

Proposed Main Modifications for the Local Plan Review

Number	Policy/paragraph	Change proposed
Foreword - None		
Chapter 1 - General introduction - None		
Chapter 2 – Introduction to the LPR		
	Para 2.10	2.11 <u>The Marine Management Organisation has produced a South East Marine Plan. Under the Marine and Coastal Access Act, any relevant authorisation or enforcement decisions must be made in accordance with the marine plan. Any other decisions which may impact the marine area must also have regard to the marine plan.</u> The Minerals and Waste Local Plan identifies Mineral Safeguarding Areas whose purpose is to avoid the unnecessary sterilization of any mineral resources through incompatible development.
Chapter 3 - Spatial Portrait and Key Local Issues - None		
Chapter 4 – Spatial Vision and Objectives		
	Para 4.6	4.6 Development will have regard to safeguarding and maintaining the character of the borough's landscapes including the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings. Great weight will be given to conserving and enhancing the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings. Development will conserve and enhance the landscape and scenic beauty of the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings. Development will also conserve and enhance other distinctive landscapes of local value and heritage designations whilst facilitating the economic and social well-being of these areas, including the diversification of the rural economy.
	Para 4.7	4.7 To recognise the climate change emergency by ensuring that development supports the Council’s ambition of becoming a carbon neutral borough by 2030 by delivering sustainable and, where possible, low carbon growth which protects <u>and enhances</u> the boroughs natural environment...
	Para 4.7	4.7 ...Additionally, development will give high regard to protection and enhancement of biodiversity. <u>Developers and the Council will work proactively with the sewerage service provider to ensure that any</u>

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		<u>necessary upgrades to wastewater treatment works and/or the sewer network resulting from new development are identified early to ensure that performance of wastewater infrastructure is not diminished by the connection of new development.</u>																								
	Para 4.8	4.8 To recognise the biodiversity emergency through protection and enhancement of biodiversity. To retain and enhance the character <u>and biodiversity</u> of the existing green and blue infrastructure and to promote linkages between areas of environmental value;																								
	Para 4.12	4.12 The infrastructure will support the growth projected by the Local Plan to 2031 and LPR by 2037 with a focus on large scale developments, such as proposals at the new garden communities at Heathlands and Lidsing, with an aspiration for self-sufficiency <u>and reduction in demand for travel on the Strategic Road Network over the full build-out of these settlements.</u>																								
Chapter 5 – The Borough Spatial Strategy																										
	Para 5.8	Current allocations and permissions (Extant Supply including 2017 allocations, broad locations and other extant permissions), forecast windfall completions, and contributions from broad locations beyond the 2017 Plan period (Invicta Barracks) have the potential to meet some of this target amount <u>requirement.</u>																								
Chapter 6 – Spatial Strategic Policies																										
	LPRSP1 Maidstone Town Centre	<p>Update criterion 3 - development in the town centre will deliver in the region of 3,059 <u>2,934</u> new homes,</p> <p>Proposed Main Modifications to policy LPRSP1, criterion 3) as follows:</p> <p>3) Through a combination of site allocations, identified broad locations and the granting of planning permissions, development in the town centre will deliver in the region of 3,059 <u>2,934</u> new homes, 6,169sqm of commercial floorspace, and 6,462sqm of retail/food and drink floorspace to 2037. This includes the following:</p> <table border="1"> <thead> <tr> <th>Category</th> <th>Reference</th> <th>Site address</th> <th>New homes</th> <th>Commercial floorspace (sqm)</th> <th>Retail floorspace (sqm)</th> </tr> </thead> <tbody> <tr> <td>LP17 allocation</td> <td>H1(18)</td> <td>Dunning Hall (off Fremlin Walk), Week Street</td> <td>14</td> <td>0</td> <td>0</td> </tr> <tr> <td>LP17 allocation</td> <td>RMX1(3)</td> <td>King Street car park</td> <td>0</td> <td>0</td> <td>700 <u>1,400</u></td> </tr> <tr> <td colspan="3">Sub-total:</td> <td>14</td> <td>0</td> <td>700</td> </tr> </tbody> </table>	Category	Reference	Site address	New homes	Commercial floorspace (sqm)	Retail floorspace (sqm)	LP17 allocation	H1(18)	Dunning Hall (off Fremlin Walk), Week Street	14	0	0	LP17 allocation	RMX1(3)	King Street car park	0	0	700 <u>1,400</u>	Sub-total:			14	0	700
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		Opportunity site	LPRSA151	Mote Road (Permission: 20/505707/FULL)	172	1,169	0
		Opportunity site	LPRSA147	Gala Bingo & Granada House	40	TBD	TBD
		Opportunity site	LPRSA145	Len House (Permission: 20/501029/FULL)	159	0	3,612 ²
		Opportunity site	LPRSA148	Maidstone Riverside	650	TBD	TBD
		Opportunity site	LPRSA149	Maidstone West	201 <u>130</u>	0	TBD
		Sub-total:			1,222 <u>1,151</u>	1,169	3,612
		LPR allocation	LPRSA146	Maidstone East/ Royal Mail sorting office ³	500	5,000	2,000
		LPR allocation	LPRSA144	High Street/Medway Street ⁴	50	0	150
		Sub-total:			604 <u>550</u>	5,000	2,150
		Broad location	The Mall		400	0	0
		Broad location	Office conversion		119 ⁵	0	0
		Broad location	Sites TBC reflecting Town Centre Strategy, but could include: Sessions House; Broadway; Sites on Week St, Mill Street Car Park and others		700	TBD	TBD
		Sub-total:			1,219	0	0
		TOTAL:			3,059 <u>2,934</u>	6,169	6,462
		¹ Revised floorspace amount and boundary to account for delivery of homes on part of the original site					

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		<p>²Permission for flexible commercial floorspace including retail, financial and professional, café or restaurant, drinking establishment, offices, clinic or health centre, crèche or day nursery, gymnasium or indoor recreational purposes uses</p> <p>³Supersedes LP17 allocation RMX1(2) Maidstone East/Royal Mail Sorting Office</p> <p>⁴Supersedes LP17 allocation H1(13) Medway Street</p> <p>⁵Remaining balance of the LP17 broad location figure of 350 new homes from conversion of poor quality office stock. Figure from AMR 2019/20.</p> <p>This policy will be revisited and updated to reflect the forthcoming Town Centre Strategy.</p>
	Para 6.47	<p>A number of key infrastructure requirements have been identified for provision within the Maidstone urban area as set out in the policy below. There is a significant strategic need for additional secondary school provision within the borough. The School of Science and Technology-Valley Invicta Academy Trust has recently received approval from the Department for Education for an application for free school status and, subject to planning permission, funding has been provisionally secured for a scheme recently opened on land adjacent to Invicta Grammar School and Valley Park School.</p>
	LPRSP2 (2)	<p>Within the urban area and outside of the town centre boundary identified in policy LPRSP4, Maidstone will continue to be a good place to live and work. This will be achieved by...</p>
	LPRSP2 (4) (d) (ii)	<p>Improvements to highway and transport infrastructure, including junction improvements, capacity improvements to parts of Bearsted Road, A229 (Royal Engineers Way), and Hermitage Ln, improved pedestrian/cycle access and bus prioritisation measures, in accordance with individual site criteria set out in policies H1(11) to H1(30);</p>
	SP3 (3) Final Bullet & (6)(iv)	<p>Update practice details in consultation with CCG.</p>
	Para 6.66 (SP4)	<p>h) Provide exceptional connectivity through superfast <u>gigabit capable</u> broadband;</p>
	Para 6.66 (SP4a)	<p>Heathlands has many of the key features and is well located for <u>the creation of</u> a sustainable garden settlement. There is access to the road network via the A20 to the north, and rail access can be achieved along the Maidstone-Ashford rail line. It's location at the foot of the North Kent Downs will provide a very attractive setting for the new residents, but care must be taken to ensure that the potential impact on views from the Kent Downs are minimised and mitigated.</p>

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	Para 6.68	A robust Framework Masterplan is emerging, which demonstrates that there is the potential for a high-quality new settlement at this location, utilising the A20 and existing rail links as well as the <u>development quantum</u> contributing towards a future business case for a new M20 junction.									
	LPRSP4(A) Heathlands (1) (a)	<p>Housing completions are anticipated to commence 2029, <u>with infrastructure being delivered in accordance with the table below;</u></p> <table border="1" data-bbox="790 485 2031 1366"> <thead> <tr> <th data-bbox="790 485 1016 521">Phase</th> <th data-bbox="1016 485 1402 521">Development</th> <th data-bbox="1402 485 2031 521">Indicative Complementary Infrastructure</th> </tr> </thead> <tbody> <tr> <td data-bbox="790 521 1016 783"><u>Preliminaries</u></td> <td data-bbox="1016 521 1402 783"><u>N/A</u></td> <td data-bbox="1402 521 2031 783"> <ul style="list-style-type: none"> • <u>North East access into development site from A20</u> • <u>Utilities trunking</u> • <u>necessary relocations agreed</u> • <u>Community engagement established and ongoing strategy in place</u> • <u>Railway Station business case complete</u> </td> </tr> <tr> <td data-bbox="790 783 1016 1366"><u>1 (2032)</u></td> <td data-bbox="1016 783 1402 1366"> <ul style="list-style-type: none"> • <u>c750 homes</u> • <u>new Local Centre including employment offer appropriate to the early phase and location</u> • </td> <td data-bbox="1402 783 2031 1366"> <ul style="list-style-type: none"> • <u>c35Ha open space</u> • <u>New/ improved waste water treatment works delivered & cordon sanitaire & Nutrient Neutrality Strategy agreed.</u> • <u>bus diversions from A20 into the site and connecting to Lenham and Charing</u> • <u>Railway Station development commenced (or enhanced bus offer programmed)</u> • <u>off-site A20 mitigations commenced</u> • <u>AONB-compliant structural planting to north of the site, including “feathering”</u> • <u>Completion of extraction of minerals from Burleigh Farm</u> • <u>Employment land allocated</u> • <u>Local Centre complete, including linked employment and primary school provision</u> </td> </tr> </tbody> </table>	Phase	Development	Indicative Complementary Infrastructure	<u>Preliminaries</u>	<u>N/A</u>	<ul style="list-style-type: none"> • <u>North East access into development site from A20</u> • <u>Utilities trunking</u> • <u>necessary relocations agreed</u> • <u>Community engagement established and ongoing strategy in place</u> • <u>Railway Station business case complete</u> 	<u>1 (2032)</u>	<ul style="list-style-type: none"> • <u>c750 homes</u> • <u>new Local Centre including employment offer appropriate to the early phase and location</u> • 	<ul style="list-style-type: none"> • <u>c35Ha open space</u> • <u>New/ improved waste water treatment works delivered & cordon sanitaire & Nutrient Neutrality Strategy agreed.</u> • <u>bus diversions from A20 into the site and connecting to Lenham and Charing</u> • <u>Railway Station development commenced (or enhanced bus offer programmed)</u> • <u>off-site A20 mitigations commenced</u> • <u>AONB-compliant structural planting to north of the site, including “feathering”</u> • <u>Completion of extraction of minerals from Burleigh Farm</u> • <u>Employment land allocated</u> • <u>Local Centre complete, including linked employment and primary school provision</u>
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		<p><u>2 (2037)</u></p>	<ul style="list-style-type: none"> • <u>Min 1,400 total homes</u> • <u>District Centre</u> 	<ul style="list-style-type: none"> • <u>Railway Station complete (or enhanced bus offer operational)</u> • <u>New District Centre complete including principal local service offer and medical facility.</u> • <u>NW connection onto A20, including completion of “northern loop” including in/out for A20 bus route.</u> • <u>Ancient woodland enhancement secured</u> • <u>AONB-compliant structural planting to north of additional development, including “feathering”</u> • <u>Significant employment offer commenced linked to the District Centre/public transport hub</u> • <u>Secondary school requirement established & land allocated</u> • <u>Employment designations commenced</u> • <u>Public Open Space to serve new homes</u> • <u>Nutrient Neutrality mitigations delivered</u>
		<p><u>3 (2042)</u></p>	<ul style="list-style-type: none"> • <u>c2,500 units total</u> • 	<ul style="list-style-type: none"> • <u>A town park</u> • <u>Appropriate bus links to district centre and neighbouring villages</u> • <u>Country Park delivered</u> • <u>AONB-compliant structural planting to north of the site</u> • <u>Public Open Space to serve new homes</u> • <u>Nutrient Neutrality mitigations delivered</u> • <u>Secondary education provision delivered as necessary</u>

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	LPRSP4(A) (2) (b)	A target amount of 40% affordable housing;			
	LPRSP4(A) (3) (a)	Development of the site will adopt measures to minimise the potential for harm and maximise the potential for beneficial changes to the setting of the Kent Downs AONB, <u>this could for example involve the use of green walls and roofs;</u>			
	LPRSP4(A) (3) (c)	How the development will present an An appropriate <u>landscaped</u> edge to respond to views from the Pilgrims Way within the Kent Downs AONB.			
	LPRSP4(A) (3) (f)	How The settlement will be designed to provide an appropriate relationship and connectivity to Lenham, Lenham Heath & Charing, whilst utilising existing and new linkages between the settlements;			
	LPRSP4(A) (3) (g)	Investigating how Optimise density, will be optimised particularly around the areas with the best access to the potential new <u>railway</u> station, District and Local centres, and high-quality open spaces.			
	LPRSP4(A) (5) (b)	Two new three form entry primary schools will be required, <u>New primary provision totalling 7 forms of entry will be required across the site.</u>			
	LPRSP4(A) (5) (d)	The delivery of an improved or new waste water treatment facility <u>covering the Greater Lenham/ upper Stour catchment, including sufficient distance being provided between the new Wastewater Treatment</u>			

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		<u>Works and residential development, taking account of the potential need for future expansion, and allow for adequate odour dispersion, on the basis of an odour assessment to be conducted in consultation with Southern Water;</u>
	LPRSP4(A)(5)	New provision g): <u>Delivery of a new medical facility</u>
	LPRSP4(A) (6) (b)	Two new access connections on to the A20 will be provided to the north of the development, on <u>forming</u> routes which cross the Maidstone-Ashford rail line to connect with the southern part of the site.
	LPRSP4(A) (6) (c)	A good <u>highly accessible</u> public transport facility through the site with new bus routes that provide linkages to the potential new station, or existing Lenham Station, and between the homes, District and Local Centres, Lenham secondary school, new schools and other local facilities and adjacent local areas;
	LPRSP4(A) (6) (d)	A network of pedestrian and cycle paths throughout the site, linking the District Centre and Local Centres to the housing and employment areas, and beyond to the open countryside and to surrounding settlements, <u>including improved access to off-site PRoWs;</u>
	LPRSP4(A) (6) (e)	Potential <u>Adequate scope for connection to any new future M20 junction as a result of cumulative development between M20 Junctions 8 & 9</u>
	LPRSP4(A) (6)	New provision f): <u>Routes identified as sites for potential mitigations will be subject to further assessment and will be undertaken via the Supplementary Planning Document. This will include mitigations at junctions on the A20 corridor west of the site.</u>
	LPRSP4(A) (7) (a)	A new country park along the Stour River corridor <u>to in the south of the site;</u>
	LPRSP4(A) (7) (a)	(separate point) including a <u>The creation of wetlands areas to assist with the filtration of nitrates & phosphates arising within the upper Stour catchment, having regard to Natural England's advice in July 2020 regarding nutrients entering the River Stour;</u>
	LPRSP4(A) (7) (d)	Addition to 7(d) <u>The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate preservation and, where possible, enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding and enjoyment of the special historic environment here.</u>
	LPRSP4(A) (7) (e)	Addition to 7(e) There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance <u>and be informed by a heritage Impact Assessment.</u>
	LPRSP4(A) (7) (f)	Use of sustainable drainage methods to manage surface water flood <u>ing issues</u> and ensure flood risk is not exacerbated elsewhere, including <u>through the preparation of a site-wide Flood Risk Assessment;</u>

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	LPRSP4(A) (7) (h)	Development creates The enhancement of and existing and creation of new a number of ecological corridors through the site, including along or parallel to the River Stour															
	LPRSP4(A) (8)	Governance and Stewardship: will be set out <u>the strategy will</u> identifying:															
	LPRSP4(A) (8) (c)	Maintenance of infrastructure, urban <u>public</u> realm, and open spaces will be carried out ;															
	LPRSP4(B) Lidsing (1)	<p>1) Phasing & Delivery</p> <p>a) Starting in approximately 2027;</p> <table border="1"> <thead> <tr> <th>Phase</th> <th>Development</th> <th>Indicative Complementary Infrastructure</th> </tr> </thead> <tbody> <tr> <td><u>Preliminaries</u></td> <td><u>N/A</u></td> <td> <ul style="list-style-type: none"> • <u>Access routes into development site</u> • <u>Utilities trunking</u> • <u>Community engagement established and ongoing</u> </td> </tr> <tr> <td><u>1 (2027)</u></td> <td> <ul style="list-style-type: none"> • <u>c500 units</u> </td> <td> <ul style="list-style-type: none"> • <u>Bus diversion into the site</u> • <u>Primary connections into the site, including Establish principle E-W connection through the site</u> • <u>AONB-compliant structural planting to south of the site</u> • <u>Employment designation allocated</u> • <u>Open Space complementary to resi units</u> </td> </tr> <tr> <td><u>2 (2032)</u></td> <td> <ul style="list-style-type: none"> • <u>c1,000 total units</u> • <u>New Local Centre</u> </td> <td> <ul style="list-style-type: none"> • <u>Ancient woodland enhancement secured</u> • <u>Secondary school contribution received</u> • <u>Capstone Valley N-S open space/ ped enhancement completed</u> • <u>Open Space complementary to resi units</u> • <u>Employment site commenced</u> </td> </tr> <tr> <td><u>3 (2037)</u></td> <td> <ul style="list-style-type: none"> • <u>Min 1,300 units total</u> </td> <td> <ul style="list-style-type: none"> • <u>M2J4 upgrade complete</u> </td> </tr> </tbody> </table>	Phase	Development	Indicative Complementary Infrastructure	<u>Preliminaries</u>	<u>N/A</u>	<ul style="list-style-type: none"> • <u>Access routes into development site</u> • <u>Utilities trunking</u> • <u>Community engagement established and ongoing</u> 	<u>1 (2027)</u>	<ul style="list-style-type: none"> • <u>c500 units</u> 	<ul style="list-style-type: none"> • <u>Bus diversion into the site</u> • <u>Primary connections into the site, including Establish principle E-W connection through the site</u> • <u>AONB-compliant structural planting to south of the site</u> • <u>Employment designation allocated</u> • <u>Open Space complementary to resi units</u> 	<u>2 (2032)</u>	<ul style="list-style-type: none"> • <u>c1,000 total units</u> • <u>New Local Centre</u> 	<ul style="list-style-type: none"> • <u>Ancient woodland enhancement secured</u> • <u>Secondary school contribution received</u> • <u>Capstone Valley N-S open space/ ped enhancement completed</u> • <u>Open Space complementary to resi units</u> • <u>Employment site commenced</u> 	<u>3 (2037)</u>	<ul style="list-style-type: none"> • <u>Min 1,300 units total</u> 	<ul style="list-style-type: none"> • <u>M2J4 upgrade complete</u>
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<u>4 (2042)</u>	<ul style="list-style-type: none"> • <u>c2,000 units</u> 	<ul style="list-style-type: none"> • <u>Open Space complementary to resi units</u> 						
	LPRSP4(B) Lidsing (3) (d)	The development will create a positive out-facing edge when viewed from <u>the Medway urban area including Lordswood and Hempstead</u> , and the AONB to the south;						
	LPRSP4(B) Lidsing (3) (e)	Floorplates may need to be restricted, <u>particularly for employment uses where they impact upon the setting of the AONB, to minimise visual impact.</u>						
	LPRSP4(B) Lidsing (5) (b)	A new 3FE primary school within or adjacent to the local centre, and a contribution towards the creation of <u>a new secondary capacity</u> in the Capstone Valley area;						
	LPRSP4(B) Lidsing (6) (b)	<p>A new <u>orbital bus service: linking Lordswood & Hempstead, and linking to the Medway town centres will be created;</u></p> <p style="margin-left: 40px;">i) <u>linking Lordswood & Hempstead, and linking to the Medway town centres</u></p> <p style="margin-left: 40px;">ii) <u>servicing Boxley and Bredhurst, including exploring the potential for diversion through the site;</u></p>						
	LPRSP4(B) Lidsing	Replace 6(g) – Placeholder for any required offsite capacity improvements, as necessary and with <u>6(g) Routes identified as sites for potential mitigations will be subject to further assessment, and this will be undertaken via the Supplementary Planning Document. This will include mitigations in Boxley, Bredhurst and on the A229 and A249 corridors.</u>						
	LPRSP4(B) Lidsing	Addition to 7(c) There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance <u>and be informed by a heritage Impact Assessment.</u>						
	LPRSP4(B) Lidsing	Addition to 7(f) <u>The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate conservation and enhancement of heritage assets to the benefit of the garden</u>						

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Number	Policy/paragraph	Change proposed
		<u>village community; their awareness, understanding and enjoyment of the special historic environment here.</u>
	LPRSP5(A)	Amend safeguarded area to reduce impact (See Policies Map below)
	LPRSP5(A)	<p>POLICY LPRSP5(A) – DEVELOPMENT IN THE LEEDS-LANGLEY CORRIDOR</p> <ol style="list-style-type: none"> <li data-bbox="837 424 2029 663">1. Land within the corridor defined on the policies map, will be safeguarded for <u>the delivery of a potential relief road to provide connectivity between the M20 (junction 8) and the A274. Although development in this safeguarded area will be considered, where such development is assessed to be acceptable, the development will contribute to the delivery of the highway infrastructure needs required to deliver the relief road. future development, which will be required to provide a quantum of enabling development which will meet its own and future highway needs and to provide connectivity between M20 junction 8 and the A274.</u> <li data-bbox="837 711 2029 919">2. Development proposals which come forward in the <u>safeguarded area</u> defined corridor will be assessed for their potential to prejudice the delivery of <u>the new relief road</u> a new highway. Proposals for new residential and commercial development coming forward in the <u>safeguarded area</u> defined corridor will need to be accompanied by a <u>plan masterplan</u> masterplan demonstrating how the development of the site potentially contributes to or does not inhibit the delivery of <u>a Leeds Langleys relief road</u>. <li data-bbox="837 967 2029 1062">3. <u>It is not envisaged that general householder developments and/or small scale proposals will be impacted by this policy, but early consultation with the Council is expected and contributions to highways infrastructure cannot be ruled out.</u>
	LPRSP5(B) Policy Wording	Invicta Park Barracks is identified as an allocation for <u>a target up to 1,300 dwellings</u> from the middle of the Local Plan period. The Council will work with the <u>promoter MoD</u> promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site’s delivery. The following criteria must be met in addition to other policies of this Local Plan
	SP5(B)	Trajectory updated.

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Number	Policy/paragraph	Change proposed		
	LPRSP5(B) Invicta Barracks (1)	Housing completions are anticipated to commence 2029, <u>with infrastructure being delivered in accordance with the table below;</u>		
		Phase	Development	Indicative Infrastructure Secured
		1 (2027)	<ul style="list-style-type: none"> • c500 units 	<ul style="list-style-type: none"> • Mechanism agreed for comprehensive redevelopment of the wider Invicta Barracks to deliver 1,300 new homes and appropriate education provision as required; • Timescales and phasing for withdrawal confirmed with MoD; • Ped/cycle connections to Town Centre • Open Space complementary to new homes; • Confirmation on reprovision of Hindu Temple; • Strategy for re-use of Park House and surrounding parkland/woodland agreed; • Biodiversity Plan agreed.
		2 (2032)	<ul style="list-style-type: none"> • c1,000 total units 	<ul style="list-style-type: none"> • Central parkland enhancement completed; • A229 Junction improvements completed; • Off-site highway mitigations completed • New Local/ neighbourhood centre established; • Bus diversion into the site; • Secondary school requirement established & land allocated; • Open Space complementary to new homes.

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Number	Policy/paragraph	Change proposed	
		3 (2037)	<ul style="list-style-type: none"> • Min 1,300 units total • Local Centre (Done above with first 100?) • New through school <ul style="list-style-type: none"> • All new education provision completed as appropriate; • Open Space complementary to new homes; • N-S Bus route operational.
	SP5(B) (3)	Ensuring requisite community facilities, which may include neighbourhood shopping and health facilities in addition to a new through school , are delivered where proven necessary and in conjunction with housing;	
	LPRSP5(B) (7)	Preservation of features of ecological importance, including the retention and enhancement of wildlife corridors, and ensuring that connection with ecological features and corridors outside the site is maintained/enhanced, <u>and securing a minimum 20% biodiversity net gain.</u>	
	LPRSP5(B) (9)	Preservation of Park House (Grade II*) and its setting, in particular the parkland to the north and east of Park House to include removal of existing built development at 1-8 (consecutive) The Crescent to enhance/restore the parkland setting; and	
	LPRSP5(B)	New Point 11: <u>The SPD should have a focus on celebrating the military heritage of the site.</u>	
	LPRSP5(B)	New Point 12: <u>Retention of a Hindu place of worship within the site will be required</u>	
	SP5(B)	New Point 13: <u>Provision of an 8 FE all through school (2FE primary and 6FE secondary) on the wider Invicta Barracks site, subject to continuing review of future educational need in Maidstone Borough and an ongoing assessment of other sites in and around the town centre with the scope to accommodate some or all of the educational need.</u>	
	LPRSP5(c)	New criteria 11: <u>Development in Lenham and Lenham Heath that would result in a net increase in population served by a wastewater system will need to ensure that it will not have an adverse effect on the integrity of Stodmarsh SAC/SPA/Ramsar site.</u> <u>Where a proposed development falls within the Stour Catchment (e.g. Lenham, east of Faversham Road), or where sewage from a development will be treated at a Waste Water Treatment Works that discharges into the river Stour or its tributaries, then applicants will be required to demonstrate that the requirements set out in the advice letter and accompanying methodology on Nutrient Neutrality issued by Natural England have been met. This will enable the Council to ensure that the requirements of the Habitats Regulations are being met.</u>	
	LPRSP5(c)	New criteria 12: <u>the Neighbourhood Plan will preserve and enhance the character and appearance of the conservation area and protect the significances of listed buildings including their setting</u>	

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Number	Policy/paragraph	Change proposed
	LPRSP5(c)	New criteria <u>13: Proposals shall be designed to appropriately mitigate any impacts on the setting of the Kent Downs</u>
	Para 6.100	The Settlement Hierarchy is established in Policy <u>LPRSS1</u> and is unchanged in regard to the Rural Service Centres as identified in the 2017 Local Plan. The 2021 Settlement Hierarchy Assessment considered the services and facilities available in each settlement and recommends that Coxheath holds comparable characteristics to other Rural Service Centres across the borough. The Rural Service Centre settlements are as follows:
	LPRSP6(A) (1)	1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 55 new dwellings will be delivered on site H1(59), and 100 on LPRSA251, LPRSA202312 , and LPRSA364.
	LPRSP6(A) (2) (c)	1c should be amended to ‘Improvements to health infrastructure including extension and/or improvements at Orchard Medical Centre and Stockett Lane Surgery at Greensand Health Centre (including branch surgery in Loose).
	LPRSP6(B) 3(d)	Improvements to health infrastructure including extension and/or improvements at Glebe Medical Centre.
	LPRSP6(c)(1)	In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 275 new dwellings will be delivered on three allocated sites H1(36) and H1(38), and 100 <u>110</u> on LPRSA310.
	LPRSP6(c) New point (7)	<u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan</u>
	LPRSP6(e)	The Policies map showing the settlement boundary will be amended to tightly reflect the site allocation LPRSA295 (See Policies Map section below)
	LPRSP6(e)(4)(a)	Improvements to highway and transport infrastructure including railway station enhancements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian <u>and cycle</u> access in accordance with individual site criteria set out in policies H1(46), LPRSA295 and LPRSA314 ;
	LPRSP6(e)(4)(b)	Provision of 0.6 form entry expansion at Marden Primary Academy <u>School</u> ;

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Number	Policy/paragraph	Change proposed
	LPRSP6(e) New Point (6)	<u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan</u>
	LPRSP6(f) (4) (d)	Improvements to health infrastructure including extension and/or improvements at Staplehurst Medical Health Centre'
	LPRSP6(f) New Point (5)	<u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan</u>
	Para 6.111	The 2021 assessment of population, village services and facilities has identified five <u>four</u> villages that can be designated as larger villages, these are:
	LPRSP7(a) East Farleigh	East Farleigh has a defined settlement boundary on the Policies Map, and this will be added to the LPR document for clarity.
	Para 6.115	Eyhorne Street (Hollingbourne) is a linear settlement which lies to the northeast of Maidstone's urban area in the setting of the Kent Downs Area of Outstanding Natural Beauty. The primary school, pre-school and one of the local playing fields are approximately 0.5km from the village centre. The village does not have a GP surgery or healthcare facilities apart from an osteopath clinic, but does have some good key facilities, including a village hall, local shop, post office, and pubs. and a restaurant. Rail connections to Maidstone town centre and other retail and employment destinations are good, and the village also has a regular bus service to the town centre.
	LPRSP7(C) Sutton Valence Map	The site area on the Policies Map will be amended to reflect the policy and ensure provision of the health facility (see Policies Map section below)
	LPRSP7(c) (3) (a)	Improvements to health infrastructure including extension and/or improvements at Sutton Valence Surgery and Cobtree Medical Practice, and provision of a new facility at Haven Farm.
	LPRS7(D) Yalding	The Policies Map and policy will be amended to only show land to the north of Kenwood Road (LPRSA248) (see Policies Map section below)
	LPRSP7(d) New Point 4	<u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan</u>
	LPRSP8 (3) New point (f)	<u>Where suitable access can be provided.</u>

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Number	Policy/paragraph	Change proposed
	LPRSP9 Para 6.132	<p>A large part of the northern part of the borough lies within the Kent Downs Area of Outstanding Natural Beauty (AONB). This is a visually prominent landscape that contributes significantly to the borough’s high quality of life. It is an important amenity and recreation resource for both Maidstone residents and visitors and forms an attractive backdrop to settlements along the base of the Kent Downs scarp. It also contains a wide range of natural habitats and biodiversity. Designation as an AONB confers the highest level of landscape protection. The council has a statutory duty to have regard to the purposes of the designation, including the great weight afforded in national policy to its conservation and enhancement. Within the AONB, the Kent Downs AONB Management Plan 2014-2019 <u>2021-2026</u> provides a framework for conserving and enhancing the natural beauty of the area. The council has adopted the Management Plan and will support its implementation. Open countryside to the immediate south of the AONB forms a large extent of the setting for this designation. In Maidstone this is a sensitive landscape that is coming under threat from inappropriate development and is viewed as a resource that requires conservation and enhancement where this supports the purposes of the AONB.</p>
	LPRSP9 Para 6.137	<p>The High Weald AONB lies beyond the southern boundary of the borough adjacent to the parishes of Marden and Staplehurst, within the administrative area of Tunbridge Wells Borough council. Its closest point to the borough is at Winchet Hill in the southern part of Marden parish. The council has exactly the same statutory duty to conserve and enhance the setting of this AONB as it does with the Kent Downs AONB and will apply the same policy considerations for any proposals that may affect its setting. <u>In assessing the impact of proposals on the High Weald AONB regard will be had to the High Weald AONB Management Plan and its supporting evidence and guidance.</u></p>
	LPRSP9 Additional point (8)	<p><u>Opportunities to improve walking and cycling connections will be supported.</u></p>
Chapter 7 – Thematic Strategic Policies		
	LPRSP10(A) Housing Mix criterion 4)	<p>4. Large development schemes <u>Major developments</u> will be expected to demonstrate that consideration has been given to serviced custom and self-build plots as part of housing mix in line with Policy HOU 9</p>
	Para 7.17	<p>Viability testing has concluded that the identified <u>a</u> low value zone, which encompasses the town centre and some of the inner urban area, <u>which</u> is often unable to viably deliver affordable housing.</p>
	LPRSP10(B) Affordable Housing	<p>On major housing development sites or mixed-use development sites where 10 or more dwellings</p>

Number	Policy/paragraph	Change proposed
		<p>will be provided, or the site has an area of 0.5 hectares or more, the Council will require the delivery of affordable housing.</p> <ol style="list-style-type: none"> 1) The target rates for affordable housing provision within the following geographical areas, as defined on the policies map, are: <ol style="list-style-type: none"> a) Greenfield development in mid and high value zones at 40% b) Brownfield development in high value zone at 40%. c) Development in the low value zone and brownfield development in the mid value zone will be expected to deliver an element of on-site affordable housing. <u>If it can be demonstrated through an open book financial appraisal this is not viable, based on the construction costs based on delivering high quality design and public realm, then the developer shall make a proportionate off-site contribution to the delivery of affordable housing. Evidence of engagement with affordable housing funders and providers, including the council and Homes England as appropriate, should be submitted with the financial appraisal. not normally be expected to deliver affordable housing, however where opportunities exist to provide affordable housing the council will seek to secure this.</u> 2) Affordable housing provision should be appropriately integrated within the site. In exceptional circumstances, and where proven to be necessary, off-site provision will be sought in the following order of preference: <ol style="list-style-type: none"> a) An identified off-site scheme; b) The purchase of dwellings off-site; or c) A financial contribution towards off-site affordable housing. 3) The indicative targets for tenure are: <ol style="list-style-type: none"> a) 75% Social and affordable rented. b) A minimum of 25% First Homes 4) On new build housing developments, the affordable housing element will be expected to meet the optional technical standard M4(2). <u>Where 25% of First Homes will not be adequate to meet the minimum 10% Affordable Home Ownership target set by the NPPF then any shortfall can be met through the provision of First Homes or an alternative Affordable Home Ownership product.</u>

Number	Policy/paragraph	Change proposed
		<p>5) Developers are required to enter into negotiations with the council’s Housing Department, in consultation with registered providers, at the earliest stage of the application process to determine an appropriate tenure split, taking account of the evidence available at that time.</p> <p>a) The council will seek provision of 20% affordable housing for schemes that provide for C3 retirement housing on greenfield and brownfield sites in <u>greenfield mid to high value zones and brownfield development in high value zones, the rural and outer urban areas. C2 uses will not be expected to deliver affordable housing.</u></p> <p>b) The council has set a zero affordable housing rate for fully serviced residential care homes and nursing homes.</p> <p>c) Where it can be demonstrated that the affordable housing targets cannot be achieved due to economic viability, the tenure and mix of affordable housing should be examined prior to any variation in the proportion of affordable housing.</p> <p>1) The <u>adopted</u> Affordable and Local Needs Housing Supplementary Planning Document contains further detail on how the policy will be implemented.</p> <p><u>Development in the low value zone and brownfield development in the mid value zone will be expected to deliver an element of on-site affordable housing. If it can be demonstrated through an open book financial appraisal this is not viable, based on the construction costs based on delivering high quality design and public realm, then the developer shall make a proportionate off-site contribution to the delivery of affordable housing.</u></p> <p><u>Evidence of engagement with affordable housing providers, including the council, should be submitted with the financial appraisal.</u></p>
	<p>Para 7.31</p>	<p>Amend LPR text para 7.31 as follows:</p> <p>The council’s adopted Economic Development Strategy (2015-2021) sets out an economic vision for the borough in 2031 <u>2030</u>, through its ‘ambition statement’. The strategy goes on to identify five priorities to capitalise on the borough’s economic assets and to create the right conditions for growth.</p> <p><u>underpinning this vision, as follows: These are 1) retaining and attracting investment; 2) stimulating entrepreneurship; 3) enhancing Maidstone town centre; 4) meeting skills needs and 5) improving the</u></p>

Maidstone Local Plan Review – Proposed Main Modifications

Number	Policy/paragraph	Change proposed
		<p>infrastructure. This strategy is currently under review and is expected to be adopted prior to this Local Plan Review. <u>1) Open for business; 2) A greener, more productive economy; 3) A thriving rural economy; 4) Inclusive growth; and 5) Destination Maidstone Town Centre.</u></p>
	Para 7.37	<p>Amend LPR text para 7.37 as follows: The former Syngenta Works site in Yalding is an allocation largely carried over from the Local Plan 2017, although it is now proposed for a mix of employment uses only.</p>

	<p>Paragraphs 7.61 - 7.69</p>	<p>Woodcut Farm LPREMP1(4)</p> <p>7.60 There is <u>The site at Woodcut Farm offers</u> a unique opportunity in the borough to provide a prestigious business park at Junction 8 of the M20 that is well connected to the motorway network and that can provide for a range of job needs up to 2037. The Woodcut Farm site will meet the ‘qualitative’ need for a new, well-serviced and well-connected mixed-use business park in the borough which can meet the anticipated demand for new offices, small business orientated space, stand-alone industrial and manufacturing space built for specific end users and smaller scale distribution businesses. This site will overcome this ‘qualitative’ gap in the borough’s existing portfolio of employment sites and will thereby help to diversify the range of sites available to new and expanding businesses. The key priority for the Woodcut Farm site is the delivery of new office/research & development and warehousing floorspace.</p> <p><u>7.61</u> Outline permission was granted in 2018 for a mixed-use commercial development comprising B1(a), B1(b), B1(c) and B8 units, with a maximum floorspace of 45,295m². The split is approximately 50/50 B1 and B8 uses and will contribute significantly towards the evidenced need for 74,330m² of this type of floorspace by the end of the plan period. Whilst the site is yet to deliver floorspace, works are occurring on site relating to pre-commencement conditions attached to the outline permission and should deliver over the next couple of years. As such, this site will be kept under review as the Local Plan Review progresses. At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site, should the current permission fail to deliver or a new application were to come in.</p> <p><u>7.62</u> The site will provide at least 10,000m² of office floorspace, thereby contributing significantly towards the evidenced need for 24,600m² of this type of floorspace by the end of the plan period. High quality office development is sought providing complementary provision to the town centre. As the viability of office development may be challenging in the shorter term, land will be safeguarded specifically for E(g) uses, and for no other purpose, pending the viability position improving in the later part of the plan period. This approach will help ensure that the site delivers a genuine mixed B class use business park, which is what is required, rather than a logistics park or conventional industrial estate. Industrial (B2) and distribution (B8) uses are nonetheless appropriate as part of the mix of uses on the</p>
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		<p>site and, in addition to the office requirement, the allocation will help deliver the additional floorspace which is required in the borough by 2037.</p> <p><u>7.63 At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site, should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy EMP1(4) is therefore rolled forwards into this Local Plan Review and should be referred to during the application process.</u></p> <p>7.61 — The site, which is some 25.8ha in total, is situated to the west of the A20/M20 junction (junction 8). It comprises the wedge of land lying between the M20 to the north east and the A20 to the south west. The site is agricultural land, divided into fields by hedgerows which predominately run in a north-south direction. The site is also bisected north-south by a watercourse which eventually runs into the River Lent to the south of the A20. The land is undulating, the ground rising up from either side of the watercourse. To the south the site borders a number of dispersed properties which front onto the A20 (Ashford Road). To the south east the site is bounded by Musket Lane. To the north west lies Crismill Lane and a substantial tree belt which fronts onto this lane. The site boundary then follows the hedge belt which adjoins Crismill Lane approximately halfway down its length and links to the complex of buildings at Woodcut Farm and turns south to the A20, running along the eastern boundary of the fields which front onto the Woodcut Farm access.</p> <p>7.62 — The site is located in the countryside and lies within the setting of the nationally designated Kent Downs Area of Outstanding Natural Beauty (AONB). The site falls within the White Heath Farmlands landscape character sub-area where landscape condition is poor overall, partially because of the fragmentation caused by the existing highway infrastructure. Landscape sensitivity for the character sub-area is recorded as moderate, the landscape providing the setting of the Kent Downs (AONB).</p> <p>7.63 — The site itself was specifically assessed in the Maidstone Landscape Capacity Study (2015). This found that the site has a high degree of sensitivity in landscape terms and an accordingly low capacity to accommodate new employment-related development. This being the case, any future development proposals must be planned with very careful attention to the site’s visual and physical relationship with the AONB, responding to the site’s topography and natural landscape features in terms of the scale, design, siting, use, orientation, levels and lighting of buildings and associated development, alongside infrastructure and landscaping requirements.</p>
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		<p>7.64 — To achieve a high quality scheme in this prime location, a campus style development will be delivered in a parkland setting. This will be created through the retention and enhancement of existing tree and hedge belts, including those subject to Tree Preservation Orders no. 19 of 2007 and no. 17 of 2007, and substantial additional structural landscaping within the site in the form of shaws and woodland blocks. This should include the retention and reinforcement of the streamside vegetation. Landscape buffers will also be established along the principal site boundaries, including to help provide a setting to the Grade II listed Woodcut Farmhouse and to help secure the residential amenity of nearby residential properties.</p> <p>7.65 — Buildings will cover no more than 40% of the site. This figure excludes the westernmost field, of some 9ha in area, which is reserved as an undeveloped area to include an enhanced landscape buffer to establish a clear and strong boundary between the development and the wider countryside to the east of Bearsted. This area should be managed and structured as open woodland with associated biodiversity benefits and the potential to establish woodland pasture in the future.</p> <p>7.66 — The flatter area of the site, to the east of the stream, is better able to accommodate larger footprint buildings up to 5,000m² with heights restricted to a maximum of 12m. To the west of the stream the land rises and is suited to smaller footprint buildings of up to 2,500m² and up to 8m in height. The siting, scale and detailed design of development within this area must also have particular regard to the setting of Woodcut Farmhouse (Grade II listed). On the highest part of the site, as shown on the policies map, building footprints will be limited to 500m².</p> <p>7.67 — There are archaeological remains in the immediate vicinity of the site, including an Anglo-Saxon burial site. Measures appropriate to the actual archaeological value of the site, revealed by further survey as needed, will be addressed. There are no statutory or non-statutory sites of nature conservation importance within the site and the County Ecologist advises that the potential for impacts on designated sites is limited. As is normal practice for a proposal of this nature, an ecological scoping study will be required to establish the presence of, and potential for, any impacts on protected species</p> <p>7.68 — Vehicular access to the site will be taken from the A20 Ashford Road and a Transport Assessment will identify the scope of improvements required to the junctions (and associated approaches) at:</p>
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Maidstone Local Plan Review – Proposed Main Modifications

Number	Policy/paragraph	Change proposed
		<ul style="list-style-type: none"> • the M20 Junction 8 (including the west bound on-slip and merge); the A20 Ashford Rd/M20 link road roundabout; • the A20 Ashford Rd/Penford Hill junction; • the A20 Ashford Rd/Eyehorne Street/Great Danes Hotel access; and the Willington Street/A20 Ashford Rd junction. <p>7.69 The site is located on a bus route (A20) but without significant additional dedicated measures it is highly likely that workers and visitors travelling to and from the site will be highly reliant on their private cars. A Travel Plan will be required to demonstrate how development will deliver significantly improved access by sustainable modes, in particular by public transport but this could also include cycling, walking and car share initiatives.</p>
	<p>Paragraphs 7.70 – 7.73</p>	<p>Former Syngenta Works, Hampstead Lane, Yalding LPRSAEMP1 RMX1(4)</p> <p>7.70 The former Syngenta Works site near Yalding is a large, flat, previously developed or ‘brownfield’ site (19.5ha) about one kilometreres to the west of Yalding village and adjacent to Yalding Railway Station. Immediately to the east of the site is a canalised section of the River Medway. The site was previously used for agro-chemicals production and was decommissioned in 2002/2003. The site has been cleared of buildings, apart from an office building at the site entrance, and the land has been remediated to address the contamination resulting from its previous use. Permission was granted in March 2020 for external works to the office building in the northwest corner and a new car park.</p> <p>7.71 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF’s <u>Sequential and Exception Tests</u>. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. Crucial to any redevelopment of this brownfield site is the <u>identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk.</u></p> <p>7.712 An outline planning application for the redevelopment of the site to provide a new business park of up to 46,447 sqm of B1(c), B2 and B8 accommodation with associated access, parking and infrastructure works, was submitted to <u>approved by</u> the Council in 2019 2021. This is broken down as:</p>

Number	Policy/paragraph	Change proposed
		<p>up to 21,655sqm light industrial uses (B1(c), now E(g)(iii) use class); and up to 24,792sqm of warehouse use (B8 use class). The proposal is for the site to be able to run 24 hours per day, 7 days per week. It includes an area outside of the allocation boundary, upon land designated as an ‘ecological mitigation area’. However, through the application process, it is considered that development in this area would not result in any significant landscape or visual impacts above the allocated part of the site, and there would still be the amount of land required under the site policy (13ha) to the south that would be used for ecological mitigation and enhancement.</p> <p>7.72 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF’s Sequential and Exception Tests. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. Crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk. Subject to such a scheme being achievable, the site is potentially suitable for employment uses.</p> <p>7.73 The outline development proposal, as submitted in 2019, is yet to be determined pending the outcome of the Sequential and Exception Tests. However, in March 2021 Members of the Planning Committee voted to grant outline consent for the proposal, subject to completion of the Sequential/Exception Tests and necessary legal agreements – concluding that the development is acceptable and overwhelmingly compliant with the policy requirements. This major employment site in the borough is therefore recognised as a significant contributor to meeting employment floorspace needs over the plan period and can be expected to deliver in the short to medium term, given the advanced stage of obtaining planning consent secured. At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Former Syngenta Works site, should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy RMX1(4) is therefore rolled forwards into this Local Plan Review and should be referred to during the application process.</p>

Number	Policy/paragraph	Change proposed																																																												
	Policy LPRSP11(B)	<p>Allocated sites – employment</p> <p>1. The sites allocated under policies LPREMP1(1), LPREMP1(2), LPREMP1(4), LPRSAEmp1RMX1(4), and LPRSA260 will deliver approximately 105,000m² employment floorspace to help meet employment needs during the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.</p> <p>Allocated sites – mixed use</p> <p>2. The sites allocated under policies LPRRMX1(1), LPRRMX1(3), LPRSA078, LPRSA144, LPRSA145, LPRSA146, LPRSA147, LPRSA148, LPRSA149, and LPRSA151, will deliver a mix of approximately 27,439m² employment floorspace and 6,862 7,562m² net retail floorspace, along with new homes to help meet the borough’s needs over the plan period. Development will be permitted provided the criteria for each site set out in the detailed site Allocation policies are met.</p>																																																												
	LPRSP11(B) Creating New Employment Opportunities Table on page 128.	<table border="1"> <thead> <tr> <th rowspan="2">Site Ref</th> <th rowspan="2">Site Name</th> <th rowspan="2">Growth Location</th> <th colspan="4">Indicative Capacity (sqm)</th> </tr> <tr> <th>E(g) office m²</th> <th>B2 industrial m²</th> <th>B8 distribution m²</th> <th>Town centre uses m²</th> </tr> </thead> <tbody> <tr> <td>LPRRMX1(3)</td> <td>King Street Car Park</td> <td>Maidstone Town Centre</td> <td>-</td> <td>-</td> <td>-</td> <td>1,400-700</td> </tr> <tr> <td>LPRSA145</td> <td>Len House</td> <td>Maidstone Town Centre</td> <td>-</td> <td>-</td> <td>-</td> <td>3,612</td> </tr> <tr> <td>LPRSA147</td> <td>Gala Bingo & Granada House</td> <td>Maidstone Town Centre</td> <td>-</td> <td>-</td> <td>-</td> <td>TBD</td> </tr> <tr> <td>LPRSA148</td> <td>Maidstone Riverside</td> <td>Maidstone Town Centre</td> <td>-</td> <td>-</td> <td>-</td> <td>TBD</td> </tr> <tr> <td>LPRSA149</td> <td>Maidstone West</td> <td>Maidstone Town Centre</td> <td>-</td> <td>-</td> <td>-</td> <td>TBD</td> </tr> <tr> <td>LPRSA151</td> <td>Mote Road</td> <td>Maidstone Town Centre</td> <td>1,169</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>LPRSA144</td> <td>High St/ Medway</td> <td>Maidstone Town</td> <td></td> <td>-</td> <td>-</td> <td>150</td> </tr> </tbody> </table>	Site Ref	Site Name	Growth Location	Indicative Capacity (sqm)				E(g) office m ²	B2 industrial m ²	B8 distribution m ²	Town centre uses m ²	LPRRMX1(3)	King Street Car Park	Maidstone Town Centre	-	-	-	1,400-700	LPRSA145	Len House	Maidstone Town Centre	-	-	-	3,612	LPRSA147	Gala Bingo & Granada House	Maidstone Town Centre	-	-	-	TBD	LPRSA148	Maidstone Riverside	Maidstone Town Centre	-	-	-	TBD	LPRSA149	Maidstone West	Maidstone Town Centre	-	-	-	TBD	LPRSA151	Mote Road	Maidstone Town Centre	1,169	-	-	-	LPRSA144	High St/ Medway	Maidstone Town		-	-	150
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Maidstone Local Plan Review – Proposed Main Modifications

Number	Policy/paragraph	Change proposed						
			St	Centre				
		LPRSA146	Maidstone East	Maidstone Town Centre	5,000	-	-	2,000
		LPRRMX1(1)	Newnham Park (Kent Medical Campus)	Maidstone Urban Area	21,270			14,300
		LPREMP1(4)	Woodcut Farm	Maidstone Urban Area		49,000		-
		EMP1(1)	West of Barradale Farm	Headcorn		3,500		-
		EMP1(2)	South of Claygate	Marden		4,000		-
		LPRSA260	Ashford Road	Lenham		2,500		-
		LPRSA078	Haven Farm	Sutton Valence	-	-	-	400 788
		LPRSAEmp1	Former Syngenta Works	Yalding		46,000		-
	Paragraph 7.75.	The King Street car park is currently a surface level car park, being used as such for the short term. Part of the original allocation from the 2017 Local Plan has been developed as the King’s Lodge, apartments for retirement living. <u>As the detailed site allocation (policy RMX1(3)) from the 2017 Local Plan has only partially been implemented, it is to be retained as part of this Local Plan Review (see Table 8.1). As such, the remaining car park continues to be allocated for a mix of ground floor retail and residential uses, however a more conservative retail capacity of 700sqm is now allocated to reflect the development that has already taken place.</u> This area could be brought forwards in conjunction with the wider redevelopment of The Mall broad location proposed for the longer term. This would enable a comprehensive approach to development on both sides of King Street at this gateway location to the town centre.						
	Policy LPRSP12	New criteria: <u>In determining planning applications, regard shall be had to the Kent Rights of Way Improvement Plan, and the need to protect and enhance existing PROW.</u>						

Number	Policy/paragraph	Change proposed
	Paragraph 7.82	<p>The policies for individual site allocations set out the requirements for contributions towards strategic and local highway infrastructure at key locations and junctions, and key improvements include:</p> <ul style="list-style-type: none"> • Capacity improvements and signalisation of Bearsted roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts. • Improvements to M20 J7 roundabout, including widening of the coast bound off-slip and creation of a new signal-controlled pedestrian route through the junction. • Capacity improvements at M2 J5 (located in Swale Borough). • Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout. • Interim improvement to M20 junction 5 roundabouts including a white lining scheme. • Traffic signalisation of M20 junction 5 roundabout and localised widening of slip roads and circulatory carriageway. • Capacity improvements at the junction of Fountain Lane and the A26 Tonbridge Road. • Bus prioritisation measures <u>including seeking to make use of smart technology</u> on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements, <u>including bus transponders, for example.</u> • Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road. • Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road. • Linton Crossroads junction improvements. • Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road at Staplehurst. • Capacity improvements at Hampstead Lane/B2015 Maidstone Road junction at Yalding. • <u>A20 Coldharbour roundabout, A229/A274 Wheatsheaf junction and A20 Ashford Road/Willington Street junction improvements</u>

Maidstone Local Plan Review – Proposed Main Modifications

Number	Policy/paragraph	Change proposed
	Paragraph 7.85	Consideration of the potential construction of a LLRR is a requirement of Policy LPR1 of the review of the Local Plan Review. The case for the justification of the construction and the delivery of a LLRR lies with the County Council as the highway authority. The Local Highways Authority (Kent County Council) has confirmed that whilst it will not currently be seeking to promote a route in this corridor, should Maidstone Borough Council require such a route to support future development the Local Highway Authority will work to assist this.
	Paragraph 7.87	The ITS will seek to address parking issues by producing a refreshed Town Centre Parking Strategy. A key aspect of this strategy will be the use of measures to provide disincentives to the use of long term car parking in the town centre whilst prioritising shoppers and visitors; by utilising long stay town centre parking tariffs to encourage a shift to sustainable modes of transport such as Park and Ride and reviewing the Residents' Parking Zones to ensure they are fair, simple and meet the needs of all road users.
	Paragraph 7.88-89	<p><u>Park and Ride</u></p> <p>The council has been operating Park and Ride services in Maidstone since the early 1980s and was one of the first local authorities in the UK to introduce the concept. The service aims to address the growing peak time congestion in the town centre and has met with varying levels of success to date. Two sites are currently in operation at London Road and Willington Street, following the closure of the Sittingbourne Road site in February 2016, which in total comprise some 918 parking spaces.</p> <p>The council will continue to review and improve the functionality and effectiveness of Park and Ride services in Maidstone, including through the investigation of whether additional sites may be available and deliverable to contribute towards wider objectives for sustainable transport and air quality.</p>
	Policy LPRSP12 (3) (b)	Deliver modal shift through managing demand on the transport network through enhanced public transport and the continued Park and Ride services and walking and cycling improvements;
	Policy LPRSP12 (4)	Within the bus and hackney carriage corridors, as defined on the policies map, the council and the highway authority will develop preference measures to improve journey times and reliability and make public transport more attractive, particularly on park and ride routes, the radial routes into the town centre and in connecting the Garden Settlements. Such measures will include:
	Paragraph 7.130	Other infrastructure will also be provided on site via S.106 where it is of a strategic scale to do so and so this would be the best approach to secure infrastructure, for example the Garden Communities.

Maidstone Local Plan Review – Proposed Main Modifications

Number	Policy/paragraph	Change proposed
		<p>However, the Council will ensure that there is no duplication of infrastructure spending and so the required infrastructure for these locations will be set out clearly in the site allocation policy through the ITS and IDP.</p>
	Policy LPRSP13	<p>1. Where development creates a requirement for new or improved infrastructure beyond existing provision, developers will be expected to provide or contribute towards the additional requirement being provided to an agreed delivery programme. In certain circumstances where proven necessary, the council may require that infrastructure is delivered ahead of the development being occupied.</p> <p>2. Detailed specifications of the site specific contributions required are included in the site allocation policies (these are not exhaustive lists). Development proposals should seek to make provision for all the land required to accommodate any additional infrastructure arising from that development. Dedicated Planning Agreements (S106 of the Town and Country Planning Act,1990) will be used to provide a range of site specific mitigation, in accordance with the S106 tests, which will normally be provided on-site but may where appropriate be provided in an off-site location or via an in-lieu financial contribution. In some cases, separate agreements with utility providers may be required. <u>Where necessary S.278 agreements will be used to secure mitigation in connection with the Strategic Road Network.</u></p> <p>3. Where developers consider that providing or contributing towards the infrastructure requirement would have serious implications for the viability of a development, the council will require an "open book" approach and, where necessary, will operate the policy flexibly.</p> <p>4. Where there are competing demands for contributions towards the delivery of infrastructure, secured through section 106 legal agreements, the council will prioritise these demands in the manner listed below:</p> <p>Infrastructure priorities for residential development:</p> <ul style="list-style-type: none"> i Affordable housing ii Transport iii Open space iv Education v Health vi Community facilities vii Public realm viii Waste Management

Number	Policy/paragraph	Change proposed
		<p>ix ix. Public services, & x x. Libraries</p> <p>Infrastructure priorities for business and retail development:</p> <p>i) Transport ii) Public realm iii) Open space, & iv) Education/skills</p> <p>This list serves as a guide to the council’s prioritisation process, although it is recognised that each site and development proposal will bring with it its own issues that could mean an alternate prioritisation is used <u>that includes priorities not listed above from other infrastructure providers.</u></p> <p>5. The Community Infrastructure Levy will continue to be used to secure contributions to help fund the strategic infrastructure needed to support the sustainable growth proposed in Maidstone Borough set out in the Infrastructure Delivery Plan & <u>Infrastructure Funding Statement</u>. The CIL rate will be reviewed to reflect latest changes in development costs and land/floorspace values across the borough in line with viability evidence and the proposals contained within this plan.</p> <p>6. Infrastructure schemes that are brought forward by service providers will be encouraged and supported, where they are in accordance with other policies in the Local Plan. New residential and commercial development will be supported if sufficient infrastructure capacity is either available or can be provided in time to serve it.</p> <p>7. Open space development will be expected to be delivered meeting the following criteria:</p> <ul style="list-style-type: none"> i. Development which contributes to the creation of, or enhancement of the existing fabric of open spaces within the borough will be supported. ii. All new development should make a contribution, either on site, or where not feasible, off-site to improving the borough’s open spaces. iii. On some strategic sites, open space will be allocated as a part of the land uses required within the site allocation. iv. Existing local open spaces fitting the definition in NPPF Para 102 will be protected.

Number	Policy/paragraph	Change proposed
		<p>v. Unless stated in a site allocation new developments should make a contribution towards increasing and improving open space as set out in INF1.</p> <p>8. The Council will investigate the need for an infrastructure guidance document in order to support the delivery of infrastructure in the Borough.</p>
	Para 7.153	<p>7.153 The Stodmarsh SAC/SPA/Ramsar site is sensitive to increases in nitrogen and phosphorous arising from the River Stour. Natural England has agreed a mitigation strategy that requires developments <u>that would result in a net increase in population served by a wastewater system</u> within the Stour catchment <u>area</u> to demonstrate that they will not result in a net increase in nitrogen and phosphorous at the Stodmarsh SAC/SPA/Ramsar site. Developments in and around Lenham, including Heathlands Garden Settlement and the Lenham Broad Location for growth, will be required to meet the requirements of the mitigation/offsetting strategy, as set out in Natural England's advice note on Nutrient Neutrality issued in November 2020, or any updates to that advice.</p>
	Policy LPRSP14A (1)	<p>1. To enable Maidstone Borough to retain a high quality of living, protect and enhance the environment, and to be able to respond to the effects of climate change, developers will ensure that new development incorporates measures where appropriate to:</p> <p>a. Deliver a minimum 20% on-site Biodiversity Net Gain on new residential development, having regard to Biodiversity Opportunity Areas and/or Nature Recovery Networks. Biodiversity Net Gain should be calculated in accordance with the latest Natural England/DEFRA biodiversity metric or equivalent</p> <p>b. Protect positive landscape character, areas of Ancient Woodland, veteran trees, trees with significant amenity value, important hedgerows, features of biological or geological interest, <u>ecosystem services</u> and the existing public rights of way network from inappropriate development, and avoid significant adverse impacts as a result of development <u>through the provision of adequate buffers and in accordance with national guidance.</u></p> <p>End of Section 1 add - <u>Regard shall be had to the forthcoming design and sustainability DPD which will further detail application of this policy.</u></p>

Maidstone Local Plan Review – Proposed Main Modifications

Number	Policy/paragraph	Change proposed
	Policy LPRSP14A (2)	Control pollution to protect ground and surface waters where necessary and mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones <u>and principal aquifers</u> , and incorporate measures to improve the ecological status of water bodies as appropriate; Major developments will not be permitted unless they can demonstrate that new or existing water supply, sewage and wastewater treatment facilities can accommodate the new development. Wastewater treatment and supply infrastructure must be fit for purpose and meet all requirements of both the permitting regulations and the Habitats Regulations (for example in relation to nutrient neutrality at the Stodmarsh SAC/SPA/Ramsar site)
	Policy LPRSP14A (3)	Enhance, extend and connect habitats to enhance the borough's network of sites that incorporates designated sites of importance for biodiversity, priority habitats, <u>Local Wildlife Sites</u> and fragmented Ancient Woodland; support opportunities for the creation of new Biodiversity Action Plan priority habitats; create, enhance, restore and connect other habitats, including links to habitats outside Maidstone Borough, where opportunities arise;
	Policy LPRSP14A	New criteria 9: <u>The council will work in partnership with landowners, land managers and developers to encourage better soil handling practices to avoid the degradation of soil and ensure soil functions are maintained as appropriate.</u>
	Policy LPRSP14A	New Criteria 10: <u>New development involving the creation of surface water runoff will be required to provide SuDS. Where possible, such SuDS will need to integrate with on-site blue-green infrastructure in order to increase biodiversity.</u>
	Para 7.170	This rich historical resource is, however, vulnerable to damage and loss including of local skills. This importance is signified by the fact that heritage assets are inherently irreplaceable; once lost they are gone forever. Through the delivery of its local plan, and its wider activities, the council will act to record, conserve and enhance the borough's heritage assets. <u>This will be underpinned by actions taken in response to a heritage assessment review which will feed into later iterations of this Plan. This is underpinned by actions in response to the Maidstone Heritage Asset Assessment.</u>
	Policy LPRSP14(B) (2)	Through the development management process, securing the sensitive management and design of development which impacts on heritage assets and their settings and positively incorporates heritage

Maidstone Local Plan Review – Proposed Main Modifications

Number	Policy/paragraph	Change proposed
		assets into wider development proposals. <u>This includes the potential public benefits from development impacting a heritage asset.</u>
	Policy LPRSP14(C) (5)	Require the integration of blue-green infrastructure into <u>qualifying major</u> new development in order to mitigate urban heat islands, enhance urban biodiversity, and to contribute to reduced surface water run off through the provision of SuDS.
	Policy LPRSP14(C) (7)	<u>Require high levels of water efficiency in new residential development to ensure that water consumption should not exceed 110l per person per day. New dwellings should be built to ensure that wholesome water consumption is not greater than 110 litres/person/day.</u>
	Policy LPRSP14(C)	New Clause <u>10</u> : Development must have regard to surface water management plans.

Chapter 8 Detailed Site Allocation Policies

	Table 8.1	Allocations complete	Allocations expected to complete 2020-22	Allocations not complete			Allocations Superseded	
							Superseded Policy	Superseded By
		H1 (1)	H1 (5)	H1 (2)	H1 (22)	H1 (54)	H1 (13)	LPRSA 144
		H1 (6)	H1 (16)	H1 (3)	H1 (24)	H1 (59)	RMX1 (2)	LPRSA 146
		H1 (20)	H1 (23)	H1 (4)	H1 (25)	H1 (65)	RMX1 (4)	LPRSAEmp1
		H1 (32)	H1 (29)	H1 (7)	H1 (26)	EMP1 (1)	RMX1 (5)	LPRSA 148
		H1 (34)	H1 (31)	H1 (8)	H1 (27)	EMP1 (2)	RMX1 (6)	LPRSA 151
		H1 (35)	H1 (33)	H1 (9)	H1 (28)	EMP1 (4)		
		H1 (37)	H1 (39)	H1 (10)	H1 (30)	RMX1 (1)		
		H1 (40)	H1 (43)	H1 (11)	H1 (36)	RMX1 (3)		
		H1 (42)	H1 (45)	H1 (12)	H1 (38)	<u>RMX1 (4)</u>		
		H1 (44)	H1 (47)	H1 (14)	H1 (41)			
		H1 (51)	H1 (53)	H1 (15)	H1 (46)			

Maidstone Local Plan Review – Proposed Main Modifications

Number	Policy/paragraph	Change proposed					
		H1 (55)	H1 (56)	H1 (17)	H1 (48)		
		H1 (57)	H1 (58)	H1 (18)	H1 (49)		
		H1 (61)	H1 (60)	H1 (19)	H1 (50)		
		H1 (62)	H1 (63)	H1 (21)	H1 (52)		
		H1 (64)	H1 (66)	These policies are not complete and are not anticipated to be completed before October 2022. They are expected to be retained in the Local Plan Review.		These policies are proposed to be superseded by new allocations. As such they are not expected to be retained in the Local Plan Review.	
		EMP1(3)	These allocations are not complete but are anticipated to be completed before October 2022. They are not expected to be retained when the Local Plan Review is Adopted.				
		These policies are complete and will not be retained when the Local Plan Review is Adopted.					
	Table 8.2				Identified Capacity		
		Site Ref	Site Name	Growth Location	Emp use m²	Town centre use m²	Resi units
		LPRSA145	Len House	Maidstone Town Centre		3,600	159
		LPRSA147	Gala Bingo & Granada House	Maidstone Town Centre		500	40
		LPRSA148	Maidstone Riverside	Maidstone Town Centre	5,148	2,574	650
		LPRSA149	Maidstone West	Maidstone Town Centre	1,034	517	130
		LPRSA151	Mote Road	Maidstone Town Centre	1,250	0	172
		LPRSA144	High St/ Medway St	Maidstone Town Centre		150	50

Maidstone Local Plan Review – Proposed Main Modifications

Number	Policy/paragraph	Change proposed					
		LPRSA146	Maidstone East	Maidstone Town Centre	5,000	2,000	500
		LPRSA366	Springfield Tower	Maidstone Urban Area	-	-	150
		LPRSA152	Former Royal British Legion Site	Maidstone Urban Area	-	-	8
		LPRSA265	Land at Abbey Gate Farm	SW of Maidstone	-	-	250
		LPRSA270	Land south of Police HQ	S of Maidstone	-	-	196
		LPRSA172	Land at Sutton Road	SE of Maidstone	-	-	75
		LPRSA362	Police HQ, Sutton Rd	SE of Maidstone	-	-	135
		LPRSA266	North of Ware St	NE of Maidstone	-	-	67
		LPRSA303	EIS Oxford Rd	E of Maidstone	-	-	20
		LPRSA101	Land south of A20	Harrietsham	-	-	53
		LPRSA071	Land at Keilen Manor	Harrietsham			47
		LPRSA310	Land at Moat Rd	Headcorn	-	-	110
		LPRSA260	Ashford Road	Lenham	2,500	-	-
		LPRSA295	Land north of Copper Ln & Albion Rd	Marden	-	-	113
		LPRSA066	Land east of Lodge Rd	Staplehurst	-	-	78
		LPRSA114	Land at Home Farm	Staplehurst	-	-	49
		LPRSA360	Campfield Farm	Boughton Monchelsea	-	-	30
		LPRSA312	Land at Forstal Lane north of Heath Rd	Coxheath			85
		LPRSA364	Kent Ambulance HQ	Coxheath			10
		LPRSA251	Land at Former Orchard Centre Heath Rd	Coxheath			5
		LPRSA204	Land south east of Eyhorne Street	Eyhorne St (H'bourne)	-	-	9
		LPRSA078	Haven Farm & L/a 4 Southways	Sutton Valence	400	1,500	100
		LPRSA248	North of Kenward Rd	Yalding	-	-	100

Maidstone Local Plan Review – Proposed Main Modifications

Number	Policy/paragraph	Change proposed
	LPRSA078 Principals bullet 4, sub bullet 1	110 <u>100</u> dwellings across the two sites (including 5 self/custom build plots and 40% affordable housing)
	Table 8.2, line LPRSA078 – Haven Farm	Swap the figures 400 and 1,500 over. 400sqm relates to ‘village hub’ shops, and 1,500sqm relates to proposed GP surgery.
	Table 8.2, line LPRSA147 – Gala Bingo & Granada House	Remove reference to 500m2 retail use. Replace with ‘TBD’
	Table 8.2, line LPRSA148 – Maidstone Riverside	Remove reference to 5,148m2 of retail use and 2,574m2 employment. Replace with ‘TBD’
	LPRSA146 – Maidstone East	<p>...The development shall incorporate commuter-car parking to serve Maidstone East station...</p> <p>... If a car free or reduced level of parking is proposed, proportionate <u>and directly related</u> contributions will be required...</p> <p>“<u>It is envisaged that</u> highway access to the residential development shall be taken from Sandling Road. An additional, in-bound only access to the former Sorting Office part of the site could be taken from Fairmeadow, subject to any impact upon the wider public realm strategy.”</p>
	LPRSA148 – Maidstone Riverside	Maidstone Riverside is included as a draft an allocation for the development of approximately 650 dwellings, 5,148m2 of retail use and 2,574m2 employment , and a suitable mix of <u>employment, retail and town centre uses</u> . The following conditions are considered appropriate to be met before development is permitted...
	LPRSP149 – Maidstone West	Maidstone West is included as a draft allocation for the development of approximately 210 <u>130</u> dwellings, and no net loss of town centre uses....
	LPRSA151 – Mote Road	<p>Access/Highways and transportation</p> <p>... • Secure cycle parking for residents to be provided.</p> <p>• <u>The development should provide improved pedestrian crossing facilities.</u></p>
	LPRSA295 Landscape/ Ecology	Additional criteria: <u>Provide an Ecological Impact Assessment of development sites and any additional land put forward for mitigation purposes to take full account of the biodiversity present</u>
	LPRSA 204 Design Bullet 2	Design of the site will need to ensure neighbouring resident’s amenity is protected.
	LPRSA310 Policy Title	Policy LPRSA310 – Mote <u>Moat</u> Road, Headcorn

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Number	Policy/paragraph	Change proposed
	LPRSA362 Policy Text	Maidstone Police HQ is included as a draft allocation for the development of approximately 247 dwellings and approximately 1,500sqm 7,500sqm of commercial and community uses. The following conditions are considered appropriate to be met before development is permitted.
	LPRSA265 Access 3 rd bullet	No vehicular access, other than emergency access shall be proposed from Stockett Lane/Straw Mill <u>Hill Lane</u>
	LPRSA362 Access New Point	<u>Prior to the first occupation, the private access gate between the site and Boughton Ln shall be closed to traffic, but for emergency / operational police vehicles.</u>
	LPRSA366 Transport new bullet	The site should be designed to complement and enable local improvements to the A229.
	LPRSA172 Design 6 th bullet	Development shall demonstrate that the layout, scale and form of development has regard to the need to preserve and enhance the setting of the grade II listed Rumwood Court, <u>including through a LVIA.</u>
	LPRSA066 Transport Bullet 2	The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running, <u>including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this.</u>
	LPRSA066 Transport New 3 rd Bullet	<u>The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running, including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this.</u>
	LPRSA312	<u>Remove the Policy</u>
	LPRSA202	<p>Re-introduce this policy from Reg18b, for 85 units, in line with the capacity identified in the SLAA.</p> <p><u>LPRSA 202 – Land at Forstal Lane / Stockett Lane Coxheath</u></p> <p><u>Land at Forstal Lane is included as an allocation for the development of approximately 85 dwellings at a density appropriate to its village fringe setting. The development and site capacity shall be informed by the following.</u></p> <p><u>Design and Layout</u></p> <ul style="list-style-type: none"> • <u>The site lies within the Loose Valley Landscape of Local Value. The layout and form of development will be informed by an LVIA/landscape character assessment that demonstrates that potential harmful impacts are mitigated.</u> • <u>The site layout shall ensure that there is an appropriate separation between new housing and adjacent non-residential uses and ensure that neighbouring resident’s amenity is protected.</u> • <u>Development proposals will be of a high standard of design incorporating the use of vernacular building styles and materials.</u>

Number	Policy/paragraph	Change proposed
		<ul style="list-style-type: none"> • <u>The peripheries of the site will be built at a lower density to reflect the adjacency of to open countryside beyond.</u> • <u>The development will be set back from site boundaries to Stockett Lane and Forstal Road behind retained and enhanced hedgerows in order to preserve their rural lane character. Any loss of hedgerow for access purposes shall be replanted behind the visibility splay.</u> <p><u>Landscape/ Ecology</u></p> <ul style="list-style-type: none"> • <u>The provision of landscape buffers along the site's boundaries that incorporate the retention and enhancement of existing hedgerows.</u> • <u>Incorporation of structural landscaping throughout the site and street trees to soften and break up the visual impact of built development</u> • <u>The development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy</u> • <u>A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.</u> • <u>The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans</u> <p><u>Access, Highways and transportation</u></p> <ul style="list-style-type: none"> • <u>The principal vehicular access shall be to Forstal Lane.</u> • <u>The Development shall incorporate highway improvement measures to reduce the impact of rat running on adjacent country lanes.</u> • <u>The development shall incorporate pedestrian / cycle links behind existing retained hedgerow, and enable a link to KM49 to the north.</u> <p><u>Open Space</u></p> <ul style="list-style-type: none"> • <u>Provision of a minimum of 1.5ha of accessible open space in accordance with the typologies set out within Policies LPRSP13 and LPRINF1</u> • <u>The quality and function of accessible open space shall not be prejudiced by the incorporation of any SUDS elements, which if necessary should be independently provided.</u>
	LPRSA 248 Policy intro	<p>Land to the north and south of Kenward Road totalling 9.1 <u>4.9</u> ha is included as a draft allocation for the development of approximately 100 dwellings at an average density of 30 dwellings per</p>

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Number	Policy/paragraph	Change proposed
		hectare. The following conditions are considered appropriate to be met before development is permitted.
	LPRSA 248 Design bullet 1	The development shall provide approximately 100 dwellings north and south of Kenward Road at a density not exceeding 30 dph, in a manner that enables the rounding off of the adjacent residential areas at a similar density.
	LPRSA 248 Design bullet 2	The remainder of the land south of Kenward Road shall be laid out as a new community open space.
	LPRSA 248 Design bullet 3	The development shall be subject to a single masterplan which demonstrates phasing of both built development and open spaces.
	LPRSA 248 Landscape/ Ecology bullet 4	Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat.
	LPRSA248 Access	<ul style="list-style-type: none"> • Access points to both sites shall provide junction and sight lines designed to appropriate capacity and safety standards. • Both site access points shall incorporate appropriate pedestrian crossing points to Kenward Road. • The southern site shall enable appropriate access to the adjacent agricultural holding in a manner that does not adversely impact upon the amenity and safety of residents and users of the open space. • The southern site shall provide parking for users of the open space in a manner that does not adversely affect the amenity of the surrounding area. • Replacement provision shall also be provided for any loss of on-street residential parking. • The development shall deliver appropriate traffic speed management measures to <u>North Street the High Street / Yalding Hill corridor.</u>
	LPRSA248 Access Open Space bullet 4	<ul style="list-style-type: none"> • The land south of Kenward Road shall provide public open space in the form of approximately: <ul style="list-style-type: none"> ○ 0.4ha of community allotments/growing area ○ ha of new Riverside landscape/habitat ○ ha of informal open space ○ 0.5ha of recreational open space
	LPRSA 248 Flood Risk	<p>Flood Risk/Drainage</p> <ul style="list-style-type: none"> • The site should be designed to ensure that it has a positive impact on the River Beult catchment, and does not worsen local flood risks on Mote Road. • The only vehicular access to the site is through Flood Zone 3. Any development will be dependent upon acceptable flood safety measures being agreed with the EA.

Number	Policy/paragraph	Change proposed
	LPRSA071 Transport new Bullet	Safe pedestrian access along Marley Rd should be established.
Chapter 9 Development Management Policies		
	Policy LPR Hou1	<p>Policy LPRHou 1: Development on brownfield land</p> <p>1. Proposals for development on previously developed land (brownfield land) on land outside of smaller villages and the countryside that make effective and efficient use of land and which meet the following criteria will be permitted:</p> <p>a. Where the site has poor environmental value; and</p> <p>b. If the proposal is for residential development, the density of new housing proposals reflects the character and appearance of individual localities and is consistent with policy Hou 5 unless there are justifiable planning reasons for a change in density.</p> <p>2. In exceptional circumstances, the residential redevelopment of previously developed land in the countryside and smaller villages which meet the above criteria will be permitted provided the redevelopment will also result in:</p> <p>a. meets <u>meeting the Council standards as set out in other policies</u> policy requirements as set out elsewhere in this plan.</p> <p>b. and the site is, or can reasonably be made, accessible by sustainable modes to Maidstone urban area, a rural service centre or larger village or provides bespoke working from home space.</p>
	Para 9.31	<p>9.31 The SHMA identifies three sub-categories of specialist residential accommodation for older people:</p> <ul style="list-style-type: none"> • Retirement living or sheltered housing which comprises self-contained units with some shared facilities and on-site supportive management. • Enhanced sheltered housing which typically has 24/7 staffing cover and some shared meals. • Extra care which provides personal or nursing care. These facilities may include dementia care. These are counted as bedspaces.

Number	Policy/paragraph	Change proposed												
		<p>9.31(a) The SHMA defines these as Housing with Support and Housing with Care. It identifies a total need of 2,142 speciality housing units as follows:</p> <table border="1" data-bbox="792 304 1982 427"> <thead> <tr> <th></th> <th>Rented</th> <th>Leasehold</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Housing with Support</td> <td>105</td> <td>1,234</td> <td>1,339</td> </tr> <tr> <td>Housing with Care</td> <td>371</td> <td>432</td> <td>803</td> </tr> </tbody> </table> <p>9.32 The SHMA identifies a total need of 2,142 retirement living and enhanced sheltered housing units over the plan period comprising a mix of rented and leasehold tenures, and an additional 1,228 extra care or nursing home bedspaces.</p>		Rented	Leasehold	Total	Housing with Support	105	1,234	1,339	Housing with Care	371	432	803
	Rented	Leasehold	Total											
Housing with Support	105	1,234	1,339											
Housing with Care	371	432	803											
	<p>Policy LPRTRA4: Parking</p>	<p>Car parking standards for new residential developments will be assessed against the requirements set out in KCC’s Interim Guidance Note 3 (IGN3) to the Kent Design Guide as set out in appendix XX or any subsequent revisions or superseding documents produced by the Highways Authority.</p> <p>2. For all new non-residential developments, and for cycle and motorcycle parking in residential developments, provision for all types of vehicle parking should be made in accordance with advice by Kent County Council as Local Highway Authority. As a starting point of reference, consideration should be given to the standards set out in the former Supplementary Planning Guidance 4 (SPG4) to the Kent and Medway Structure Plan.</p> <p>3. The council may depart from established maximum or minimum standards to take account of:</p> <ul style="list-style-type: none"> a) Specific local circumstances that may require a higher or lower level of parking provision for reasons including as a result of the development site's accessibility to public transport, shops and services, highway safety concerns and local on-street parking problems; b) the successful restoration, refurbishment and re-use of listed buildings or buildings affecting the character of a conservation area; c) allow the appropriate re-use of the upper floors of buildings in town centres or above shop units; d) Innovative design that can sufficiently justify a reduced provision of vehicle parking <p>Any departure from the adopted standards will be informed by consultation with the Local Highways Authority.</p> <p>New developments should ensure that proposals incorporate electric vehicle charging</p>												

Maidstone Local Plan Review – Proposed Main Modifications

Number	Policy/paragraph	Change proposed
		<p>infrastructure as follows:</p> <p>a) New residential dwellings with private on-curtilage parking provision shall provide active Electric Vehicle charging points at a minimum of 1 per dwelling of sufficient capacity to enable as a minimum Mode 3 at 7kW with Type 2 connector – 230v AC 32 Amp single phase charging.</p> <p>b) New residential dwellings with private allocated off-curtilage parking provision shall provide cabling to all spaces where practical to allow for future installation of charging points. Cabling shall be of sufficient capacity to enable as a minimum Mode 3 at 7kW with Type 2 connector – 230v AC 32 Amp single phase charging.</p> <p>c) Proposals for residential development which includes the provision of communal parking shall provide electric vehicle infrastructure at a rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points.</p> <p>4. Proposals for non-residential development which includes the provision of parking shall provide electric vehicle charging points at a minimum rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points</p>
	Para 9.76	<p>The Maidstone Low Emission Strategy (2017) combines the air quality action plan and low emission strategy into one document. It identifies key partners and their responsibility for delivering measures to improve air quality in the exceedance areas and across the borough. Good progress has been made on many of the actions included in the Action Plan, including adopting new Air Quality Planning Guidance, and undertaking a feasibility study into a Low Emission Zone. The review of the Park and Ride service has also been completed and has resulted in a new service using Euro VI buses. A lot of progress has also been made on our ‘Clean Air for Schools’ programme.</p>
	Policy LPRTRA3	<p>POLICY LPRTRA3: PARK AND RIDE</p> <p>The role of park and ride is to provide an alternative to the private car from the outer parts of an urban area to the centre. It is to help combat congestion, air quality issues and bring about environmental benefits</p> <p>Maidstone has supported the principle of Park and Ride for a long time. The first site serving the town opened in 1989. At present there are two park and ride sites within Maidstone Borough serving the urban area. These include:</p> <ul style="list-style-type: none"> ● Willington Street Park and Ride

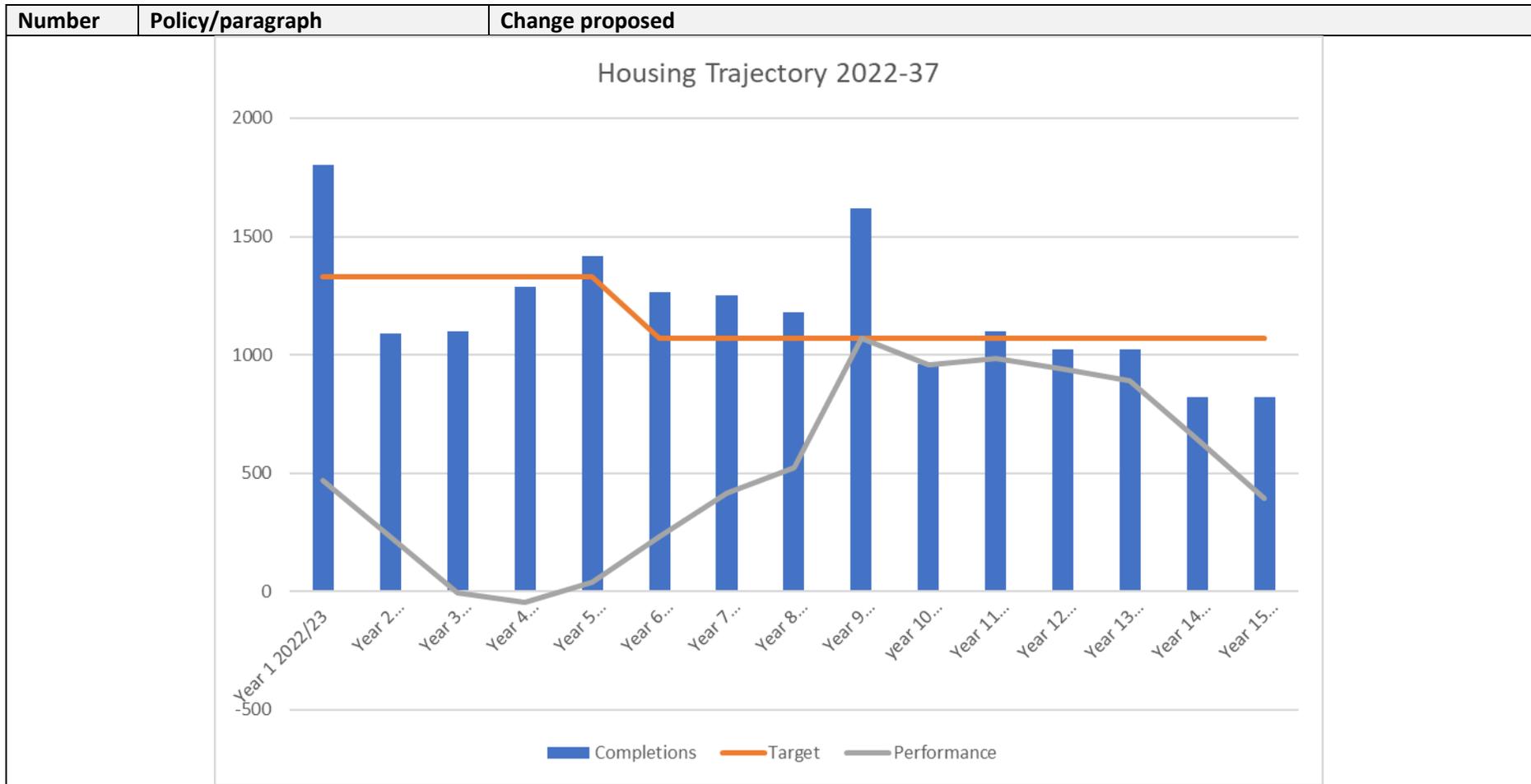
Number	Policy/paragraph	Change proposed
		<p>● London Road Park and Ride</p> <p>Combined these sites provided a capacity of approximately 918 parking spaces, and a regular service from them to the town centre.</p> <p>The Council will keep under regular review future need for park and ride provision, and will consider alternative sites, if required.</p> <div style="background-color: #8B4513; color: white; padding: 5px; text-align: center;">Policy LPRTRA3: Park & Ride</div> <div style="background-color: #D9EAD3; padding: 10px;"> <p>The following sites, as defined on the policies map, are designated bus Park and Ride sites:</p> <ul style="list-style-type: none"> i. London Road (to serve the A20 west corridor); and ii. Willington Street (to serve the A20 east corridor). <p>The council will seek to protect these sites to be maintained as Park and Ride sites and will seek opportunities for new Park and Ride sites in the borough, especially in and around the Maidstone Urban Area.</p> </div>
	Paragraph 9.98	<p>In order to build well-functioning, sustainable communities, it is essential that adequate community facilities are provided. The NPPF emphasises the importance of creating healthy, inclusive communities, with appropriate facilities, to create attractive residential environments. Community facilities encompass <u>open spaces</u> educational, cultural and recreational facilities, including schools, libraries, places of worship, pubs, meeting places, cultural buildings (such as museums and theatres) and sports venues.</p>
	Policy LPRINF2	<p>Adequate accessibility to community facilities, including social, education and other facilities, is an essential component of new residential development.</p> <p>1. Residential development which would generate a need for new community facilities or for which spare capacity in such facilities does not exist, will not be permitted unless the provision of new,</p>

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Number	Policy/paragraph	Change proposed
		<p>extended or improved facilities (or a contribution towards such provision) is secured as appropriate by planning conditions, through legal agreements, or through the Community Infrastructure Levy.</p> <p>2. Proposals requiring planning permission which would lead to a loss of community facilities will not be permitted unless:</p> <ul style="list-style-type: none"> • It is evidenced that a need within the locality no longer exists, and it is not commercially viable (supported by audited financial reports and a reasonable level of proper marketing evidence); • or a replacement facility acceptable to the council is provided or secured. <p><u>3. Specific proposals affecting existing open space, sports and recreation assets requiring permission will not be permitted unless they accord with the relevant sections of the NPPF and Sport England’s Playing Field Policy where relevant.</u></p> <p>3. 4. The council will seek to ensure, where appropriate, that providers of education facilities make provision for dual use of facilities in the design of new schools and will encourage the dual use of education facilities (new and existing) for recreation and other purposes.</p>
	Policy LPRENV1 (1)	Applicants will be expected to ensure that new development affecting a heritage asset incorporates measures to conserve, and where possible enhance, the significance of the heritage asset and its setting. This includes responding positively to views of and from that asset. <u>This also includes the potential public benefits from development impacting a heritage asset.</u>
	Policy LPRENV1 (3)	Where development is proposed for a site which includes or has the potential to include heritage assets with archaeological interest, applicants must submit a proportionate landscape assessment by way of an appropriate desk-based assessment and, where necessary, a field evaluation. This will be used to inform development and identify opportunities to enhance awareness, understanding and enjoyment of the historic environment to the benefit of community.
	Policy LPRENV1 (4)	The council will apply the relevant tests and assessment factors specified in the National Planning Policy Framework when determining applications for development which would result in the loss of, or harm to, the significance of a heritage asset and/or its setting. <u>This includes applying this policy to non-designated heritage assets where a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.</u>

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Number	Policy/paragraph	Change proposed
	Policy LPRQ&D1 (2)	<p>2. New dwellings should meet the Building Regulations optional requirement for tighter water efficiency of 110l per person, per day.</p> <p><u>2 New dwellings should be built to ensure that wholesome water consumption is not greater than 110 litres/person/day.</u></p>
	Paragraph 9.126	<p>Light pollution or obtrusive light can have a negative impact on ecology and physiology and therefore should be minimized where possible. Glare from external lighting can intrude on to the tranquillity of a place and this should be avoided in certain landscapes and habitats. Particular consideration should be given to dark skies of the Kent Downs AONB, as set out in the Kent Downs AONB Management Plan <u>and to the dark skies of the High Weald AONB, as set out in the High Weald AONB Management Plan.</u></p>
	Policy LPRQ&D3 Ending	<p>In town, district and local centres as set out in policy LPRSP11(c), signage should be at ground floor level unless there is sufficient justification for them above this level.</p>
	Policy LPRQ&D5	<p><u>1. The conversion of rural buildings will be permitted where the following criteria are met (additional criteria vi):</u></p> <p><u>vi. In addition and where relevant, account should be taken of the Kent Farmsteads Guidance and the Kent Downs AONB Farmstead Guidance.</u></p> <p>Conversion for non-residential purposes</p> <p><u>2. In addition to criteria 1(i – vi) above, ...</u></p> <p>Conversion for residential purposes</p> <p><u>3. In addition to criteria 1(i – vi) above, ...</u></p>
	Policy LPRQ&D6	<p>2) New dwellings shall be built to the higher levels of water efficiency of 110l per person per day as set out in building regulations part G of the Building Regulations.</p>
<p>Chapter 10 Monitoring and Review - None</p>		
<p>Chapter 11 Appendices - None</p>		
<p>Updated Trajectory to include changes to Invicta Barracks delivery timeframe.</p>		



Policies Map		
	Overall	District and Local Retail Centre Designations - show cross hatching.
	Map 42	The EMP1(3) site in the adopted Maidstone Borough Local Plan 2017 should be shown as part of the Economic Development Area
	Marden Settlement Boundary	Amend Marden settlement boundary to include site FA1 from the Marden Neighbourhood Plan.

