

Maidstone Borough Council  
Local Plan Review  
Appendix 3

Saved policies from the  
Maidstone Borough Local Plan 2017

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## User guide

The Maidstone Borough Local Plan 2017 'LP17' contained six main policy categories:

- 1) Strategic overarching policies
- 2) Development management policies
- 3) Residential site allocations
- 4) Broad locations for housing growth policies
- 5) Retail and mixed-use site allocations
- 6) Employment site allocations

**Section A** of this document contains index tables for each of the six policy categories, setting out the action taken with each of the LP17 policies through the Local Plan Review 'LPR' process. Upon adoption of the LPR, LP17 policies will be one of the following:

- **Deleted** – no longer form part of the Development Plan;
- **Updated** – either minor or major updates. Form part of the Development Plan, will have the prefix 'LPR', and are included within the main body of the LPR; or
- **Retained** – no changes to the LP17 wording. Form part of the Development Plan and are included within this appendix document (Section B).

**Section B** sets out the retained LP17 site allocation policies, grouped by policy type.

**SECTION A**  
**Policy index tables**

**Strategic overarching policies**

<b>2017 LP17 policy:</b>	<b>What happened?</b>	<b>LPR policy:</b>
SS1 – Maidstone Borough Spatial Strategy	Updated – major	LPRSS1 – Maidstone Borough Spatial Strategy
SP1 – Maidstone Urban Area	Updated – major	LPRSP2 – Maidstone Urban Area
SP2 – Maidstone Urban Area: North West Strategic Development location	Updated – major	LPRSP3 – Edge of the Maidstone Urban Area
SP3 – Maidstone Urban Area: South East Strategic Development Location	Updated – major	LPRSP3 – Edge of the Maidstone Urban Area
SP4 – Maidstone Town Centre	Updated – major	LPRSP1 – Maidstone Town Centre
SP5 – Rural Service Centres	Updated – major	LPRSP6 – Rural Service Centres
SP6 – Harriestsham Rural Service Centre	Updated – minor	LPRSP6(B) – Harriestsham
SP7 – Headcorn Rural Service Centre	Updated – minor	LPRSP6(C) – Headcorn
SP8 – Lenham Rural Service Centre	Updated – minor	LPRSP6(D) – Lenham
SP9 – Marden Rural Service Centre	Updated – minor	LPRSP6(E) – Marden
SP10 – Staplehurst Rural Service Centre	Updated – minor	LPRSP6(F) – Staplehurst
SP11 – Larger Villages	Updated – major	LPRSP7 – Larger Villages
SP12 – Boughton Monchelsea Larger Village	Deleted	LPRSP8 – Smaller Villages
SP13 – Coxheath Larger Village	Updated – major	LPRSP6(A) – Coxheath
SP14 – Eyhorne Street (Hollingbourne) Larger Village	Updated – minor	LPRSP7(B) – Eyhorne Street (Hollingbourne)
SP15 – Sutton Valence Larger Village	Updated – minor	LPRSP7(C) – Sutton Valence
SP16 – Yalding Larger Village	Updated – minor	LPRSP7(D) – Yalding
SP17 - Countryside	Updated – minor	LPRSP9 – Development in the Countryside
SP18 – Historic Environment	Updated – major	LPRSP14(B) – Historic Environment
SP19 – Housing Mix	Updated – minor	LPRSP10(A) – Housing Mix
SP20 – Affordable Housing	Updated – major	LPRSP10(B) – Affordable Housing
SP21 – Economic development	Updated – minor	LPRSP11 – Economic Development
SP22 – Retention of employment sites	Updated – major	LPRSP11(A) – Safeguarding existing employment sites and premises
SP23 – Sustainable transport	Updated – minor	LPRSP12 – Sustainable Transport
H1 – Housing site allocations	Deleted	N/A
H2 – Broad locations for housing growth	Deleted	N/A
OS1 – Open space allocations	Retain- unchanged*	N/A
GT1 – Gypsy and Traveller site allocations	Updated – major	LPRSP10(C) – Gypsy and Traveller site allocations
RMX1 – Retail and mixed use allocations	Updated – major	LPRSP11(B) – Creating new employment opportunities
EMP1 – Employment Allocations	Updated – major	LPRSP11(B) – Creating new employment opportunities
ID1 – Infrastructure Delivery	Updated – major	LPRSP13 – Infrastructure Delivery

\* Unlike other site allocations, all OS1 open space allocations are listed under the single policy. Whilst the policy is to be retained in full, the completed OS1 allocations are

struck through as a factual update/minor modification.

### Development Management policies

2017 LP17 'DM' policy:	What happened?	LPR policy:
DM1 – Principles of good design	Updated – minor (moved to strategic policies)	LPRSP15 – Principles of good design
DM2 – Sustainable design	Updated – minor	LPRQ&D1 – Sustainable design
DM3 – Natural environment	Updated – minor (moved to strategic policies)	LPRSP14(A) – Natural environment
DM4 – Development affecting designated and non-designated heritage assets	Updated – minor	LPRENV1 – Historic environment
DM5 – Development on brownfield land	Updated – minor	LPRHOU1 – Development on brownfield land
DM6 – Air Quality	Updated – minor	LPRTA1 – Air quality
DM7 – Non-conforming uses	Updated – minor (moved to strategic policies)	LPRSP15 – Principles of good design
DM8 – External Lighting	Updated – minor	LPRQ&D2 – External lighting
DM9 – Residential extensions, conversions, and redevelopment within the built-up area	Updated – minor	LPRHOU2 – Residential extensions, conversions, annexes and redevelopment in the built-up area
DM10 – Residential premises above shops and businesses	Updated – minor	LPRHOU3 – Residential premises above shops and businesses
DM11 – Residential garden land	Updated – minor	LPRHOU4 – Residential garden land
DM12 – Density of housing development	Updated – minor	LPRHOU5 – Density of residential development
DM13 – Affordable local needs housing on rural exception sites	Updated – minor	LPRHOU6 – Affordable local housing need on rural exception sites including first homes
DM14 – Nursing and care homes	Updated – minor	LPRHOU7 – Specialist residential accommodation
DM15 – Gypsy, Traveller and Travelling Showpeople accommodation	Updated – minor	LPRHOU8 – Gypsy, Traveller and Travelling Showpeople accommodation
DM16 – Town Centre uses	Updated – minor	LPRCD1 – Shops, facilities and services
DM17 – District centres, local centres and local shops and facilities	Updated – minor	LPRCD1 – Shops, facilities and services
DM18 – Signage and shop fronts	Updated – minor	LPRQ&D3 – Signage and building frontages
DM19 – Open space and recreation	Updated – minor	LPRINF1 – Publicly accessible open space and recreation
DM20 – Community facilities	Updated – minor	LPRINF2 – Community facilities
DM21 – Assessing the transport impacts of development	Updated – minor	LPRTA2 – Assessing the transport impacts of development
DM22 – Park and ride sites	Updated – minor	LPRTA3 – Park and ride
DM23 – Parking standards	Updated – minor	LPRTA4 – Parking
DM24 – Renewable and low carbon energy schemes	Updated – minor	LPRINF3 – Renewable and low carbon energy schemes
DM25 – Electronic communications	Updated – minor	LPRINF4 – Digital communications and connectivity
DM26 – Mooring facilities and boat yards	Updated – minor	LPRTL1 – Mooring facilities and boat yards
DM27 – Primary shopping frontages	Deleted	N/A
DM28 – Secondary shopping	Deleted	N/A

<b>2017 LP17 'DM' policy:</b>	<b>What happened?</b>	<b>LPR policy:</b>
frontages		
DM29 – Leisure and community uses in the town centre	Updated – minor	LPRCD1 – Shops, facilities and services
DM30 – Design principles in the countryside	Updated – minor	LPRQ&D4 – Design principles in the countryside
DM31 – Conversion of rural buildings	Updated – minor	LPRQ&D5 – Conversion of rural buildings
DM32 – Rebuilding and extending dwellings in the countryside	Updated – minor	LPRHOU11 – Rebuilding, extending and subdivision of dwellings in the countryside
DM33 – Change of use of agricultural land to domestic garden land	Updated – minor	LPRENV2 – Change of use of agricultural land to domestic garden land
DM34 – Accommodation for agricultural and forestry workers	Updated – minor	LPRCD3 – Accommodation for rural workers
DM35 – Live-work units	Updated – minor	LPRCD4 – Live-work units
DM36 – New agricultural buildings and structures	Updated – minor	LPRCD5 – New agricultural buildings and structures
DM37 – Expansion of existing businesses in rural areas	Updated – minor	LPRCD6 – Expansion of existing businesses in rural areas
DM38 – Holiday caravan and camp sites	Updated – minor	LPRTL2 – Holiday lets, caravan and camp sites
DM39 – Caravan storage in the countryside	Retain unchanged*	LPRENV3 – Caravan storage
DM40 – Retail units in the countryside	Updated – minor	LPRCD1 – Shops, facilities and services
DM41 – Equestrian development	Retain unchanged*	LPRCD7 – Equestrian development

\* These policies, although 'retained unchanged', are published within the main body of the LPR under new headings, ensuring a consistent labelling approach for all LPR development management policies.

### **Housing site allocation policies**

<b>2017 LP17 'H1' policy:</b>	<b>What happened?</b>	<b>LPR policy:</b>
H1(1) Bridge Nursery London Rd Maidstone	Complete – deleted	N/A
H1(2) East of Hermitage Lane	Retain unchanged	N/A
H1(3) West of Hermitage Lane	Complete - deleted	N/A
H1(4) Oakapple Lane Barming	Retain unchanged	N/A
H1(5) Langley Park Sutton Road B. Monchelsea	Complete – deleted	N/A
H1(6) North of Sutton Road Otham	Complete – deleted	N/A
H1(7) North of Bicknor Wood Gore Court Road Otham	Complete - deleted	N/A
H1(8) West of Church Road Otham	Retain unchanged	N/A
H1(9) Bicknor Farm Sutton Road Otham	Retain unchanged	N/A
H1(10) South of Sutton Road, Langley	Retain unchanged	N/A
H1(11) Springfield, Royal Engineers Road and Mill Lane Maidstone	Retain unchanged	N/A
H1(12) 180-188 Union Street Maidstone	Complete - deleted	N/A
H1(13) Medway Street Maidstone	Updated – major	LPRSA144 – Medway Street/High Street, Maidstone
H1(14) American Golf, Tonbridge Rd	Retain unchanged	N/A

<b>2017 LP17 'H1' policy:</b>	<b>What happened?</b>	<b>LPR policy:</b>
Maidstone		
H1(15) 6 Tonbridge Road, Maidstone	Retain unchanged	N/A
H1(16) Slencrest House 3 Tonbridge Road Maidstone	Retain - unchanged	N/A
H1(17) Laguna Hart Street Maidstone	Retain unchanged	N/A
H1(18) Dunning Hall (Fremlin Walk) Week Street Maidstone	Retain unchanged	N/A
H1(19) 18-21 Foster Street Maidstone	Retain unchanged	N/A
H1(20) Wren's Cross Upper Stone Street Maidstone	Complete – deleted	N/A
H1(21) Barty Farm, Roundwell, Thurnham	Complete - deleted	N/A
H1(22) Whitmore Street, Maidstone	Retain unchanged	N/A
H1(23) Bell Farm, North Street, Barming	Complete – deleted	N/A
H1(24) Postley Road, Tovil	Complete - deleted	N/A
H1(25) Bridge Industrial Centre Wharf Road Tovil	Retain unchanged	N/A
H1(26) Tovil Working Men's Club Tovil Hill	Complete – deleted	N/A
H1(27) Kent Police HQ, Sutton Road, Maidstone	Updated - major	LPRSA362 – Maidstone Police HQ
H1(28) Kent Police training school, Sutton Road, Maidstone	Retain unchanged	N/A
H1(29) West of Eclipse, Sittingbourne Road	Complete – deleted	N/A
H1(30) Bearsted Station, Goods Yard, Bearsted	Retain unchanged	N/A
H1(31) Cross Keys Bearsted	Retain unchanged	N/A
H1(32) South of Ashford Road Harrietsham	Complete – deleted	N/A
H1(33) Mayfield Nursery Ashford Road Harrietsham	Complete – deleted	N/A
H1(34) Church Road Harrietsham	Complete – deleted	N/A
H1(35) Old School Nursery Station Rd Headcorn	Complete – deleted	N/A
H1(36) Ulcombe Road and Mill Bank Headcorn	Retain unchanged	N/A
H1(37) Grigg Lane and Lenham Rd Headcorn	Complete – deleted	N/A
H1(38) (Gibbs Hill Farm) South of Grigg Lane Headcorn	Complete - deleted	N/A
H1(39) Knaves Acre Headcorn	Complete – deleted	N/A
H1(40) Land at Lenham Road Headcorn	Complete – deleted	N/A
H1(41) Tanyard Farm, Old Ashford Rd Lenham	Retain unchanged	N/A
H1(42) Glebe Gardens Lenham	Complete – deleted	N/A
H1(43) Howland Road Marden	Complete – deleted	N/A
H1(44) Stanley Farm Plain Road Marden	Complete – deleted	N/A
H1(45) The Parsonage Goudhurst Rd Marden	Complete – deleted	N/A
H1(46) Marden Cricket & Hockey Club Marden	Complete - deleted	N/A
H1(47) Land South of The Parsonage Goudhurst Road Marden	Complete – deleted	N/A

<b>2017 LP17 'H1' policy:</b>	<b>What happened?</b>	<b>LPR policy:</b>
H1(48) Hen & Duckhurst Farm Marden Road Staplehurst	Complete - deleted	N/A
H1(49) Fishers Farm Fishers Road Staplehurst	Retain unchanged	N/A
H1(50) Land to the North of Henhurst Farm, Pinnock Lane, Staplehurst	Retain unchanged	N/A
H1(51) Hubbards Lane and Haste Hill Rd B. Monchelsea	Complete – deleted	N/A
H1(52) Land at Boughton Mount Boughton Lane	Retain unchanged	N/A
H1(53) Land at Church St./Heath Rd B. Monchelsea	Complete – deleted	N/A
H1(54) Lyewood Farm, Green Lane. B. Monchelsea	Complete - deleted	N/A
H1(55) Hubbards Lane Loose	Complete – deleted	N/A
H1(56) Linden Farm Stockett Lane Coxheath	Complete – deleted	N/A
H1(57) Heathfield Heath Rd Coxheath	Complete – deleted	N/A
H1(58) Forstal Lane Coxheath	Complete – deleted	N/A
H1(59) Land North Of, Heath Road (Older's Field), Coxheath, Maidstone, Kent, ME17 4TB	Complete - deleted	N/A
H1(60) Clockhouse Farm Heath Road Coxheath	Complete – deleted	N/A
H1(61) East of Eyhorne Street Hollingbourne	Complete – deleted	N/A
H1(62) W of Eyhorne Street Hollingbourne	Complete – deleted	N/A
H1(63) Land adj The Windmill Eyhorne Street Hollingbourne	Retain - unchanged	N/A
H1(64) Brandy's Bay South Lane Sutton Valence	Complete – deleted	N/A
H1(65) Vicarage Road Yalding	Complete - deleted	N/A
H1(66) Bentletts Yard Claygate Road Laddingford	Complete – deleted	N/A

### **Broad locations for housing growth policies**

<b>2017 'H2' LP17 policy:</b>	<b>What happened?</b>	<b>LPR policy:</b>
H2(1) Maidstone Town Centre broad location for housing growth	Updated – major	LPRSP1 – Maidstone Town Centre
H2(2) Invicta Park Barracks, Maidstone broad location for housing growth	Updated – major	LPRSP5(B) – Invicta Barracks strategic development location
H2(3) Lenham	Updated – major	LPRSP5(C) – Lenham broad location for housing growth

### **Employment and Mixed-use site allocation policies**

<b>2017 LP17 'EMP1' or 'RMX1' policy:</b>	<b>What happened?</b>	<b>LPR policy:</b>
EMP1(1) West of Barradale Farm, Maidstone Road,	Retain unchanged	N/A

<b>2017 LP17 'EMP1' or 'RMX1' policy:</b>	<b>What happened?</b>	<b>LPR policy:</b>
Headcorn		
EMP1(2) South of Claygate, Pattenden Lane, Marden	Retain unchanged	N/A
EMP1(3) West of Wheelbarrow Industrial Estate, Pattenden Lane, Marden	Complete – deleted	N/A
EMP1(4) Woodcut Farm, Ashford Road, Bearsted	Retain unchanged	N/A
RMX1(1) Newnham Park, Bearsted Road, Maidstone	Retain unchanged	N/A
RMX1(2) Maidstone East and former Royal Mail sorting office, Sandling Road, Maidstone	Updated – major	LPRSA146 – Maidstone East, Maidstone Town Centre
RMX1(3) King Street car park and former AMF Bowling Site, Maidstone	Retain unchanged	N/A
RMX1(4) Former Syngenta Works, Hampstead Lane, Yalding	Retain unchanged	N/A
RMX1 (5) Powerhub building and Baltic Wharf, St Peter's Street Maidstone	Updated – major	LPRSA148 – Maidstone Riverside, Maidstone Town Centre
RMX1(6) Mote Road, Maidstone	Updated – major	LPRSA151 Mote Road, Maidstone

## SECTION B

### Detailed site allocation policies for residential use

#### Policy H1(2) East of Hermitage Lane, Maidstone

##### Policy H1 (2)

##### East of Hermitage Lane, Maidstone

East of Hermitage Lane, as shown on the policies map, is allocated for development of approximately 500 dwellings at an average density of 40 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. A 15 metres wide landscape buffer will be implemented between the identified area of ancient woodland and the proposed housing development, to be planted as per recommendations detailed in a landscape survey. Development will not be permitted within this area.
2. The root protection area of trees identified as in and adjacent to the area of ancient woodland will be maintained and kept free from development.
3. A buffer will be provided along the north eastern boundary of the site (rear of Howard Drive dwellings), incorporating existing protected trees, the details of which will be agreed with the council.
4. The wooded character of the footpath (KB19) running along the south eastern boundary of the site will be maintained.
5. Development will be subject to the results and recommendations of an archaeological survey.

##### Access

6. Access to the site will be taken from B2246 Hermitage Lane. Subject to the agreement of junction details, this access will be made in the vicinity of the land opposite the entrance to Hermitage Quarry.
7. An automated bus gate will be provided that allows buses and emergency vehicles to access the site from Howard Drive. Pedestrian and cycle access from Howard Drive will enable permeability to the site.
8. Where ownership of component land parcels differs, access for development purposes will not be impeded to or from these component parcels.

##### Air quality

9. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

##### Open space

10. The ancient woodland on the south western boundary of the housing development will be retained as public open space.

11. The linear woodland, extending south and south east from the ancient woodland to the site boundary, will be retained as public open space.
12. The land currently used as a commercial orchard, north west of the restricted byway and extending as far as the borough boundary, will be retained for a combination of community infrastructure and public open space uses.
13. Provision of 12.95 ha of open space within the site comprising 6.62ha woodland/landscape buffers, 5.41ha amenity green space, 0.77ha of allotments (community orchard), 0.15ha of provision for children and young people and contributions towards outdoor sports facilities at Giddyhorn Lane. Development should maximise the use of the southern part of the site including Bluebell Wood and the "hospital field" for the provision of open space, making best use of existing features within the site.

### **Community infrastructure**

14. Land will be transferred for primary education use, the details of which will be agreed with the local education authority.
15. A multi-functional community centre will be provided. The use of the north western part of the site (land to the north of the restricted byway and south of the borough boundary) for the siting of community infrastructure is strongly encouraged.

### **Highways and transportation**

16. A direct pedestrian/cycle path, complementary to the current character of the orchard and open fields, will be provided alongside the western access to site.
17. Contributions will be made towards pedestrian and cycle links to existing residential areas, shops, schools and health facilities, including links through to Howard Drive and Queen's Road via Freshland Road.
18. Provision of pedestrian crossing facilities on Hermitage Lane to the north of the site.

### **Strategic highways and transportation**

19. Interim improvement to M20 J5 roundabout including white lining scheme.
20. Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway.
21. Provision of an additional lane at the Coldharbour roundabout.
22. Capacity improvements at the junction of Fountain Lane and A26.
23. Provision of a circular bus route to serve the north west Maidstone strategic development area.
24. Provision of a new cycle lane along B2246 Hermitage Lane.

### **Utility infrastructure**

25. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

### **Minerals safeguarding**

26. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

## **Policy H1(4) Oakapple Lane, Barming**

### **Policy H1 (4)**

#### **Oakapple Lane, Barming**

Oakapple Lane, as shown on the policies map, is allocated for development of approximately 187 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. The hedgerow on the eastern boundary of the site will be retained to form a natural break between housing allocations.
2. The hedgerow along the southern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and existing housing on Rede Wood Road and Broomshaw Road.

3. A 15 metre landscape buffer will be implemented adjacent to the ancient woodland at Fullingpits Wood in the north east of the site.

### **Access**

4. Primary access will be taken from site H1(3) West of Hermitage Lane.
5. Secondary access will be taken from Rede Wood Road/Broomshaw Road.

### **Noise**

6. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the operations at Hermitage Quarry.

### **Air quality**

7. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development

### **Open space**

8. Provision of 1.5ha of natural/semi-natural open space in accordance with policy OS1(1) together with any additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

### **Strategic highways and transportation**

9. Interim improvement to M20 J5 roundabout including white lining scheme.
10. Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway.
11. Provision of an additional lane at the Coldharbour roundabout.
12. Capacity improvements at the junction of Fountain Lane and A26.
13. Capacity improvements at A20 London Road junction with St, Laurence Avenue (20/20 roundabout)
14. Proportional contributions towards a circular bus route that benefits public transport users in and around the north west strategic location; this route will run via the town centre, B2246 Hermitage Lane, Maidstone Hospital, Howard Drive and the A20 London Road.

### **Utility infrastructure**

15. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

## **Policy H1(8) West of Church Road, Otham**

### **Policy H1 (8)**

#### **West of Church Road, Otham**

West of Church Road, as shown on the policies map, is allocated for development of approximately 440 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. The tree line along the western boundary of the site will be enhanced, to protect the amenity and privacy of residents living in Chapman Avenue.
2. An undeveloped section of land will be retained along the western boundary of the site, to protect the amenity and privacy of residents living in Chapman Avenue.
3. An undeveloped section of land will be retained along the eastern edge of the site in order to protect the setting of St Nicholas Church and maintain clear views of the Church from Church Road.
4. The Church Road frontage will be built at a lower density from the remainder of the site, to maintain and reflect the existing open character of the arable fields on the eastern side of Church Road and to provide an open setting to St Nicholas Church.
5. The hedge line along the eastern boundary of the site with Church Road shall be retained and strengthened where not required for access to the site.

6. Retain non-arable land to the north and east of St Nicholas Church, to protect its setting.
7. Retain discrete section of land at the south east corner of the site to provide a 15 metres wide landscape buffer to ancient woodland (bordering site at this location), to be planted as per the recommendations of a landscape survey.

### **Access**

8. Access will be taken from Church Road only.

### **Air quality**

9. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

### **Open space**

10. Provision of approximately 2.88ha of natural/semi-natural open space consisting of 1.4ha in accordance with policy OS1(16), and 1.48ha within the site, together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

### **Community infrastructure**

11. Contributions will be provided towards the expansion of an existing primary school within south east Maidstone to mitigate the impact of the development on primary school infrastructure.

### **Highways and transportation**

12. Widening of Gore Court Road between the new road required under policy H1(6) and White Horse Lane.

### **Strategic highways and transportation**

13. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
14. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.
15. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
16. Improvements to capacity at the A229/A274 Wheatsheaf junction.
17. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

### **Utility infrastructure**

18. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

## **Policy H1(9) Bicknor Farm, Sutton Road, Otham**

### **Policy H1 (9)**

#### **Bicknor Farm, Sutton Road, Otham**

Bicknor Farm, as shown on the policies map, is allocated for development of approximately 335 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. An undeveloped section of land will be retained on the eastern part of the site to protect the parkland setting of Rumwood Court.
2. The provision of a 15 metre landscape buffer along the site's western boundary adjacent to the ancient woodland at Bicknor Wood.
3. Development should be sited in order to preserve the setting of the listed buildings, Bicknor Farmhouse, in the south west corner of the site, and Rumwood Court to the east.
4. Public footpath KM94 will be retained and improved, continuing the link between Sutton Road and White Horse Lane.

#### **Access**

5. Access will be taken from the A274 Sutton Road.
6. Pedestrian and cycle access will be taken through site H1(6) North of Sutton Road, and to site H1(7) North of Bicknor Wood.

#### **Noise**

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

#### **Air quality**

8. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

#### **Open space**

9. Provision of a minimum of 1.23ha of open space within the site together with contributions towards off-site provision/improvements as required in accordance with policy DM19. Open space should be sited to maximise accessibility to new and existing residents.

#### **Strategic highways and transportation**

10. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
11. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.
12. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
13. Improvements to capacity at the A229/A274 Wheatsheaf junction.
14. Connections to the existing cycle network from Park Wood to the town centre, and by upgrading the PROW network to accommodate cycles.
15. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

### **Utility infrastructure**

16. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

## **Policy H1(10) South of Sutton Road, Langley**

### **Policy H1 (10)**

#### **South of Sutton Road, Langley**

South of Sutton Road, as shown on the policies map, is allocated for development of approximately 800 dwellings at an average density of 24 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. The majority of the natural/semi-natural open space required by criterion 14 below shall be provided on that part of the site lying to the east of PROW KH364. This area shall also incorporate SuDS surface water drainage mitigation.
2. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance, with particular emphasis on the Loose Stream/Langley Loch and Langley Church and other heritage assets adjacent to the site.
3. The proposals will be designed and laid-out to provide an appropriate and strong visual relationship between the new development and the hamlet of Langley Park, whilst preserving the setting of the existing listed buildings and protecting the amenity and privacy of existing residential properties.
4. Development should be sited in order to preserve or enhance the setting of the listed buildings surrounding the site.
5. A new pedestrian and cycle route will be provided running east-west from Sutton Road to Brishing Road connecting with the planned route through the adjacent site at Langley Park.

6. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

### **Access**

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

### **Noise**

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

### **Air quality**

11. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

### **Drainage**

12. Development proposals will demonstrate that any necessary new or improved foul and surface water including SuDS drainage infrastructure required to serve the development to ensure no increased risk of flooding off-site, will be delivered in parallel with the development, in consultation with Southern Water and the Environment Agency.
13. The provision of appropriate contributions as proven necessary will be sought for the improvement of flood mitigation impacting this site.

### **Open space**

14. Provision of 14ha of natural/semi-natural open space in accordance with policy OS1(3) together with any additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

### **Community infrastructure**

15. The development will provide for a primary school within the developable area of the site, the details of which shall be agreed with the local education authority.

### **Highways and transportation**

16. Provision of a new footway on the northern side of Sutton Road.
17. The provision of additional pedestrian and cycle crossings across the A274 in the vicinity of Langley Church/Horseshoes Lane and in the vicinity of Rumwood Court.

### **Strategic highways and transportation**

18. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
19. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
20. Improvements to capacity at the A229/A274 Wheatsheaf junction.
21. Connections to the existing cycle network from Park Wood to the town centre, and by upgrading the PROW network to accommodate cycles.
22. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

### **Utility infrastructure**

23. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

## **Policy H1(11) Springfield, Royal Engineers Road and Mill Lane, Maidstone**

### **Policy H1 (11)**

#### **Springfield, Royal Engineers Road and Mill Lane, Maidstone**

Springfield, as shown on the policies map, is allocated for development of approximately 692 dwellings at an average density of approximately 180 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. A high density scheme will be developed reflecting that the site is in an edge of town centre location. The highest density development should be situated on the north eastern and south eastern parts of the site.
2. The landscaping scheme for the development will reflect the parkland character of the locality.
3. The historic nature of the site should be respected and listed buildings retained dependant on advice given by the Borough Council.

#### **Access**

4. Access will be taken from the A229 Springfield and A229 Royal Engineers roundabouts only.

#### **Ecology**

5. Subject to further evaluation of their value, retain trees subject to a (woodland) tree preservation order as per advice from the Borough Council.

### **Air quality**

6. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

### **Land contamination**

7. Development will be subject to the results and recommendations of a land contamination survey.

### **Open space**

8. Provision of approximately 4.8ha of open space within the site, together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.
9. Provision of publicly accessible open space to include the provision of a pocket park to the rear (west) of the existing Springfield Mansion on the former tennis court/car park area in addition to the existing area of public open space shown on the policies map which shall be retained as part of the development and/or contributions.

### **Highways and transportation**

10. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.
11. Complementary improvements to the eastern bank of the river towpath for pedestrian and cycle use.

### **Utility infrastructure**

12. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

### **Flood risk**

13. Residential development should only occur outside flood zone 3 unless appropriate mitigation can be provided

### **Minerals safeguarding**

14. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

## **Policy H1(14) American Golf, Tonbridge Road, Maidstone**

### **Policy H1 (14)**

#### **American Golf, Tonbridge Road, Maidstone**

American Golf, as shown on the policies map, is allocated for development of approximately 60 dwellings at an average density of 75 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. A high density scheme will be developed reflecting that the site is in a town centre location.

#### **Access**

2. Access will be taken from the A26 Tonbridge Road only.

#### **Noise**

3. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location.

#### **Air quality**

4. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

#### **Land contamination**

5. Development will be subject to the results and recommendations of a land contamination survey.

#### **Highways and transportation**

6. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.

Note: The council will encourage a joint development with the immediately adjacent Slencrest House site allocated under policy H1(16) to ensure a comprehensive and inclusive design approach.

## **Policy H1(15) 6 Tonbridge Road, Maidstone**

### **Policy H1 (15)**

#### **6 Tonbridge Road, Maidstone**

6 Tonbridge Road, as shown on the policies map, is allocated for development of approximately 15 dwellings at an average density of 150 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. A high density scheme will be developed reflecting that the site is in a town centre location.

#### **Access**

2. Access will be taken from the A26 Tonbridge Road only.

#### **Noise**

3. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location.

#### **Air quality**

4. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

#### **Land contamination**

5. Development will be subject to the results and recommendations of a land contamination survey.

#### **Highways and transportation**

6. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.

## **Policy H1(16) Slencrest House, 3 Tonbridge Road, Maidstone**

### **Policy H1 (16)**

#### **Slencrest House, 3 Tonbridge Road, Maidstone**

Slencrest House, as shown on the policies map, is allocated for development of approximately 10 dwellings at an average density of 67 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

## **Design and Layout**

1. The brick Victorian building 3 Tonbridge Road will be retained to maintain its relationship with no1 Tonbridge Road and to preserve the street scene.
2. The design of any development will reflect the exposed location of the site on the slopes of the Medway Valley in a prominent position overlooking the town centre and will be subject to the results and recommendations of a visual impact assessment that addresses the potential impact of any development from College Road and the All Saints area including the Lockmeadow footbridge.
3. The eastern/south eastern elevation shall be well articulated given the exposed location of the site.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.
5. A high density scheme will be developed reflecting that the site is in a town centre location.

## **Heritage**

6. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the archaeological implications arising from the development and in particular the adjacent Roman cemetery site.

## **Landscape**

7. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.

## **Contamination**

8. Development will be subject to the results and recommendations of a land contamination survey.

## **Noise**

9. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location and the adjacent railway.

## **Air Quality**

10. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Note: The council will encourage a joint development with the immediately adjacent American Golf site allocated under policy H1(14) to ensure a comprehensive and inclusive design approach.

## **Policy H1(17) Laguna, Hart Street, Maidstone**

### **Policy H1 (17)**

#### **Laguna, Hart Street Maidstone**

Laguna, as shown on the policies map, is allocated for development of approximately 76 dwellings at an average density of 253 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. A high density scheme will be developed reflecting that the site is in an edge of town centre location.

#### **Access**

2. Access will be taken from Hart Street only.

#### **Air quality**

3. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

#### **Land contamination**

4. Development will be subject to the results and recommendations of a land contamination survey.

#### **Highways and transportation**

5. Complementary improvements to the eastern bank of the river towpath for pedestrian and cycle use.

#### **Utility infrastructure**

6. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

#### **Minerals safeguarding**

7. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

## **Policy H1(18) Dunning Hall (off Fremlin Walk), Week Street, Maidstone**

### **Policy H1 (18)**

#### **Dunning Hall (off Fremlin Walk), Week Street, Maidstone**

Dunning Hall, as shown on the policies map, is allocated for development of approximately 14 dwellings at an average density of 467 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and Layout**

1. The development proposals shall show a building of a maximum of three to four storeys in height.
2. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.
3. The development shall provide for a replacement church hall for the United Reformed Church.
4. The development proposals include a construction management plan given the site's location.

#### **Heritage**

5. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the impact on adjacent designated and non-designated heritage assets and the archaeological implications of any development.

#### **Contamination**

6. Development will be subject to the results and recommendations of a land contamination survey.

#### **Air Quality**

7. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

## **Policy H1(19) 18-21 Foster Street, Maidstone**

### **Policy H1 (19)**

#### **18-21 Foster Street, Maidstone**

18-21 Foster Street, as shown on the policies map, is allocated for development of approximately 5 dwellings at an average density of 125 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and Layout**

1. The development will respect the established 'building line' along Foster Street.
2. Should the development comprise houses these should be no more than two-storeys in height plus basements. Their design shall reflect the strong and unifying detailing of the existing dwellings on Foster Street with projecting bays at ground and basement level, centrally located entrances and the use of contrasting brick banding and quoins. The front gardens shall be bounded by a low brick wall surmounted by railings.
3. Should the development comprise apartments any block should be no higher than two to three storeys. Its design should also seek to incorporate elements of the unifying detailing currently found in Foster Street as indicated above.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

#### **Contamination**

5. Development will be subject to the results and recommendations of a land contamination survey.

#### **Air Quality**

6. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

## **Policy H1(22) Whitmore Street, Maidstone**

### **Policy H1 (22)**

#### **Whitmore Street, Maidstone**

Whitmore Street, as shown on the policies map, is allocated for development of approximately 5 dwellings at an average density of 50 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. A medium density scheme will be developed reflecting the urban context of this allocation.

#### **Access**

2. Access will be taken from Whitmore Street only.

#### **Air quality**

3. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

#### **Land contamination**

4. Development will be subject to the results and recommendations of a land contamination survey.

#### **Highways and transportation**

5. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.

## **Policy H1(25) Bridge Industrial Centre, Wharf Road, Tovil**

### **Policy H1 (25)**

#### **Bridge Industrial Centre, Wharf Road, Tovil**

Bridge Industrial Centre, as shown on the policies map, is allocated for development of approximately 15 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and Layout**

1. A medium-high density scheme reflecting the surrounding area's densities will be developed whilst acknowledging the site's location close to the River Medway and potential flood risk.
2. Development shall provide for a strong visual and functional relationship with the River Medway.
3. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Development proposals will address through appropriate design the issue of privacy for the occupiers of existing properties in Wharf Road and The Tail Race.

#### **Access**

4. Vehicular access will be taken from Wharf Road only. A secondary pedestrian and cycle access capable of being used as an emergency access will be provided from Lower Tovil.

#### **Flooding**

5. Development will be designed to take into account the recommendations of a comprehensive flood risk assessment which has been undertaken to a methodology agreed with the Environment Agency. The flood risk assessment must demonstrate measures to address egress and access and measures to reduce local flood risk.
6. Measures are secured to ensure adequate site drainage including through the implementation of sustainable drainage measures.

#### **Contamination**

7. Development will be subject to the results and recommendations of a land contamination survey.

#### **Air Quality**

8. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

### **Community infrastructure**

9. Appropriate contributions towards community infrastructure including improvement to medical facilities in Tovil Parish will be provided where proven necessary.

## **Policy H1(28) Kent Police training school, Sutton Road, Maidstone**

### **Policy H1 (28)**

#### **Kent Police training school, Sutton Road, Maidstone**

Kent Police training school, as shown on the policies map, is allocated for development of approximately 90 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. A medium density scheme will be developed reflecting the urban context of this allocation.

#### **Access**

2. Access will be taken from Queen Elizabeth Square only.

#### **Air quality**

3. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

#### **Open space**

4. Contributions towards improvements to Mangravet Recreation Ground, Queen Elizabeth Square play area, sports facilities at Parkwood Recreation ground or Mote Park Adventure Zone and additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

#### **Strategic highways and transportation**

5. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
6. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.  
Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
8. Improvements to capacity at the A229/A274 Wheatsheaf junction.
9. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

## **Policy H1(30) Bearsted Station goods yard, Bearsted**

### **Policy H1 (30)**

#### **Bearsted Station Goods Yard, Bearsted**

Bearsted Station Goods Yard, as shown on the policies map, is allocated for development of approximately 20 dwellings at an average density of 40 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and Layout**

1. The former Goods Shed and Weighbridge House which are Grade II designated heritage assets shall be restored and retained and as appropriate converted/re-used as part of the development. The development shall provide for an appropriate setting for these buildings.
2. The development shall provide for an increased provision of station parking spaces by a minimum of 10 spaces within the site as part of the proposals.
3. The proposals shall demonstrate that development would not have an adverse impact on the stability of the adjacent development fronting Ware Street on the higher ground to the south and west of the site, in particular the Methodist Church if changes to the existing banking and topography are proposed.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

#### **Landscape/Ecology**

5. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
6. The development proposals are designed to take into account the result of a phase 1 habitat survey and any species specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.

#### **Heritage**

7. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the impact of the development on the character and setting of the designated heritage assets within the site and Bearsted conservation area.

### **Noise**

8. The development will be subject to the results and recommendations of a noise survey to determine any necessary attenuation measures in relation to the adjacent railway line.

### **Contamination**

9. The development will be subject to the results and recommendations of a land contamination survey.

### **Drainage and Flood risk**

10. The development will be subject to the results of a detailed flood risk assessment and a surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding off-site.

### **Minerals safeguarding**

11. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

## **Policy H1(31) Cross Keys, Bearsted**

### **Policy H1 (31)**

#### **Cross Keys Bearsted**

Cross Keys, as shown on the policies map, is allocated for development of approximately 50 dwellings at an average density of 17 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. The western part of the site other than the two existing lock-up garage sites and the proposed site access road from Cross Keys serving the development shall be maintained free of development as open land as shown on the policies map, to preserve existing heritage assets, in the interests of ecology and biodiversity and to ensure development does not take place in areas subject to flood risk.

2. The development proposals must be accompanied by a detailed long-term management plan for this undeveloped land to be prepared in the interests of preserving the biodiversity and ecology as well as the archaeology within the area, which shall include details of public access, if any, to the land.
3. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

### **Landscape and ecology**

4. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance. The assessment will specifically address the impact of the development on views to and from the North Downs escarpment and from the public access area on the higher land to the south of the site including from PROW KM75 and KM328.
5. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
6. The development proposals are designed to take into account the result of a phase 1 habitat survey and any species specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.

### **Heritage**

7. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the impact on adjacent designated and non-designated heritage assets and the archaeological implications of any development.

### **Flooding and water quality**

8. The submission of a comprehensive flood risk assessment which has been undertaken to a methodology agreed with the Environment Agency. The FRA must demonstrate measures to address egress and access and measures to reduce local flood risk.
9. Measures are secured to ensure adequate site drainage including through the implementation of sustainable drainage measures.

### **Air quality**

10. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

### **Access**

11. The principal vehicular access to the development shall be taken from Cross Keys.

**Open space**

12. Provision of 2.4ha of natural/semi-natural open space in accordance with policy OS1(5).

**Highways and transportation**

13. Improvements to and provision of pedestrian and cycle links to the village centre.

**Utility infrastructure**

14. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

**Minerals safeguarding**

15. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

## **Policy H1(36) Ulcombe Road and Mill Bank, Headcorn**

### **Policy H1 (36)**

#### **Ulcombe Road and Mill Bank, Headcorn**

Ulcombe Road and Mill Bank, as shown on the policies map, is allocated for development of approximately 220 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. An undeveloped section of land will be retained along the southern part of the site, in order to restrict development to an area outside of any identified flood zones.
2. Retain and enhance hedges and trees along the northern boundary of the site in order to screen new housing from the adjacent open countryside.

#### **Access**

3. Primary access will be taken from Ulcombe Road.
4. Secondary access will be taken from Ulcombe Road.
5. Emergency/pedestrian and cycle access will be taken from Kings Road.

#### **Open space**

6. Provision of a minimum of 1.5ha of natural/semi-natural open space within the site together with contributions towards Hoggs Bridge Green play area. Open space should be sited to maximise accessibility to new and existing residents.

#### **Highways and transportation**

7. Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn.

#### **Strategic highways and transportation**

8. Signalisation of the Kings Road / Mill Bank junction, Headcorn.

#### **Community infrastructure**

9. Sufficient land shall be provided to allow expansion of Headcorn Primary School and transferred to the Local Education Authority (Kent County Council) for primary education use, the details of which will be agreed with the local education authority

#### **Utility infrastructure**

10. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

11. Emergency/pedestrian and cycle access will be taken from Kings Road.

### **Open space**

12. Provision of a minimum of 1.5ha of natural/semi-natural open space within the site together with contributions towards Hoggs Bridge Green play area. Open space should be sited to maximise accessibility to new and existing residents.

### **Highways and transportation**

13. Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn.

### **Strategic highways and transportation**

14. Signalisation of the Kings Road / Mill Bank junction, Headcorn.

### **Community infrastructure**

15. Sufficient land shall be provided to allow expansion of Headcorn Primary School and transferred to the Local Education Authority (Kent County Council) for primary education use, the details of which will be agreed with the local education authority

### **Utility infrastructure**

16. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

## **Policy H1(41) Tanyard Farm, Old Ashford Road, Lenham**

### **Policy H1 (41)**

#### **Tanyard Farm, Old Ashford Road, Lenham**

Tanyard Farm, as shown on the policies map, is allocated for development of approximately 145 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. The hedgerow and line of trees along the northern and southern boundaries of the site will be retained and substantially enhanced by new planting in order to protect the setting of the Kent Downs AONB, and to provide a suitable buffer between new housing and the A20 Ashford Road and Old Ashford Road.
2. The function of restricted byway KH433 is to be retained, and consideration given to the safety of future users and occupiers of the development.
3. The development proposals shall be designed so as to create a pronounced vista which would afford a clear view of the Lenham Cross from Old Ashford Rd. The axis of this vista shall be PROW KH433 and shall incorporate substantial public open space including an open drainage channel / swale.
4. Development proposals shall incorporate substantial areas of internal landscaping within the site to provide an appropriate landscape

framework for the site to protect the setting of the Kent Downs AONB. Development proposals will be of a high standard of design and sustainability reflecting the location of the site as part of the setting the Kent Downs AONB incorporating the use of vernacular materials.

5. The development proposals shall be designed to take into account the results of a landscape and visual impact assessment which should be undertaken in accordance with the principles of current guidance that particularly addresses the impact of development on the character and setting of the Kent Downs AONB.

#### **Access**

6. Access will be taken from Old Ashford Road only.

#### **Noise**

7. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A20 Ashford Road.

#### **Highways and transportation**

8. Extension of the 30 mph limit on the Old Ashford Road to the site and extension of the footway on the northern side of the road.

#### **Flood risk and drainage**

9. Development will be subject to the results of a detailed flood risk assessment and a sustainable surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding off-site.

#### **Open space**

10. Provision of 0.34 hectare of natural/semi-natural open space, otherwise known as the landscape vista, either side of PROW KH433, in accordance with Policy OS1(17) together with additional on-site and/or off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

#### **Utility infrastructure**

11. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

## **Policy H1(49) Fishers Farm, Fishers Road, Staplehurst**

### **Policy H1 (49)**

#### **Fishers Farm, Fishers Road, Staplehurst**

Fishers Farm, as shown on the policies map, is allocated for development of approximately 400 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. Retain and enhance hedges and trees along the northern and eastern boundaries of the site in order to screen new housing from the railway line and adjacent open countryside.
2. The eastern section of the site will be built at a lower density to reflect the existing open character of the countryside beyond.
3. The proposals will be designed to include areas of open space that retain the integrity and connectivity of the existing framework of ponds, hedgerows and trees within the site.

#### **Access**

4. Primary access will be taken from Headcorn Road subject to agreement with the Highways Authority.
5. Secondary and/or emergency access will be taken from Fishers Road subject to agreement with the Highways Authority.
6. Pedestrian and cycle access will be taken from Fishers Road and Hurst Close.
7. Pedestrian and cycle linkages will be provided, to ensure good links to

existing residential areas and the village centre.

### **Noise**

8. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the railway line.

### **Open space**

9. Provision of a minimum of 4.47ha of natural/semi-natural open space within the site together with contributions towards off-site provision/improvements required in accordance with policy DM19. Should the site be sub-divided through the development management process proportionate provision/contributions will be required. Open space should be sited to maximise accessibility to new and existing residents.

### **Community infrastructure**

10. Appropriate contributions towards community strategic infrastructure in particular foul water drainage will be provided where proven necessary so that there is nil detriment to existing infrastructure capacity.

### **Highways and transportation**

11. Package of measures in north eastern Staplehurst including the provision of a pedestrian and cycle crossing on Headcorn Road, bus infrastructure improvements, extension of the 30 mph speed limit on Headcorn Road.

### **Strategic highways and transportation**

12. Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road, Staplehurst.
13. Improvements to public and passenger facilities at Staplehurst Rail Station.

### **Utility infrastructure**

14. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

## **Policy H1(50) North of Henhurst Farm, Staplehurst**

### **Policy H1 (50)**

#### **North of Henhurst Farm, Staplehurst**

North of Henhurst Farm, as shown on the policies map, is allocated for development of approximately 60 dwellings at an average density of 24 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and Layout**

1. The northern section of the site only as defined on the policies map, approximately 2.5ha, will be developed for residential purposes, to ensure the impact on the surrounding landscape is minimised.
2. The southern area as shown on the policies map will be retained undeveloped to provide open space and ecological mitigation areas and where proven necessary allotments and shall link with the ecological/open space area provided for the Oliver Road development.
3. The development will provide pedestrian/cycle path links to PROW KM312 and KM302A to provide enhanced connections to the village centre and facilities.
4. The woodland belt on the site's eastern boundary will be retained and an appropriate buffer to the woodland provided within the development.
5. A buffer of at least 15m with no development within it shall be provided to the western site boundary with the ecological area secured as part of the development at Oliver Road to the north of the site.
6. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

### **Landscape/Ecology**

7. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance.
8. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
9. The development proposals are designed to take into account the result of a phase 1 habitat survey and any species specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.

### **Access**

10. Vehicular access to the site will be from Oliver Road.
11. Emergency access will be via Bell Lane (PROW KM302A), which will require some upgrading.

### **Flood risk and drainage**

12. Development will be subject to the results of a detailed flood risk assessment and a sustainable surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding off-site.

### **Open space**

13. Provision of 1.22ha of natural/semi-natural open space in accordance with policy OS1(9) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19. Open space should be sited to maximise accessibility to new and existing residents.

### **Strategic highways and transportation**

14. Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road, Staplehurst.
15. Improvements to public and passenger facilities at Staplehurst Rail Station.

### **Utility infrastructure**

16. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

## **Policy H1(52) Boughton Mount, Boughton Lane, Boughton Monchelsea**

### **Policy H1 (52)**

#### **Boughton Mount, Boughton Lane, Boughton Monchelsea**

Boughton Mount, as shown on the policies map, is allocated for development of approximately 25 dwellings at an average density of 14 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and Layout**

1. Built development will be restricted to the currently developed area (approx 1.8ha) north of the Ha-Ha and Folly and will exclude the area of the existing pond.
2. The layout shall show the retention and restoration of the Ha-Ha, The Folly, the water tower and barn, the walls surrounding the former walled garden and other ragstone walls within the site.
3. The layout shall show the restoration of the parkland/garden associated with the former house containing The Folly and Ha-Ha as publicly accessible open space.
4. Any application should be accompanied by a detailed viability assessment and appraisal showing that the development proposed is the minimum necessary to secure criteria 2 and 3 above.
5. An appropriate legal mechanism is entered into to secure the completion of the restoration/renovation works comprised in criteria 2 and 3 at an agreed point in the delivery of the development together with payment of a bond that will be repaid in stages once scheduled works are completed.

6. The proposed layout will retain and reinforce the existing woodland and planting along the site's northern boundary.
7. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

### **Access**

8. Vehicular access to the development shall only be from Boughton Lane.

### **Heritage Impact**

9. Any application is accompanied by a detailed Heritage and Archaeological Impact Assessment that addresses the elements included in criteria 2 and 3 above and also addresses the archaeological impact/implications of the retained former cellars of the previous house.

### **Landscape/Ecology**

10. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance.
11. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
12. The development proposals are designed to take into account the result of a phase 1 habitat survey and any species specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.

### **Contamination**

13. The development will be subject to the results and recommendations of a land contamination survey.

### **Drainage and Flood risk**

14. The development will be subject to the results of a detailed flood risk assessment and a surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding along the River Loose at The Quarries and downstream from The Quarries.

### **Open space**

15. Provision of 0.15ha of natural/semi-natural open space in accordance with policy OS1(14) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19. Open space should be sited to maximise accessibility to new and existing residents.

### **Strategic highways and transportation**

16. Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road, as proven necessary.

**Utility infrastructure**

17. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

## Detailed site allocation policies for Open Space

### Policy OS1 Open space allocations

#### Policy OS1

#### Open space allocations

The following sites, as shown on the policies map, are identified for the provision of publicly accessible open space to complement the growth identified in the local plan.

Policy reference	Site name, address	Approx. ha	Open space typology
(1)	Oakapple Lane, Barming	1.50	Natural/semi-natural open space
<del>(2)</del>	<del>Langley Park, Sutton Road, Boughton Monchelsea</del>	<del>7.65</del>	<del>Informal open space (nature conservation area)</del>
(3)	South of Sutton Road, Langley	14.00	Natural/semi-natural open space
(4)	Kent Police HQ, Sutton Road, Maidstone	1.60	Outdoor sports provision (3-5 sports pitches)
<del>(5)</del>	<del>Cross Keys, Bearsted</del>	<del>2.40</del>	<del>Natural/semi-natural open space</del>
<del>(6)</del>	<del>South of Ashford Road, Harrietsham</del>	<del>1.37</del>	<del>Natural/semi-natural open space</del>
		0.50	Allotments
<del>(7)</del>	<del>Church Road, Harrietsham</del>	<del>0.91</del>	<del>Natural/semi-natural open space</del>
<del>(8)</del>	<del>The Parsonage, Goudhurst Road, Marden</del>	<del>2.16</del>	<del>Natural/semi-natural open space</del>
(9)	North of Henhurst Farm, Staplehurst	1.22	Natural/semi-natural open space
<del>(10)</del>	<del>North of Lenham Road, Headcorn</del>	<del>0.10</del>	<del>Amenity green space</del>
<del>(11)</del>	<del>South of Grigg Lane, Headcorn</del>	<del>1.18</del>	<del>Natural/semi-natural open space</del>
<del>(12)</del>	<del>North of Heath Road (Older's Field), Coxheath</del>	<del>1.12</del>	<del>Natural/semi-natural open space</del>
<del>(13)</del>	<del>Heathfield, Heath Road, Coxheath</del>	<del>0.50</del>	<del>Amenity green space</del>
<del>(14)</del>	<del>Boughton Mount, Boughton Monchelsea</del>	<del>0.15</del>	<del>Natural/semi-natural open space</del>
(15)	Lyewood Farm, Boughton	0.15	Natural/semi-natural

## Detailed site allocation policies for retail and mixed use

### Policy RMX1(1) Newnham Park, Bearsted Road, Maidstone

#### Policy RMX1 (1)

##### Newnham Park, Bearsted Road, Maidstone

Newnham Park, as shown on the policies map, is allocated for a medical campus of up to 100,000m<sup>2</sup>, a replacement retail centre of up to 14,300m<sup>2</sup> and a nature reserve. A development brief, to be approved by the council, will detail the way in which medical facilities, retail redevelopment and the nature reserve, together with integral landscaping and supporting infrastructure, are delivered in an integrated and coordinated manner. Planning permission will be granted if the following criteria are met.

##### Design and layout

1. Phased provision of a maximum of 100,000m<sup>2</sup> of specialist medical facilities set within an enhanced landscape structure of which 25,000m<sup>2</sup> will provide for associated offices and research and development.
2. Provision of a replacement garden centre and replacement retail premises of up to 14,300m<sup>2</sup> gross retail floorspace. The retail floorspace shall be confined to the vicinity of the existing footprint of the current retail area as shown on the policies map. New additional non-A1 floorspace will not be appropriate. The retail development should include the provision of a bus interchange and a car park management plan.
3. Creation of a woodland nature reserve of approximately 3 hectares on land to the south east of the site, as shown on the policies map, secured through a legal agreement.
4. Construction of buildings of high quality design in a sustainable form that reflect the site's prime location as a gateway to Maidstone.
5. Mitigation of the impact of development on the Kent Downs Area of Outstanding Natural Beauty and its setting through:
  - i. The provision of new structural and internal landscaping to be phased in advance of development to accord with an approved Landscape and Ecological management plan for the site;
  - ii. The retention and enhancement of existing planting. Where the loss of selected existing planting is unavoidable, appropriate compensatory planting must be provided;
  - iii. The absence of built development within the area shown on the policies map;
  - iv. The restriction of building heights across the whole site to a maximum of two storeys. Exceptionally a building of up to 4 storeys could be accommodated on the land adjacent to the existing KIMS (phase 1) development to the immediate west of the stream and buildings of up to 3 storeys could be accommodated at the New Cut roundabout entrance to the site;
  - v. The use of low level lighting; and
  - vi. The use of green roofs where practical and avoidance of the use

of light coloured or reflective materials.

6. For proposals which include retail floorspace additional to the existing 14,300m<sup>2</sup>, submission of a sequential sites assessment and a retail impact assessment which demonstrate that the National Planning Policy Framework's sequential and impact tests are met. The retail impact assessment will clearly demonstrate no significant adverse impact on town, district and local centres including those in adjoining boroughs. Large scale retail warehousing style buildings will not be acceptable in this sensitive landscape location.
7. Provision of a landscape buffer of between 15m and 30m in width along the northern and eastern boundaries of the site in order to protect Ancient Woodland, with tracts of planting extending into the body of the development.
8. Provision of a landscaped buffer of a minimum 15m in width on both sides of the existing stream running north-south through the site (minimum 30m width in total), in order to enhance the amenity and biodiversity of this water body.
9. Submission of a Landscape and Visual Impact Assessment to be approved by the council which includes assessment of the impact of the development on views to and from the Kent Downs AONB.

#### **Access**

10. Vehicular access to the site from the New Cut roundabout, with bus and emergency access from the A249 Sittingbourne Road if required.
11. Enhanced pedestrian and cycle links to the residential areas of Grove Green, Vinters Park and Penenden Heath, and to Eclipse Business Park.
12. Submission of a Travel Plan, to include a car park travel plan, to be approved by the Borough Council.

#### **Archaeology**

13. Provision of a watching archaeological brief in order to protect any heritage assets found on-site.

#### **Ecology**

14. Submission of an ecology survey and detailed mitigation measures.

#### **Highways and transportation**

15. Submission of a full Transport Assessment to identify those off-site highway improvements and sustainable transport measures necessary to serve the development, to be secured in a phased manner by the provision of infrastructure or through contributions by means of a signed legal agreement which is to be completed prior to the commencement of development. Development will contribute, as proven necessary through the Transport Assessment, to the following improvements:

- i. 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;
- ii. Traffic signalisation of the M20 J7 roundabout, widening of the coast bound off-slip and creation of a new signal controlled pedestrian route through the junction;
- iii. Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout;
- iv. Increased frequency of 333/334 route to provide a bus service with 15 minute intervals between the site and the town centre, potentially to include the provision of bus priority measures on New Cut Road to include traffic signals at the junction with the A20 Ashford Road; and
- v. Improved buss links to the site from the residential areas of Grove Green and Penenden Heath.

### **Minerals Safeguarding**

16. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

## **Policy RMX1(3) King Street car park and former AMF Bowling Site, Maidstone**

### **Policy RMX1 (3)**

#### **King Street car park and former AMF Bowling site, King Street, Maidstone**

King Street car park and former AMF Bowling site, as shown on the policies map, is allocated for up to 1,400m<sup>2</sup> comparison and/or convenience retail floorspace and approximately 53 dwellings. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. The provision of up to 1,400m<sup>2</sup> of comparison and/or convenience shopping floorspace at ground floor level and up to 53 dwellings. The submission of a retail impact assessment is required which demonstrates that the National Planning Policy Framework's impact test is met.
2. Development is designed to respond to the character and qualities of the conservation area to the north.

#### **Noise**

3. The submission of a noise assessment and the delivery of resultant noise attenuation measures.

### **Air quality**

4. The submission of an air quality assessment and emissions reduction plan to be agreed with the council.

### **Land contamination**

5. The submission of a land contamination assessment and the delivery of resultant mitigation measures.

### **Public Realm**

6. Footpath and public realm improvements on King Street between the junction of Wyke Manor Road and the site.

## **Policy RMX1(4) Former Syngenta Works, Hampstead Lane, Yalding**

### **Policy RMX1 (4)**

#### **Former Syngenta Works, Hampstead Lane, Yalding**

The council will support the redevelopment of the brownfield Former Syngenta Works Site, as shown on the policies map, provided that a comprehensive scheme of flood mitigation which addresses the identified flood risk will be delivered in association with the development. A comprehensive Flood Risk Assessment which has been undertaken to a methodology agreed by the Environment Agency will be required. The FRA must identify measures to address safe site egress and access and measures to address the flood risk. Contributions may be required for measures to reduce flood risk to dwellings in Yalding.

Subject to the findings of the FRA, potential suitable uses for the site could include employment (B classes), leisure, commuter car parking and open space. Planning permission will be granted if the following criteria are met:

#### **Design and layout**

1. Within the site boundary, an area of land to the south (13ha) is to be retained as a nature conservation area.
2. The significant landscape belt which lies to the south of the development area is retained and enhanced to provide a clear boundary to the developed parts of the site, to act as a buffer to the Local Wildlife Site and to screen views of development from the attractive countryside to the south and from the properties in Parsonage Farm Road.
3. The retention and enhancement of the landscape belts along the western boundary of the site, on both sides of the railway line, and along the eastern boundary adjacent to the canalised section of the river, to screen and soften the appearance of the development.

#### **Access**

4. Development should secure public rights of way improvements, including providing an alternative to the 'at grade' pedestrian footpath

crossing the railway.

### **Ecology**

5. The site lies adjacent to the Hale Ponds and Pastures Local Wildlife Site. A survey which assesses the site's ecological potential must be submitted. Development proposals must provide for the delivery of appropriate habitat creation and enhancement measures in response to the survey findings including the creation and enhancement of wildlife corridors, and, if required, mitigation measures.

### **Site drainage**

6. Measures are secured to ensure adequate site drainage, including through the implementation of sustainable drainage measures.

### **Land contamination**

7. Demonstration that contamination of the site resulting from its previous use has been remediated to the satisfaction of the local authority and the Environment Agency.

### **Highways and transportation**

8. Development will contribute, as proven necessary through a Transport Assessment, to requisite improvements to the highway network.

### **Utility infrastructure**

9. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

### **Minerals safeguarding**

10. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

## Detailed site allocation policies for employment

### Policy EMP1(1) West of Barradale Farm, Maidstone Road, Headcorn

#### Policy EMP1 (1)

##### West of Barradale Farm, Maidstone Road, Headcorn

West of Barradale Farm, as shown on the policies map, is allocated for development of 5,500m<sup>2</sup> employment floorspace (B1, B2, B8 use classes). Planning permission will be granted if the following criteria are met.

##### Design and layout

1. The proposals incorporate structural landscaping along the north-western boundary of the existing industrial complex to help screen both the existing and proposed development in views from the north.
2. The proposals incorporate substantial, enhanced landscape buffers along the western and south western boundaries of the site to reinforce the separation of the site from development to the south.

##### Access

3. Access will be taken from the A274.

##### Ecology

4. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures.
5. Landscaping belts should link to one another and to water bodies within the site to provide habitat connectivity.

##### Flooding and water quality

6. Surface water run off is managed using sustainable drainage techniques.

##### Highways and transportation

7. Provision of a footway along the A274 from the access to the site to connect with the existing footway to the south, and provide pedestrian access to the existing bus stops.

##### Minerals safeguarding

8. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

## **Policy EMP1(2) South of Claygate, Pattenden Lane, Marden**

### **Policy EMP1 (2)**

#### **South of Claygate, Pattenden Lane, Marden**

South of Claygate, as shown on the policies map, is allocated for development 6,800m<sup>2</sup> employment floorspace (B1, B2, B8 use classes). Planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. The proposals incorporate a landscaping scheme which enhances the planting along the eastern and southern boundaries to soften the appearance of the development in views from the east and to provide a landscape buffer to the railway line to the south.

#### **Access**

2. Access will be taken from Pattenden Lane only.

#### **Ecology**

3. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures.

#### **Flooding and water quality**

4. Surface water run off is managed using sustainable drainage techniques.

## **Policy EMP1(4) Woodcut Farm, Ashford Road, Bearsted**

### **Policy EMP1(4)**

#### **Woodcut Farm, Ashford Road, Bearsted**

Woodcut Farm, as shown on the policies map, is allocated for development for up to 49,000m<sup>2</sup> mixed employment floorspace (B1a; B1b; B1c; B2; B8). The site will deliver a genuine mix of B class uses in terms of type and range. Office type uses (B1a & b) will be a vital component of this mix and the site will provide at least 10,000m<sup>2</sup> of B1a/B1b floorspace as an absolute minimum. The mixed use employment, landscaping and infrastructure elements will be delivered in an integrated and co-ordinated manner that respect the site's visual and physical relationship with the Kent Downs AONB. Planning permission will be granted if the following criteria are met.

#### **Design & layout**

1. The proposals create a spacious parkland setting for development through the addition of substantial internal landscaping which will be sympathetic to the site's countryside context and which will help to break up the

visual appearance of the development, in particular in views from the AONB including through the use of substantial tracts of planting extending into the body of the development to achieve clear visual separation between individual buildings and between parking areas. Buildings will cover not more than 40% of the developed site area.

2. The development proposals will respect the topography of the site by minimising the need for site excavation.
3. Landscape buffers of at least 35m in depth are established along the site's boundary to the M20 including a new native woodland shaw at least 15m to Musket Lane, at least 25m to the A20 including a planted bund, and at least 30m along the western boundary, which will also help secure the setting to Woodcut Farmhouse (Grade II listed) and the amenity of residential properties at Chestnuts and White Heath. Tracts of structural landscaping will extend into development areas of at least 15m in width.
4. An area of 9ha to the north and north west of Woodcut Farm is secured as an undeveloped landscape area in the form of open woodland including the addition of a landscape buffer of at least 30m along the eastern boundary. Future management of this area will be secured by means of legal agreement and maintained in perpetuity.
5. Larger footprint buildings will be accommodated in the field to the east of the stream up to a maximum unit size of 5,000m<sup>2</sup> with building ridge heights not to exceed 12m. Units should be orientated end-on to predominant views to and from the AONB.
6. Development on the field to the west of the stream comprises smaller units of up to 2,500m<sup>2</sup> footprint. Graded building heights will take account of the site's topography with building ridge heights not to exceed 8m. On the highest part of the site at and above the 55m contour line as shown on the policies map, building footprints will be limited to 500m<sup>2</sup>. The siting, scale and detailed design of development must have regard to the preservation of Woodcut Farmhouse (Grade II) and its setting.
7. The development proposals are designed to limit their visual impact including through the use of curved roofs on buildings, non-reflective materials, sensitive colouring, green roofs and walls on smaller footprint buildings (500m<sup>2</sup> and below), and sensitive lighting proposals. Buildings should include active frontage elements incorporating glazing, and address both the A20 and M20.
8. To the east of the stream, land to accommodate a minimum of 7,500m<sup>2</sup> of floorspace within Use Classes B1a and B1b will be provided. Land sufficient for at least 5,000m<sup>2</sup> of this floorspace will be provided with vehicular access and all necessary services including drainage and electrical power supply to the boundary of the plot/s prior to the first occupation of any units falling within Use Classes B1c, B2 or B8. The land which is provided for the minimum of 7,500m<sup>2</sup> of B1a and B1b will be safeguarded from any other uses until April 2026 or until otherwise allocated through a local plan review.
9. To the west of the stream, land to accommodate a minimum of 2,500m<sup>2</sup> of floorspace within Use Classes B1a and B1b will be provided. This land

will be safeguarded from any other uses until April 2026 or until otherwise allocated through a local plan review.

### **Landscape and ecology**

10. The development proposals are designed to take into account the results of a landscape and visual impact assessment (LVIA) undertaken in accordance with the principles of current guidance. The assessment will specifically address the impact of development on views to and from the Kent Downs AONB escarpment. This will include environmental enhancements of the wider landscape beyond the allocation boundaries through financial contributions using the mechanism of a S106 agreement.

11. The development proposals are designed to take account of the results of a phase 1 habitat survey and any species specific surveys that may as a result be necessary, together with any necessary mitigation and significant enhancement measures.

### **Archaeology**

12. The proposals are designed to take account of the archaeological interest on the site as revealed through appropriate survey.

### **Access**

13. Vehicular access to the site will be from A20 Ashford Road.

### **Highways and transportation**

14. Improvements to capacity at the A20/Willington Street junction.

15. Package of measures to provide bus stops, pedestrian refuges and improvements to the footway on the northern side of the A20 Ashford Road.

16. Development will contribute, as proven necessary through a Transport Assessment, to improvements at the following junctions:

- i. The M20 Junction 8 (including the west-bound on-slip and merge);
- ii. The A20 Ashford Rd/M20 link road roundabout;
- iii. The A20 Ashford Rd/Penford Hill junction;
- iv. The A20 Ashford Rd/Eyehorne Street/Great Danes Hotel access; and
- v. The Willington Street/A20 Ashford Rd junction.

17. Development will deliver a significant package of sustainable transport measures to secure access to the site by a range of sustainable modes, including the provision of a subsidised bus route, and must be supported by the implementation of a Travel Plan.

### **Minerals safeguarding**

18. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability

of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.