

Maidstone Borough Council
Strategic Planning, Sustainability & Transportation
Committee

Tuesday 18 August 2015

Urgent Update Report

**Item 14: Maidstone Borough Local Plan Site Allocations
– H1(10) South of Sutton Road**

Representations

Councillors are advised that a further letter, dated 13 August 2015, has been received from Barbara Cooper; Corporate Director: Growth, Environment & Transportation at Kent County Council. The letter has been circulated to committee members along with the Borough Council's response dated 17 August 2015. Further copies have been circulated to Councillors this evening.

Councillors are also advised that two further representations have been received from Langley Parish Council and one from a resident of Langley in addition to those already reported to the last meeting of this committee on 14 July 2015 adjourned to 23 July 2015. The further representations of Langley Parish Council and the local resident are attached at Appendix One.

I am aware that Councillors have also been lobbied by the potential developers of site H1(10) and copy of their e-mail is attached for information at Appendix Two..

Officer comment

The comments of Langley Parish Council relating to windfalls and why a higher allowance is not justified have been addressed in the response to public questions.

The suggestion by Langley Parish Council that development of no more than 400 dwellings restricted to approximately 15ha on the western side of the site is noted. This would however result in a form of development that would be harmful to the character of the area in that there would be an abrupt edge to the site rather than a transition into the countryside.

Attached at Appendix Three is a revised plan showing option B as set out on the Agenda at pages 55-61, together with amended site criteria 2 and 14 changed to reflect the need for SuDS and for clarification.

A design-led scheme will ensure an appropriate transition from the urban area to countryside and also with the criteria as proposed secure a significant area of open space within the eastern area of the site.

Whilst not a reason for deferral at the meeting on 23 July 2015, highway issues on the A274 and South Maidstone in general have been raised by the County Council in their correspondence received on 13 August 2015.

Members are directed to the response from the Chief Executive dated 17 August 2015. The important key issue to note is that the latest statement on DS3 is not based on any new modelling and moreover contains a number of unclear assumptions: There are also a number of other inconsistencies in the latest technical note produced by Amey for the County Council.

- The previous run of DS3 tested 16,247 houses. The DS3 sensitivity test models 18,500 houses, i.e. an additional 2,250 houses (approx.). The spatial distribution of these houses is unclear - the note states that "they have been predominantly placed along the A229 and A274 corridors". As a result it is not possible to sense check the change in link flows compared with the other scenarios tested.
- Amey state that, without the Leeds Langley link road in place, the network travel time "would increase by around 12% (1020 vehicle hours)". However, this is confusing as Amey has rounded the values in Table 2 to the nearest 100, i.e. the change is shown as 1000 vehicle hours (9800 under the DS3 sensitivity test, compared with 8800 under DS3).
- As can be expected, Table 3 shows that the additional housing in the vicinity of the A274 and A229 increases link flows on the A274, A229, B2163 and Willington Street. However, the DS3 sensitivity test results suggest a link flow of 2200 on the A229 Loose Road without the Leeds Langley link road, and 2100 with the link road in place. It would be beneficial if the technical note sought to explain the reasons for this reduction, specifically which trip origins/destination combinations are reassigned with the link road in place. 2011 Census home location and travel to work data suggests that, for residents of the Maidstone urban area and its environs during weekday peak periods, the majority of trip attractors are likely to be located within Maidstone itself. The Leeds Langley link road would be of limited utility for such trips.
- Amey state that, without the Leeds Langley link road, two-way link flows on Willington Street increase by around 260 vehicles per hour (+29%) relative to DS3. However, Table 3 suggests that the increase is only 200 vehicles (+20%).
- Table 3 also indicates that two-way flows on the B2163 Heath Road would increase from 700 under DS3 to 820 under the DS3 sensitivity test (without link road). This represents an increase of 17% and not the 27% claimed by Amey. Similarly the increase for the A229 Loose Road is, based on Table 3, 10% and not the 13% claimed by Amey. This may be due to the rounding of link flow values in Table 3; however the statements made by Amey should be consistent with the values presented.
- With regard to the A229/A274 Wheatsheaf junction, it is not clear how the inflow values in Table 4 have been derived. The model outputs contained in Appendix E of the July 2015 forecasting report suggest, for the 2014 base, an AM peak inflow of 2100 (based on AM link flows of 1450 (A229 Loose Road northbound) and 650 (A274 westbound). For DS2 the same appendix suggests an AM peak inflow of 2000 (1500 + 500), but Table 4 in Amey's technical note indicates a total inflow of 3200 for the same scenario.

It is also important for Members to note that VISUM is a strategic highway model. It is unsuited to assessing capacity impacts at individual junctions, or assessing the impacts of proposed capacity improvement measures at specific

junctions (which can be funded through s106 obligations, including the £2m already secured) to mitigate the impacts of additional vehicle flows. Linsig is a more appropriate tool for this purpose and has been used within the Transport Assessments submitted in support of the already consented applications.

Amendments to recommendation

1: Members accept the revised site plan and criteria at Appendix Three as revised recommended Option B for Regulation 18 Public consultation.

2: In the event that Members approve Option A; criterion 15 on page 64 and criterion 20 on page 65 should be amended to read as follows:

15. Development proposals will demonstrate that any necessary new or improved foul and surface water including SuDS drainage infrastructure required to serve the development to ensure no increased risk of flooding off-site will be delivered in parallel with the development, in consultation with Southern Water and the Environment Agency.

20. Allocations H1(5), H1(6), H1(7), H1(8), H1(9), H1(10), H1(21) and H1(22) are subject to strategic transport requirements as part of the south east strategic housing location. These allocations will contribute, as proven necessary, towards the following;

- i. Bus priority measures on the A274 Sutton Road from Willington Street to the Wheatsheaf junction;
- ii. The improvement of the Willington Street / A274 Sutton Road junction;
- iii. A new roundabout to be provided on the A274 to allow access to Langley Park site;
- iv. A new access road of a width suitable to accommodate contra-flow traffic and adjacent footways between Gore Court Road from the western boundary of Bicknor Wood and A274 Sutton Road;
- v. Widening Gore Court Road to a suitable width to accommodate contra-flow traffic with a footway on the eastern side of the carriageway between White Horse Lane and the access into the North of Sutton Road site; and
- vi. A pedestrian and cycle crossing on the A274 to link the allocated development sites.
- vii. Strategic road infrastructure to significantly relieve traffic congestion on Sutton Road and Willington Street.

An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council as the highway authority and the Highways Agency, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.

And that these revised criteria and the site plan on page 66 be subject to Regulation 18 Consultation.

APPENDIX ONE

South of Sutton Road – Housing Allocation H1 (10)
RESPONSE ON BEHALF OF LANGLEY PARISH COUNCIL

1. Langley Parish Council was first consulted on the South of Sutton Road site during the 7/12/2012 to 29/03/2013 “Call for sites” exercise. The Parish Council formally objected on the grounds that the proposal was an unsustainable extension of urban sprawl along the Sutton Road, highly intrusive in the local landscape and without any proper infrastructure to serve this and the other sporadic development projects being proposed along the Sutton Road, an already failing arterial route.
2. Despite this objection, Maidstone Borough Council included the site for the development in the Regulation 18 Consultation Draft Local Plan in March 2014. At that time the developed area was shown to extend for some 650 metres along the Sutton Road with the balance of the site being shown as a green amenity buffer zone. At a meeting with Maidstone Borough Council, held in 2014, Rob Jarman gave assurances to both Chair and Vice-Chair of Langley Parish Council that the 40% buffer zone would not be built upon and would be protected as amenity space in public ownership via a Section 106 agreement. The Parish Council formally objected to the proposed allocation in May 2014.
3. When the Regulation 18 sites were reviewed by the Borough Council’s Cabinet in Spring 2015, it was decided to drop this site. Langley Parish Council fully supported that decision and believes that the reasons given for it remain equally valid today. The edge of the Taylor Wimpey development should be retained as the long term boundary to the edge of Maidstone.
4. When the site was proposed for re-allocation in the 2015 Reconsideration Report the developed area was shown to extend some 950 metres along Sutton Road and the green buffer zone was reduced to an amount about half the size to that which had previously been promised.
5. A more recent update report was produced by Maidstone Planners in July 2015 which showed the entire site as developed area, without any green buffer zone, extending some 1450 metres along Sutton Road completely eroding the separate identity of the historic 600 year old rural village of Langley. This layout (with no separately defined buffer zone) is that which was shown at a recent consultation event held by Countryside Properties at Langley Village Hall provoking unanimous and horrified opposition from local residents and those from further afield, including Otham, Boughton Monchelsea, Sutton Valence, Leeds, Downswood, Headcorn, Parkwood and Shepway.

6. Langley Parish Council request that if the H1 10 site cannot be deleted in its entirety that the built footprint should be reduced to that as shown when the site was originally allocated in 2014 with a green buffer zone reinstated to 40% of the site area, which should go into a Langley Parish Council Amenity Trust to be protected from future development, as previously promised by the Borough Council. The Parish Council also request that the housing number in the developed area of the site be reduced by 50% to allow for low density family sized houses that would allow a welcome variety in the style of homes, rather than the 'one size fits all' approach currently taken by the Borough Council.
7. It is noted that in the Reconsideration Report all housing completions in Maidstone Borough are running at 585 dwellings per annum (2339 in total April 2011 to March 2015). In view of the time taken to bring the new Greenfield sites forward to achieve significant completions since the moratorium was lifted in 2013 it must be the case that a significant proportion of these completions are coming from previously unidentified windfall sites. The allowance for windfall sites in the Reconsideration Report is only 114 dwellings per annum.
8. A Report produced by KCC in 2013 shows that windfall sites have consistently delivered some 300 dwellings per annum in Maidstone Borough over the last two decades. Langley Parish Council believes that the current completion rate (585 dwellings per annum) demonstrates that windfall sites can continue to be relied upon to come forward at a significant rate.
9. Government advice is that an allowance for windfall sites can be made in such circumstances. If the allowance were to be increased to a more realistic 210 dwellings per annum, then there would be no need to allocate some 850 new dwellings on Greenfield sites whilst still achieving the same level of development in the new local plan. There would therefore be no need to release land south of Sutton Road and the housing total could still be achieved.
10. It must be said that it is very unfair that Parish Councils should be asked to participate in the plan-making process when it appears that the way sites are shown is constantly altered and buffer zones which have been promised to safeguard our historic villages can be removed apparently at the whim of developers and their advisors.

URGENT UPDATE

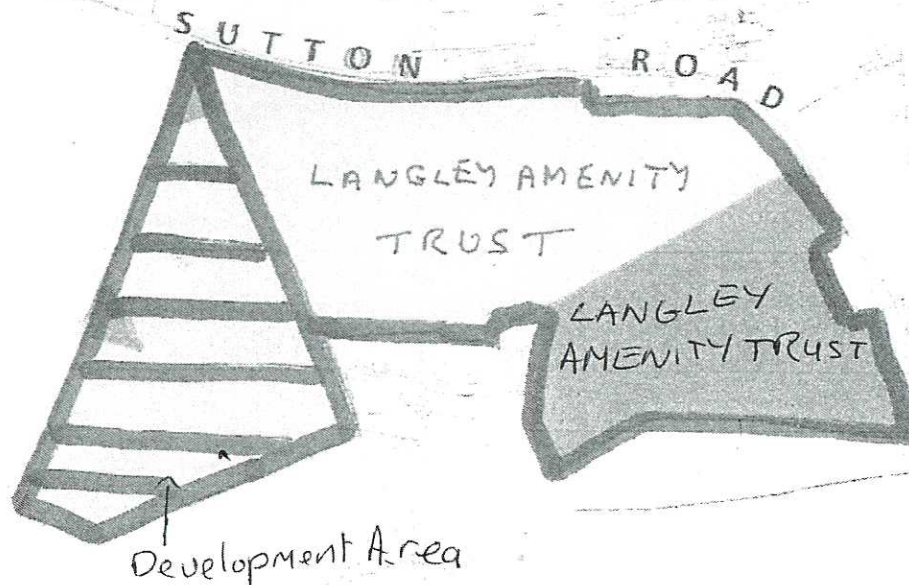
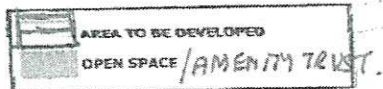
Land South of Sutton Road H1 (10) LANGLEY PARISH COUNCIL POSITION STATEMENT

1. If the site cannot be deleted in its entirety there should be allocation of no more than 400 dwellings on the land South of Sutton Road H1 (10).
2. The extent of the housing allocation should be only up to the access track serving Langley Park House, the Oast and 14 other dwellings to the south of the site (see map attached).
3. As a condition of the above allocation the ownership of the balance of the H1 (10) site should be transferred to the newly formed Langley Amenity Trust to act as a buffer zone to the surrounding rural communities including Langley itself.
4. Langley Parish Council will sponsor a study of windfall capacity to ascertain whether, given the latest completions data, the windfall allowance could be increased by (say) 500 dwellings **in total** to make good the balance of the housing numbers and still achieve the Borough Council's housing target.

Langley Parish Council
18th August 2015

LANGLEY PARISH COUNCIL PROPOSAL

H1 (10) - SOUTH OF SUTTON ROAD, LANGLEY
MAIDSTONE 400 DWELLINGS.



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Redpit Barn
Leeds Road
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Kent ME17 3JN

P.R.I. CONTROL 2 16021	
REF:	
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CHO. DEF.	
CHAVEN	

Mr R Jarman
Head of Planning & Development
Maidstone Borough Council
Maidstone House
King Street
Maidstone
Kent ME15 6FG

24th July 2015

Dear Mr Jarman

Re: Re-inclusion of H1 10 site in MBC Local Plan

It was with complete sadness and incomprehension I experienced when I attended the presentation by DHA on behalf of Countryside Properties at Langley Village Hall on Friday 17th July 2015.

How can Maidstone Borough Council Planning Department possibly consider yet another housing development along the Sutton Road when we already have 3 huge estates already under construction with another in the pipeline at Bicknor Farm bringing the total number of homes to be built to almost 2,000?

The objections are obvious.

The ancient Village of Langley MUST NOT become part of the Maidstone urbanisation. People have come to live in Langley because it is a VILLAGE and want it to remain so, not to be joined up with Maidstone. Surely it is time to say `enough is enough` and some thought and consideration be given to the residents, not just to follow the demands of the planners and property developers?

Langley has recently won appeals to stop 3 other developments in the village and additionally the Waterside Park complex at Junction 8 has been turned down by the planning inspectorate so why on earth should the H1 10 site be considered? Surely the same criteria would be applied to this site and would be found to be unsustainable for the same reasons? It is about time that the development along the Sutton Road stops and Langley is left alone.

Of course, the additional traffic which will be generated by the already planned housing estates will add to an already overburdened road system, causing unacceptable congestion and pollution. There seems to be little appetite to address this problem so how will we cope with yet another housing estate generating another thousand odd vehicles?

I could continue with many other reasons for NOT allowing this development but I am sure that you have heard them many times.

Just stop this madness and consider our beautiful countryside and allow that which is left in Langley to remain so and not turn it into bricks and concrete.

Yours sincerely

A handwritten signature in cursive script, reading "Wendy Young". The signature is written in dark ink and is positioned below the "Yours sincerely" line.

Mrs Wendy Young

APPENDIX TWO

Steve Clarke

From: Kim Silk <[REDACTED]> on behalf of Mike Lambert <[REDACTED]>
Sent: 17 August 2015 14:58
To: Fay Gooch (Cllr); David Burton (Cllr); Clive English (Cllr); Fran Wilson (Cllr); Tony.Harwood@leeds.gov.uk; Derek Mortimer (Cllr); Stephen Paine (Cllr); Susan Grigg (Cllr); Val Springett (Cllr); Nick de Wiggondene (Cllr)
Subject: H1(10) Sutton Road, Langley

Dear Councillor

I am writing to you regarding tomorrow's Strategic Planning, Sustainability and Transportation Committee Meeting, and in particular the proposed draft allocation – Policy H1(10).

Countryside Properties has been working with Maidstone Borough Council for the past year to bring together suitable proposals for new residential development at the site to the south of the A274 (Sutton Road), within the South East of Maidstone.

The Benefits of allocating H1 (10) Sutton Road, Langley:

- Provides up to 850 houses to meet both Maidstone's strategic (Local Plan) and immediate (5 year supply) housing need for which there appears to be no alternatives that are either appropriate or less harmful
- Creates an opportunity for a genuinely mixed use and balanced community including the provision of an extra care facility, a village centre, primary school provision, doctor's surgery, nursery and retail uses located so as to enable easy access for the wider community.
- A landscape-led approach would allow an overprovision of up to 15.26ha of open space, including over 11ha of semi natural and natural open space within the development and a new orchard along the eastern boundary
- One of the very few sites of sufficient scale to help deliver key infrastructure required for the town.

Transport Mitigation

- Our proposed transport strategy and associated mitigation proposals complement the KCC Strategic Vissum Modelling work Scenario 2031 Do Something 2 – a package of highway capacity improvements (excluding Leeds-Langley Bypass) and sustainable transport improvements.
- Our modelling considers eight committed and proposed developments in SE Maidstone.
- Assessment of off-site junctions identified that mitigation would be required in the following cases:-

A229 Loose Road / Armstrong Road / Park Way

- Provision of separate 'left' and 'ahead' lanes on Park Way arm of junction.

A229 Loose Road / A274 Sutton Road / Cranborne Avenue (Wheatsheaf)

- Conversion of lightly used Cranborne Avenue arm of junction to one-way inbound.

A274 Sutton Road / St Saviours Road

- Remarking to allow 'left' and 'ahead' traffic use;

A274 Sutton Road / Wallis Avenue / Willington Street

- Widening of A274 to provide two carriageway lanes in each direction between Wallis Avenue and Willington Street;
- Extension of right-turn lane on Willington Street arm of junction;

A20 Ashford Road / Willington Street

➤ Provision of left-turn flare on A20 (east) entry.

- As part of balanced transport strategy approach significant bus service enhancements are also proposed to promote mode shift on Sutton Road corridor.
- These comprise diversion of hourly Route 12 service into site, plus extension of Route 82 at a 15-20 daytime frequency to provide 'turn-up-and-go' service level operating direct to town centre.
- High quality pedestrian and cycle route will be created, linking with Langley Park development and surrounding Public Rights of Way.

Our scheme provides the critical mass to enable early delivery of transport mitigation.

Foul Water Drainage (Sewerage)

A Flood Risk Assessment and Drainage Strategy has been prepared and will be submitted with any planning application.

Through pre application discussions with Southern Water a new foul water drainage network will be constructed on the site and will be connected to an existing Public Sewer network and off site capacity improvements. This will be designed to accommodate the whole development and then be adopted by Southern Water. The Drainage Strategy will include details of correspondence with Southern Water.

Surface Water Drainage

Surface Water runoff will be managed through a series of pipes, sustainable drainage solutions, and ponds, before being discharged in to the Loose Stream. The flow of water through this network and will not exceed existing greenfield run off rates. Sustainable drainage solutions i.e swales, reed beds and ponds will be designed to temporarily hold water while it is released at the controlled rate whilst offering a combined benefit for improved ecology and biodiversity within a proposed wetland area.

Summary

By including H1 (10) we believe that this would create the opportunity for a mix of medium and low density housing that respects the sensitive setting at the edge of Maidstone and provide a genuine mixed use community that has a real sense of place.

The decision tonight is by no means a final one but is to decide which sites are to be subject to further consultation.

We respectfully ask that H1 (10) is included so that we are able to continue to work with officers, Members and the Parish Council on the emerging master plan.

I trust that this is of some assistance to you, and has addressed some of the concerns you may have had about including this site as a draft allocation.

Yours Sincerely,

Mike Lambert
Group Planning Director
Countryside Properties (UK) Ltd

Brentwood
CM13 3AT

T: 01277 260000 | www.countryside-properties.com



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APPENDIX THREE

H1 (10) South of Sutton Road Langley

Ward: Parkwood/Sutton Valence and Langley

Parish: Boughton Monchelsea/Langley

Current use: Golf Driving Range and Plant Nursery

South of Sutton Road development criteria

Planning permission will be granted if the following criteria are met:

Design and layout

1. Within the site area indicated on the proposals map a minimum of 14ha of public open space, of which a minimum of 11ha shall be natural/semi-natural open space, shall be provided.
2. The majority of the natural/semi-natural open space required by criterion 1 above shall be provided on that part of the site lying to the east of PROW KH364, and in addition, any built development on the part of the site east of PROW KH364 shall be of a low density, designed and sited to maintain a greater openness within this part of the site reflecting its role as a transition to the countryside beyond and the need to maintain existing vistas to the south and south east. This area shall also incorporate SuDS surface water drainage mitigation.
3. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance, with particular emphasis on the Loose Stream/Langley Loch and Langley Church and other heritage assets adjacent to the site.
4. The proposals will be designed and laid-out to provide an appropriate and strong visual relationship between the new development and the hamlet of Langley Park, whilst preserving the setting of the existing listed buildings and protecting the amenity and privacy of existing residential properties.
5. Development should be sited in order to preserve or enhance the setting of the listed buildings surrounding the site.
6. PROW KH364 will be retained and improved to enable use by pedestrians and cycle users, continuing the link between Sutton Road and the Loose/Shaw stream and in addition PROW KH365 between Langley Church and Brishing Road shall also be improved to enable use by pedestrians and cycle users and to provide an alternative link to south east Maidstone.
7. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Access

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

Ecology

11. Development will be subject to the results and recommendations of a phase one ecological survey.

Noise

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

Air quality

13. Appropriate air quality mitigation measures will be implemented as part of the development.

Drainage

14. Development proposals will demonstrate that any necessary new or improved foul and surface water including SuDS drainage infrastructure required to serve the development to ensure no increased risk of flooding off-site, will be delivered in parallel with the development, in consultation with Southern Water and the Environment Agency.

15. The provision of appropriate contributions as proven necessary towards the long-term maintenance and improvement of the flood mitigation reservoir at Brishing Lane.

Open space

16. Provision of publicly accessible open space as required by criteria 1 and 2.

Community infrastructure

17. Appropriate contributions towards community infrastructure will be provided, where proven necessary.

Highways

18. Safe connections will be made to the existing cycle network from Park Wood to the town centre and through the upgrading of PROW KH364 and KH365.

Strategic transport requirements

19. Allocations H1(5), H1(6), H1(7), H1(8), H1(9), H1(10), H1(21) and H1(22) are subject to strategic transport requirements as part of the south east strategic housing location. These allocations will contribute, as proven necessary, towards the following;

i. Bus priority measures on the A274 Sutton Road from Willington Street to the Wheatsheaf junction;

ii. The improvement of the Willington Street / A274 Sutton Road junction;

iii. A new roundabout to be provided on the A274 to allow access to Langley Park site;

iv. A new access road of a width suitable to accommodate contra-flow traffic and adjacent footways between Gore Court Road from the western boundary of Bicknor Wood and A274 Sutton Road;

v. Widening Gore Court Road to a suitable width to accommodate contra-flow traffic with a footway on the eastern side of the carriageway between White Horse Lane and the access into the North of Sutton Road site; and

- vi. A pedestrian and cycle crossing on the A274 to link the allocated development sites.
- vii. Strategic road infrastructure to significantly relieve traffic congestion on Sutton Road and Willington Street.

An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council as the highway authority and the Highways Agency, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.

Gross area (ha) 47.1 Net Area 33.1(ha)

Approximate density 25.7dpha Approximate net capacity 850

H1 (10) - SOUTH OF SUTTON ROAD, LANGLEY, MAIDSTONE

- Public Footpath
PROW KH364
- Area to be developed for residential
- Area for Community Infrastructure
Open Space and Low Density
Residential Development

