

**APPENDIX 2: schedule of issues and responses for Policy PKR1**

Policy Number PKR1	General comments /objections to Policy PKR1	
Summary of issues	Officer Response	Proposed change
<p>For Park &amp; Ride to be effective,</p> <ul style="list-style-type: none"> <li>• Buses must be more frequent (resident)</li> <li>• Fares must be as low as possible (resident)</li> <li>• Town centre parking needs to be more difficult/expensive (resident, parish council)</li> <li>• Dedicated bus lanes (resident)</li> </ul>	<p>The measures suggested are to be pursued in the relevant DM transport policies and the Integrated Transport Strategy</p>	<p>No change</p>
<p>The lack of high frequency bus services outside the urban area on key radial routes around Maidstone, ie A274 and A229 (south) needs to be dealt with (bus operator)</p>	<p>Policies DM13 and DM14 and the Integrated Transport Strategy will seek to improve the frequency and reliability of bus services on key radial routes.</p>	<p>No change</p>
<p>KCC and MBC do not appear to be in agreement on the transport strategy for Maidstone (residents)</p>	<p>The two authorities are working constructively together to prepare an Integrated Transport Strategy to support the proposed Transport Policies in the Maidstone Borough Local Plan.</p>	<p>No change</p>
<p>Overall support for the concept of Park &amp; Ride (councillor). Support addition of further Park &amp; Ride facilities (resident); support the two Park &amp; Ride sites (business representative).</p>	<p>Noted</p>	<p>Whilst there is no recommended change to the policy as a result of these representations it should be noted that Policy PKR1 is now recommended for deletion and further Regulation 18 Consultation</p>

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A radial park & ride scheme would be the better solution with 500 spaces per arterial route (parish council)	Park and Ride is proposed on key routes in appropriate locations where it is considered that most benefit can be accrued	No change	

<b>Policy Number PKR1(1)</b>	<b>Site Name: Linton crossroads</b>		
<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>	
Support (landowner)	Noted	<p>Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .</p> <p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge</p>	

<b>Policy Number</b> <b>PKR1(1)</b>	<b>Site Name: Linton crossroads</b>	
<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>
		and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.
Support Park & Ride site to the south of the town but Linton Crossroads site has too many disadvantages (Councillor)	Noted.	<p>Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .</p> <p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits..</p>
Congestion at the site and along the route into Maidstone would worsen (residents; councillors including ward councillor; parish council)	Whilst there may be a localised impact at Linton Crossroads, the aim of Park and Ride is to reduce the number of journeys made by private car and to encourage modal shift and thus help to mitigate	Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .

<b>Policy Number</b> <b>PKR1(1)</b>	<b>Site Name: Linton crossroads</b>	
<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>
	<p>congestion</p>	<p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.</p>
<p>Proposal would result in polluting emissions at the site and along the route into Maidstone (residents; parish council; councillor)</p>	<p>Whilst there may be a localised impact at Linton Crossroads, the aim of Park and Ride is to reduce the number of journeys made by private car and to encourage modal shift and thus help to mitigate congestion</p>	<p>Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .</p> <p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies</p>

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<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>
		<p>within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.</p>
<p>Proposal will not reduce journey times (residents). The service is only likely to work if there are highway measures to enable buses to achieve overall journey times below that of using alternative transport (bus operator).</p>	<p>The provision of a Park and Ride site would be accompanied by appropriate bus priority measures along the traffic corridor into the town centre as outlined in policies DM13, DM14 and DM15</p>	<p>Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .</p> <p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.</p>
<p>Concerns about road safety at Linton crossroads including for school children attending local schools (residents; parish councils)</p>	<p>If the site were to come forward, site access and the approaches to the site would be designed to ensure the safety of pedestrians and road users</p>	<p>Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .</p>

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<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>
		<p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.</p>
<p>Proposals will result in increased traffic noise (residents)</p>	<p>An acoustic assessment would be required with any application and any necessary mitigation required secured through the application process</p>	<p>Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .</p> <p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the</p>

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<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>
		crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.
Increased security risk to nearby properties (residents)	Any scheme would be designed to include appropriate security measures. This would be assessed at application stage.	<p>Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .</p> <p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.</p>
Previous park & ride site at Armstrong Road on the south side of the town was closer to the town centre but this was closed to build	The site at Armstrong Road was not of a viable size to operate without significant	Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed

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housing. (residents)	subsidy	allocation be deleted and be subject to Regulation 18 Consultation .  This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.
Proposal would result in the loss of agricultural land (residents)	The majority of the site comprises Grade 2 or Grade 3a agricultural land which falls within the Best and Most Versatile category. Development is not prevented in such areas, but should be justified as to why it is necessary, including examination of alternative sites. This was done in this case and the site was considered the most suitable for the proposed use.	Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .  This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the



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		surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.
Undue heat from the tarmac (residents)	The site would be provided with appropriate landscaping to assist in the mitigation of such impacts.	<p>Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .</p> <p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.</p>
Development will have an adverse impact on the landscape and rural character of the area. Proposed mitigation measures would be	Agreed. It is considered that the provision of a park and ride facility on this site	Delete site PKR1 (1): <u>Linton Crossroads</u> , and that the <u>proposed</u>

Policy Number PKR1(1)	Site Name: Linton crossroads	
Summary of issues	Officer Response	Proposed change
<p>Insufficient to lessen the visual impact (residents).</p>	<p>whilst appropriate in transport and accessibility terms would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.</p>	<p><u>deletion be subject to Regulation 18 Consultation.</u></p>
<p>Ambiguous terms such as 'structural landscaping' should be avoided. A 10m wide buffer is not sufficient. This greensand ridge is characterised by fields broken up with windbreaks, thicker shaws which tend to follow the contours, and woodland blocks.</p> <ul style="list-style-type: none"> <li>• Amend PKR1 to create a thick shaw, which follows the contours to the south of the site.</li> <li>• There are opportunities to improve connectivity which should be taken.</li> <li>• The choice of species and type of management of these features will either serve to reinforce or erode landscape character so choices should be based on evidence from the very outset.</li> <li>• Lighting will cause long-range visual impacts, making the prominent ridge top location stand out at night from a huge area to the south.</li> </ul>	<p>Agreed. It is considered that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.</p>	<p><u>Delete site PKR1 (1): Linton Crossroads, and that the proposed deletion be subject to Regulation 18 Consultation.</u></p>

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<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>
Careful consideration should be given to lighting design, types and timings. (Kent County Council)		
Adverse impact on nearby Conservation Area (resident)	The southern site boundary is located some 330m north of the Linton Conservation Area boundary, albeit on higher ground with other properties and a business centre and some woodland in between. There is likely to be some adverse impact arising from the proposed lighting when the Conservation Area is viewed in its setting from the south and south west.	<u>Delete site PKR1 (1): Linton Crossroads, and that the proposed deletion be subject to Regulation 18 Consultation.</u>
No bus lane along the route so Park & Ride buses will simply add to the congestion at the Wheatsheaf, Cripple Street and the Armstrong Road junctions and Sheals Crescent; it will not save time compared with driving so many people will continue to use their cars (residents; residents association; parish council)	The provision of a Park and Ride site would be accompanied by appropriate bus priority measures along the traffic corridor into the town centre as outlined in policies DM13, DM14 and DM15.	Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .  This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from

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		lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.
The evidence which supports the proposal has not been put forward (resident)	Not agreed. Work to support the proposed allocation of the site was undertaken as part of the evidence base supporting the Maidstone Borough Local Plan Regulation 18 Consultation draft.	<p>Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .</p> <p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.</p>
Linton is situated in the countryside. It is removed from the built up area of Maidstone unlike the existing Park & Ride sites (residents).	Studies indicate that the site is appropriately located to 'catch'	Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed

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<p>There would be insufficient demand for a Park &amp; Ride in this location (residents; parish council). Location would mean people driving away from the town in order to reach the Park &amp; Ride site (residents).  Question commercial viability; site will be underused and will eventually be developed for housing (residents; parish councils).</p>	<p>Maidstone –bound traffic on this radial route.</p>	<p>allocation be deleted and be subject to Regulation 18 Consultation .</p> <p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.</p>
<p>Previous draft Integrated Transport strategy (2012) rejected a Park &amp; Ride Site at Linton crossroads on landscape/biodiversity impacts.</p>	<p>Agreed. It is considered that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value</p>	<p><u>Delete site PKR1 (1): Linton Crossroads, and that the proposed deletion be subject to Regulation 18 Consultation.</u></p>

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<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>
<p>Adverse impact on the Greensand Ridge, including for those using the long distance footpath (residents; councillors including ward councillor; parish councils)</p>	<p>Agreed. It is considered that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value</p>	<p><u>Delete site PKR1 (1): Linton Crossroads, and that the proposed deletion be subject to Regulation 18 Consultation.</u></p>
<p>Money should be spent on making improvements to make traffic flow more easily (residents)</p>	<p>Appropriate bus priority measures and junction improvements along the traffic corridor into the town centre as outlined in policies DM13, DM14 and DM15 would be secured</p>	<p>Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .</p> <p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge</p>

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<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>
		and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.
Impact of queuing traffic on Linton village; queues outside Cornwallis Academy; queues along Heath Road, Coxheath (residents)	Whilst there may be a localised impact at Linton Crossroads works would be undertaken to mitigate this impact. The aim of Park and Ride is to reduce the number of journeys made by private car and to encourage modal shift and thus help to mitigate congestion	Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .  This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.
Will result in rat running along unsuitable rural lanes (residents; councillors)	There is no evidence to suggest that this will be the case	Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .

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<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>
		<p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.</p>
<p>Increased risk of flooding from surface water . Sewerage system could not cope. (residents).</p>	<p>Any scheme would be accompanied by an appropriately designed drainage system to ensure that the new development made the existing situation no worse</p>	<p>Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .</p> <p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies</p>



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<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>
		<p>within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.</p>
<p>Ecological habitat, including wildlife corridors, would be destroyed (residents)</p>	<p>Any scheme would be accompanied by appropriate ecological surveys and any identified and necessary mitigation measures.</p>	<p>Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .</p> <p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.</p>
<p>Increased light pollution with resulting adverse impact on the wider landscape and adjoining properties (residents)</p>	<p>Agreed. It is considered that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms would have on balance</p>	<p><u>Delete site PKR1 (1): Linton Crossroads, and that the proposed deletion be subject to Regulation 18 Consultation.</u></p>

<b>Policy Number</b> <b>PKR1(1)</b>	<b>Site Name: Linton crossroads</b>	
<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>
	<p>such a negative impact on the character and appearance of the surrounding area, particularly from lighting situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value</p>	
<p>Recommend that the service is additionally used to transport commuters from south Maidstone to Marden (parish council).</p>	<p>Policies DM13 and DM14 and the Integrated Transport Strategy seek to secure improved frequency and reliability of bus services from the south of Maidstone</p>	<p>Whilst there is no change to the policy as a result of this representation. It is recommended that the proposed allocation be deleted and be subject to Regulation 18 Consultation .</p> <p>This is on the basis that the provision of a park and ride facility on this site whilst appropriate in transport and accessibility terms, would have on balance such a negative impact on the character and appearance of the surrounding area, particularly from lighting which would be situated at the crest of the scarp slope which lies within the proposed Greensand Ridge and Low Weald Area of Local Landscape Value as to outweigh the transport benefits.</p>
<p>Additionally a petition with some 1129 signatures opposing the Linton crossroads allocation was received</p>		

<b>Policy Number</b> PKR1(1)	<b>Site Name: Linton crossroads</b>		
<b>Summary of issues</b>	<b>Officer Response</b>		<b>Proposed change</b>

<b>Policy Number</b> PKR1(2)	<b>Site Name: Old Sittingbourne Road</b>		
<b>Summary of issues</b>	<b>Officer Response</b>		<b>Proposed change</b>
Support for this allocation (bus operator)	Noted		Whilst there is no recommended change to the policy as a result of these representations it should be noted that Policy PKR1 and therefore PKR1(2) is now recommended for deletion and further Regulation 18 Consultation
Concern that 1,000 places are not enough. Evidence that the P&R is being used by people parking for free and then car-share commuting into London. Also insufficient parking provision at Newnham Park (parish council)	The provision of 1000 spaces is considered the minimum necessary to provide a viable service. Issues of inappropriate use of the car park should be resolved through its day to day management		Whilst there is no recommended change to the policy as a result of these representations it should be noted that Policy PKR1 and therefore PKR1(2) is now recommended for deletion and further Regulation 18 Consultation
Need for an expanded Park & Ride facility in this location has not been demonstrated. (business). The Integrated Transport Strategy does not provide any basis to conclude that Eclipse Park is the most suitable site at Junction 7 (landowner/developer)	The site at Eclipse Park is capable of appropriate expansion. The provision of 1000 spaces is considered the minimum necessary to provide a viable service.		Whilst there is no recommended change to the policy as a result of these representations it should be noted that Policy PKR1 and therefore PKR1(2) is now recommended for

<b>Policy Number</b> <b>PKR1(2)</b>	<b>Site Name: Old Sittingbourne Road</b>	
<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>
<p>The site is not available for continued Park &amp; Ride use, and the land is not available at a value likely to be affordable for Park and Ride at the site to be viable so the site is not deliverable. Eclipse Park forms a key strategic employment site; to designate a large portion of the site to Park &amp; Ride development fails to make best and effective use of this site. (landowner/developer). A search for alternative sites should be undertaken to find land more suited for Park &amp; Ride provision (landowner/developer).</p>	<p>Noted.</p> <p>Given that the site can no longer be considered as available, its proposed allocation cannot proceed. It is therefore necessary to recommend that the proposed allocation PKR1 (2) be deleted and that the proposed deletion be subject to Regulation 18 Consultation .</p>	<p>deletion and further Regulation 18 Consultation</p> <p>Given that the site is no longer to be considered available the proposed allocation under Policy PKR1 and PKR1(2) should be deleted and that the deletion be subject to Regulation 18 Consultation</p>
<p>Car parking should be prioritised for existing business park users (business)</p>	<p>Park and Ride is part of a wider package of measures to encourage modal shift for journeys into Maidstone Town Centre. The provision made at the existing businesses on Eclipse Park in conjunction with approved Travel Plans is also part of the need to encourage a shift away from reliance on the use of the private car.</p>	<p>Whilst there is no recommended change to the policy as a result of these representations it should be noted that Policy PKR1 and therefore PKR1(2) is now recommended for deletion and further Regulation 18 Consultation</p>
<p>Proposal in conjunction with Next and KIMS would result in congestion within the business park and along feeder roads. (business; councillor)</p>	<p>Whilst there may be some localised impact, the aim of Park and Ride is to reduce the number of journeys made by private car and to encourage modal shift</p>	<p>Whilst there is no recommended change to the policy as a result of these representations it should be noted that Policy PKR1 and therefore PKR1(2) is now recommended for</p>

<b>Policy Number</b> PKR1(2)	<b>Site Name: Old Sittingbourne Road</b>	
<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>
	and thus help to mitigate congestion	deletion and further Regulation 18 Consultation
A high-rise car park would impact negatively upon the setting of the Kent Downs AONB, contrary to the Kent Downs AONB Management Plan (councillors including ward councillor). Decker car park is not in keeping with the character of the business park (business)	A high rise car park is not proposed only a further single deck. Given appropriate design at application stage and the existing site topography and surrounding landform it is considered that the visual impact of the car park can be appropriately mitigated. .	Whilst there is no recommended change to the policy as a result of these representations it should be noted that Policy PKR1 and therefore PKR1(2) is now recommended for deletion and further Regulation 18 Consultation
There is no reference to an ecological survey and mitigation for protected wildlife - both viviparous lizard and slow worm can be found within the allocation footprint. (councillors including ward councillor)	Any application for changes to the car park would be accompanied by ecological appraisals. The policy criteria should be amended to reflect this. However, it should be noted that Policy PKR1 and therefore PKR1(2) is now recommended for deletion and further Regulation 18 Consultation .	Whilst there is no recommended change to the policy as a result of these representations it should be noted that Policy PKR1 and therefore PKR1(2) is now recommended for deletion and further Regulation 18 Consultation
The nature of the bus priority measures are unspecified (councillor).	Bus mitigation measures would be investigated and secured in conjunction with the County Council as Highway Authority and would be addressed in the Integrated Transport Strategy	Whilst there is no recommended change to the policy as a result of these representations it should be noted that Policy PKR1 and therefore PKR1(2) is now recommended for deletion and further Regulation 18 Consultation

Policy Number PKR1	Omissions from Policy PKR1		
Summary of issues	Officer Response	Proposed change	
<p>The omission of a Park and Ride Scheme at Langley on the A274 is a major missed opportunity to mitigate traffic entering Maidstone from the south and would have contributed to the sustainability of development on the Sutton Road (resident) . High frequency bus services that are provided on the A274 could be enhanced if a P&amp;R site could be established in the vicinity of Parkwood at or close to one of the potential development sites. (bus operator)</p>	<p>Whilst no Park and Ride site is proposed on the A274 corridor, Policies DM13 and DM14 as proposed to be amended as well as the emerging Integrated Transport Strategy seek to facilitate the introduction of express/limited stop bus services and for accompanying bus priority measures to ensure reliability and speed of service on the corridor as an encouragement to modal shift.</p>	<p>No change</p>	
<p>The existing site for P&amp;R at J7 M20 should be replaced with a site at the north western corner of the Newnham Court site as there is a fundamental conflict between retaining the existing Park &amp; Ride facility and providing for business uses at Eclipse Park (landowner)</p>	<p>There are potentially significant issues to overcome to provide suitable access for site users and the bus service operator for a site in this location.</p>	<p>Whilst there is no recommended change to the policy as a result of these representations it should be noted that Policy PKR1 and therefore PKR1(2) is now recommended for deletion and further Regulation 18 Consultation</p>	
<p>It would be helpful if the Willington Street P&amp;R site could be expanded but we recognise it would impact on Mote Park. (bus operator)</p>	<p>There are currently no plans to expand the Willington Street site. Moreover, the Willington Street site lies within the registered Historic Park of Mote Park. The existing site is well screened and contained further expansion is likely to</p>	<p>No change</p>	

<b>Policy Number PKR1</b>	<b>Omissions from Policy PKR1</b>	
<b>Summary of issues</b>	<b>Officer Response</b>	<b>Proposed change</b>
	have Heritage impacts	

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