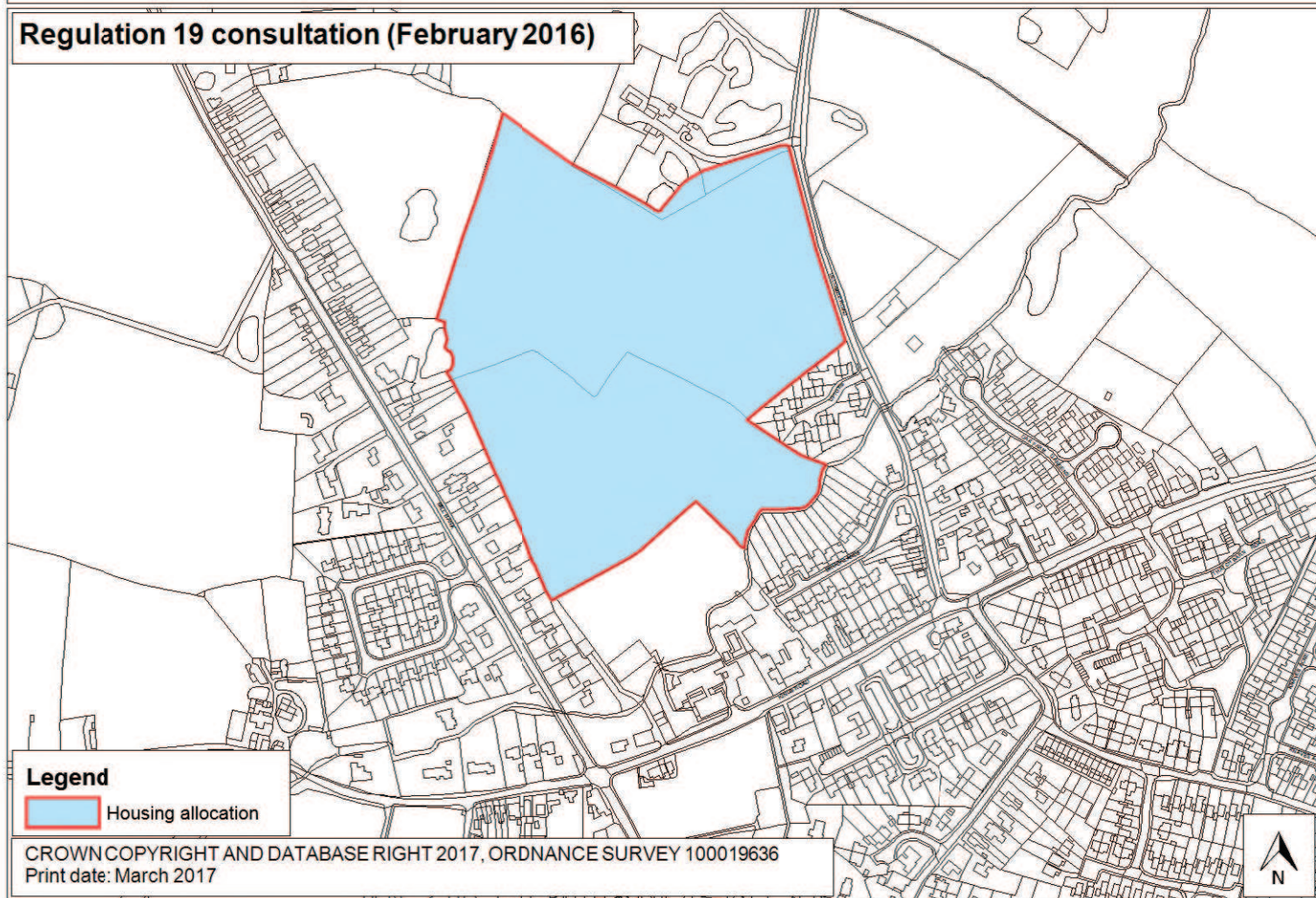


Proposed change (March 2017)

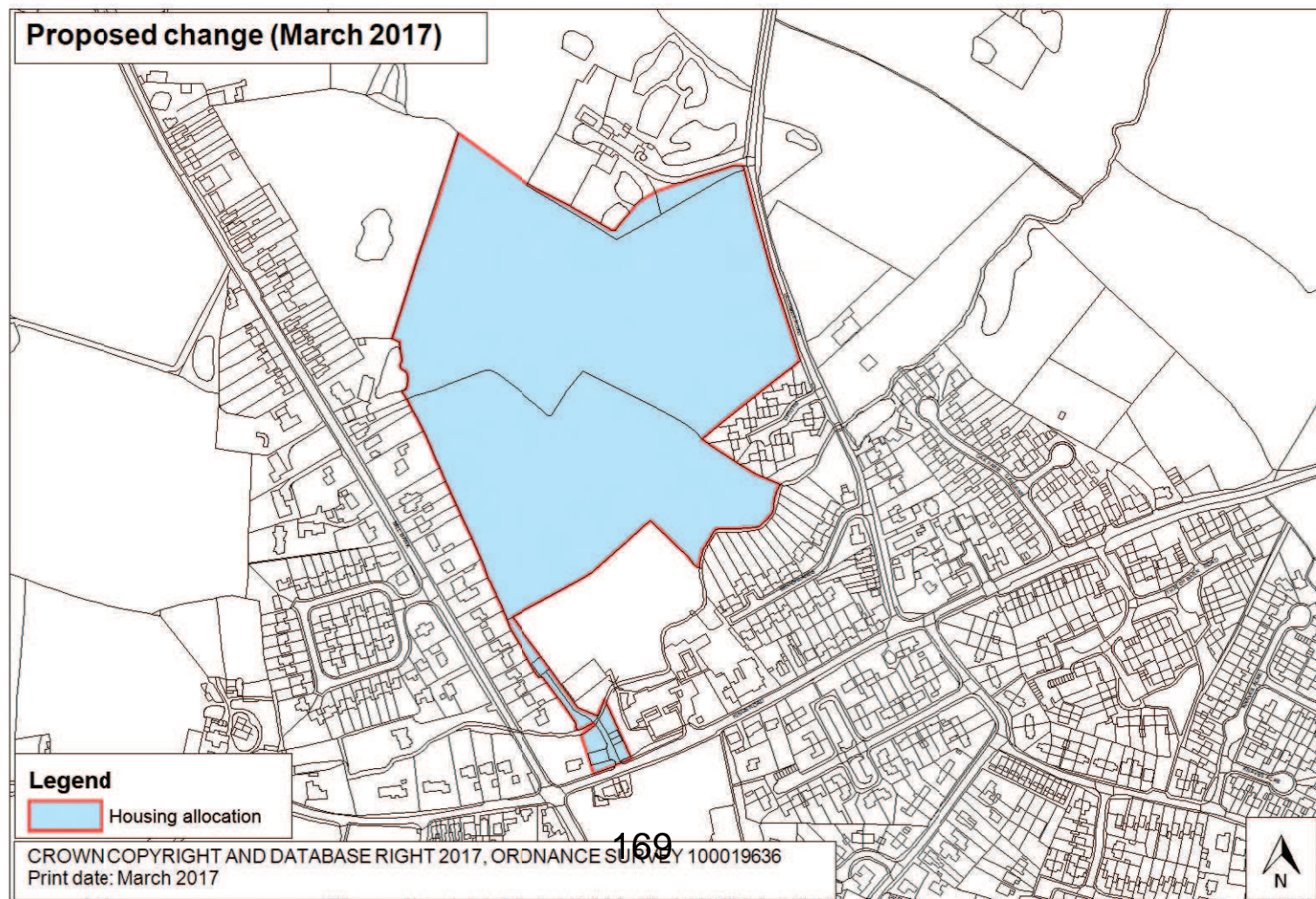


H1 (37) - Ulcombe Road and Mill Bank, Headcorn

Regulation 19 consultation (February 2016)

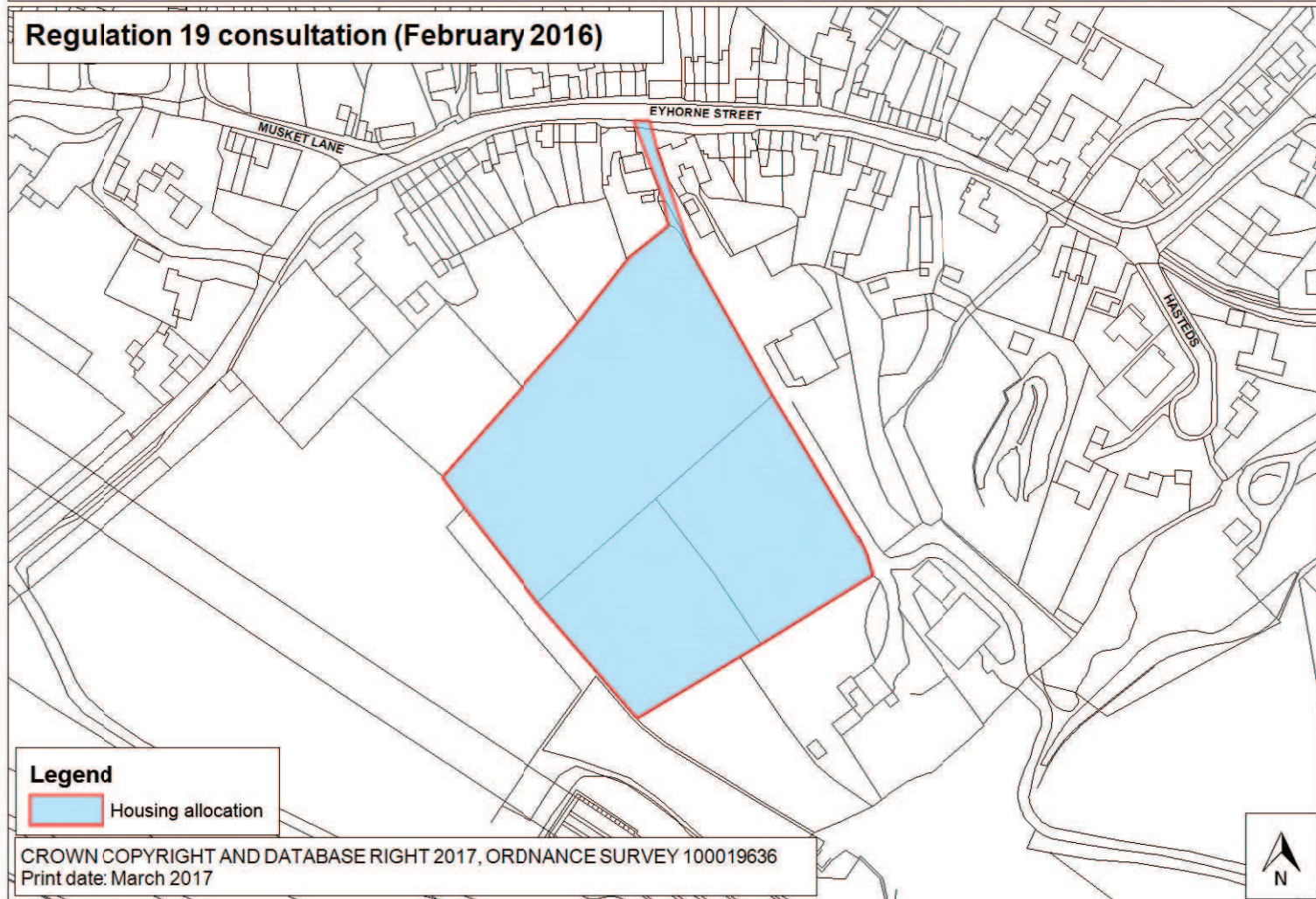


Proposed change (March 2017)

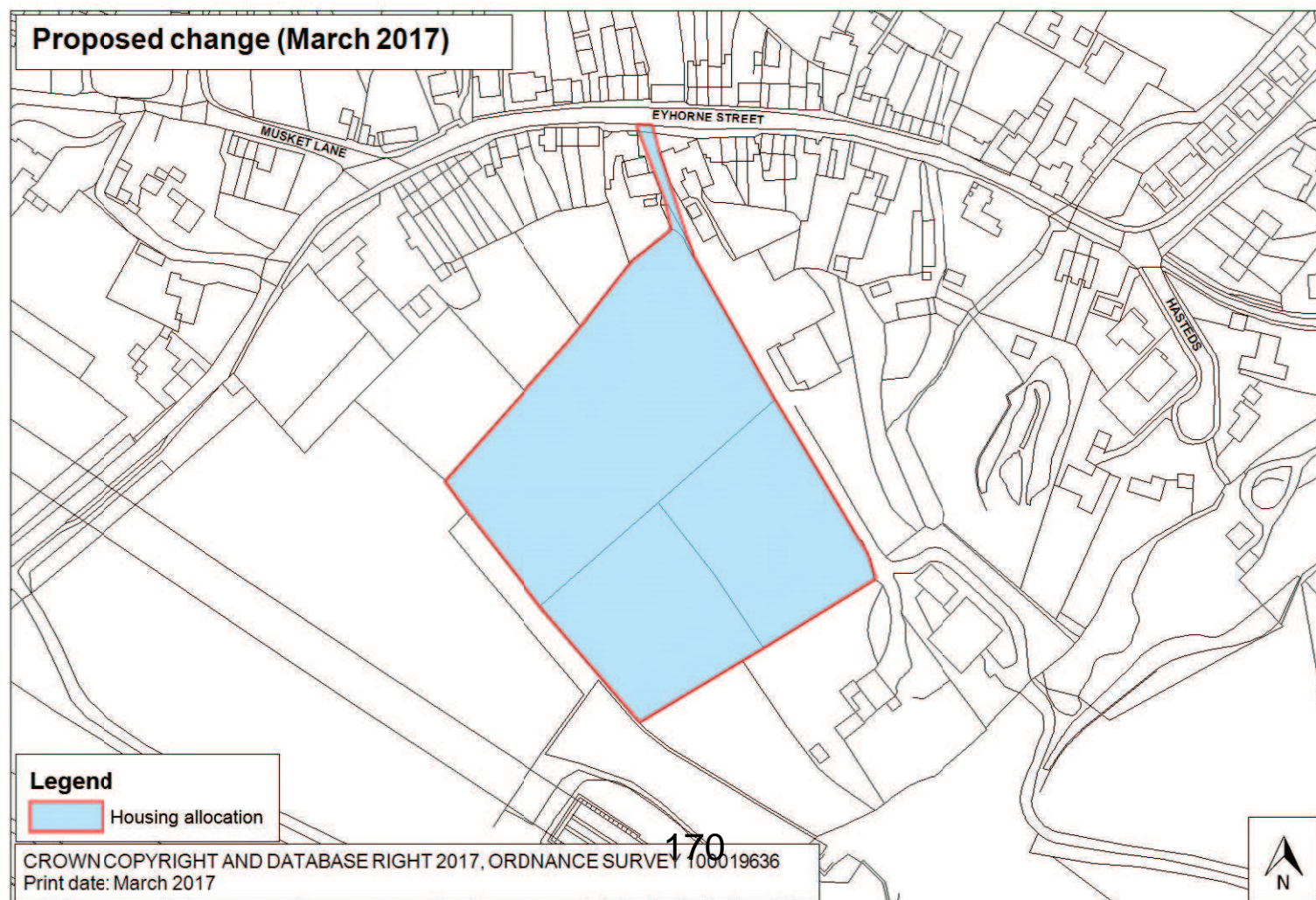


H1 (65) - Adjacent to the Windmill PH, Eythorne Street, Hollingbourne

Regulation 19 consultation (February 2016)

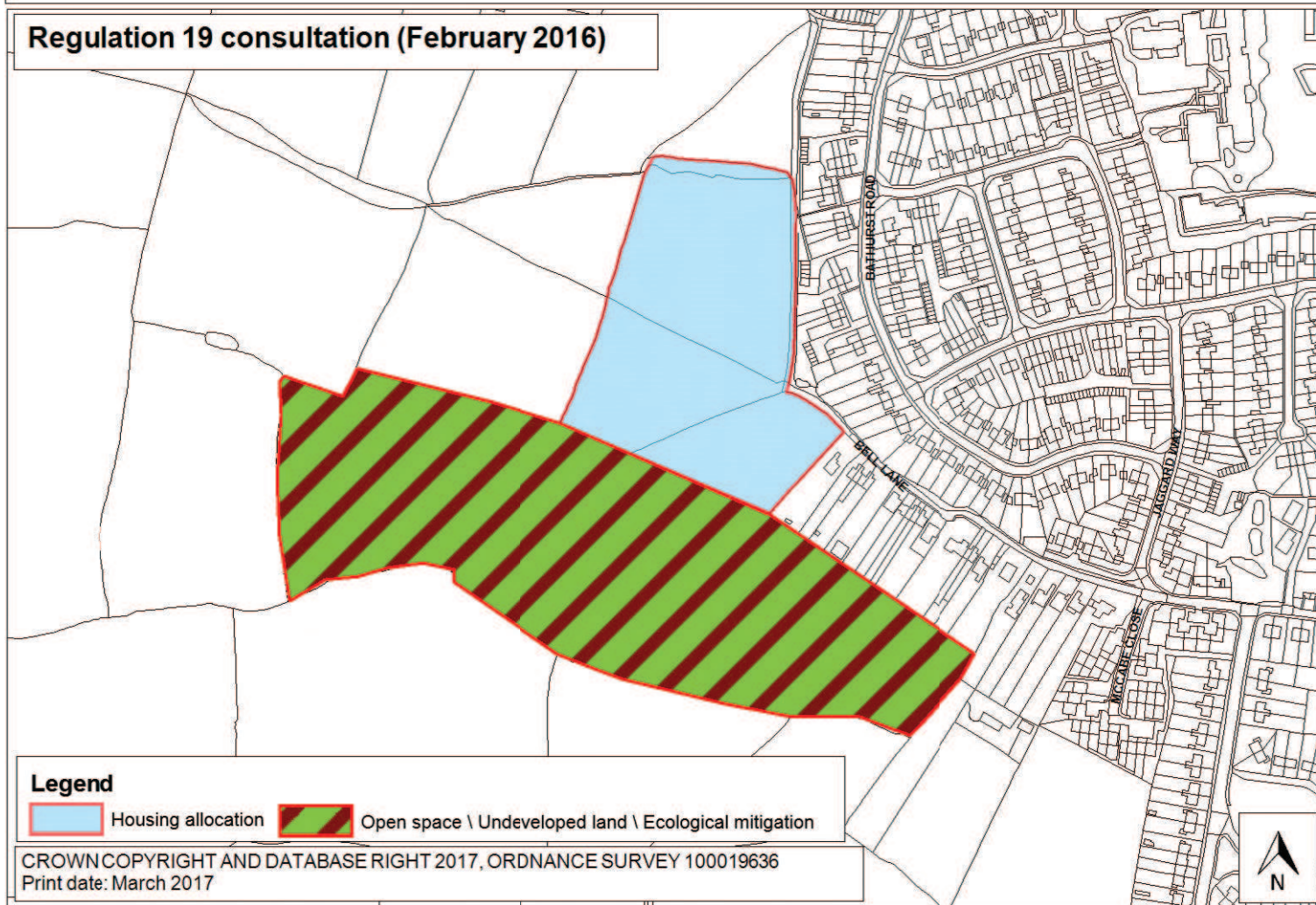


Proposed change (March 2017)

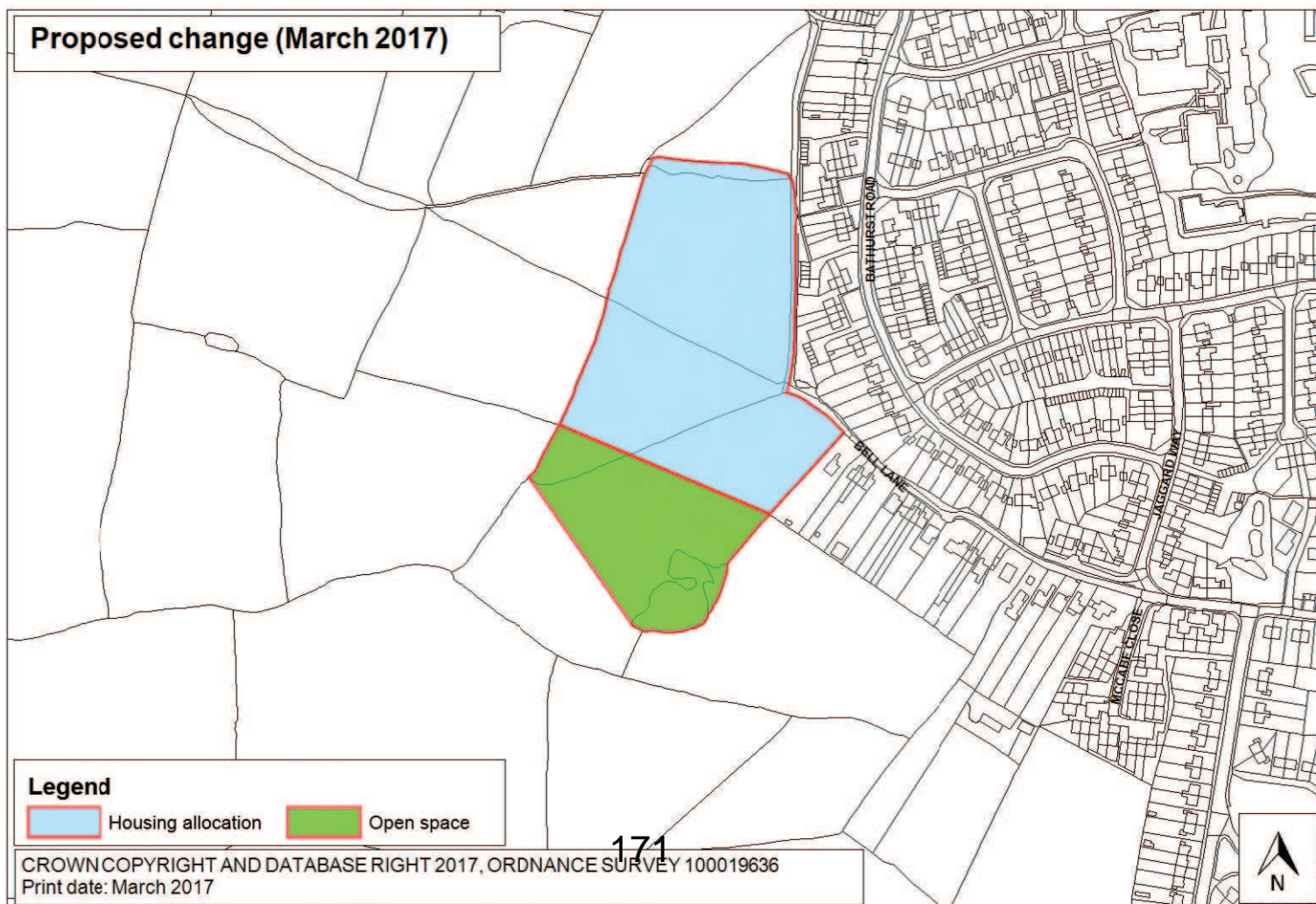


H1 (51) \ OS1 (9) - North of Henhurst Farm, Staplehurst

Regulation 19 consultation (February 2016)

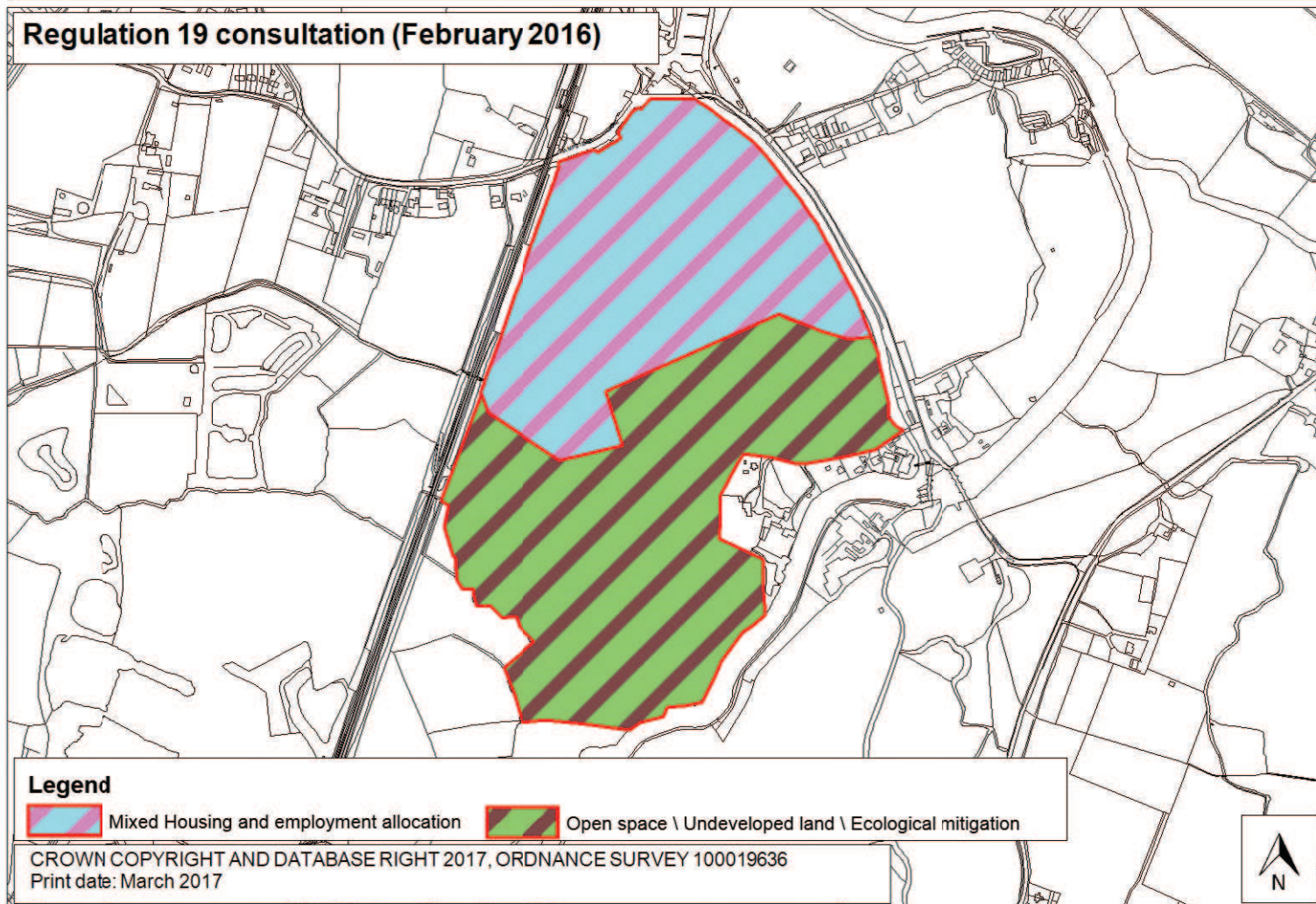


Proposed change (March 2017)

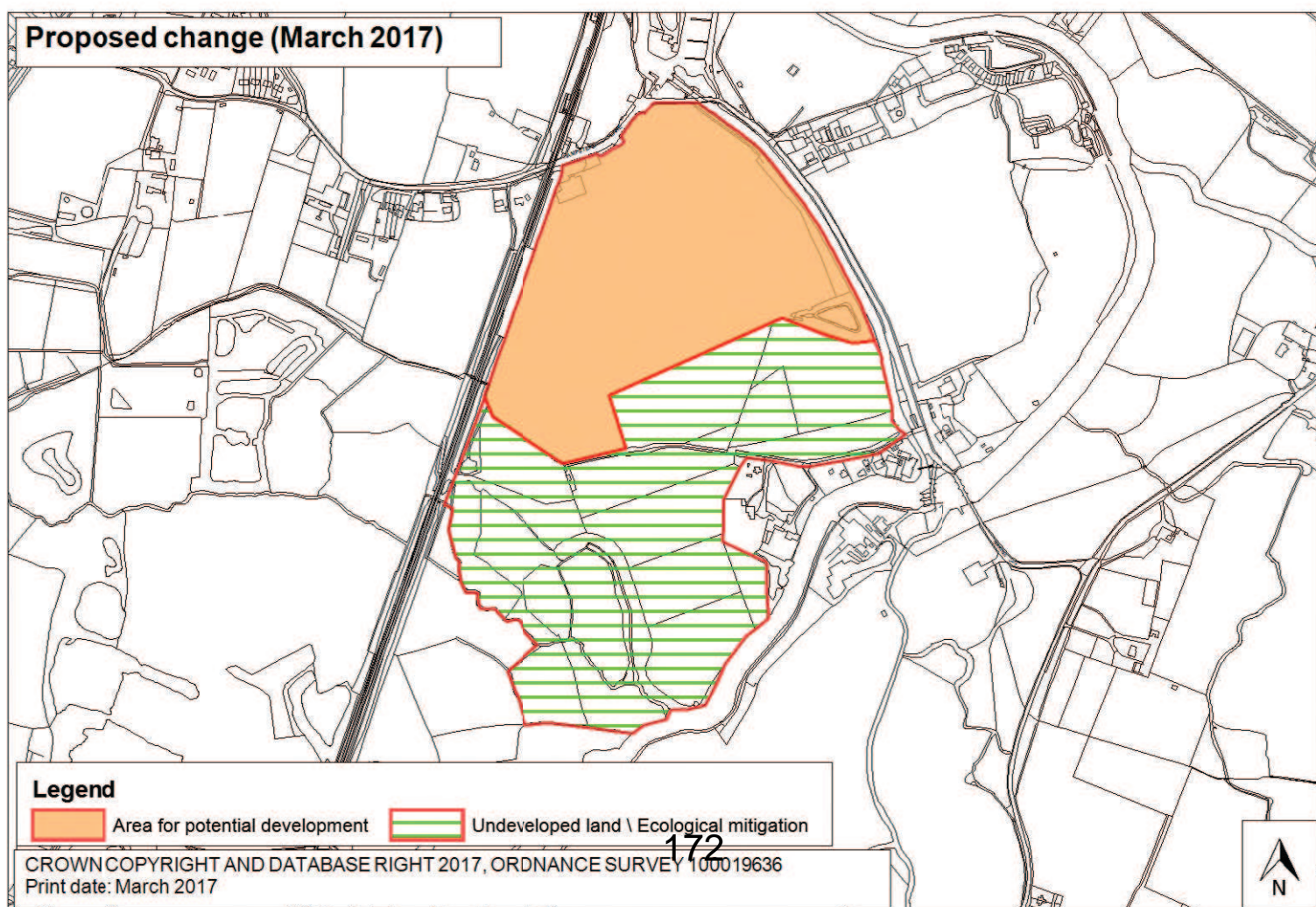


RMX1 (4) \ OS1 (14) - Former Syngenta Works, Hampstead Lane, Yalding

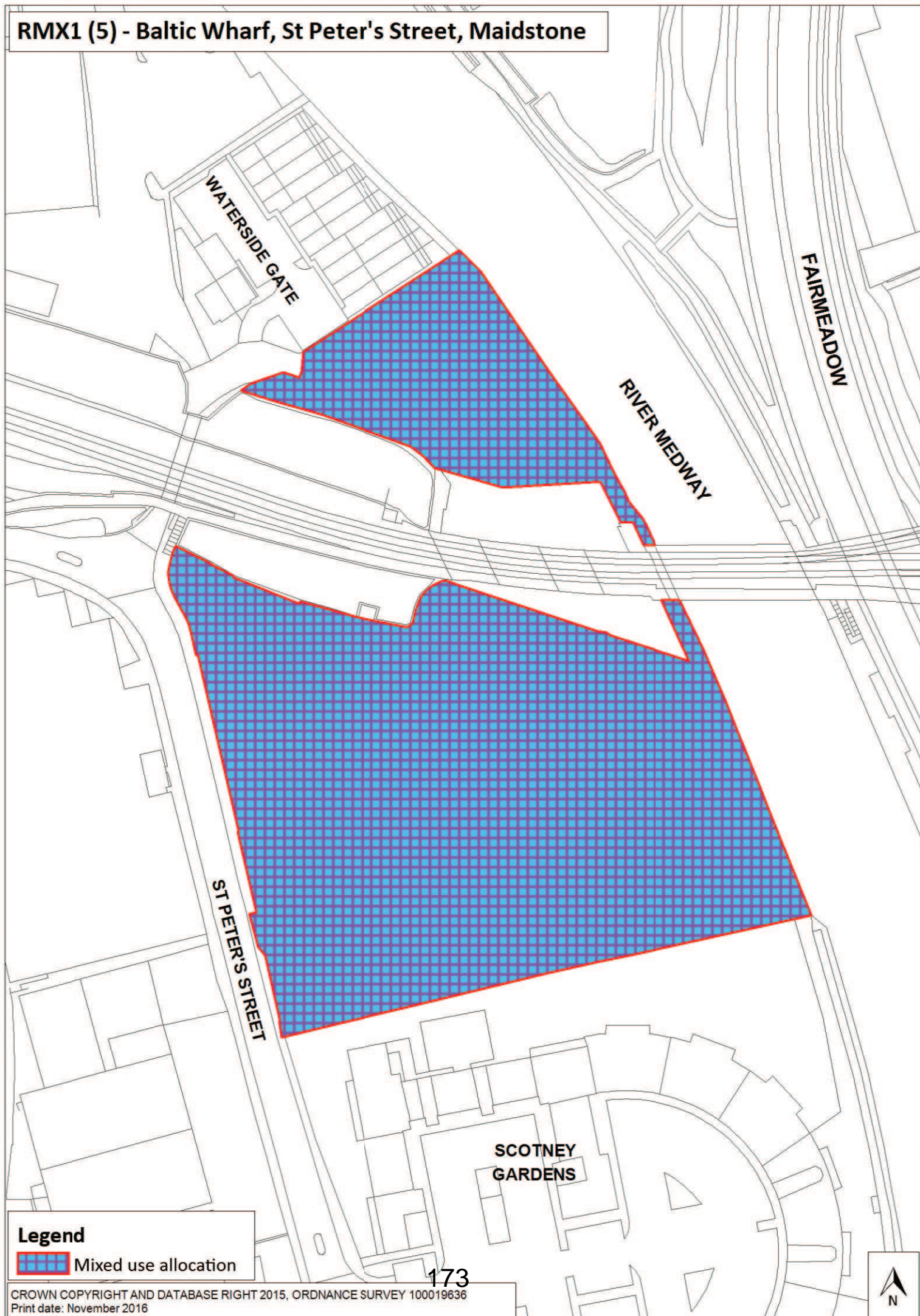
Regulation 19 consultation (February 2016)



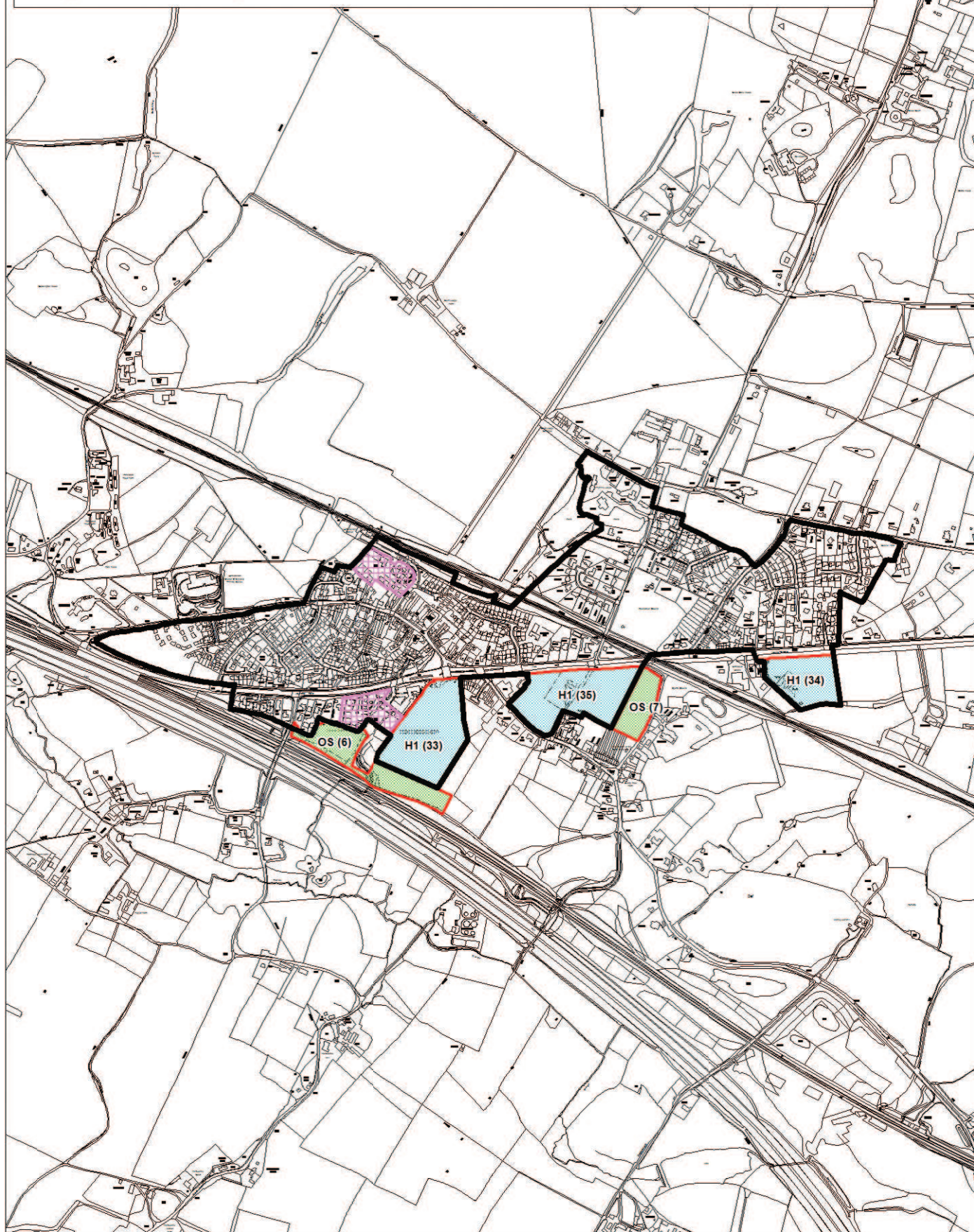
Proposed change (March 2017)







RMX1 (5) - Baltic Wharf, St Peter's Street, Maidstone



Proposed change - SP6 Harrietsham Rural Service Centre

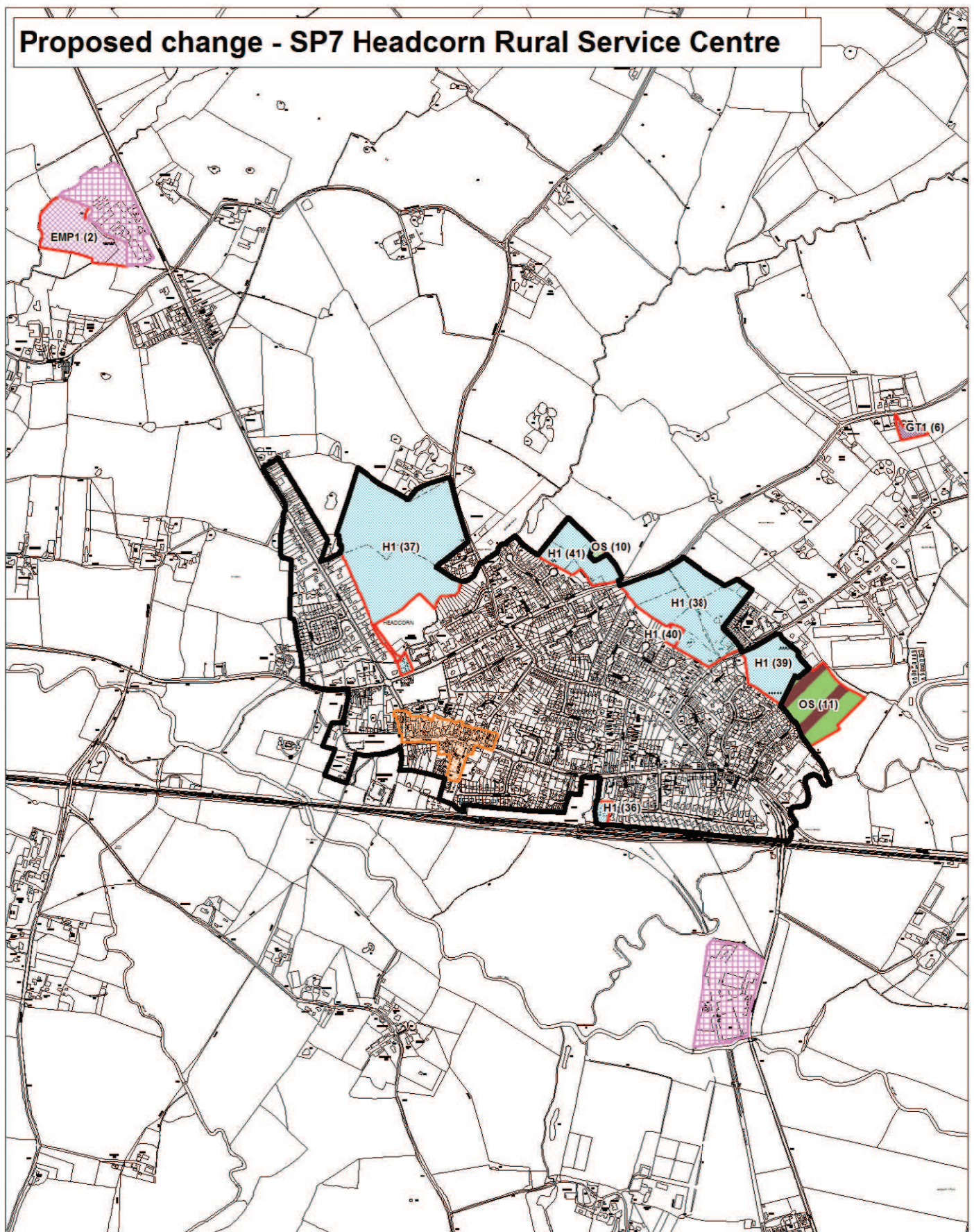


Legend









-  Housing allocation
-  Open space
-  Economic development area
-  Settlement boundary



Proposed change - SP7 Headcorn Rural Service Centre

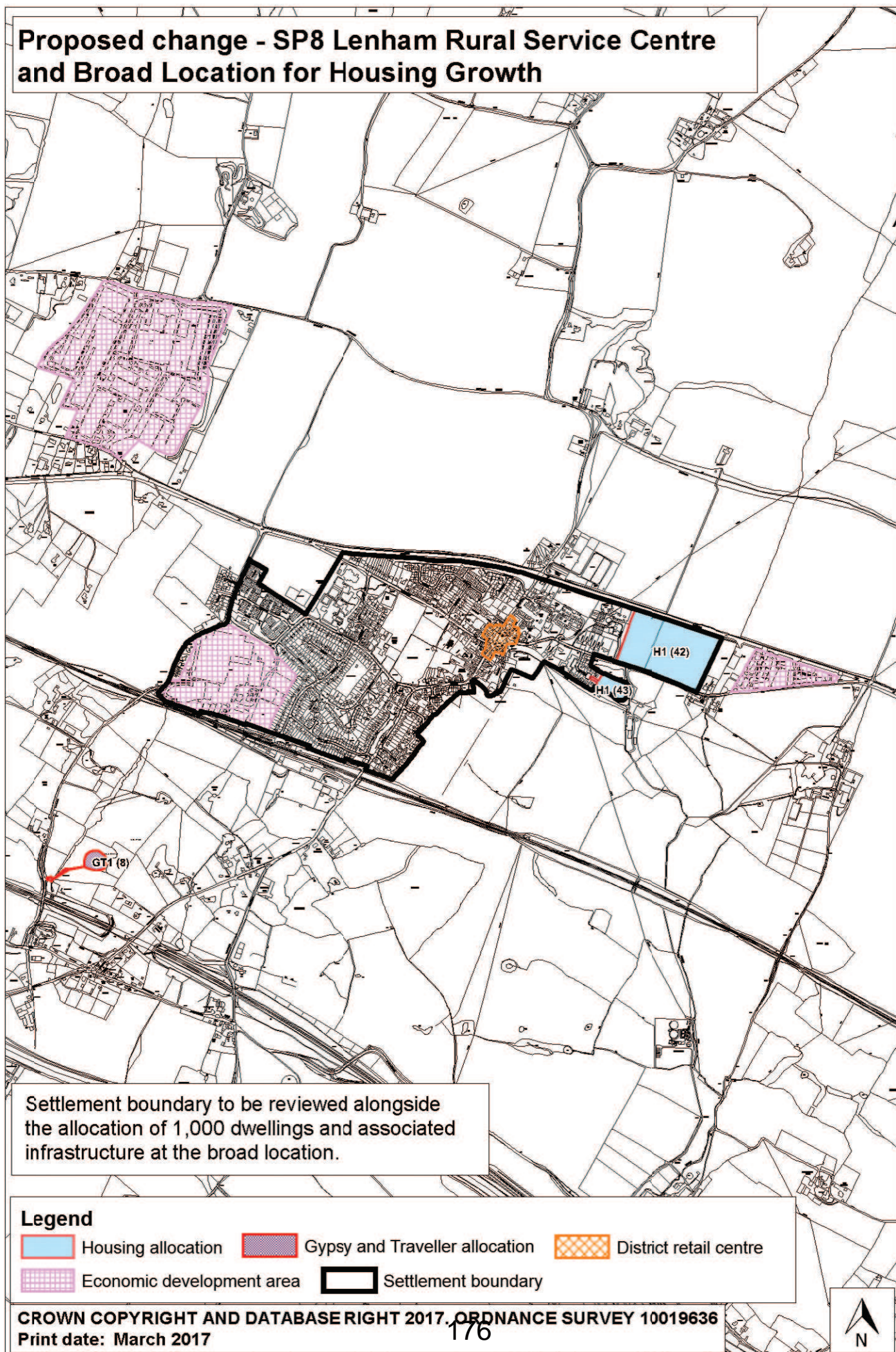


Legend

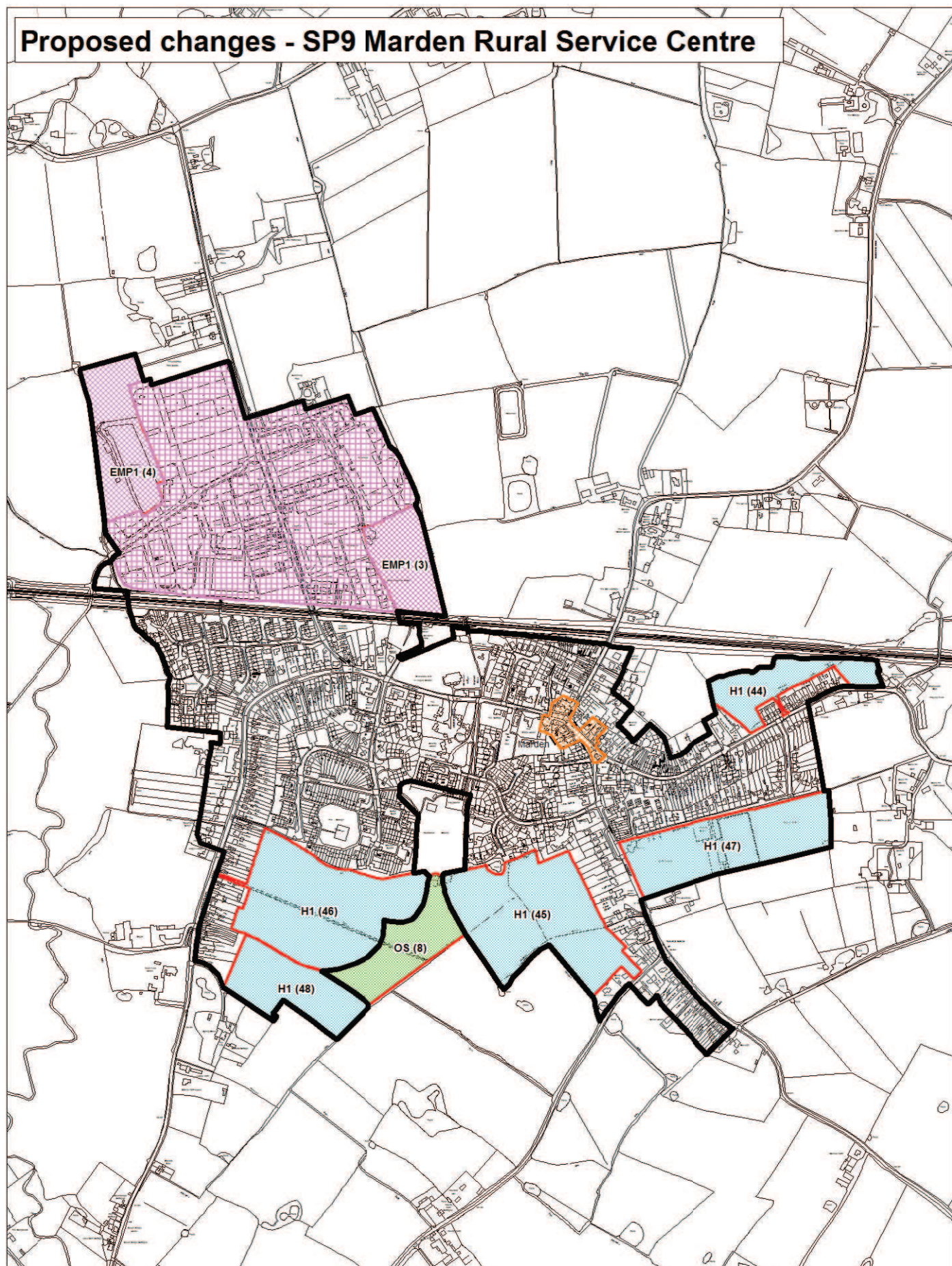
- | | | | | | |
|---|--------------------------------|---|-----------------------|---|-------------------------------|
|  | Housing allocation |  | Open space |  | Open space \ Undeveloped land |
|  | Gypsy and Traveller allocation |  | Employment allocation |  | Economic development area |
|  | District retail centre |  | Settlement boundary | | |



Proposed change - SP8 Lenham Rural Service Centre and Broad Location for Housing Growth



Proposed changes - SP9 Marden Rural Service Centre

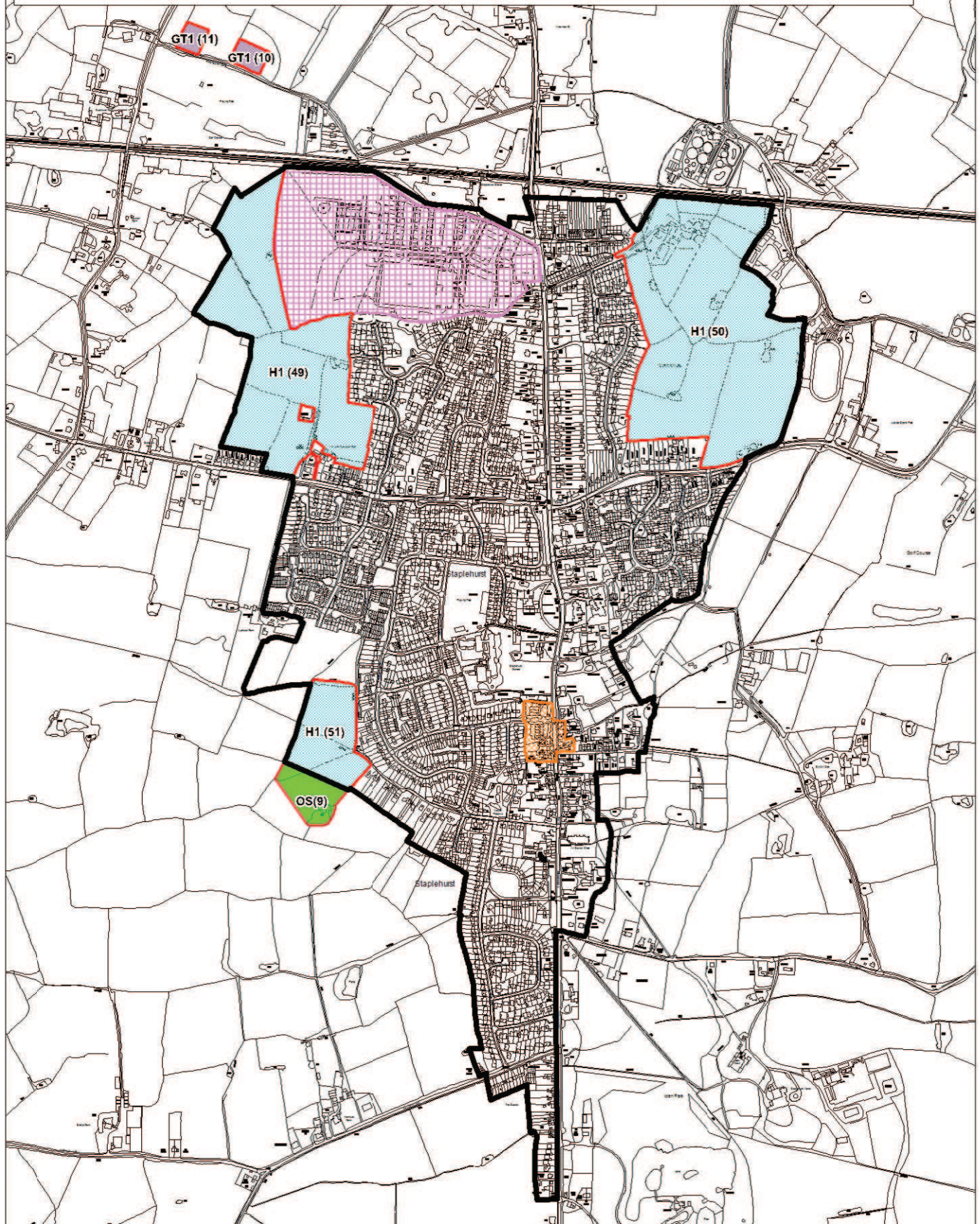


Legend







- | | | | | | |
|---|---------------------------|---|------------------------|--|-----------------------|
|  | Housing allocation |  | Open space |  | Employment allocation |
|  | Economic development area |  | District retail centre |  | Settlement boundary |



Proposed changes - SP10 Staplehurst Rural Service Centre

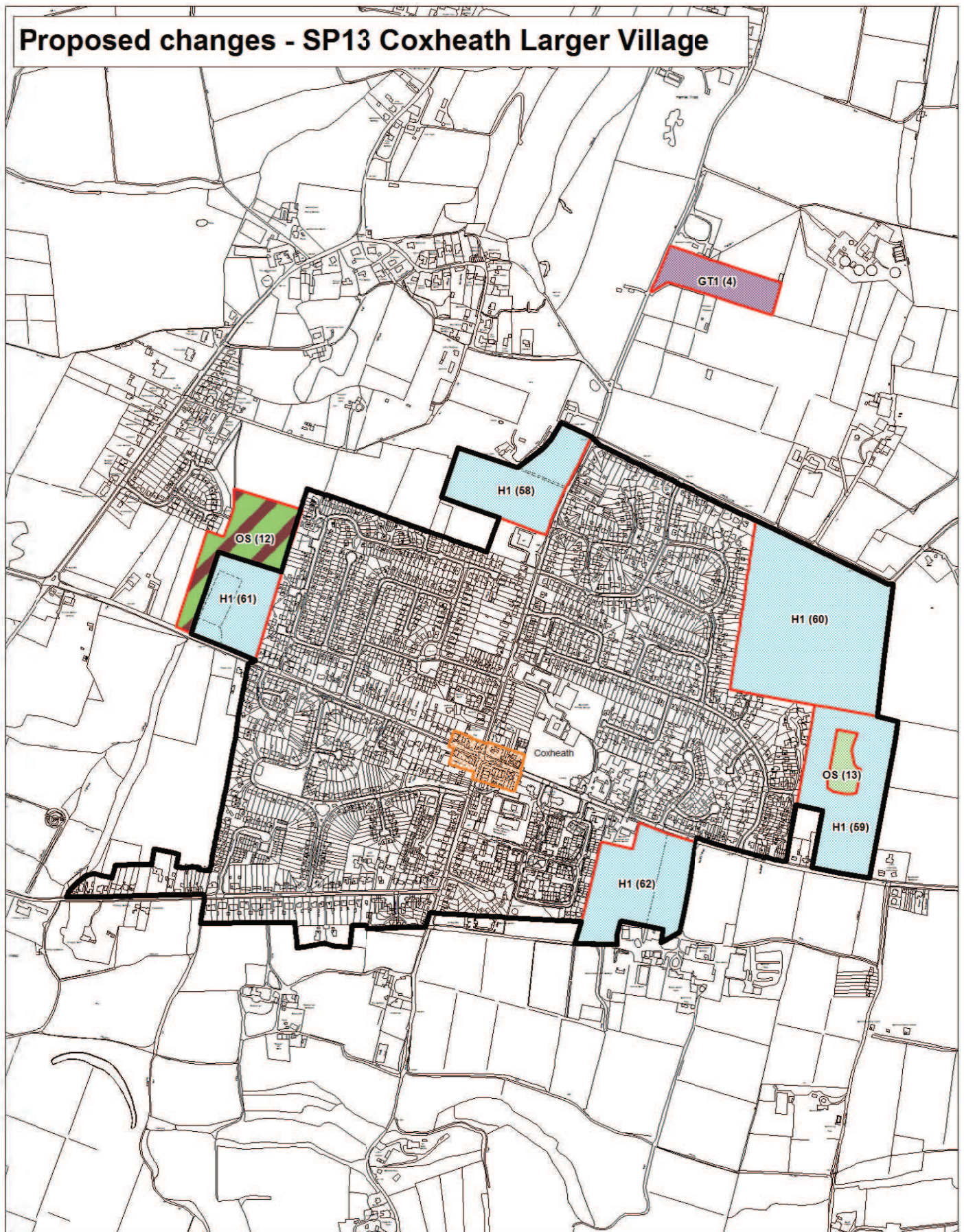


Legend

- | | | |
|--|--|---|
|  Housing allocation |  Economic development area |  District retail centre |
|  Open space |  Gypsy and Traveller allocation |  Settlement boundary |



Proposed changes - SP13 Coxheath Larger Village

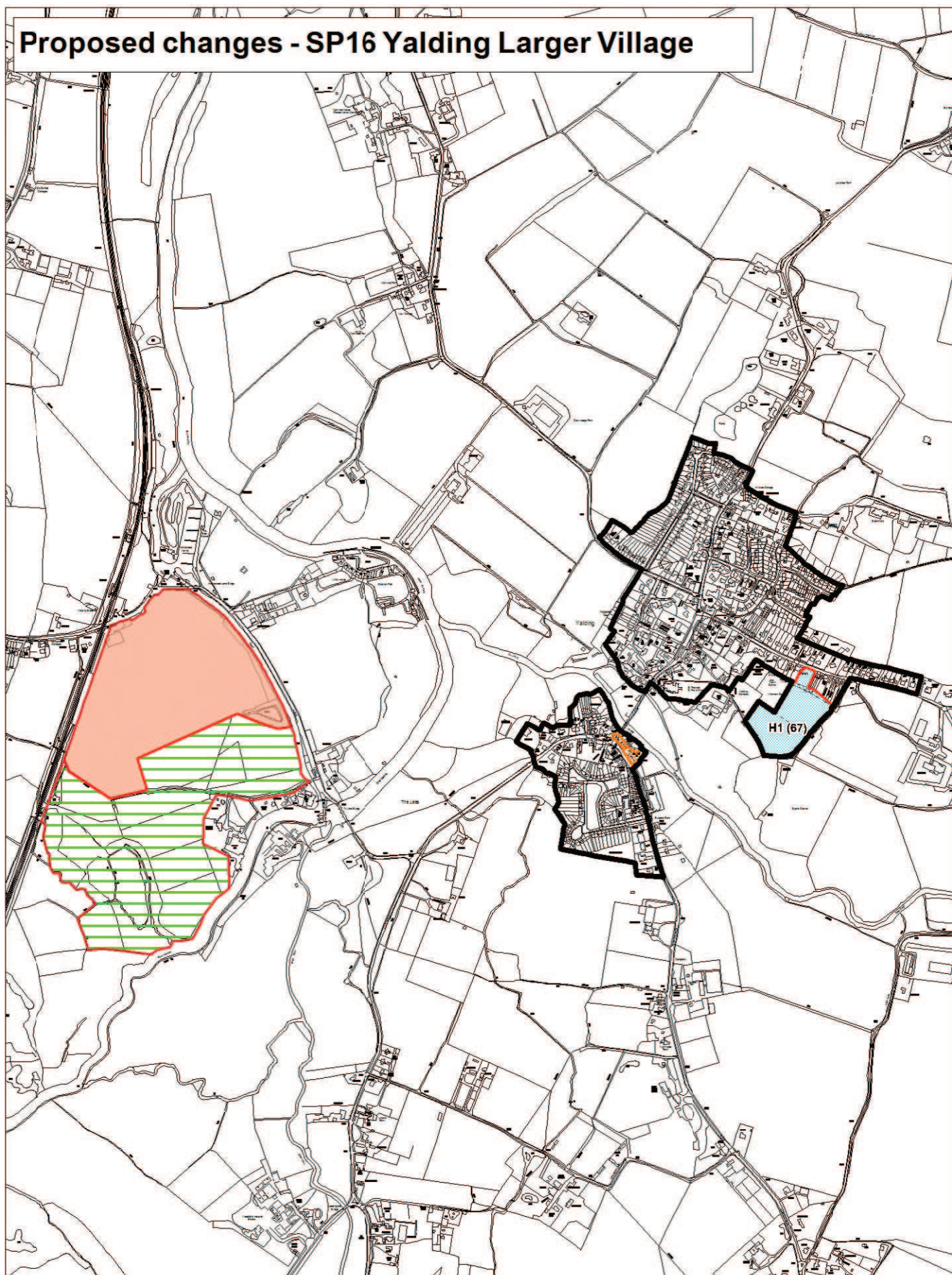


Legend

- Housing allocation
- Gypsy and Traveller allocation
- District retail centre
- Open space
- OS1 (13) Open space \ Undeveloped Land \ Ecological mitigation
- Settlement boundary



Proposed changes - SP16 Yalding Larger Village



Legend

- Housing allocation
- Area for potential development
- Undeveloped land \ Ecological mitigation
- Local retail centre
- Settlement boundary



APPENDIX IV

Stage 1: Equality Impact Assessment

1. What are the main aims purpose and outcomes of the Policy and how do these fit with the wider aims of the organization?
<p>The Maidstone Borough Local Plan sets out the strategy to achieve development and growth across the borough for the period 2011 to 2031. The plan includes policies to promote development in accordance with an overall spatial strategy, as well as more detailed policies to assist in the determination of planning applications. To give certainty to the public, stakeholders and developers, allocations for residential and Gypsy and Traveller accommodation as well as land for retail provision, employment and open space have been made. These policies and allocations will assist in the delivery of the council's strategic aims and corporate objectives. Consideration has been given to Statement of Community Involvement and the Corporate Equality Policy in the preparation of the Plan.</p>
2. How do these aims affect our duty to: <ul style="list-style-type: none">• Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the act.• Advance equality of opportunity between people who share a protected characteristic and those who do not.• Foster good relations between people who share a protected characteristic and those who do not.
<p>The council's Corporate Equality Policy would be applied to ensure that there was no unlawful discrimination, harassment and victimisation, or any other conduct that is prohibited under the Act.</p> <p>Policies are written, and allocations made to be inclusive, and to foster positive relationships within and between communities.</p>
3. What aspects of the policy including how it is delivered or accessed could contribute to inequality?
<p>The policies and allocations contained in the Local Plan aim to ensure that development occurs in such a way that its delivery contributes to equality. Policies have been developed to continue to promote access to services provided by the council and where the council is able to influence such matters to ensure that services and opportunities provided by others do not contribute to inequality.</p> <p>Delivery of the information within the Local Plan is managed through public consultation, with care given to ensuring that the information is accessible through the use of multiple channels, being mindful of those protected characteristics under the act, and of other issues concerning the needs and abilities of the public across the borough.</p>
4. Will the policy have an impact (positive or negative) upon the lives of people, including particular communities and groups who have protected characteristics? What evidence do you have for this?

The Local Plan, its policies and allocations, will have a range of impacts on the lives of those living in, working in and visiting the borough, for example by planning for the additional homes needed by the growing population, by aiming to match the type and tenure of this housing to residents' needs, including the elderly, and by providing the framework for financial contributions towards key social infrastructure such as GP surgeries and health centres. All of these impacts, positive and negative, have been rigorously assessed through the Sustainability Appraisals carried out on the component parts of the document, and on the Local Plan in its entirety. This Sustainability Appraisal is required to accompany the Local Plan by the Town and County Planning (Local Development)(England) Regulations 2012 that govern how the Local Plan is produced.

If the answer to the second question has identified potential impacts and you have answered yes to any of the remaining questions then you should carry out a full EQIA set out as stage 2 below.

Stage 2: Equality Impact Assessment

Name of Policy/Service/Function
Maidstone Borough Local Plan: Proposed Main Modifications Consultation
Purpose
<i>What are you trying to achieve with the policy / service / function?</i>
<p>The Maidstone Borough Local Plan is the strategic planning document that sets the framework for development in the borough between 2011 and 2031. It explains the "Why, What, Where, When and How" development will be delivered through a strategy that plans for growth and regeneration whilst at the same time protects and enhances the borough's environmental and built assets. The Local Plan:</p> <ul style="list-style-type: none"> • Sets out the scale and distribution of development • Identifies, by site, where development will be located • Identifies where development will be constrained • Explains how the council and its partners will deliver the plan <p>A Planning Inspector has been appointed to undertake an independent Examination of the Plan. An outcome of the Examination process is a list of proposed changes to the Plan, called Main Modifications. The Inspector requires that these proposed Main Modifications are published for public consultation before he reaches his final conclusions on the Plan.</p>
<i>Who defines and manages it?</i>
The Local Plan is defined through the democratic process, via a number of stages involving both Councillors and officers. The Plan is overseen by the Strategic Planning, Sustainability and Transportation Committee (including its previous iterations), and ultimately through Council. Officers in the Spatial Policy team and other senior officers from interested teams input into the work programme.

The preparation of the Plan is the responsibility of the Head of Planning and Development and the Planning Policy Manager.
<i>Who do you intend to benefit from it and how?</i>
<p>The Local Plan will benefit those living in, working in and visiting the borough, as well as key stakeholders and developers by giving certainty about the shape and form of development, and by providing a framework to encourage development to occur in a planned and co-ordinated manner. It addresses such issues as meeting objectively assessed housing need, providing for local needs housing, provision of accommodation for the Gypsy and Traveller community, and providing for economic development growth, whilst simultaneously protecting the environmental, historic and built assets within the borough.</p> <p>The Main Modifications propose changes to a limited number of policies and sections of the Plan.</p>
<i>What could prevent people from getting the most out of the policy / service / function?</i>
<p>The Local Plan must be accessible and easy to understand through the use of Plain English and the exclusion where possible of jargon.</p> <p>The Proposed Main Modifications document will be available to all, with electronic access available alongside traditional paper versions in public libraries and the Maidstone Link which are easily accessed by the public. Parish councils and neighbourhood groups will be notified about the public consultation who in turn help to publicise it in their own local areas. Groups representing specific interests for example the elderly, disabled and Gypsies and Travellers are included on the consultation database and will be directly informed of the consultation.</p>
<i>How will you get your customers involved in the analysis and how will you tell people about it?</i>
The procedure for consultation is guided by the Planning Inspectorate's Practice Guidance and will be conducted in accordance with the Statement of Community Involvement, and having regard to the Parish Charter. The consultation will be publicised with stakeholders, in the local press and on the Council's website (as above). Responses to the consultation will be made through a web-based portal, or in writing, to ensure that all those wishing to comment can do so.
Evidence
<i>How will you know if the policy delivers its intended outcome / benefits?</i>
Policies within the Local Plan detail how they will be monitored once adopted. The proposed Modifications include a comprehensive list of specific indicators with specified targets, trigger points and actions. The indicators measure, amongst other things, housing delivery, infrastructure provision and the performance of the Plan at appeal. These monitoring indicators will be reported on annually in

the Authority Monitoring Report or any subsequent document that supersedes the Monitoring Report.
<i>How satisfied are your customers and how do you know?</i>
Customer satisfaction can be ascertained in part through the responses to the consultation. The council will endeavour to gain a comprehensive understanding of overall satisfaction although the plan will generate very emotive responses in relation to specific local issues and this will make it difficult to gain a broad-scale understanding of satisfaction with the overall plan. It is more likely that comments on individual Main Modifications to the plan will be submitted through the consultation process.
<i>What existing data do you have on the people that use the service and the wider population?</i>
Data is gathered from such sources as the Office for National Statistics. Use is also made of results from historic and emerging census data. Details of those people and organisations that have shown an interest in the process in the past are maintained in the Objective database.
<i>What other information would it be useful to have? How could you get this?</i>
At present, no further information requirements have been identified.
<i>Are you breaking down data by equality groups where relevant (such as by gender, age, disability, ethnicity, sexual orientation, marital status, religion and belief, pregnancy and maternity)?</i>
Data is broken down by equality groups as appropriate and where relevant. The Local Plan evidence includes data on groups in housing need for example.
<i>Are you using partners, stakeholders, and councillors to get information and feedback?</i>
Through the consultation process feedback is sought from a variety of partners, stakeholders and ward and parish councillors. As stated above, specific interest groups are contacted via the consultation database.
Impact
<i>Are some people benefiting more – or less - than others? If so, why might this be?</i>
It is difficult to assess the impact of the Local Plan proposals until they are fully adopted. All of the identified impacts, positive and negative, have been rigorously assessed through the Sustainability Appraisals carried out on the component parts of the document, and on the Local Plan in its entirety.
Actions

<i>If the evidence suggests that the policy / service / function benefits a particular group – or disadvantages another - is there a justifiable reason for this and if so, what is it?</i>
At this stage in the process this question is not applicable. Please refer to the previous answer for more information.
<i>Is it discriminatory in any way?</i>
At this stage it is not considered that any elements are discriminatory. Please refer to the 'Impact' section answer for more information.
<i>Is there a possible impact in relationships or perceptions between different parts of the community?</i>
Please refer to the 'Impact' answer for more information.
<i>What measures can you put in place to reduce disadvantages?</i>
Until the impact of policies and allocations in the Local Plan is fully understood, through implementation and monitoring, it is not possible to prescribe measures to deal with disadvantages to certain groups or individuals. Such matters will be dealt with in the latter stages of the programme and through the ongoing monitoring work that will follow the adoption of the Local Plan.
<i>Do you need to consult further?</i>
No. This should be the final stage of consultation on the Local Plan.
<i>Have you identified any potential improvements to customer service?</i>
No potential improvements have been identified at this stage. The consultation on the preceding stages of the Local Plan's preparation has been repeated and extensive. In particular, the consultation at the Regulation 18 stage (March 2014) was designed to encompass specific interest groups and to publicise the Plan widely. The current stage relates to very select changes to specific aspects of the Plan only and therefore an extensive engagement exercise would be disproportionate.
<i>Who should you tell about the outcomes of this analysis?</i>
A report regarding any significant changes would be prepared for consideration by the Strategic Planning, Sustainability and Transportation Committee.
<i>Have you built the actions into your Service Plan or Policy Implementation Plan with a clear timescale?</i>
Yes. The overarching process is governed by the Local Development Scheme which is a statutory requirement. The work programme is carefully managed by the project team responsible for the delivery of the Local Plan, and is constructed to allow for analysis and

detailed planning for consultation periods to ensure that matters relating to equality are fully considered.
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<i>When will this assessment need to be repeated?</i>

No. This should be the final stage of consultation on the Local Plan.

STRATEGIC PLANNING SUSTAINABILITY & TRANSPORT COMMITTEE

14TH March 2017

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

Yes

Maidstone Future Park and Ride Provision and Town Centre Parking Strategy

Final Decision-Maker	Strategic Planning Sustainability and Transport Committee
Lead Head of Service	Rob Jarman, Head of Planning and Development
Lead Officer and Report Author	Mark Egerton, Planning Policy Manager
Classification	Public
Wards affected	All

This report makes the following recommendations to this Committee:

1. To instruct officers to undertake the parking strategy and park and ride study concurrently with the bus interchange study
2. To resolve to consider a future report once initial findings of the bus interchange study, park and ride study and parking strategy have been established and preferred options have been identified for recommendation.

This report relates to the following corporate priorities:

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

A co-ordinated approach to future park and ride provision and a town centre parking strategy (in conjunction with improvements to bus interchange facilities within the borough) will support the adopted Maidstone Integrated Transport Strategy and support the level of growth set out in Maidstone Borough Local Plan. It will also support the Maidstone Strategic Plan by seeking improvements to the transport infrastructure of the borough, through the delivery of the Integrated Transport Strategy.

Timetable

Meeting	Date
Strategic Planning, Sustainability and Transport Committee	14 th March 2017

Maidstone Future Park and Ride Provision and Town Centre Parking Strategy

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 At the 7th February 2017 meeting of this committee, a report was presented on a proposed exercise to investigate bus interchange improvements in the borough, focussed on the existing bus station. Officers also introduced the principle of two other potential work areas – a park and ride study and parking strategy.
- 1.2 The committee provided an instruction to officers to produce a further report setting out information regarding the proposed park and ride study and parking strategy and this forms the basis of this report.
- 1.3 Members are asked to:
 - Instruct officers to undertake the parking strategy and park and ride study concurrently with the bus interchange study
 - Agree to consider a future report to the committee once initial findings of the bus interchange study, park and ride study and parking strategy have been established.

2. INTRODUCTION AND BACKGROUND

- 2.1 Proposals for a Maidstone bus interchange study were approved by this committee on 7th February 2017. Members received an urgent update report that briefly set out two other areas of proposed work - a park and ride study and town centre parking strategy. The urgent update report set out that all three studies would address similar, cross-cutting themes and require specialist transport input. It therefore proposed to run all three work areas concurrently.
- 2.2 In response to the above, members agreed a study to instigate preferred options to improve borough-wide bus interchange facilities in the borough on the basis that work on a park and ride study and Maidstone town centre parking strategy also be incorporated. This approach allowed consideration of multi-modal journey planning at a borough-wide level and an integrated approach to transport provision in the future.
- 2.3 This report provides further information regarding the proposed park and ride study and Maidstone town centre parking strategy.
- 2.4 The park and ride study will align with the adopted Integrated Transport Strategy. Objective 1 of the strategy has regard to "Enhancing and encouraging sustainable travel choices including...the development, maintenance and enhancement of public transport provision, including Park and Ride, encouraging uptake amongst the population;". It also includes a

target “to undertake a full and independent review of Maidstone’s Park and Ride provision, issue and act on recommendations by 2017.”

- 2.5 It will lead from and complement an existing study into park and ride that seeks to make a short term evaluation of the current service. The current Park and Ride contract comes to an end on 31 May 2018. There is an assumption that £75K saving will be made from the Park and Ride service for 2018/19, which is crucial to the council delivering its medium term financial strategy. Therefore, a more operational commissioning review of Park & Ride is currently being carried out to inform the decision on how the council should proceed with Park and Ride in the short to medium term i.e. whether the contract should be retendered when the current contract expires and, assuming the council continues to provide the service, what the optimum service should look like. The review is being managed by the Service Improvement Manager with senior management leadership from the Director of Finance and Business Improvement and will report back to SPST for decision in June 2017.
- 2.6 Therefore, the current short term operational Park and Ride review and the proposed strategic study to inform Park and Ride in the long term are both required. Officers will work together to make sure that the two pieces of work are complementary to one another and that work is not duplicated. In drawing from the existing study, the proposed study will assess the purpose, role and future patronage of existing facilities.
- 2.7 Fundamentally, it will take into account current and future population increases, potential development and its implications, including highlighting opportunities for regeneration and redevelopment.
- 2.8 In a similar vein to the bus interchange study, the overall output is intended to be the generation and justification of a preferred option (or options) regarding future park and ride provision in the borough, including means of optimising service provision, usage and income.
- 2.9 The Maidstone Town Centre Parking Strategy also aligns with the Integrated Transport Strategy, with Action P3 seeking to ‘optimise the level of parking space provision in the town centre’. The Integrated Transport Strategy includes a number of actions relevant to future parking provision in Maidstone Town Centre. This study would allow for consideration of what measures might be introduced to encourage long-stay parking into the larger edge-of-centre car parks and to establish whether there is any scope for rationalisation of existing provision. It would also need to consider car parks that are located on the edge of the town centre but not contained within the town centre boundary itself.
- 2.10 The strategy would use evidence that is held by the Council, including car park provision and income. However, it is also possible that additional survey work could be required, to assess the nature of car park usage and capacity, for example. Where there would be a clear benefit from doing so, surveying may also consider the extent of nearby on-street parking provision, which isn’t subject to residents only restrictions.

- 2.11 As with the other two areas of work, the strategy would take into account and facilitate current and future development in the borough, as well as current and future population changes. It would also allow for consideration of any potential future use of car park sites. This includes providing evidence to support the delivery of housing allocations in the local plan that are currently car park sites.
- 2.12 The overall output is intended to be the generation and justification of a preferred option (or options) regarding all future town centre car park provision, as well as charges and usage. Where possible, the intention is for evidence and proposals to be disaggregated into parking types e.g. Coach, car, short-stay, long-stay, disabled, resident permit.
- 2.13 Overall, given the potential overlap and the technical nature of these work areas, it is apparent that by combining them there will be significant potential savings. In addition, the production of an integrated, single report should ensure clear consideration of multi-modal journey planning and assess potential improvements to multi-modal interchange facilities at a borough-wide level, including with rail services, and consider out-of-borough patronage, including inter-urban journeys.
- 2.14 The Council already holds a reasonable amount of current information regarding the park and ride service and town centre parking provision and would work with stakeholders to gain additional information on all work areas. This should help limit the costs associated with commissioning specialist transport advice, ensure co-ordination is maximised and facilitate clear cross-referencing between each work area and recommendations.
- 2.15 Furthermore, combining the work areas will provide the opportunity to produce an integrated approach with a longer time horizon and, whilst this is intended for discussion with transport specialists, a 20 year maximum horizon may assist with evidence that could be used for a Local Plan Review.
-

3. AVAILABLE OPTIONS

- 3.1 There are two options available to Councillors. The first option is to decline to take forward the park and ride study and the Maidstone town centre parking strategy. This would mean that the bus interchange study would be taken forward without detailed information on these other two work areas.
- 3.2 The second option is to take forward the park and ride study and the Maidstone town centre parking strategy concurrently with the previously agreed bus interchange study. This would allow integration of all three work areas from inception to reporting, including discussion with stakeholders.
- 3.3 If the second option is chosen, the combined work areas would use transport planning consultants.
-

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 The preferred option is for members of the committee to instruct officers to take forward the park and ride study and the Maidstone town centre parking strategy concurrently with the previously agreed bus interchange study. This would allow integration of all three work areas from inception to reporting, including discussion with stakeholders.
- 4.2 A future report would be taken to the committee, once an options appraisal had been undertaken and preferred options identified.

5. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 5.1 If the committee instruct officers to take forward the park and ride study and the Maidstone town centre parking strategy concurrently with the previously agreed bus interchange study, it is proposed to commission transport planning consultants to undertake relevant technical work, including modelling and include discussion with stakeholders. Budgets have not been set aside to undertake and deliver this project. Corporate Leadership Team will sign off funding once there is more clarity as to the intended course of action.
- 5.2 It is proposed to present findings of this exercise to Strategic Planning, Sustainability and Transportation Committee, with further recommendations regarding approval and implementation of preferred options.

6. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	A co-ordinated approach to the three work areas, including generation of preferred options would play a key role in seeking improvements to transport provision in the Borough, which will support the adopted Maidstone Integrated Transport Strategy. It will also support the Maidstone Strategic Plan by seeking improvements to the transport infrastructure of the borough.	Rob Jarman (Head of Planning and Development)
Risk Management	There are no significant risks associated with investigating preferred options regarding the work areas	Rob Jarman (Head of Planning and Development)
Financial	There is a saving of £75,000 on the Park and Ride Service, effective from 2018/19 in the	Mark Green, Section 151 Officer &

	Medium Term Financial Strategy, which will need to be delivered as part of the work outlined in this report. Work to generate preferred options would be undertaken in house and by specialist transport planning consultants. Budgets have not been set aside to undertake this work. Corporate Leadership Team will sign off funding once there is more clarity as to the intended course of action.	Finance Team
Staffing	Work to establish preferred options would be managed in house with advice from specialist transport planning consultants.	Rob Jarman (Head of Planning and Development)
Legal	No specific implications arise from this report	Estelle Culligan, Interim Head of Legal Partnership
Equality Impact Needs Assessment	A co-ordinated approach to the work areas, including generation of preferred options would play a key role in seeking improvements to transport provision in the Borough, which would benefit all sections of the community.	Anna Collier, Policy & Information Manager
Environmental/Sustainable Development	A co-ordinated approach to the work areas, including generation of preferred options would play a key role in seeking improvements to transport provision in the Borough, which would deliver various forms of sustainability benefits, including improvements to air quality and would complement measures in the Integrated Transport Strategy and Local Plan.	Rob Jarman (Head of Planning and Development)
Community Safety	A co-ordinated approach to the work areas, including generation of preferred options would play a key role in	Rob Jarman (Head of Planning and Development)

	seeking improvements to transport provision in the Borough, which would potentially help delivery improvements to community safety.	
Human Rights Act	There are no specific impacts or issues	Rob Jarman (Head of Planning and Development)
Procurement	Specialist consultant advice will be required. Consultants would be appointed in accordance with the Council's procurement procedures.	Rob Jarman (Head of Planning and Development) & Mark Green, Section 151 Officer & Finance Team
Asset Management	The work areas would consider sites that are included in the Council's property portfolio	Rob Jarman (Head of Planning and Development)

7. REPORT APPENDICES

7.1 No appendices are attached to this report.

Agenda Item 14

STRATEGIC PLANNING, SUSTAINABILITY & TRANSPORT COMMITTEE

14 March 2017

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

Yes

Planning Performance Agreements (PPAs)

Final Decision-Maker	Strategic Planning, Sustainability and Transport Committee
Lead Head of Service	Rob Jarman
Lead Officer and Report Author	Tim Chapman
Classification	Public
Wards affected	All wards

This report makes the following recommendations to this Committee:

1. That the Committee approves the use of PPAs and the updated PPA fees in Section 2.3 of this report.

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all – Encourages the submission of high quality planning applications
- Securing a successful economy for Maidstone Borough – Encourages the submission of high quality planning applications which can be determined more efficiently.

Timetable

Meeting	Date
Strategic Planning, Sustainability and Transport Committee	14 March

Planning Performance Agreements (PPAs)

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report outlines the background and purpose of Planning Performance Agreements (PPAs) and provides a summary of the pilot so far. It requests that Committee approve the use of PPAs in Maidstone.
 - 1.2 The report outlines the fee schedule that is being proposed to accompany this. The proposed fees focus on frontloading application discussions through pre-application packages. It also allows for additional fees to be charged that are relevant to the processing of specific applications.
-

2. INTRODUCTION AND BACKGROUND

- 2.1 Planning Performance Agreements (PPAs) were formally introduced into the planning system on 6 April 2008 and seek to improve the quality of planning applications and the decision making process through collaboration. PPAs have been in operation for almost 9 years and are a common mechanism already used by many Local Planning Authorities which are widely recognised by many in the development community. They bring together the Local Planning Authority (LPA), developer and key stakeholders, at an early stage, to work together in partnership throughout the planning process. The Planning Performance Agreement process is a project plan framework through which the local planning authority and applicant manage suitable planning proposals. For a PPA to be successful, it is essential that the local planning authority and the applicant establish a collaborative relationship based on trust, with good communication and regular exchange of information. However, it is important to emphasise that a PPA is not a guarantee, nor an indication of likelihood that the application will be approved. It relates to the process of considering development proposals and not to the decision itself.
- 2.2 By providing a clear project management approach the PPA process offers advantages, including: having a realistic and predictable timetable; a more efficient service; identifying key issues early on in the process; greater transparency and accountability; improved partnership working; and overall better management of the planning application process.
- 2.3 The fee for a planning application subject to a PPA will be the same as that for a normal planning application. The LPA has the power to charge for services provided in the pre-application phase of a PPA, under Section 93 of the Local Government Act 2003. Within Development Management we have taken the approach to focus on encouraging quality applications at the point of submission in addition to the project management a traditional PPA offers. This has the benefit of enabling more efficient processing of the applications and quality design. To fund this emphasis on pre-application advice a revised fee structure has been proposed below. These costs will also cover the case officers' time taken to negotiate the signed PPA. These fees are a guideline as each PPA is bespoke and the final fee will depend on agreed elements of work.

- Large PPA (100units+/5000sqm commercial) Up to 4 pre-app meetings plus Member briefing and signed PPA to be charged at £5000. It is suggested that the Committee consider that a formal design review process is added to the large PPA category, which would increase the fee by £4000 to £9000.
- Medium PPA (50units+/2500sqm commercial) Up to 3 pre-app meetings plus Member briefing and signed PPA to be charged at £3500.
- Small PPA (under 50 units, 2500 sqm commercial or other minor application) Up to 2 pre-app meetings and signed PPA to be charged at £2000.

- 2.4 The proposed PPA fee table above differs from the PPA Pilot in that a new category ('Small PPA') for scheme of under 50 units or equivalent has been added to reflect customer feedback. As a consequent the previous 'Small PPA' category for 50-100 units has been retitled as 'Medium PPA'.
- 2.5 However, under Section 93 any charge must be on a not-for-profit basis (year-by-year) and, taking one year with another, the income from charges for such services must not exceed the cost for providing them. Where an LPA agrees to a pre-application fee they may also agree to refund this element once the planning application is submitted if they consider that the application fee would cover the administrative costs of the whole PPA.
- 2.6 These fees exclude Planning fees (as set by government) and other charges that may be negotiated as part of the PPA. For very large or complex schemes the agreement may also provide a basis for any contributions which have been negotiated to assist with abnormal costs of processing the application. The parties will want to ensure that such payments do not exceed the cost of the additional work involved, are not seen to have any implications for the decision on the application, and do not deflect resources from processing other cases; any additional resource provided in this way needs to be used for additional capacity that is genuinely required to ensure a timely and effective service. These additional charges will be determined on an application by application basis and will reflect the scale and complexity. This category of charges may include additional pre-application meetings if requested by the developer to ensure a quality application. Alternatively additional charges could relate to the processing of the applications for example the use of specialist consultants for viability assessments or a review of ES statements. In addition it is suggested that the Committee consider additional fees for large PPA schemes to cover the review of the application via a mechanism such as Design South East's Design Review Process. This would have the benefit of reviewing and improving design quality of such schemes without additional cost to the Council.
- 2.7 This approach of frontloading the application creates efficiency post submission which will result in an overall improved performance for all applications by identifying and mitigating in advance bottlenecks in the process. This PPA framework will speed up the planning process through a project management approach which commits both parties to an agreed

timetable containing “milestones” that make clear what level of resources and actions are required and ensure that all key planning issues are properly considered and resolved in a timely fashion. This agreed timescale also moves the department away from using extensions of time as applications with a PPA in place the statutory time limits for determining the application is overtaken by the new determination date agreed in the PPA. The PPA must be signed prior to the submission of the application. The determination date can be updated if required and both parties feel it is necessary. The agreed determination date is what the council will be measured against for PS2 returns, applications that are then determined within the agreed time, will be counted positively for the purposes of the performance management.

2.8 The main differences between PPAs and pre-application discussions are as follows:

- A PPA is an agreed project management plan timetabling necessary work, consultation and communications pre and post submission, including an indicative decision date.
- The pre-application process occurs before the submission of a planning application, to gain advice to guide the drafting of the subsequent application. Typically it consists of a one-off meeting followed by written advice.

2.9 The Pilot commenced in November 2016 and currently consists of four signed PPAs. The total income associated with these PPAs is £24,270. This excludes planning application fees. The following schemes are subject to a PPA:

- Springfield Park – 310 residential units
- Springfield Mill – residential development
- Hen and Duckhurst – reserved matters on a residential development
- Wares Farm, Redwall Lane – commercial development

Negotiations for PPAs on other sites have commenced but are not yet signed.

2.10 Based on the lead officer’s experience, and developer feedback, the following observations can be made:

- The front-loading of the evidence base, a central element of the PPA, can speed up the planning assessment and decision-making process;
- The process of carrying out PPAs is beginning to improve project management practice more generally within the Planning process, not just within PPA schemes;
- The evidence so far is that the PPA fee level is not putting off customers from seeking PPAs. The firming up of the decision deadlines is seen by participating developers as a positive outcome;
- Developers have shown interest in a number of smaller applications than those suggested in the current fee banding, such as a reserved matters, minor material alterations and an application for 7 dwellings. It is recommended that the scope of PPAs should be widened to specifically include such applications, as put forward in Section 2.3;
- Ultimately PPAs can help to strengthen incomes and thus maintain and improve levels of service.

3 AVAILABLE OPTIONS

- 3.1 **Option 1:** That the Committee approves the further investigation of PPAs and a continuation of the Pilots. The final fee structure would need to be approved by committee at a later date.
- 3.2 **Option 2:** That the Committee approves the introduction of PPAs and the associated proposed fees.
- 3.3 **Option 3:** That the Committee decides to not proceed with the introduction of PPAs.
-

4 PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 Option 2 is the recommended option. The increased focus on the pre-application stage links with the objective of 'front loading' the planning application process so that quality of submissions is improved and a clear timetable is established. This will result in a more efficient service and increased capacity. It also puts in place a format for charging for abnormal costs for processing applications. The Committee have the opportunity to review the operation of PPAs including fee levels in the future.
-

5 CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 5.1 No specific consultation has been completed for Planning Performance agreements however feedback from Developers was sought from Maidstone Developers Forum in November 2016. Subsequent feedback has been considered in informing this report as detailed in Section 2.10.
-

6 NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 Should the Committee agree the setting of fees as put forward in Section 2.3 of this report that would be publicised on the Council's website and via forums such as the Developers Forum.
-

7 CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	Introduction of fees and charges can have a significant impact on the Council's objectives. The direct charging of a fee for this service reduces the level of subsidy required	Rob Jarman Head of Planning and Development

	and results in a greater element of the cost is recovered directly from the service users.	
Risk Management	<p>The budget agreed will form part of the medium term financial strategy for 2017/18. The major risk is that the proposed increases do not deliver the income that is reflected in the budget once it is approved. If the income does not reach the levels expected within the budget, the committee will have to take corrective action to manage the shortfall.</p> <p>This risk is faced every year and, where the income generated is not sufficient to reach the budget, corrective action is taken by service managers. In such cases the quarterly budget monitoring report will highlight any significant issues to the Committee. In addition the constitution requires that any significant variances from income targets are reported to the Policy & Resources Committee along with proposed actions to resolve the budget pressure created.</p>	Director of Finance & Business Improvement
Financial	The budget agreed will form part of the medium term financial strategy for 2017/18 and PPAs will assist in delivering the budget, given the volatility of Planning Fee income.	Director of Finance & Business Improvement
Staffing	No specific issues have been identified.	Rob Jarman Head of Planning and Development
Legal	No specific issues have been identified.	Legal Team
Equality Impact Needs Assessment	No specific issues have been identified.	Policy & Information

		Manager
Environmental/Sustainable Development	No specific issues have been identified.	Rob Jarman Head of Planning and Development
Community Safety	No specific issues have been identified.	Rob Jarman Head of Planning and Development
Human Rights Act	No specific issues have been identified.	Rob Jarman Head of Planning and Development
Procurement	No specific issues have been identified.	Rob Jarman Head of Planning and Development
Asset Management	No specific issues have been identified.	Rob Jarman Head of Planning and Development

8 REPORT APPENDICES

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

- **Appendix A:** PPA template

9 BACKGROUND PAPERS

None

DATED XXXXXXXX

(1) MAIDSTONE BOROUGH COUNCIL

-and-

(2) XXXXXXXX

**PLANNING PERFORMANCE
AGREEMENT**

XXXXXXX

Planning Performance Agreements

Excerpt from *“Planning Performance Agreements: a new way to manage large-scale major planning applications Department for Communities and Local Government Consultation Draft 2007”*

“The Planning Performance Agreement process is a project plan framework through which the local planning authority and applicant manage suitable planning proposals. For a PPA to be successful, it is essential that the local planning authority and the applicant establish a collaborative relationship based on trust, with good communication and regular exchange of information. However, it is important to emphasise that a PPA is not a guarantee, nor an indication of likelihood that the application will be approved. It relates to the process of considering development proposals and not to the decision itself.

The Government believes that where the nature of the planning application requires significant input from government and non-government agencies, environmental bodies and specific consultees, the project plan should be used to bring them in early in the process. We would also expect the government office for the region to be one of the parties to the discussion. Early engagement with all such bodies should allow the authority and the applicant to plan their community engagement strategy better, so as to ensure transparency and openness.”

THIS AGREEMENT is made on **xxxxxxx**

BETWEEN

(1) **MAIDSTONE BOROUGH COUNCIL** of Maidstone House, King Street, Maidstone ME15 6JQ

(2) **xxxxxxx**

INTRODUCTION AND PURPOSE

Maidstone Borough Council is the local planning authority for development within the area in which the development site is located.

The Applicant is **xxxxxxx**

The Site is **located xxxxxx**

The applicant is to submit a planning application seeking permission for: **xxxxxxx**

This Planning Performance Agreement is an agreement between Maidstone Borough Council and the Applicant to provide a project management framework for handling this proposed major planning application from pre-application through to determination. This framework should improve and speed up the planning process by committing both parties to an agreed

timetable containing “milestones” that make clear what level of resources and actions are required and ensure that all key planning issues are properly considered and resolved.

This agreement does not give a guarantee of planning permission. It relates to the process of considering development proposals and not the decision itself.

This agreement is made pursuant to Section 111 of the Local Government Act 1972 and Section 2 of the Local Government Act 2000.

Nothing in this agreement shall restrict or inhibit the Applicant(s) from exercising their right of appeal under Section 78 of the Town and Country Planning Act 1990.

The parties desire that the application be dealt with as efficiently as possible as set out in the Application programme, the Developers Obligations and the Maidstone Borough Council Service Standards included in this agreement.

The parties are, prior to the submission of the application, agreeing to enter into this agreement in respect of the development and will work in accordance with the Application Programme, the Developers Obligations and Maidstone Borough Council, which will be formalised upon the completion of this agreement.

TERM

This agreement will apply from and the functions will be deemed to have commenced on the commencement date and (subject to earlier determination as hereinafter provided) shall remain in force for a period of **four (4) months (such period of four (4) months** and any consultation thereof referred to in this agreement as the “Term”) and upon the expiry of such period this agreement shall cease and determine but without prejudice to the rights of the parties in respect of any antecedent breach of the terms and conditions hereof.

JOINT WORKING

The objective of this Planning Performance Agreement is one of co-operation and consistency throughout the negotiation and determination of this planning application, to provide a degree of certainty for the intended outcomes and to improve the quality of the project and of the planning decision.

All parties shall act with the utmost fairness and good faith towards each other in respect of all matters in relation to the applications and the development.

Maidstone Borough Council and the Applicant agree to be governed at all times by the following principles:

Principle 1: To work together as a team and in good faith, and to respect each other’s interests and confidentiality.

- Principle 2:** To commit and provide promptly information to support and manage the development control process, in accordance with the Performance Standards contained in this agreement.
- Principle 3:** To be transparent and consistent at all times between all parties so that outcomes are anticipated, defined and understood.
- Principle 4:** To provide effective involvement and consultation with the surrounding community, statutory and other stakeholders, and any individual or group with a legitimate interest.
- Principle 5:** To reach agreement milestones which will remain fixed unless agreed by all parties otherwise.
- Principle 6:** To identify and involve specialist consultees and advisors including authority officers/managers where appropriate.
- Principle 7:** All parties will seek to use the pre-application period to address matters that would otherwise arise via planning conditions, and significantly reduce the level of potential conditions, particularly in respect to those preventing commencement of works.

PRE-APPLICATION DISCUSSIONS

This PPA follows a series of pre-application discussions as set out in the Appendix 1.

FORM AND CONTENT OF THE PPA

The PPA will include details relating to the planning application to be submitted.

Application Programme: The list of application documents are agreed in writing in this document.

PLANNING OFFICERS/MBC's OBLIGATIONS

Without prejudice to its other obligations Maidstone Borough Council shall designate a Planning Officer(s), namely Tim Chapman, who shall be the Council's lead officer and who will form and lead a project team within the Council and who shall give on-going priority to the performance of the functions as necessary for the Council to carry out the functions in accordance with this agreement.

Maidstone Borough Council shall ensure that the Planning Officer(s), and other members of the project team have sufficient experience of relevant planning matters of a type and scale commensurate with the Development and that he or she and the relevant team have a clear

understanding of the terms of this agreement and the functions. MBC commit to meet its obligations at outlined in Appendix 2.

In addition to the Planning Officer(s), Maidstone Borough Council shall use all reasonable endeavours to make available such other of its employees as are necessary in the circumstances for the Council to comply with its obligations under this agreement.

Nothing in this agreement shall affect the terms of the Planning Officer(s) contracts of employment or the Planning Officer(s) rights pursuant to them or any contracts with consultants or other third parties employed by the Council.

APPLICANT OBLIGATIONS

The Applicant agrees to use all reasonable endeavours to comply with its obligations set out in Appendix 3 of this agreement.

The Applicant will identify a Developer Coordinator who shall be responsible for managing the submission of the Applications and for working with the Planning Officer(s) to progress the applications up to their determination. The Developer Coordinator is xxxxxxxx

RESOURCES AND LIAISON

The Project Team

The Project Team will comprise of the MBC Team and the Applicant's Team, as defined below. The Project Team will be expanded by agreement.

The MBC's Team:

Name	Position & Role	Contact Details
Tim Chapman	Case officer	timchapman@maidstone.gov.uk 01622 602547

The Applicant's Team:

Name	Position & Role	Contact Details
xxxxxxx		

JOINT WORKING MEETINGS

The parties shall attend up to seven (7) (1 hour) post-submission meetings, (the 'Joint Working Meetings' unless otherwise agreed by both parties. MBC will also provide a member briefing and one meeting with external consultees. Additional meetings will be charged to the applicant at the standard pre-application charging rates.

The joint working meetings (unless otherwise agreed by the parties) shall be held at the Council offices to discuss any matters and issues outstanding at that time arising from the application including any consultation response, letter or any other communication received by the Council and circulated to the Developer Coordinator. If the project requires specific project management processes or more detailed or regular meetings then the additional cost would form part of the PPA agreement. Each matter and issue will be evaluated and discussed with the parties and a method of resolution agreed by the Parties.

BREACH AND TERMINATION

If any party commits any breach of its obligations under this agreement and does not remedy the breach within ten (10) working days of written notice from the other Party to do so, the other Party may notify the Party in breach that it wishes to terminate this agreement. In these circumstances, the agreement will be terminated immediately upon the giving of written notice to this effect to the Party in breach provided always the breach is within the control of the Party that is in breach and is capable of being remedied.

NATURE OF AGREEMENT

The Council enters into this agreement on the basis that it is without prejudice to its determination of the application subject to this agreement.

RESOLUTION OF DISPUTES

In the event of any dispute or difference arising between the parties concerning any matter arising out of this agreement the parties shall work together to endeavour to resolve the dispute or difference by mutual agreement and the parties jointly enter into discussions in good faith to settle any dispute as soon as reasonably practicable.

In the event that the parties are unable to resolve the dispute or difference within 20 working days any party to the dispute may refer the dispute or difference to the nominated officer or employee of the parties as follows:

- § In respect of the Developer xxxxxxxxx
- § In respect of the Council, the Head of Planning and Development, Rob Jarman

Or such other person of appropriate seniority within each party as a party may nominate for the purposes of this clause from time to time.

COSTS

The Applicant commits to cover (terms and timings of payments defined in Appendix 5):

- PPA fee – fee payable on agreement of the PPA (this document);
- the relevant planning application fee;
- MBC's reasonable legal costs incurred associated with the preparation of the S106 Agreement. Details of the applicant's Solicitor and title documentation shall be provided upon submission of the application to enable completion of the S106 within the Application Programme (as may be amended by this agreement); and
- MBC's reasonable costs which may be incurred with the appointment of external consultants (such as Independent Viability Consultants and other consultants as deemed necessary) to progress the planning application in line with the PPA.

Application (Project) Programme

The PPA Programme is devised to provide a realistic timeframe for determining the planning application. The Application Programme is detailed in Appendix 1 of this document.

It has been agreed that a **XXXX week** timeframe for the Project Programme is appropriate for consideration of the planning application and the issuing of the planning decision.

Within this period, meetings will be arranged as and when considered necessary by agreement, with suggestions of appropriate meeting weeks set out within the Project Programme (Appendix 1).

If there is a delay in the Project Programme, the Project Team will review whether the Project Programme is still realistic or whether the Project Programme and the Planning Performance Agreement determination timeframe need to be revised. Any revisions to the Planning Performance Agreement determination timeframe shall be agreed in writing by the Applicant and MBC

AGREEMENT

Maidstone Borough Council and the Applicant hereby agree to the content of this Planning Performance Agreement.

Maidstone Borough Council

Name: Tim Chapman

Signature: -----
Major Developments Officer

Position: -----

On Behalf Of: Maidstone Borough Council

xxx

Date: -----

xxxxxxx

Name: -----

Signature: -----

Position: -----

On Behalf Of: -----

Date: -----

Appendix 1 – Application Programme

MBC and the Applicant shall work to ensure that the consideration of the proposal is progressed in accordance with the Application Programme set out below (unless a variation to the Application Programme is agreed in writing in by both the Applicant and MBC).

Project Programme - Pre-application Phase

Pre-application phase of programme
Project Team Meeting 30 th November 2016
Member Meeting
Member Meeting
Pre-application letter issued
Pre-submission Meeting

Project Programme - Application Phase (MBC and the applicant agree to Joint Working meetings every two weeks, as indicated below.

MBC will call the applicant every week to provide a progress update

TEMPLATE PROJECT PROGRAMME

Week(s)	W/C	Formal application phase of programme
[1]		<p>Applicant to submit the planning application.</p> <p>MBC to register and validate the application; and</p> <p>a) send out consultation letters / advertising the application; or</p> <p>b) inform the Applicant if application is invalid.</p> <p>Financial Viability [if applicable]</p> <p>If not already undertaken at the pre-application stage MBC will obtain a quote(s) from independent viability consultants and send to applicant (if received in time) for agreement including agreement to cover the costs of that assessment.</p> <p>Review of submitted information by externally appointed consultants (if applicable)</p>
[2-5]	Subject to submission of a valid application	<p>Statutory consultation period begins</p> <p>MBC to assess application and inform the Applicant of any issues as they arise.</p> <p>MBC to ensure all consultee responses are publically accessible.</p> <p>Draft S106 Heads of Terms to be discussed</p>

		<p>Viability assessment including initial meeting with assessor (if necessary). Obtain any request for additional information and agree reporting timescales based on information provision (from the applicant).</p> <p>Review of submitted information by externally appointed consultants. (Obtain any update on revised consultant costs (as necessary)</p> <p>1 x project meeting with planners to discuss consultee responses</p> <p>1 x meeting with members</p>
[6]		<p>End of Statutory consultation period</p> <p>Case officer to confirm all outstanding issues to be addressed (such as objectors comments, statutory consultee responses etc).</p> <p>Ongoing viability assessment(if required) (throughout the timeframe) and update on costs as necessary</p> <p>1 x meeting on viability issues (if required) and summary of consultee issues, next steps and possible amendments.</p> <p>1 x Meeting with consultees as appropriate</p>
[7-8]		<p>Applicant to address any outstanding issues/prepare amended plans (as necessary)</p> <p>1 x meeting to discuss draft response prior to resubmission.</p>
[9]		<p>MBC to confirm any final issues to be addressed included any revision to timescales.</p> <p>Draft S106 Heads of Terms to be finalised</p> <p>1 x meeting with legal and planning on draft heads (if necessary)</p>
[10-12]		<p>Preparation of reports to Planning Committee</p> <p>Draft S106 Heads of Terms to be agreed. Legal teams instructed to prepare draft S106 (subject to applicant paying costs).</p> <p>Receipt of any final amended plans and additional information from the applicant.</p> <p>MBC to, circulate first draft of proposed conditions for review.</p> <p>1 x meeting to discuss draft report, including draft conditions</p>

[13]		Review of Draft MBC Planning Committee Report
[14]		Publication of MBC Planning Committee Report
[15]	The week the Committee meeting falls on will depend on the Committee timetable and submission date	Planning Committee meeting Following Committee resolution, Case officer forwards to Legal the relevant minute of Committee Meeting.
[16-17]		S106 drafting including agreement of monitoring fee for S106 triggers (if applicable) 1 x legal and planning meeting (if required)
[18]		MBC issue planning decision notice (following completion of S106 in the event that planning permission is to be approved)

Appendix 2

Maidstone Borough Council Obligations

- § Engage with Applicant in accordance with the Project Programme
- § Use all reasonable endeavours to consider any reasonable concerns raised by the applicant
- § MBC will confirm minutes within 2 working days of receipt
 - When you phone MBC: We will answer the phone as quickly as possible
 - We will respond to voicemail messages within one working day and provide an appropriate answerphone message
- § When you email us:
 - We will respond to urgent emails within 2 working days, we will respond to simple enquiries within 5 working days and all enquiries within 10 working days
 - If the Planning Officer you email is away you will receive an automatic reply giving their return date and name and contact details of an alternative contact
- § MBC will call the applicant to keep them updated of progress at the frequency defined in the project programme

Appendix 3

Applicant Obligations

The Applicant agrees on commencement of this agreement to:

- § Engage with MBC in accordance with the Project Programme
- § Use all reasonable endeavours to consider any reasonable concerns raised by statutory consultees prior to the submission of the application to MBC
- § Respond substantively to all urgent emails, letters and telephone calls from the Planning Officer(s) within two (2) working days of receipt and, in the case of non-urgent correspondence, within five (5) working days of receipt.
- § Provide MBC with such reasonable additional information as may be requested by the Planning Officer(s) within ten (10) working days of such written request from MBC (or such other time period as may be agreed) in order to enable MBC to discharge their functions for the avoidance of doubt this does not require the Developer to provide any information that would not ordinarily be provided for a similar development.
- § Provide to MBC at least three (3) working days prior to any meeting all substantive and relevant documents which are relevant to that meeting and which relate to any relevant action points or agenda identified.
- § Minute the joint working meetings and to provide minutes or action points arising from the meeting within three (3) working days of any meeting and to provide them to the Planning Officer(s) for comment.

Appendix 4

Agreed Application Documents

The Applicant agrees that the Planning Application shall be accompanied by the following documents (all documents should be checked by the planning agent prior to submission to ensure consistency of figures (CO2 savings, financial viability etc), floor areas and other facts of the proposals across each of the required documents:

- § Agree the number of hard copies of the information listed below that will be required including an electronic copy with all files no larger than 5MB [additional copies may be necessary depending on characteristics of the scheme]
 - Completed application form
 - A plan which identifies the land in red to which the application relates drawn to an identified scale and showing the direction of North any other land within the ownership in blue.
 - **Three** copies of other plans and drawings or information necessary to describe the subject of the application including:
 - Block plan of the site (e.g. at a scale of 1:200 or 1:500) showing the proposed development in relation to the site boundaries and any adjoining properties.
 - Existing and proposed elevations (e.g. at a scale of 1:50 or 1:100)
 - Existing and proposed floor plans (e.g. at a scale of 1:50 or 1:100)
 - Existing and proposed site sections and finished floor and site levels (e.g. at a scale of 1:50 or 1:100)Make sure scale bar is put on all plans
 - The completed Ownership Certificate (A, B, C or D – as applicable) as required by Article 7 of the Town and Country Planning (General Development Procedure) Order 1995
 - Agricultural Holdings Certificate as required by Article 7 of the Town and Country Planning (General Development Procedure) Order 1995. Design and Access Statement
- The D&A shall include an assessment of the proposal against:
- Lifetime Homes Criteria
 - Standard of Accommodation Assessment – flat sizes, room sizes, communal amenity space, private amenity space, and play space
- The appropriate fee
 - In addition, where Ownership Certificates B, C or D have been completed, notice(s) as required by Article 6 of the Town and Country Planning (General Development Procedure) Order 1995 must be given and/or published in accordance with this Article.
 - Financial Viability Assessment that demonstrates the affordable housing offer is the maximum reasonable amount that the site can afford to offer / **other**.
 - Planning Statement

- Accommodation Schedule providing GIA and GEA (sqm) of any proposed uses. For residential units the schedule should provide a summary of the number of units of each size (sqm) including number of bedrooms and habitable rooms. The different tenures of each unit should be identified in the schedule.
- Affordable housing statement
Similar to the accommodation schedule however the tenure split of affordable should be fully explained and details of any Registered Provider acting as partners in the development must be provided.
- Daylight/Sunlight assessment
Required where there is potential adverse impact) prepared in accordance with the BRE Guidelines (2011).
- Economic statement (Regeneration Benefits from the proposed development including any jobs created or supported, any community benefits and reference to any regeneration strategies that might be supported by the proposal).
- Heritage Statement
Including Historical, archaeological features and Scheduled Ancient Monuments) – refer to the National Planning Policy Framework;
- Landscaping details
- Noise and vibration impact assessment
- Planning obligations – Draft Head(s) of Terms
The applicant's Solicitor's name and contact details and their agreement to pay the costs incurred by the Council in the drafting of the legal agreement and the title deeds must be provided with the application;
- Transport assessment
- Travel Plan
- Design and Access Statement
- Tree survey/Arboricultural implications (where proposals affect any trees whatsoever).
- Land Contamination assessment
- Parking Provision
- Air quality assessment
- Phase 1 Habitat Survey (and supporting surveys and mitigation)
- Statement of Community Involvement
- Energy Strategy
- Sustainable Design and Construction Statement (SDC)
- Site Waste Management Plan
- Structural survey. Ventilation/Extraction statement (required for applications for restaurants, takeaways, cafes, bars etc.).
- Refuse and Disposal details
- Views Assessment [verified views (as agreed)/ strategic / local views)
- Flood risk assessment

Appendix 5

Frequency and terms of payments

- PPA fee of £xxxxx to be paid on agreement of this document.
- Costs of appointment of external consultants (if known) to be paid on submission of planning application. Reviews of external consultant/s to be undertaken regularly during application process and any uplift in fees to be agreed by applicant and paid within 10 working days of agreement being reached. If not known at application submission stage, costs of external consultants to be agreed by applicants and invoice raised by MBC - which will be paid by applicant prior to release of planning decision. If fees have not been paid, the decision notice will not be issued.
- Application fee of £xxxxx has been paid to the council
- Legal fees – to be paid direct to Mid Kent legal services prior to S106 being signed.

STRATEGIC PLANNING, SUSTAINABILITY & TRANSPORT COMMITTEE

14 March 2017

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

Yes

Planning Service Review Update

Final Decision-Maker	Strategic Planning, Sustainability and Transport Committee
Lead Head of Service	Rob Jarman
Lead Officer and Report Author	Rob Jarman
Classification	Public
Wards affected	

This report makes the following recommendations to this Committee:

1. That the Committee notes the update on the review of the Planning service.

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all – An exemplar planning service is integral to this objective, by maintaining and enhancing the built environment and public realm.
- Securing a successful economy for Maidstone Borough – An exemplar planning service will ensure developers will choose Maidstone as a location in which to invest.

Timetable

Meeting	Date
Strategic Planning, Sustainability and Transport Committee	14 March 2017
Strategic Planning, Sustainability and Transport Committee	8 November 2016

Planning Service Review Update

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report outlines the Planning review to date and sets out the next stages.

2. INTRODUCTION AND BACKGROUND

2.1A report was brought to the committee on 8th November 2016 by William Cornall, Director of Regeneration & Place for the committee to note the scope of the planning service review. This report outlined the reason for the review as:

A review of the Planning Service is required as a mechanism for continuous improvement for the Department, and also to ensure that the service provides ongoing value for money to the Council and the end user, as well as to ensure that customer expectations are met.

2.2The report also outlined the drivers for change, desired outcomes and the areas within the service that were in scope and those that were outside of the scope of the review. As per the scope outlined in November as well as the resolution of Policy and Resources in February the Planning Enforcement service will be looked at as part of the review.

2.3 In December the council invited tenders for the work and following interviews with those who submitted proposals the decision was made to appoint iESE. iESE is a not for profit social enterprise which has an excellent record of working with Local Authorities to improve their services.

2.4Members of the iESE team started work on the review on 1 February and have been at Maidstone House since 13 February. They are due to present their findings and recommendations to the project steering group on in May 2017. Below is a list of the team that are involved in this high level review.

- Lesley Kragt (iESE Project Lead)
- Debbie Bird (iESE Operational Lead)
- Heather Lumby (iESE team)
- Leanne Mills (iESE team)
- Carrie Burton (iESE team)
- Teresa Skinner (iESE team)
- Tom Starling (iESE team)

The work is also supported by the Transformation team. Tay Arnold, Planning and Development Business Manager, has also been seconded to the project 2 days a week for 6 months.

2.5. iESE's methodology is systems thinking, this means that all of their analysis is from a customer's perspective. The purpose of the review is 3 fold:

- To ensure an improved customer experience
- To Increase the capacity for staff to do more value work

- To ensure more efficient processes and service

2.6 iESE will seek to understand what works well and what gets in the way from a customers' perspective. They will also identify what helps and what hinders staff and will work closely with staff to identify good practice and better ways of working, as well as risks and issues.

- Customer demand
- Current processes
- Blockages
- Waste and impact in the system
- Customer experience
- Stakeholder engagement
- True cost of current processes

2.7 Since being on site iESE have met with managers and staff within the Planning Service and Mid-Kent Planning support to understand the work of the service and demand on the service. They have also started meeting with staff from other services and support services to understand their interactions with Planning. The next stage is to engage with stakeholders and customers including Members, parishes, other services, local authority partners and customers of the service to understand what they think about the Planning services and the opportunities for improvement.

2.8 Engagement with Members is a key area of their work. It is intended to hold a session with Members during the review. This is anticipated to occur 5th April. The proposed list of Members to be involved are:

- 5 Group Leaders
- Members of Planning Committee including substitutes
- Members of Strategic Planning, Sustainability and Transportation Committee including substitutes
- Members of Planning Referral Committee including substitutes

Questions have been received from Members requesting clarification on any areas of work that have either been impacted or had their timescales changed due to the ongoing review. iESE are sensitive to the timescales officers need to work to and have scheduled their interviews with staff to reflect this. Where any planning staff recruitments have been placed on hold in 16/17, the reason has always been purely budgetary. i.e. there was a significant overspend in DM which was apparent from Q1, and so selected recruitments have been delayed wherever possible, so as to help offset this overspend. To that end, there are no staff appointments or projects that have been held up as a result of the Review, with the possible exception of the exploration of a transport operators group, which SPS&T asked to be factored into the review (back in November 2016).

3. AVAILABLE OPTIONS

3.1 Option 1: That the Committee notes the progress of the review so far.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

4.1 Option 1

5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

5.1 The Chairs and Vice Chairs of the two planning committees, the Leader of the Council and the Chief Executive were consulted prior to the scope for the review being brought to Members for noting in November.

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

6.1 All Committee Members, as outlined above, will be involved in the engagement event

7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The best possible Planning service will underpin all the Corporate objectives and of course the delivery of the emerging Local Plan.	Chief Executive. Alison Broom
Risk Management	No risks identified, however if any are identified they will be compiled by the Business Improvement Team and escalated to the Director for Regeneration and Place, as project sponsor	William Cornall, Director for Regeneration and Place
Financial	The service review will evidence best practice in getting value for money and could identify opportunities for efficiencies within the service.	Director of Finance & Business Improvement
Staffing	Staff will continue to receive regular updates on the progress of the review and HR have been engaged with	Rob Jarman Head of Planning and Development
Legal	No specific issues have been identified. Legal will be engaged with as stakeholder	Legal Team
Equality Impact Needs Assessment	No specific issues have been identified.	Policy & Information Manager
Environmental/Sustainable	No specific issues have been	Rob Jarman

Development	identified.	Head of Planning and Development
Community Safety	No specific issues have been identified.	Rob Jarman Head of Planning and Development
Human Rights Act	No specific issues have been identified.	Rob Jarman Head of Planning and Development
Procurement	The external consultant was procured in accordance with MBCs policies	Section 151 Officer. Mark Green
Asset Management	No specific issues have been identified.	Rob Jarman Head of Planning and Development

8. REPORT APPENDICES

None

9. BACKGROUND PAPERS

None