

Site 2: Mote Road

Appendix 2A: Planning Context

National Policy Considerations

The National Planning Policy Framework (NPPF) was most recently updated in February 2019. This, together with relevant Planning Practice Guidance (PPG) now represents the most up-to-date national planning policy and guidance.

The NPPF Revision and the PPG place importance on the need to deliver sustainable development. This includes the delivery of necessary development to ensure that local planning authorities can sustainably meet the development needs of their area.

Key objectives within the NPPF Revision include:

- Significantly boosting the supply of homes including affordable homes and maintaining a five year supply of deliverable housing sites.
- Building a strong, competitive economy, placing significant weight on the need to support economic growth and productivity, and taking into account both local business needs and wider opportunities for development.
- Ensuring the vitality of town centres, and supporting the role that town centres play at the heart of local community by taking a positive approach to their growth, management and adaptation.



Site viewed from Mote Road

Local Policy Considerations

Maidstone Borough Local Plan (2017)

Maidstone Borough Council adopted the Maidstone Borough Local Plan 2011 – 2031 ('MBLP') in October 2017. The MBLP comprises both the strategic aims and policies for the borough and specific site allocations.

The borough assets, together with its good access to London and the channel ports for Europe, make Maidstone an attractive location for people in which to come to work and live. This creates a high pressure for development, so the MBLP focuses strongly on sustainability. Maintaining sustainable communities for the borough's urban and rural residents and businesses is at the heart of the MBLP's objectives.

The MBLP seeks to strike an appropriate balance between the national call for homes and the local need for housing (including affordable housing) and employment for a growing population. Development in the borough has been planned with supporting infrastructure to make proposals acceptable and to maintain residents' quality of life.

Relevant policies, as set out below include:

- Policy SP4 – Maidstone Town Centre
- Policy SP18- Historic environment
- Policy SP20 – Affordable housing
- Policy H2– Broad locations for housing growth
- Policy DM1 – Principles of good design

- Policy DM4- Development affecting designated and non-designated heritage assets
- Policy DM16 – Town centre uses
- Policy DM19 – Open space and recreation
- Policy DM23/Appendix B – Parking Standards
- Policy DM28 – Secondary shopping frontages
- Policy DM29 – Leisure & community uses in the town centre

The MBLP advises that attention should also be paid to providing sufficient green spaces, not only for people to enjoy, but also to the value we should place upon our natural environment for its own intrinsic worth.

Policy SS1 includes a housing target of 17,660 dwellings over the 20 year Plan period. This equates to a target of 883 dwellings per annum. In addition, the spatial strategy for the borough identifies a need for:

- 39,830m² floorspace for office use
- 20,290m² floorspace for industrial use
- 49,911m² floorspace for warehousing use
- 29,800m² floorspace for retail use

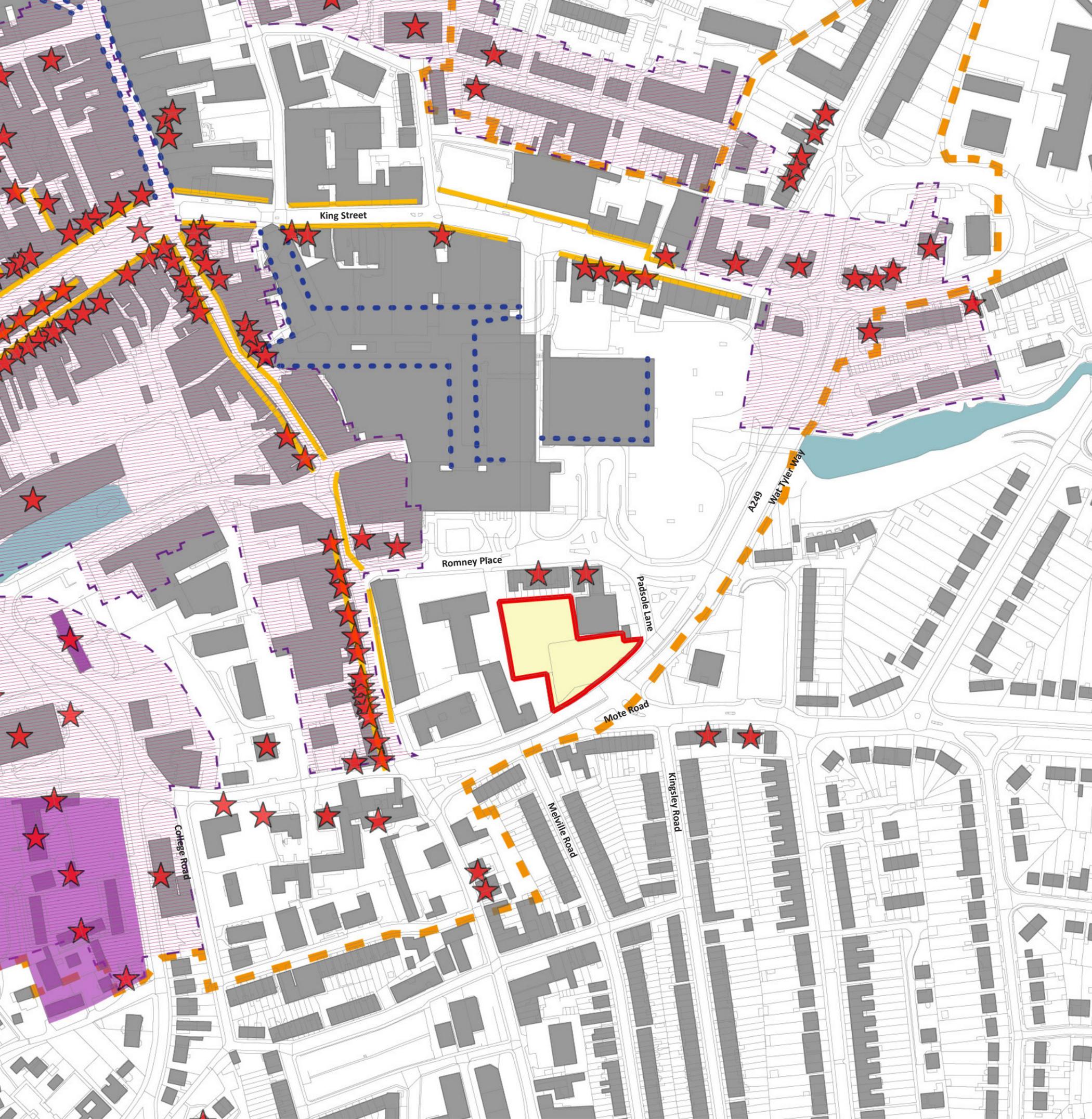


Figure 2.1: Designations and Features

scale 1:2500 @ A3

Key

-  Conservation Area
-  Scheduled Monuments
-  Listed Buildings
-  Maidstone Borough Local Plan Policy DM27 Primary Shopping Frontage
-  Local Plan Policy DM28 Secondary shopping frontage
-  Maidstone Borough Local Plan Policy RMXI (6) Retail and Mixed Use Site Allocation
-  Built Form
-  Water Bodies
-  Town Centre Boundary
-  Site Boundary

Policy SP4 Maidstone Town Centre seeks to retain and enhance a variety of well integrated attractions including shopping, service sector-based businesses, leisure and cultural facilities that the town centre offers and also to retain the best quality office stock, whilst allowing for the redevelopment of lower quality offices. Policy SP4 of the MBLP supports a comprehensive retail redevelopment centred on The Mall, immediately to the north of the site.

The MBLP, paragraph 4.65, also supports the town centre as a suitable place for residential use: *“Whilst commercial uses are the priority for the town centre, residential development can have a supporting role, in particular as part of mixed use schemes. Additional*

residential development in the town centre will help to promote town centre vitality, especially during the evening.” Policy SP 4(vii.) promotes *“Select opportunities for residential redevelopment.”*

The MBLP seeks to focus on retail uses within the primary and secondary shopping frontages policy areas of the town, especially protecting and consolidating retail use in the primary shopping frontage areas. **Policy DM28 ‘Secondary Shopping Frontages’** promotes the continued vibrancy of these streets, with their predominance of small units and independent shops, but also allows for a wider range of services, including those that contribute to the night time economy.

Policy SP4: Town centre vision

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

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

Key components in realising this vision are:

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

Policy RMX1 (6) Mote Road, Maidstone

Mote Road, as shown on the policies map, is allocated for residential-led mixed use development to include a minimum of 2,000m² of office floorspace (B1a). Leisure uses (D2) would also be appropriate as part of the mix of uses on this site. Planning permission will be granted if the following criteria are met:

Design and layout

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.

Uses

3. The development should deliver a minimum of 2,000m² 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 cost assumptions used, and demonstrate that the amount of office floorspace is the maximum which could be provided as part of a viable development.

Noise

4. The submission of a noise assessment and the delivery of appropriate noise attenuation measures as part of the development.

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.

Land contamination

6. The submission of a land contamination report and appropriate mitigation measures to be implemented prior to development commencing.

Close to the site, the frontages along Lower Stone Street and Romney Place are designated as secondary retail frontages where retail, office and food and drink uses are appropriate and which establish or retain an active frontage to the street, with the potential for other uses, such as residential, on upper floors.

Policy DM19 Open Space and Recreation covers the provision on new housing sites. It requires a standard of 0.7ha amenity green space, 0.25ha space for children and young people and 1.6ha publicly accessible outdoor sports space per 1000 residents. The policy also requires 0.2ha allotments and community gardens and 6.5ha of natural/semi-natural areas of open space per 1000 residents. Given the compact nature of the site and the high density context, it is recognised that it will not be feasible to provide the required amount of open space on the site. Paragraph 6.89 of the MBLP allows for a financial contribution to be made to improve existing sites and enhance the capacity of existing provision if suitable opportunities for new open space cannot be identified within the specified accessibility standards due to site constraints.

Parking standards are set out in **Policy DM23/Appendix B** of the MBLP. Maidstone has approved vehicle parking standards published by Kent Highway Services as an interim measure for Development Management decisions, and the County Council gives advice on development proposals that generate a need for parking provision.

The MBLP has a target rate of 30% affordable housing for new developments within the Maidstone Urban Area (Policy DM20), with indicative targets of 70% affordable rented housing, social rented housing or a mixture of the two and 30% intermediate affordable housing (shared ownership and/or intermediate rent). The inclusion of this quantum of affordable housing on the site may not be achievable due to economic viability and, in such cases, the policy recommends developers to enter into negotiations with the Council's Housing department, in consultation with registered providers at the earliest stage of the application process. Given its central, sustainable location, the site or part of it may be suited to management by a Registered Provider.

Neighbourhood Plans

There are no made Neighbourhood Plans impacting upon the site.

Relevant Planning History

In 2005, consent was granted for the erection of a nine storey office development with associated multi-level parking facility on the site. This was not implemented.

Site 2: Mote Road

Appendix 2B: Site Analysis

2B:01 Land Uses

The site is owned and managed by London and Cambridge Ltd. It is currently in use as a privately managed surface-level car park. To the south, it is partially concealed by billboards along Moat Road/Wat Tyler Way. Its western boundary consists of a rendered retaining wall, separating the site from adjacent parking associated with Kent House to the north-west and Medvale House to the south-west. Kent House is being converted to 123 residential flats through Prior Notification (15/53837) and Medvale House is in the process of being vacated by HMRC (passport office).

Further to the west, Miller House (on the corner of Mote Road and Lower Stone Street), has also recently been converted from offices to 99 apartments through Prior Notification (15/501881). Beyond these buildings, Lower Stone Street comprises a mixed-use street, with a concentration of food and drink establishments and retail units on the ground floor. Further west, Knightrider Street provides a connection to the River Medway and Lockmeadow Entertainment Centre beyond.

To the immediate north, on Romney Place, a terrace of historic town houses are used for commercial purposes, with their rear gardens now converted to a parking area

which is accessed via the Mote Road site. Further north, on the other side of Romney Place, the Chequers multi-storey car park and bus station and The Mall shopping centre beyond present a monolithic block between the site and historic town centre beyond. To the north-east, on the other side of Padssole Lane there is a Sainsbury's supermarket and associated parking,

To the east, further commercial properties abut the site, on Padssole Lane. These consist of a car rental garage and a Victorian house, converted to an office. To the east and south, land uses are predominantly residential. On the eastern side of Wat Tyler Way a tall building, Midhurst Court, is a residential apartment block, whilst to the south there are a number of streets with low rise Victorian terraces. Further east, on Square Hill Road and Mote Avenue, houses are low rise and lower density, whilst to the north-east, in the vicinity of Ashford Road and River Bank Close, there is a concentration of medium-rise apartments.

Further to the south-east, approximately 650m from the site, Mote Park is popular 450 acre area of public parkland.

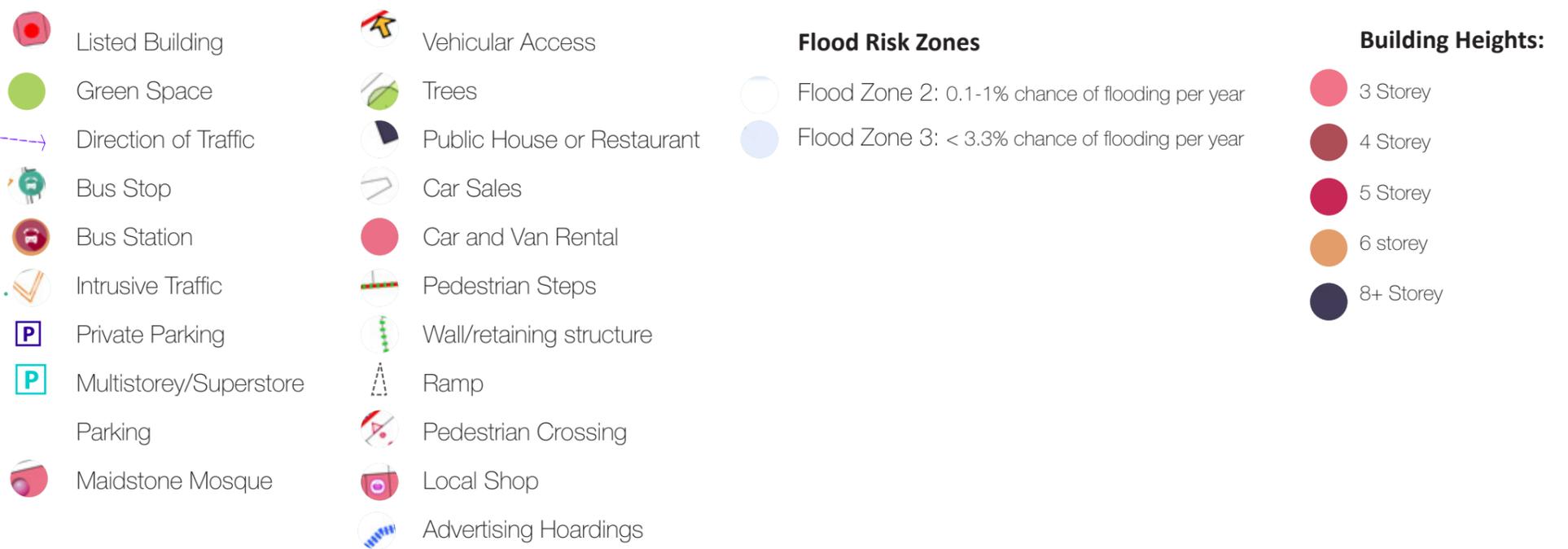


Figure.2.2 Land Use

- | | | |
|---|---------------------|-------------------------------|
| Residential | Civic | Allotments |
| Retail | Cultural | Place of Worship |
| Mixed-use (Ground Floor Retail and Residential) | Leisure | Car Parking |
| Employment | Hotel | Industry and Electricity |
| Mixed-use (Retail and/or Employment) | Prison | Hospital and Doctor's Surgery |
| Education | Park and Open Space | Train Station |
| | Community Centre | Site |



Figure.2.3 Contextual Analysis including Building Heights



2B:02 Built Form

There are no buildings on the site. The surrounding area primarily consists of tall blocks, including a concentration of Maidstone's tallest buildings (see Figure 2.3):

- The Mall- 5 storeys
- Chequers Multi-storey car park – 8 storeys
- Coleman House, King Street – 11 storeys
- Kent House, Romney Place – 9 storeys
- Medvale House, Mote Road – 8 storeys
- Midhurst Court, Mote Road- 13 storeys
- Miller House, Lower Stone Street- 13 storeys
- MBC + The Mall-10 storeys

To the north and east of the site, buildings on Padsole Lane and Romney Place are two to three storeys high respectively, whilst the housing area to the south consists predominantly of two storey terraces.



Looking south-east across site



Looking north towards Kent House



Entrance to site off Mote Road

2B:03 Heritage and Architecture

The site lies outside of the Maidstone Town Centre Conservation Area, but to the north, it is bordered by a Grade II Listed row of Victorian townhouses, Nos. 1-14 Romney Place. These are listed for their group value with their rear yards backing onto the Site. To the southeast of the Site on the other side of the A249, there are a further two Grade II listed buildings: the Hunters Almshouses and Nos. 64-70 Mote Road.

The 14 terraced houses fronting Romney Place are listed under two entries, but consecutively form a group. These former houses are now largely used as offices or for business use. Nos. 1-10 comprise an early to mid-19th century row comprising three storeys and basement, built of stock brick. Each have one sash each and most retain their glazing bars and simple round-headed doorcases. Nos. 11-14 comprise a small group of Tudor Gothic houses, three storeys, stuccoed and tiled roofs. The terrace comprises a centre and two projecting wings with gables having scalloped bargeboards finials and pendants, although No.14 has lost theirs. Each house has two windows and obtusely pointed doorways with fanlights of the same shape and distinctive dripstones over the sash windows. The primary elevation of Nos 1-10, 12 and 13 are to the north facing onto Romney Place. No. 14 faces east. To the rear of Nos. 11-14 there is an industrial style Thrifty

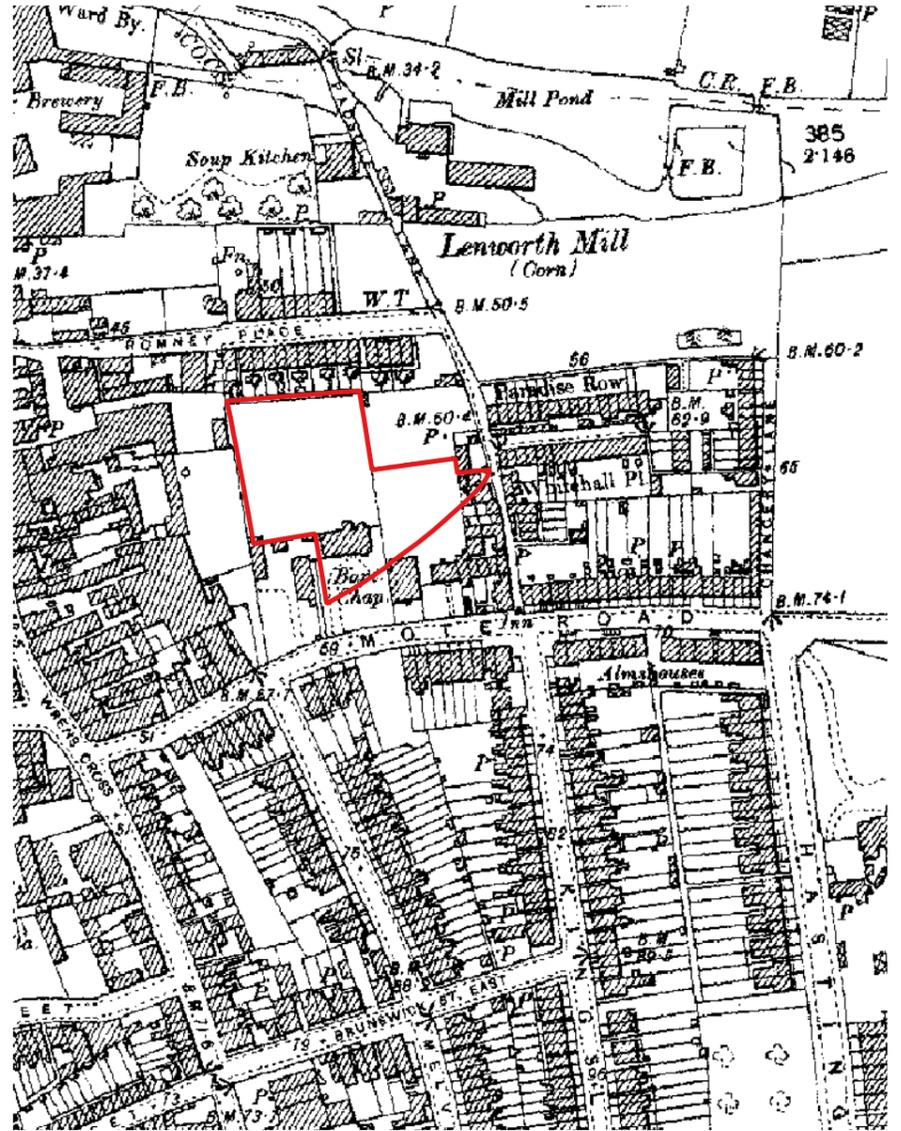
Car and Van Rental warehouse, which has severely degraded the setting of these properties to their south elevation. Nos.1-10 have rear yards (no gardens) and their southern elevations overlook the current surface car park. To the north, this listed row overlooks the Chequers Bus Station and multi-storey car park.

Whilst aesthetically pleasing, the setting of these assets has been heavily degraded and detracts from their significance. A more detailed heritage analysis has been undertaken by Savills Heritage and is included at Appendix 2C.

Historic mapping from 1876-1895 (Figure 2.4) shows the existing townhouses to the north, with either parkland or orchards on the site itself together with the Providence Baptist Chapel. Mote Road followed an east-west alignment which has since experienced some demolitions along its northern boundary to make way for the construction of Wat Tyler Way. To the north of the site, Romney Place included further town houses and, beyond this, parkland, whilst to the south, the existing neighbourhood of terraced housing was already established. To the north-east there appear to be fields associated with the edge of the town and a corn mill on the (now culverted) River Len. This overall character is still apparent in the 1908 and 1936-1946 mapping.



Historic Map: 1876-1895



Historic Map: 1896-1898



Historic Map: 1936-1946

Fig.2.4 Historic Mapping



Tall buildings on Mote Road (north side)



Mixed Victorian buildings on Mote Road (south side)



Listed buildings on Romney Place



Listed buildings on Romney Place



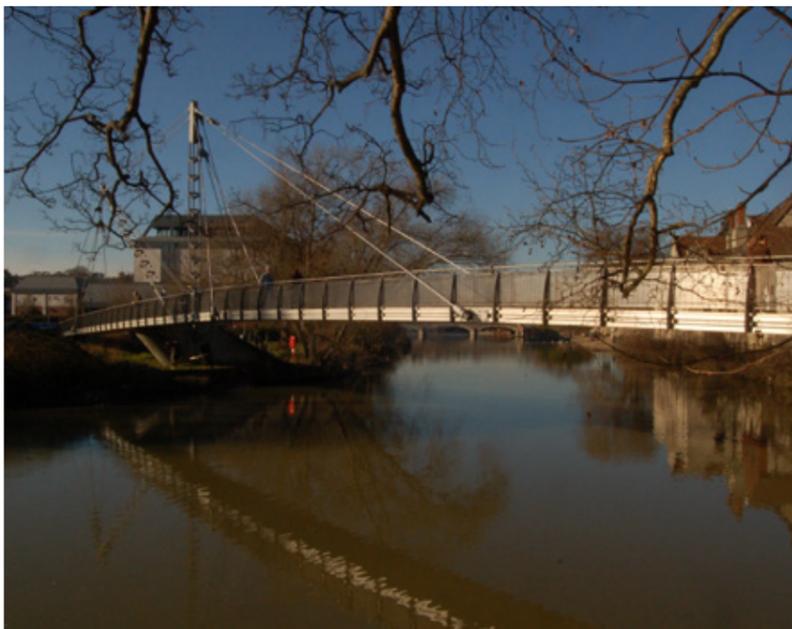
Terraced Victorian streets to south of site



The Mall multi-storey car park to north of site, Romney Place



To the immediate west and east of the site, the architectural character of the townscape is dominated by 1960s/1970s development, with the tall concrete office blocks of Kent House (1970s), Medvale House (1970s) and Miller House (1972) to the west and residential block, Midhurst Court (1965) to the east.



To the immediate north of the site, a row of listed town houses on Romney Place have intervisibility with the site and new development should respect their setting. The illustrative scenario for development on the site is not considered to materially affect this setting of these listed buildings. Romney Place is already degraded by existing highways infrastructure and existing tall buildings the significance of the listed buildings will not be affected.



Local town centre uses and assets

2B:04 Landform, Hydrology, Noise and Air Quality

The site occupies a relatively flat site, rising from approximately 15m Above Ordnance Datum (AOD) in its northern area to 17.5m AOD to the south-east, along its boundary with Wat Tyler Way (see Figure 2.6). This level change incorporates some retaining walls, including one along its western boundary and one within the site, running in a north-south direction to the east of its access road. The site does not lie within an Environment Agency Flood Risk Area.

Given its town centre location and the proximity of Mote Road/Wat Tyler Way, noise and air quality assessments will be required as part of any planning application, together with the delivery of appropriate mitigation measures. A land contamination report and appropriate mitigation measures will also need to be implemented prior to development commencing, in accordance with Policy RMX1 (6).



Figure.2.5:Hydrology

FLOOD RISK ZONES:

-  Flood Zone 3: < 3.3% chance of flooding per year
-  Flood Zone 2: 0.1-1% chance of flooding per year
-  Built Form
-  Railway

-  Train Station
-  Water Bodies
-  Site



-  Built Form
-  Contour 5m
-  Railway
-  Primary Road
-  Train Station
-  Water Bodies
-  Study Area

Figure 2.6 Landform



Figure 2.7 Movement and Access

- | | | |
|----------------|------------------------|---|
| ■ Railway Line | — Pedestrian Street | ○ 400m radius (5 min. walk) from Station |
| — A Roads | — Public Rights of Way | ○ 800m radius (10 min. walk) from Station |
| — B Roads | ● Train Station | ○ Site Boundary |
| — Minor Roads | ● Bus Routes | |
| — Local Street | ● Bus Station | |

2B:05 Movement

The Mote Road opportunity site is situated to the south of Maidstone and is surrounded by busy highways to the north (Romney Place), east (A249) and south (A249). Romney Place is a two-way road which connects the A229 with the A249, while also providing car parking access to the 'The Mall Maidstone' shopping centre. The A249 is a dual-carriageway with barriers separating the opposing lanes.

The site lies on the southern edge of the heart of Maidstone town centre and is sited less than 0.8km walking distance from Maidstone West Railway Station. The closest bus stops are on Lower Stone Street, less than 100m to the west of the site. Stop F serves eight bus services, whilst Stop G serves a further six services.

Maidstone has good transport links, with direct connections to London and the channel tunnel via the M20 and M2 motorway, and rail connections to London, the coast and Medway towns through three central railway stations in the town. There are approximately six trains per hour departing from Maidstone East Station, including direct connections to London Victoria and Ashford International, with interchanges to a number of destinations available. Expected improvement to links direct to the City of London via Thameslink in 2019, will further improve the site's connectivity and attraction as a commuter location, whilst improvements to Maidstone East and West (HS1) stations could further unlock potential. Maidstone East Railway Station is approximately 12 minutes' walk distance from the site.

The closest bus stops are at Maidstone Bus Station and on Lower Stone Street, approximately 60m and 80m from the site respectively. Further details on connectivity with Maidstone's railway stations and bus stops are provided at Appendix 2D.

Whilst the Mote Road opportunity site may be surrounded by highways, the pedestrian environment benefits from a number of staggered and signalised pedestrian crossings on both Romney Place and the A249. All crossings are supported by dropped kerbs and tactile paving, with a number of evenly spaced street lights ensuring that the area is well lit at night.

There are no designated cycling routes within the site's immediate vicinity.

The closest taxi ranks are on High Street and King Street, both within a 300m walk to the north.

There is currently a private pedestrian route into the site from the north-west corner, via a short set of steps. The only vehicular access into the site is from the A249/ Mote Road/Wat Tyler Way. Further transport advice will be required in relation to the suitability of this access point in relation to the quantum of development and parking spaces to be provided on the site. Any new access will need to be carefully designed to allow appropriate visibility splays.

2B:06 Landscape and Visual Context

The site has a hard, urban character, with no vegetation, covered entirely by an asphalt car park. A set of pedestrian steps provides access to the north-western corner of the site. The wider area similarly has a hard urban character, with the four lane A249 having no green central reservation, and buildings having little or no front gardens space. The extensive areas of parking, roads and tall buildings all dominate the views. To the east of the site, some mature trees on Wat Tyler Way close to the Midhurst Court tower block provide a leafier character to this area

With regards to its visual context, the site is clearly visible from the A249 Mote Road/Wat Tyler Way as it passes by the site's southern boundary. Further to the west, the existing tall buildings of Kent House, Miller House and Medvale House screen the site. To the south, the site is currently well screened by buildings on the southern side of Mote Road, however any new taller buildings on the site would become visible from the terraces of housing to the south such as Melville Road, Brunswick

Street and Kingsley Road. Similarly, taller buildings would be glimpsed from Romney Place and Wat Tyler Way to the north and north-east of the site and Mote Road to the east. There would also be private views into the site from the residential properties to the west of the site (Kent House, Miller House and potentially Medvale House), and the location and massing of new buildings together with the design of their internal layout should ensure that the privacy of these residents is not significantly affected.

By virtue of their listing by English Heritage/Historic England, particular attention should be paid to the visual setting of the listed buildings to the immediate north of the site. Whilst these are used as offices rather than their original residential use, workers will still have views from the southern elevation windows.



Looking towards site from eastern end of Romney Place



Looking towards site from Mote Road, looking north-east



Looking towards site from Mote Road, looking north

Site 2: Mote Road

Appendix 2C: Heritage Review

Heritage Review

The Mote Road site is located between Romney Place and the A249 Wat Tyler Way, and to the east of Lower Stone Street. The site lies outside of the Maidstone Town Centre Conservation Area, but to the north, it is bordered by a Grade II Listed row of Victorian townhouses, Nos. 1-14, which are listed for their group value, with their rear yards backing onto the site. To the southeast of the site, on the other side of the A249, there are a further two Grade II listed buildings: the Hunters Almshouses and Nos. 64-70 Mote Road.

70 The site currently comprises a flat surface car park. On its west side, between it and Lower Stone Street, there are tall buildings including the nine storey Kent House and eight storey Medvale House (both used as offices), as well as Miller Heights, a former 11 storey office block converted from commercial to residential to form 99 apartments. There is another tall building at the corner of Mote Road with Wat Tyler Way to the southeast of the Site which also dominates the street scene.

The 14 terraced houses fronting Romney Place and backing onto the northern boundary of the site are listed under two entries, but consecutively form a group. These former houses are now largely used as offices or for business use. Nos. 1-10 comprise an early to mid-19th century row comprising three storeys and basement, built of stock brick. Each have one sash each and most retain their glazing bars and simple round-headed doorcases. Nos. 11-14 comprise a small

group of Tudor Gothic houses, three storeys, stuccoed and tiled roofs. The terrace comprises a centre and two projecting wings with gables having scalloped bargeboards finials and pendants, although No.14 has lost theirs. Each house has two windows and obtusely pointed doorways with fanlights of the same shape and distinctive dripstones over the sash windows. The primary elevation of Nos 1-10, 12 and 13 are to the north facing onto Romney Place. No. 14 faces east. To the rear of Nos. 11-14 there is an industrial style Thrifty Car and Van Rental warehouse which has severely degraded the setting of these properties to their south elevation. Nos.1-10 have rear yards (no gardens) and their southern elevations overlook the current surface car park. To the north, this listed row overlooks the Chequers Bus Station and multi-storey car park. Whilst aesthetically pleasing, the setting of these assets has been heavily degraded and detracts from their significance.

Planning Policy Context

In Planning Policy terms, the newly revised NPPF (February 2019) Chapter 16 (Conserving and Enhancing the Historic Environment) states at para 192 that “*In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable*

communities including their economic vitality; and , c) the desirability of new development making a positive contribution to local character and distinctiveness.”

It also states that: *“Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.”* Moreover, at para 191 the revised NPPF states that *“Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.”*

Para 193 of the revised NPPF states: *“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”*



Listed buildings, Romney Place, with site beyond



Listed building, Romney Place, with site behind



Listed buildings on Romney Road, adjacent to Kent House



Victorian properties on southern side of Mote Road

Para 194 of the revised NPPF states: “Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.” It further goes on to state that substantial harm to or loss of grade II listed buildings should be exceptional.

Para 196 states that: “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”

Para 197 states that: “The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”.

However, as noted at footnote 62 of the revised NPPF, the policies set out in chapter 16 relate, as applicable, to the heritage-related consent regimes for which local planning authorities are responsible under the Planning (Listed Buildings and Conservation Areas) Act 1990, as well as to plan-making and decision-making. In particular, Section 66 states that: “In considering

whether to grant planning permission [or permission in principle] for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall 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.”

Finally, para 202 of the NPPF 2018 states that: *“Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.”*

A new addition to the revised NPPF at para 198 states that: *“Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred”*, thus making viability assessments a key part in balancing the decision making process. In terms of finding an ‘optimum viable use’ for heritage assets, this will not always be the most profitable solution, but the one which delivers a viable outcome with the least harm to the asset, and secures a sustainable future.

In local planning policy terms, MBLP sets out the framework for development in the borough until

2031. Relevant policies include SP4 Maidstone town centre; SP18 Historic environment; and H2 (1) Maidstone town centre broad location for housing growth. Policy DM1 Principles of good design is also relevant, stating: *“In order to achieve high quality design, it is expected that proposals will positively respond to and, where appropriate, enhance the character of their surroundings. It is important that development contributes to its context...Key aspects of built development will be the scale, height, materials, detailing, mass, bulk and site coverage...These features should relate well, and respond positively, to the context in which they are seen....New development should integrate well into the built, natural and historic environment...”* Para 6.5 of policy DM1 also notes: *“In assessing the appropriateness of design, the council will have regard to adopted Conservation Area Appraisals and Management Plans, Character Area Assessments and the Kent Design Guide, which provide specific information about local character and distinctiveness and give guidance on design principles.”* Policy DM4 details the approach to Development affecting designated and non-designated heritage assets, which defers to national legislation (P (LBCA) A 1990 and NPPF 2018).

Site 2: Mote Road

Appendix 2D: Connectivity with Public Transport

Distances & Journey Times to Bus Stops & the Bus Station*

Bus Stop	Location	Distance	Mode		
			Walk	Cycle	Number of Services Within a 20-Minute Walk
Gala Bingo / Granada House / The Mall					
Mill Street	Mill Street	300m	4-Minutes	2-Minutes	71
Chequers Bus Station	Romney Place	150m	2-Minutes	1-Minute	
Mote Road					
Lower Stone Street	Lower Stone Street	240m	3-Minutes	1-Minute	70
Chequers Bus Station	Romney Place	400m	5-Minutes	2-Minutes	
Peugeot Building (Len House)					
Mill Street	Mill Street	17m	1-Minute	1-Minute	71
Chequers Bus Station	Romney Place	450m	5-Minutes	2-Minute	
Maidstone Riverside					
Rocky Hill	A20 London Road	400m	5-Minutes	2-Minutes	71
Chequers Bus Station	Romney Place	1km	13-Minutes	4-Minutes	
Maidstone West Station					
Broadway	A20 Broadway	270m	3-Minutes	1-Minute	71
Chequers Bus Station	Romney Place	1km	11-Minutes	3-Minutes	

*(Markides Associates, June 2018)

Distances & Journey Times to Maidstone Rail Stations*

Rail Station	Distance	Mode		
		Walk	Cycle	Public Transport
Gala Bingo / Granada House / The Mall				
Maidstone Barracks	1.2km	15-Minutes	6-Minutes	13-Minutes via Maidstone West
Maidstone East	750m	9-Minutes	4-Minutes	9-Minutes via Kings Hill Connect X1 / Sapphire 101 / 130 / 150
Maidstone West	800m	10-Minutes	3-Minutes	8-Minutes via 503 Maidstone P&R / Greenway 71 / Greenway 72 / 3 / 7
Mote Road				
Maidstone Barracks	1.5km	18-Minutes	7-Minutes	16-Minutes via Maidstone West or 15-Minutes via Greenway 71 / Greenway 72 / 58
Maidstone East	1km	12-Minutes	6-Minutes	10-Minutes via Sapphire 101 / 155
Maidstone West	1km	13-Minutes	4-Minutes	7-Minutes via Greenway 71 / Greenway 72 / 3 / 7
Peugeot Building (Len House)				
Maidstone Barracks	1.2km	14-Minutes	5-Minutes	10-Minutes via Maidstone West or 12-Minutes via Greenway 71 / Greenway 72 / 79A / 79C
Maidstone East	800m	10-Minutes	4-Minutes	10-Minutes via Kings Hill Connect X1 / Sapphire 101 / 79 / 155
Maidstone West	550m	7-Minutes	3-Minutes	5-Minutes via 503 Maidstone P&R / Greenway 71 / Greenway 72 / 1 / 3 / 6 / 6X / 7 / 8 / 79A / 79C
Maidstone Riverside				
Maidstone Barracks	500m	7-Minutes	2-Minutes	n/a
Maidstone East	950m	12-Minutes	5-Minutes	12-Minutes via Sapphire 101 / 79 / 150 / 155
Maidstone West	550m	7-Minutes	4-Minutes	n/a
Maidstone West Station				
Maidstone Barracks	1.1km	14-Minutes	6-Minutes	14-Minutes via Greenway 71 / Greenway 72 / 58 / 60 / 78 / 79A / 79C
Maidstone East	1.2km	16-Minutes	8-Minutes	12-Minutes via Kings Hill Connect X1 / Sapphire 101 / 79 / 150 / 155
Maidstone West	270m	3-Minutes	1-Minute	n/a