

Report to Maidstone Borough Council

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an Inspector appointed by the Secretary of State

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Planning and Compulsory Purchase Act 2004 (as amended)

Section 20

Report on the Examination of the Maidstone Local Plan Review

The Plan was submitted for examination on 31 March 2022

The examination hearings were held between 6-8 September 2022, 8-24 November 2022, 16-25 May 2023 and 5-9 June 2023

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Abbreviations used in this report.

AA	Appropriate Assessment
AONB	Area of Outstanding Natural Beauty ¹
BNG	Biodiversity Net Gain
Dpa	Dwellings per annum
DfT	Department for Transport
DtC	Duty to Cooperate
EDA	Economic Development Area
EDNS	Economic Development Needs Study
EIA	Environmental Impact Assessment
GTTSDDP	Gypsy, Traveller and Travelling Showpeople Development Plan Document
GTTSAA	Gypsy, Traveller and Travelling Showpeople Accommodation Assessment
Ha	Hectares
HRA	Habitats Regulations Assessment
IDP	Infrastructure Delivery Plan
ITS	Integrated Transport Strategy
KCC	Kent County Council
KDNL	Kent Downs National Landscape ²
LBL	Lenham Broad Location
MM	Main Modification
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
SA	Sustainability Appraisal
SAC	Special Areas of Conservation
SEA	Strategic Environmental Assessment
SHMA	Strategic Housing Market Assessment
SLAA	Strategic Land Availability Assessment
SOBC	Strategic Outline Business Case
SoCG	Statement of Common Ground
SPA	Special Protection Areas
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage Systems
WWTW	Waste Water Treatment Works

¹ See Footnote 2 below.

² On 22 November 2023 Areas of Outstanding Natural Beauty (AONBs) were re-branded as "National Landscapes". The legal designation and policy status of these areas remains unaffected.

Non-Technical Summary

This report concludes that the Maidstone Local Plan Review provides an appropriate basis for the planning of the Borough, provided that a number of main modifications [MMs] are made to it. The Borough Council has specifically requested that I recommend any MMs necessary to enable the Plan to be adopted.

Following the hearings, the Council prepared schedules of the proposed modifications and, where necessary, carried out sustainability appraisal and habitats regulations assessment of them. The MMs were subject to public consultation over a six-week period. In some cases I have amended their detailed wording and/or added consequential modifications where necessary. I have recommended their inclusion in the Plan after considering the sustainability appraisal and habitats regulations assessment and all the representations made in response to consultation on them.

The Main Modifications (MMs) can be summarised as follows:

- Extend plan period from 1 April 2021 to 31 March 2038 with consequential amendments to both the housing, employment and retail requirements to be planned for.
- Increased detail in the strategic policies for the two garden settlement proposals at Lenham Heathlands and Lidsing, in relation to: (i) the delivery and phasing of infrastructure to support sustainable growth; (ii) how development should address the proximity of the Kent Downs National Landscape (KDNL); and (iii) the specific measures required to ensure potential impacts on protected habitats are appropriately mitigated as required by the Habitats Regulations. A number of other MMs to these policies are also recommended.
- Removal of the proposed safeguarding area for a Leeds-Langley Relief Road and associated strategic policy because it is not justified.
- Additional detail in the strategic policy for the redevelopment of the Invicta Park Barracks site in Maidstone.
- A new strategic policy on housing delivery to reaffirm the minimum housing requirement (19,669 dwellings over plan period) and its delivery through a revised stepped housing trajectory.
- Additional policy content for various site allocations and for larger and more complex sites the insertion of concept framework plans to clarify net developable areas where significant areas of green infrastructure is required by the site policy.
- A number of other modifications to ensure that the plan is positively prepared, justified, effective and consistent with national policy.

Introduction

1. This report contains my assessment of the Maidstone Local Plan Review in terms of Section 20(5) of the Planning and Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate. It then considers whether the Plan is compliant with the legal requirements and whether it is sound. The National Planning Policy Framework 2021 (NPPF) at paragraph 35 makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy.
2. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound plan. The Maidstone Local Plan Review, submitted at the end of March 2022 is the basis for my examination. It is the same pre-submission document as was published for consultation in October 2021.

Main Modifications

3. In accordance with section 20(7C) of the 2004 Act the Council requested that I should recommend any main modifications (MMs) necessary to rectify matters that make the Plan unsound [and /or not legally compliant] and thus incapable of being adopted. My report explains why the recommended MMs are necessary. The MMs are referenced in bold in the report in the form **MM1**, **MM2** etc, and are set out in full in the Appendix.
4. Following the examination hearings, the Council prepared a schedule of proposed MMs and carried out sustainability appraisal (SA) and habitats regulations assessment (HRA) of them. The MM schedule was subject to public consultation for six weeks. I have taken account of the consultation responses in coming to my conclusions in this report and in this light, I have made some amendments to the detailed wording of the MMs and added consequential modifications where these are necessary for consistency or clarity. None of the amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and SA and HRA that has been undertaken. Where necessary I have highlighted these amendments in the report.

Policies Map

5. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the

submission policies map comprises the set of plans identified as Local Plan Review Policies Map as set out in LPRSUB003.

6. The policies map is not defined in statute as a development plan document and so I do not have the power to recommend main modifications to it. However, a number of the published MMs to the Plan's policies require further corresponding changes to be made to the policies map. In addition, there are some instances where the geographic illustration of policies on the submission policies map is not justified and changes to the policies map are needed to ensure that the relevant policies would be effective.
7. These further changes to the policies map were published alongside the MMs as Document ED122 Schedule of Proposed Policies Map Modifications to the Regulation 19 Maidstone Local Plan Review.
8. When the Plan is adopted, in order to comply with the legislation and give effect to the Plan's policies, the Council will need to update the adopted policies map to include all the changes proposed in the submitted Local Plan Review Policies Map document and the further changes published alongside the MMs.

Context of the Plan

9. The Borough currently benefits from a Local Plan adopted in 2017. This Plan contained Policy LPR1 which anticipated a first review of the plan being adopted by April 2021. The scope of the Plan Review includes the spatial strategy, strategic policies, new site allocations and updated development management policies. Accordingly, those parts of the 2017 Local Plan would be superseded by the adoption of the Plan.
10. The Plan Review has needed to address a significant uplift in housing need from the figure of 883 dwellings per annum (dpa) in the 2017 Local Plan to a local housing need figure of 1,157dpa (an increase of 31%). Accordingly, whilst the 2017 Local Plan provides some of the foundations for the plan review, significant new content has been required.
11. In terms of planning for sustainable development over the plan period, the county town of Maidstone, with its rail connections and position on the M20, represents the only sizeable urban area in what is otherwise a mainly rural Borough. The northern edge of the Borough fringes the Medway Towns conurbation, close to the M2 motorway. Elsewhere larger villages can be found along the A20 and Ashford railway line in the north-east of the Borough or strung along the Tonbridge railway line through the Low Weald in the south of the Borough. A small area at the western edge of the Borough is within the Metropolitan Green Belt.

12. The backbone of the chalk downs and escarpment of Kent Downs National Landscape (KDNL) is a prominent feature across the north of the Borough. This area also contains the North Downs Woodland Special Area of Conservation (SAC). Various watercourses meander through the Borough including the River Medway and its tributaries, forming pleasant valleys through the undulations of the Greensand hills and the Low Weald. Watercourses in the east of the Borough, notably the Great Stour, are within the catchment of the Stodmarsh Ramsar³, Special Protection Area (SPA) and Special Area of Conservation (SAC) site, where nutrient neutrality is an imperative to maintaining habitat integrity.

Public Sector Equality Duty

13. I have had due regard to the aims expressed in S149(1) of the Equality Act 2010. This has included my consideration of several matters during the examination including the accommodation needs for gypsies and travellers, older persons accommodation, accessible and adaptable housing and access to community facilities.
14. The Plan was accompanied on submission by an Equalities Impact Assessment [LPR1.62]. This has considered the impacts of the Plan on those with protected characteristics. The analysis identifies generally positive or neutral effects arising from the Plan's policies and proposals. There are specific policies concerning gypsies and travellers, specialist accommodation for the elderly, safe, inclusive and accessible environments and improved access to employment and community facilities that should directly benefit those with protected characteristics. In this way the disadvantages that they suffer would be minimised and their needs met in so far as they are different to those without a relevant protected characteristic. The MMs have been subject to an Equalities Impact Assessment [ED129] which demonstrates that the proposed changes would not result in any adverse impacts on groups with protected characteristics.

Assessment of Duty to Co-operate (DtC)

15. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on it by section 33A in respect of the Plan's preparation.
16. Notwithstanding the presence of Green Belt, National Landscapes and notable areas of flood risk, the Plan seeks to meet the development needs of the Borough in full and to align growth and infrastructure. The strategic matters, in accordance with NPPF paragraphs 20-23, have been appropriately identified. This includes the significant levels of housing growth to be accommodated within the housing market area. On this and other strategic matters, during the

³ Ramsar Convention on Wetlands of International Importance (UNESCO, 1971).

four years from inception of the Plan up until its submission, the Council has engaged constructively and on an on-going basis with strategic policy-making authorities and relevant bodies. This is evidenced through various signed statements of common ground (SoCG) on plan submission. The SoCGs are in accordance with the relevant guidance on plan-making set out in the PPG⁴.

17. In relation to the proposed new garden settlement proposals at Lenham Heathlands and Lidsing, both proposals are on the boundary of the Borough. In respect of Ashford Borough, a signed SoCG identifies the appropriate strategic matters. It demonstrates that Ashford Borough Council are appraised of the Lenham Heathlands proposal, that there will be cross-boundary implications (principally transport and water resources in the Stour catchment) and they will work constructively together on cross-boundary infrastructure issues⁵.
18. On submission, a full draft SoCG with neighbouring Medway Council remained unsigned. From everything I have read, including the unsigned SoCG, at officer level there has been appropriate engagement and professional efforts to consider the impacts on Medway through plan making activities (further evidenced in documents ED23 and ED41A-S). Medway Council has maintained in both its Regulation 19 representations and at the examination hearings, that with respect to cross-boundary strategic matters during the preparation of the Plan, the legal DtC had been satisfied by Maidstone Borough Council. The principal matter of contention is the location of the Lidsing proposal relative to the Medway towns conurbation and the extent of potential impacts on environmental assets and infrastructure in Medway. Medway Council's concerns are entirely understandable, but I consider them to be matters of plan soundness rather than a failure of the DtC.
19. Notwithstanding the unsigned SoCG I am satisfied that mechanisms exist to enable on-going joint working. Medway Council has clearly articulated in its evidence on the Plan and to the examination its concerns regarding impacts from Lidsing and what mitigation in Medway would be likely required. I deal with the soundness of the Lidsing proposal in Issues 1 and 2 below, but I am satisfied that in addition to existing forums for ongoing dialogue between the two authorities, the required masterplanning and Supplementary Planning Document (SPD) processes for Lidsing will require the important input of Medway Council to secure genuinely sustainable outcomes⁶. Overall, and notwithstanding the absence of a signed SoCG, I find that the Borough Council, in preparing the Plan, has met the legal DtC in respect of those strategic matters that cross the administrative boundary with Medway.

⁴ PPG paragraphs 61-010-20190315 to 61-013-20190315 (inclusive)

⁵ See Page 139 of the Duty to Cooperate Statement 2022 (LPR5.5)

⁶ Including projects identified in Medway in the Infrastructure Delivery Plan (IDP) that would arise as a consequence of the Lidsing Garden Community proposal.

20. I also note the demonstrable engagement with Kent County Council (KCC), Natural England and National Highways, through the evidenced DtC material. I consider this to be integral in producing a positively prepared and justified strategy in the terms identified at NPPF paragraph 26.
21. There is a concern from some neighbouring authorities regarding Maidstone's gypsy, traveller and travelling showpeople need. There is no claim, however, that plan preparation has failed the DtC on this strategic matter. The Council, has through, strategic policy in the Plan, committed to preparing a separate development plan document on the matter and proposed MMs set out below in this report seek to clarify that Maidstone intends to meet its gypsy, traveller and travelling showpeople accommodation needs in full through that document. This accords with the various SoCGs with neighbouring authorities signed by Maidstone Borough Council confirming it would seek to meet its own needs.
22. Based on everything I have read and heard, I am satisfied that where necessary the Council has engaged constructively, actively and on an on-going basis in the preparation of the Plan and that the Dtc has therefore been met.

Assessment of Other Aspects of Legal Compliance

Timetable and Consultation

23. The Plan was prepared and submitted in accordance with the Council's 2021 Local Development Scheme. Given the length of the examination, the Local Development Scheme was updated in 2023. Most revised milestones have been met, although delivery of this report and adoption have slipped slightly to enable further consultation on technical documents produced in the very last stages of the examination.
24. Consultation on the Plan and the MMs was carried out in compliance with the relevant Regulations and the Council's Statement of Community Involvement, including required adjustments during the Covid pandemic. In relation to the proposed garden settlement developments at Heathlands and Lidsing these were identified at an early stage as part of the Regulation 18b consultation in late 2020. Significant comment has been generated on both proposals and on other aspects of the Plan.
25. Whilst much credit should go to community groups, parish councils and local Borough councillors in raising awareness of, and accumulating comments from local residents on the proposed spatial strategy including the garden settlement proposals, there is little to indicate that communities have been impeded from the fair opportunity to make comments on the Plan at the required stages. The submitted Consultation Statement explains how consultation responses at the early Regulation 18b stage informed the published content of the submitted

Plan further consulted on in Autumn 2021. The Council actively considered representations in Autumn 2021 and suggested various possible modifications to the Plan when it was submitted in 2022.

26. The Council has met the minimum consultation requirements for plan-making and has engaged appropriately with statutory consultees.

Sustainability Appraisal, including Strategic Environmental Assessment

27. The Council carried out SA of the Plan, prepared a report of the findings of the appraisal, and published the report along with the plan and other submission documents under Regulation 19 [LPRSUB002a]. The appraisal was updated in September 2023 to assess the main modifications [ED124]. The SA report also addresses the requirements of Strategic Environmental Assessment (SEA) Regulations alongside the key sustainability issues for the Borough. The SA reporting clearly incorporates the requirements of SEA, with Table 1.1 of the report providing a useful overview of where SEA requirements are covered in the report. Chapter 2 of the SA addresses relevant methodological issues in terms of compliance with the SEA requirements and the PPG guidance.
28. The SA of the plan is comprehensive in its coverage. It deploys a recognised approach for systematic and transparent appraisal, drawing on an extensive baseline of evidence presented and referenced in the SA report. SA is not a scientific task intended to formulate a definitive answer. It is a process to appraise those reasonable options that could comprise sustainable development and to advise on potential mitigation where adverse impacts are identified. It is entirely conceivable that some options will perform reasonably closely, even where it involves markedly differently outcomes against the individual SA objectives. SA requires a balanced approach, looking across the various objectives and indicators. Appraising the reasonable options against the individual objectives requires judgements. The SA report contains appropriate detail to explain how the reasonable options have been identified and then appraised and refined. The SA report has applied reasonable judgements and appraisals when assessing the various options.
29. A key issue for the SA is the spatial strategy options and in particular the approach to identifying the proposed garden community options. This includes when and how alternative options were discounted and how reasonable options were appraised. Within this are methodological concerns regarding the distinction between SA and the technical evidence, particularly the two reports on the suitability and deliverability of Garden Communities prepared for the Borough Council in 2020. It is the role of SA to assess reasonable options. As such there is a role for detailed technical work, including the Strategic Land Availability Assessment (SLAA), to do the initial sieving to determine what are the reasonable options to be appraised. It is not necessary for compliance with

SEA requirements for the SA report to examine in detail the initial long list of seven options for garden community scale development.

30. The SA process has considered high level spatial strategy options (including the 'do nothing' of continuing the 2017 Local Plan spatial strategy). The SA report explains how spatial strategy options have been refined including the discounting of an option at Leeds-Langley⁷ following the Council's technical evidence. It has subsequently considered three reasonable options for garden settlements in various spatial strategy permutations (for example a spatial strategy of 1 or 2 garden settlements, and combinations thereof). The SA of the Plan includes detailed findings of its assessment at Appendix C and explains why the Borough Council, as the plan-making authority has chosen the preferred spatial strategy. Overall, I find the SA report is suitably comprehensive in setting out the basis of the spatial strategy options selected for appraisal and the garden community options that have been reviewed.
31. The SA baseline includes comprehensive evidence on the landscape such that the appraisal has been informed by a solid understanding of the Borough's landscape. The detailed commentary within the SA identifies the impacts on the KDNL and does not downplay them. It also identifies that the other reasonable option for a garden settlement is in an area of high landscape sensitivity. The SA report has also been subject of engagement with the SEA bodies as required. There are no concerns or objections from Natural England on either the SA methodology or how the landscape objective has been appraised.
32. Overall, Plan preparation has been accompanied by a thorough but proportionate approach to SA, including a transparent assessment of the reasonable options and an audit trail of how the reasonable options have been refined. All reasonable spatial strategy options in the Borough have issues given the scale of growth and the environmental context. The SA has been updated in light of the proposed MMs and confirms that the Plan, subject to these modifications, would promote a sustainable pattern of development in the terms found at paragraph 11a) of the NPPF.

Habitats Regulations

33. The pre-submission plan was accompanied by a HRA Report (September 2021)⁸. The report appropriately identifies those protected sites that could be potentially affected by the Plan's proposals. This includes the sites within the Borough, and other sites where there are potential pathways for impacts. This includes the Stodmarsh Ramsar, SPA and SAC site near Canterbury within the Stour catchment. Various sites in Medway have also been considered. As required the HRA report takes into account other plans and projects and

⁷ LPR1.4, paragraph 4.22 and paragraphs 4.30-4.36

⁸ Document LPR1.19 & Submission Addendum LPRSUB005a

considers the effects of policies and proposals in the Plan in combination with these. It does so in line with the case law⁹ such that it does not take account of potential mitigation at the initial assessment stage. Accordingly, in relation to matters of water quality, air quality and recreational impact, various policies of the Plan are likely to result in significant effects on the qualifying features of protected sites. Consequently, an Appropriate Assessment (AA) has been undertaken within the HRA.

34. The potential impacts of the Plan's proposals to the North Downs Woodland SAC relate to air quality (nitrogen deposition from traffic) and recreational disturbance (off-road vehicles). The likely significant effects principally, but not exclusively, arise from the proximity of the Lidsing garden settlement proposal. In terms of recreational disturbance, the AA concludes this can be appropriately mitigated through access management to prevent off-road vehicles and to keep walkers to designated paths.
35. In relation to air quality, the issue has been complex and at the time of plan submission AA was not able to positively conclude that there would be no adverse effect on site integrity in the absence of a mitigation strategy. Additional modelling work has been undertaken during the examination to look at traffic flows that are likely to assign to routes through the SAC during the plan period and assumptions on the uptake of electric vehicles. Additional work has also looked at the condition of the habitats in those parts of the SAC likely to be affected by traffic movements. The outcome of the additional work identified that of the three roads passing through the SAC (A229, A249 and Boxley Road), the modelling outputs show that only Boxley Road would experience nitrogen deposition greater than the 1% of the site relevant critical loads within 10 metres of the affected road network.
36. The AA process has considered technical options for mitigation which broadly comprise travel planning and measures to discourage the use of Boxley Road. Further modelling work has revealed that traffic calming and other measures to dissuade the use of Boxley Road would be effective in managing nitrogen deposition to acceptable levels. This would require additional content within the Plan, and I address this elsewhere in the report as part of the consideration of sufficient safeguards in Policies LPRSP14a and LPRSP4b. The AA recognises that the detail of road layouts remains to be determined and agreed but for this Plan an effective mitigation strategy exists to ensure that adverse effects on the integrity of the SAC due to air pollution can be avoided.
37. There is concern that the Plan is defaulting a necessary level of appropriate assessment to the project level rather than at the Plan level, contrary to the precautionary principle. A package of potential measures comprises the strategy at this stage and through MMs this would be clearly embedded in the

⁹ CJEU Case C-323/17 People Over Wind v. Coillte Teoranta

plan. Natural England have raised no concerns with this approach as part of their consideration of the HRA addendum that accompanied the MMs.

38. The other significant HRA issue for this Plan has been the Stodmarsh Ramsar, SAC and SPA site and nutrient neutrality. On submission for examination, the AA conclusion was one of no adverse effect on site integrity subject to mitigation including policy requirements in the Plan in relation to general safeguarding of water quality and that the Heathlands Garden Settlement¹⁰ and other developments (including the Lenham Broad Location (LBL)) are served by appropriately permitted discharges from waste water treatments works (WWTW) and wetlands provision. Further work has been required during the examination to assure Natural England that a conclusion of no adverse effect on site integrity is justified. This has included using Natural England's revised nutrient calculation methodology [ED36] and demonstrating options that wetland provision can be supported without abstraction from the Stour [ED80].
39. As a consequence of this work, an updated SoCG was entered into with Natural England in March 2023 [ED99], advising that nutrient neutrality can be achieved in the Stour in relation to the Heathlands and LBL developments in the Plan, when applying the latest calculation methodology. Various policy safeguards are presented in the Plan at Policies LPRSP14(a), LPRSP4(a) and LPRSP5(b) subject to related MMs which are addressed elsewhere in this report. An HRA addendum was published in September 2023 to reflect the MMs and concludes there would be no adverse effect on the integrity of Stodmarsh¹¹.
40. I appreciate that the evidence presents technical options which are necessarily strategic and may well evolve over time. A significant amount of work has been undertaken for Heathlands to inform the HRA of the Plan. In terms of a new WWTW for Heathlands there is nothing to prevent this being a private facility built to the appropriate standards and subject to the necessary permits for the required quality of discharge. All of this needs to be considered against the areas of farmland that would be taken out of production. Some detail on the location of Wetland provision to filter and manage surface water before discharge into the watercourse has been presented. This would be subject to further assessment as part of the detailed SPD and masterplanning stages. At present sufficient evidence has been presented to demonstrate a deliverable approach.
41. Elsewhere, the HRA has carried out AA in relation to likely significant effects on the Medway Estuary & Marshes Ramsar and SPA, the Thames Estuary & Marshes Ramsar and SPA and Queensdown Warren SAC. The principal issues are in relation to recreational pressure and water quality. Various established mitigatory measures are in place, for example tariff mechanisms for

¹⁰ Drawing on the Heathlands Garden Community Nutrient Neutrality Assessment (Ramboll, September 2021) Document LPR1.93

¹¹ ED123, Addendum HRA, paragraphs 2.15, 2.16, 4.4 and 4.16

funding access management and monitoring within 6km of the Medway Estuary and Marshes site and on-site green infrastructure provision. Overall, the AA concludes that there would be no adverse effects on the integrity of these sites.

42. Overall, a comprehensive HRA process has been undertaken prior to and during the examination. It confirms that a full AA has been undertaken, reflecting that the Plan's proposals would have some negative impact which requires mitigation. This mitigation has been identified in the Plan, including through the MMs. Ultimately, the HRA process has been able to conclude after AA, and the consideration of mitigation, that adverse effects on the integrity of the identified protected sites can be avoided.

Other Aspects of Legal Compliance

43. The Plan, taken as a whole, includes policies to address the strategic priorities for the development and use of land in the local planning authority's area.
44. The Plan, taken as a whole, includes policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change. This includes policies on sustainable transport (encouraging modal shift) and good design (low energy design, low water usage, renewable or low-carbon energy). The Plan also includes a strategic policy on Climate Change which sets out an over-arching approach to the necessary transition to a low carbon future and to improve resilience to the effects of climate change (including flooding).
45. The Plan complies with all other relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations.

Assessment of Soundness

Main Issues

46. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings, I have identified 11 main issues upon which the soundness of this Plan depends. This report deals with these main issues. It does not respond to every point or issue raised by representors. Nor does it refer to every policy, policy criterion or allocation in the Plan. For the avoidance of doubt, the assessment of soundness in respect of consistency with national policy is the 2021 NPPF and associated PPG.

Issue 1 – Whether the Spatial Strategy would be an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence.

The Submitted Plan

47. On submission there was variable clarity on which parts of the 2017 Local Plan would be superseded. To assist decision-makers I recommend **MM108** for effectiveness, which would insert a new appendix to the Plan setting out those policies of the 2017 Local Plan which would not be superseded when the Local Plan Review is adopted. I also recommend **MM1** which would amend the introduction to the Plan to provide clarity on the 2017 Local Plan policies which have not been superseded by this Plan. Additionally, **MM62** would update Table 8.1 of the Plan and would remove those 2017 Local Plan site allocations that had been completed between plan submission and end of March 2023, and therefore not contributing to deliverable supply at the point of plan adoption. I recommend these modifications for effectiveness.
48. The Plan, when adopted, would form part of the wider development plan for the area, alongside KCCs Minerals and Waste Local Plan, Neighbourhood Plans and other development plan documents. Part of the River Medway in the Borough is tidal (to Allington Lock) and so regard should be given to the Marine Management Organisation's South East Marine Plan in this part of the Borough. **MM2** would address this omission and provide necessary referencing in the Plan, and I recommend it for effectiveness.
49. The individual site allocation policies in the Plan need to be modified to remove references to be being "draft" and to make clear they are as shown on the Policies Map. I recommend **MM61** as a collective change to the wording of all the site allocation policies in this regard. This MM would be necessary to ensure the Plan is positively prepared and effective.

Plan Period and strategic policies

50. The Plan was submitted in March 2022 and anticipated to be adopted by the end of 2022 such that the proposed plan period to 2037 would have looked ahead for 15 years as sought by paragraph 22 of the NPPF. Given the complexity of the examination that has not happened. Accordingly, it was proposed early in the examination to extend the plan period by one year to 31 March 2038. The reality is that with plan adoption now in 2024, even on this extended basis there would be a small undershoot on a 15 year period. I do not, however, consider that to be a further soundness issue. For reasons set out later in this report, the submitted plan seeks to put in place key components of a spatial strategy that will endure well beyond a 2038 plan period.

51. The start date of the plan period will need to be amended from 1 April 2022 as submitted. Adjusting the start date to 1 April 2021 would align with much of the submitted evidence base, including the SHMA¹² and EDNS. It would also reflect that the Plan was submitted for examination before 1 April 2022. Furthermore, it would enable an initial two years monitoring data on housing delivery in 2021/23 to be accounted for in the housing trajectory. Accordingly, I recommend **MM7** which would adjust the plan period and so ensure the Plan would be justified in terms of aligning with the evidence base against which it was prepared.
52. For consistency with national planning policy at paragraph 22 of the NPPF¹³ the Spatial Vision in the submitted Plan needs to look further ahead than 2037 given there are components of the plan, such as the new garden communities, where delivery would extend beyond this timeframe. **MM4** would address this by removing the reference to 2037 and acknowledging elements of the spatial strategy look further ahead than the plan period. I recommend the MM for consistency with national planning policy at NPPF paragraph 22.
53. The vision for the Lidsing garden community in the submitted plan recognises its long-term perspective (to 2057) but similar is required for the over-arching vision for the Heathlands garden settlement. **MM13** would do this, and so I recommend it to ensure consistency with national planning policy at NPPF paragraph 22.
54. NPPF paragraph 20 identifies what strategic policies should cover and paragraph 21 of the NPPF says these should be explicitly identified. Strategic policies are also relevant in terms of the basic conditions test for Neighbourhood Plans, in terms of ensuring necessary general conformity. A number of the policies in the Plan are identified as strategic policies. Other policies, notably the site allocation policies, are also to be considered strategic policies to ensure any Neighbourhood Plans consistently reflect them. **MM109** would insert a new appendix into the Plan clearly identifying the 'Strategic Policies'. This would be necessary for consistency with NPPF paragraph 21. **MM3** would provide required clarity in the introductory section of the Plan, in terms of confirming the policies in the new appendix are those strategic policies for the purpose of neighbourhood planning and I recommend it for similar reasons as **MM109**.

Housing Need and Requirement

55. The Plan was submitted for examination on 31 March 2022 based on an assessment of housing need using the advocated standard method for calculating need. The 2021 Strategic Housing Market Assessment (SHMA) update appropriately applies the formula of the standard method in accordance

¹² The SHMA 2021 Update Local Housing Need calculation is based on 2020 Affordability inputs as per PPG paragraph 2a-008-20190220

¹³ Further amplified at PPG paragraph 61-083-20211004

with the PPG. At the time of the SHMA the affordability ratio derived a minimum annual housing need figure of 1,157 dpa as set out in the submitted Plan, as consulted on in late 2021. Immediately prior to submission, however, revised median workplace-based affordability ratios were published¹⁴ on 23 March 2022 (8 days prior to submission) resulting in a modest increase for Maidstone Borough to 1,194dpa.

56. Whilst I appreciate the PPG states at paragraph 2a-004-20201216 that the most recent affordability ratios should be used, the test of soundness applies to the plan as submitted. The plan that had been consulted on at Regulation 19, only a short time period before submission had applied the recent 2020 affordability ratios available at that time, as per the latest 2021 SHMA update. As submitted the Plan has sought to significantly boost the supply of homes consistent with NPPF paragraph 60 (a 31% uplift from the 2017 Local Plan figure of 883dpa). As set out further under Issue 7 below, the Plan would comply with other provisions of the NPPF to significantly boost housing supply, in terms of a deliverable supply for first five year period and a developable supply in years 6-10.
57. The PPG at paragraph 2a-008-20190220 advises that the local housing need figure should be kept under review and changes in the inputs are variable and this should be taken into consideration. In considering the 2022 adjustment to affordability, this would equate to less than half a year of supply, in a plan which would firmly deliver a significant boost in housing supply. As such I do not consider it necessary to revise the local housing need figure on this basis. The Plan is required to be reviewed within five years and this would be the appropriate point at which to carefully revisit the local housing need figure.
58. Through the Dtc process no adjoining authority, including within the wider housing market area, has requested assistance to help meet any unmet housing needs. Reference is made to wider unmet housing need in the Greater London area. Whilst I recognise there were concerns on the adoption of the 2021 London Plan regarding the ability to deliver sufficient housing, there is little before me that matters have moved forward during the preparation of this Plan. Accordingly, it would not be necessary for soundness for this Plan to accommodate an arbitrary quantum of unmet housing need in the absence of any agreed strategic approach between Greater London and the wider South-East authorities, if indeed, that is ultimately deemed to be required.
59. In terms of translating the housing need into a separate housing requirement figure, it would not be necessary for plan soundness for the housing requirement to be higher than the housing need figure. In terms of whether the figure should be lower, there is little doubt that the scale of growth will have some negative environmental impacts, as demonstrated in the SA report.

¹⁴ Resulting in an uplift in the affordability ratio for Maidstone from 10.0 (38%) to 10.85 (43%).

These include harms to landscape quality, a further demand on stressed water resources, the loss of areas of best and most versatile agricultural land and potential impacts on protected habitats. These harms are not unique to the proposed spatial strategy. They are the consequence of a significant level of growth in a predominantly rural Borough.

60. There is, however, no evidence through the SA or HRA processes or the various SoCGs with bodies such as Natural England or the Environment Agency, that potential adverse effects arising from the proposed levels of growth are such that environmental capacity would be unacceptably breached. Various mitigations are proposed in the Plan such that when balancing residual environmental harms, they would not significantly and demonstrably outweigh the benefits of providing much needed homes and supporting a strong, competitive economy in the Borough. As such housing numbers would not need to be lowered in the terms envisaged at NPPF paragraph 11b).
61. When taken over the extended plan period, the overall housing requirement would need to increase from 17,355 to 19,669. This requirement would need to be expressed as a minimum (i.e. 'at least') consistent with national planning policy at paragraph 61 of the NPPF, which states that housing needs assessments determine the minimum number of homes needed. Accordingly, I recommend **MM7** which would adjust the housing requirement in the spatial strategy at submitted Policy LPRSS1 so that the Plan would be consistent with national policy, justified and positively prepared.

Requirements for Employment and Retail

62. The Plan is underpinned by a comprehensive evidence base on the need for economic development over the Plan period. The initial assessment was undertaken in the Economic Development Needs Study (EDNS) in two stages in 2019 and 2020. This work, consistent with the NPPF and PPG, defines a justified functional economic market area. It appropriately examines the baseline evidence in terms of the existing commercial activity, the labour market and wider economic drivers. I am satisfied that the Plan sets out clear spatial objectives for sustainable economic growth over the plan period consistent with the EDNS evidence which fits with the Council's Economic Development Strategy 2021, the South East Local Enterprise Partnership's Economic Recovery and Renewal Strategy and the Kent and Medway Enterprise and Productivity Strategy.
63. In terms of assessing the requirements for employment space, the EDNS has appropriately looked at scenarios of labour demand (derived from Experian economic forecasts), past trends in completions and estimates of local labour supply based on demographic modelling in the SHMA update. The EDNS Addendum in 2021 has revisited the scenarios to take account of recent changes to the Use Classes Order, impacts of Brexit and Covid-19 and to apply

latest Experian projections for 'labour demand' to cover the time period to 2042 (extending slightly beyond the plan period). The approach taken in the EDNS in terms of the various scenarios considered, clearly accords with the PPG (paragraphs 2a-027-20190220-2a-029-20190220).

64. The outputs of the three scenarios vary but in very broad terms the labour demand (scenario 1) and labour supply (scenario 3) result in positive floorspace requirements over the Plan period whereas past trends (scenario 2) would result in an appreciable contraction. For the various reasons given in the EDNS evidence it would be unreasonable to pessimistically plan on the basis that past take-up rates continue unchanged in the future and so scenario 2 has been appropriately discounted. Matters are more balanced between scenarios 1 and 3. The labour supply approach (scenario 3), unsurprisingly given the significant population growth arising from the housing numbers, generates the highest job growth projections and associated employment space requirements. It can be reasonably described as aspirational, but some caution would be justified given the relatively uncertain macro-economic outlook. In contrast, the labour demand approach (Scenario 1) reflects steady growth with some slight acceleration over the plan period compared with recent trends. In general terms, the forecast land requirements for scenario 3 are more than double those for scenario 1.
65. The EDNS has been consistent in the Stage 2 report (2020) and Addendum (2021) that the Plan should seek to accommodate as a minimum the labour demand (job growth) based requirement (scenario 1). This would ensure business growth potential would not be constrained by a lack of capacity in the Plan period. The EDNS addendum appropriately considers the 2020 Experian local-level employment forecasts which show that after a Covid-19 contraction, the workforce job base recovers to pre-pandemic levels by 2022 before steady growth over the period to 2042. In translating jobs growth to employment land requirement, the EDNS methodology makes appropriate allowances for vacancies and applies a sensible 10% buffer to reflect delays in sites coming forward and loss of existing employment sites. The EDNS also uses reasonable and recognisable ratios of workforce job to floorspace and plot ratios of floorspace to land hectares. The overall approach to calculating the conversion of employment growth forecasts to future employment land requirements is robust.
66. The initial outputs of scenario 1 in the 2020 EDNS for gross employment floorspace requirements was 101,555sqm for 2022-2037, rising to 146,475sqm for 2022-2042. The 2021 EDNS addendum increases these figures to 140,110 sqm to 2022-2037, rising to 206,665sqm for 2022-2042. Some caution needs to be applied to the EDNS addendum employment land requirement, recognising that 'jobs growth' using the 2020 Experian forecasts in the early part of the Plan period is likely to represent a 'catching-up' effect as the economy recovers from the effects of Covid-19. As such, jobs growth in the early part of the Plan period may not necessarily require new employment floorspace. In this context I find

the EDNS Addendum to provide a helpful sense-check on the principal requirement assessment contained in the 2020 EDNS¹⁵. Given the uncertainties around the impact of Covid-19, however, I do not consider it necessary for soundness that the employment land requirement should be markedly increased from the minimum figure of 101,555sqm as presented in the submitted Plan. This figure would provide for a positively prepared, justified and effective starting point for which to plan and would not constrain the economic potential of the Borough.

67. The floorspace requirement is expressed as a minimum in Policy LPRSS1. Given the extended Plan period above, it will be necessary for soundness to extrapolate the employment land (floorspace) requirement. **MM7** would do this, and I recommend it so that the Plan is justified, positively prepared and effective.
68. Policy LPRSS1 sets out retail floorspace requirements over the plan period based on the evidence in the April 2021 EDNS addendum, which I consider to appropriately reflect expenditure estimates and recent structural changes in the retail sectors, which points generally to consolidation rather than growth. As with the employment land requirements, the modest retail floorspace figures should be extrapolated over the revised plan period, resulting in some minor upwards adjustment in the figures in Policy LPRSS1 so that they are justified and positively prepared. **MM7** would do this, and I recommend it accordingly.

Spatial Objectives

69. The submitted plan identifies 11 spatial objectives which respond to the strategic issues facing the Borough over the plan period, consistent with the sustainability objectives set out in the SA report. Protection of the natural environment of the Borough (and beyond) is a key factor for the spatial strategy and in particular the presence of the KDNL through the northern part of the Borough and the proximity of the High Weald National Landscape to the southern part of the Borough. The spatial objectives reflect this, but the wording needs to be consistent with paragraph 176 of the NPPF in terms of great weight being given to conserving and enhancing their natural beauty. **MM5** would do this, although the precise wording of the MM needs to be refined to ensure consistency with the NPPF on the issue of setting. Accordingly, I recommend **MM5** as amended.
70. Linked to the natural environment, the Plan appropriately contains a broad spatial objective under the umbrella of mitigating and adapting to climate change and which goes on to reference the need to address issues of flooding, water supply and “the need for dependable infrastructure for the removal of sewerage and wastewater.” Overall, the objective is consistent with NPPF

¹⁵ EDNS Addendum, paragraph 5.6

section 14 and paragraphs 152 and 153. The objective is critical given the known and increasingly tangible impacts of stresses on water resources both in terms of supply, as well as the capacity and quality of water courses for receiving treated wastewater. This is a particular issue for the Stour catchment in the east of the Borough, as considered through the HRA. Given the known need for specific infrastructure to accommodate the planned growth within the Stour catchment part of the Borough additional text is needed to accompany the spatial objective to reflect this and to emphasise the need for the Council and developers to work proactively to secure necessary upgrades to sewerage and wastewater infrastructure. **MM6** would insert additional text in support of Spatial Objective 4, and I recommend it for effectiveness.

Whether it is an appropriate Spatial Strategy

71. One of the key soundness tests for the submitted spatial strategy is whether it would represent an appropriate strategy for securing a sustainable pattern of development in the Borough. In order to be an appropriate strategy, it needs to perform well against the SA objectives¹⁶ when compared against other reasonable options. It also needs to be effective (deliverable), although this needs to be considered proportionately, when reflecting on the long-term nature of the strategy¹⁷.

Maidstone Urban Area

72. The starting point for the spatial strategy is Maidstone, which is the only significant settlement in the Borough and contains higher order services such as health, education, and retail. It is appropriately identified at the top of the settlement hierarchy as the "County Town". The Maidstone Urban Area is justifiably identified as the first tier of the spatial strategy to accommodate growth over the Plan period.
73. Maidstone was the primary focus for the growth in the 2017 Local Plan including significant housing developments to both the north-west and south-east of the town and employment sites close to the M20 to the north of the town. These sites are progressing well and will continue to make a significant contribution to delivery in the early years of the Plan period.
74. The Plan takes a positive approach to housing and other land uses within the town centre and at the strategic Invicta Park Barracks site. For reasons set out elsewhere in this report, I am satisfied that the Plan optimises the potential of these highly sustainable locations such that there is not a reasonable alternative spatial strategy of significantly higher growth within the urban fabric of the town. The Plan would also release additional major housing sites at the edge of the

¹⁶ Including the requirements of Strategic Environmental Assessment (SEA)

¹⁷ PPG Paragraph 61-059-20190315

town. Overall, the submitted Plan would direct approximately 60% of the planned housing growth and 37% of the planned employment growth over the plan period within and around the Maidstone Urban Area. This proportion of growth would be commensurate with Maidstone's top tier spatial role.

Garden Settlements¹⁸

75. As submitted, after the Maidstone Urban Area, the spatial strategy includes two new large-scale garden settlement proposals, to deliver significant housing and employment growth. An alternative approach to accommodating the significant uplift in housing numbers would be through a continuation of the previous 2017 Local Plan spatial strategy, including a further focus on the Maidstone Urban Area and dispersing an appreciable proportion of growth to rural service centres and larger villages across the Borough. This was assessed as a reasonable alternative strategy, including through SA¹⁹. However, given the scale of growth identified it would be challenging to sustainably accommodate this in addition to the significant levels of development provided for in the 2017 Local Plan. Moreover, significant incremental growth around the edge of the rural service centres and larger villages would not optimally align growth and infrastructure.
76. Consequently, there are cogent reasons why new large-scale development would secure a sustainable pattern of development in Maidstone Borough consistent with paragraph 73 of the NPPF. This includes, amongst other things, the ability to comprehensively and positively create new places from the outset to secure longer term benefits that would be difficult to secure through incremental and individual smaller scale developments. It would allow the uplift in land values to be used to fund and put in place necessary infrastructure in a timely way to support new and existing communities, including significant levels of affordable housing.
77. I deal with the soundness of the policy detail for the two proposed new Garden Settlement communities at Lenham Heathlands and Lidsing below in Issue 2 but address here their selection as part of the spatial strategy.
78. In respect of Lenham Heathlands, the option has been assembled and presented for assessment as part of the plan-making process, including the SLAA. The project is proposed by the Borough Council, who have now partnered with Homes England to deliver it. Whilst that has led to concerns of undue bias, I have found nothing to support this in the comprehensive evidence base to inform plan-making, including the two volumes of the Garden

¹⁸ The Plan and the evidence base refer both to Garden Settlements and Garden Communities. I use the term interchangeably in this report, recognising 'Garden Settlements' is the terminology used in the Spatial Strategy.

¹⁹ Preparation of the plan, including SA, initially examined 3 high-level approaches for the spatial strategy (options RA1; RA1a and RA2a). In effect, a do nothing (continue with 2017 Local Plan) and reasonable alternative strategies involving up to four garden settlements.

Communities assessment in 2020 and the separate SA process. Heathlands is one of the options which objectively performs well in SA terms.

79. Both Heathlands and Lidsing are at the edge of the Borough and there is a cynicism that they have been selected on this basis. This is particularly the case with Lidsing and the perception that “Maidstone growth” has been allocated onto the edge of Medway. With regards to Lidsing, the proximity of other urban centres, even if they are in other administrative areas, is a positive factor when assessing the sustainability of potential strategic growth locations. Medway and Maidstone are in the same Travel to Work Area and there are clearly strong synergies between the two areas given their proximity. Notwithstanding its edge of Borough location, it would have been unreasonable for plan-making for the Lidsing option not to be assessed, given it was presented through the call for sites, in a relatively unconstrained location. In respect of Heathlands, it is the ability to achieve a critical mass with a reasonable degree of self-containment and the scope for modal shift by existing bus routes along the A20 and its location on the Maidstone to Ashford railway line, which are clear factors supporting its consideration.
80. In terms of the assessment process for garden settlements and the selection of Heathlands and Lidsing early iterations of the plan identified a significant housing need and the concept of meeting some of that need along Garden Community principles²⁰. Through the call for sites process, 7 areas²¹ came forward with the potential to meet a minimum scale of development for a Garden Community (1,500 dwellings and associated facilities). All 7 Garden Settlement scale development areas submitted through the call for sites have been subject to a consistent and thorough suitability assessment. This work is more detailed than what might ordinarily occur through a SLAA process.
81. The suitability report discounted 3 options on a combination of locational factors and limitations to fulfil garden community objectives, particularly on sustainable transport and jobs creation. There are always disputes around the extent to which matters could be mitigated or how impacts are assessed. However, as part of a proportionate approach to strategic plan-making I find the assessment for sieving out these 3 options and concluding on the suitability of the four other options to be clear and robust. As such it was entirely reasonable that the further work on delivery and viability focused only on the smaller pool of 4 reasonable options.
82. The second stage deliverability and viability assessment readily determined that there was not sufficient evidence to demonstrate the delivery of the Leeds-Langley corridor, not least the absence of an agreed road alignment. Again, I find the discounting of this option, as a potentially deliverable garden community

²⁰ As set out in the Council's Garden Communities prospectus.

²¹ Technically 9 areas came forward, but 3 were reasonably amalgamated into 1 option for the Leeds Langley corridor

within the Plan period, at this stage in the process to have been reasonable. Accordingly, it was justified that the 3 remaining options were assessed as being potentially deliverable and viable and that they formed the three reasonable options for large scale garden community developments as part of the spatial strategy.

83. The SA of the Regulation 18b consultation plan in late 2020 and the SA of the proposed submission plan in 2021 [LPRSUB002a] have considered all reasonable options for the spatial strategy. Necessarily, this has been an iterative process. When looking at the summary assessment in Table 2.2 of August 2020 SA Topic Paper [LPR2.54] the eastern orbital road corridor focus (Option RA4) is noticeably the poorest performing. Matters were more mixed for the other options, but at an early stage it was clear the SA of the Regulation 18b Plan (LPR2.55) was appropriately looking at various Garden Settlement options, including Lidsing and Heathlands. The November 2020 SA report, including Table 4.1, provides a clear rationale for what has been tested. This approach appropriately set the parameters for informing the wider evidence base, including transport modelling work.
84. In determining 'reasonable alternatives' the SA makes clear the SLAA process informed the initial seven options and that these were subject to the two stage Stantec work in 2020. The SA adopts the outputs of the Stantec technical work and assesses the 3 reasonable options. In terms of what the SA considered for the garden communities at this stage, the Borough Council provided what it would be seeking as policy requirements. These are presented at Table 5.1 of the November 2020 SA and have remained reasonably consistent including in the submitted plan policies. What I do note from the November 2020 SA for Heathlands is "anticipated" provision of a new railway station and "aspiration that the site contributes to a new M20 junction". In respect of Lidsing is it clear from this early stage that a new arm to Junction 4 of the M2 was anticipated.
85. SA of the Regulation 19 plan was undertaken in September 2021 [LPRSUB002a]. It is a comprehensive report. The findings are comparable to earlier iterations. The scenarios that performed most strongly were Scenarios 3a-c (One garden settlement approaches). Scenarios with two garden settlements generally performed least well because any negative effects of two garden settlements are multiplied compared to one settlement. However, the SA acknowledges at paragraph 4.29 that scenarios with garden settlements could provide longer term benefits in terms of their masterplanning.
86. Table 4.8 of the 2021 SA shows the findings for the 3 garden settlement options and again the outcomes are mixed. The 2021 SA confirms (paragraph 7.70) that Lidsing and Heathlands are two of the three reasonable options. Table 7.5 shows the more detailed assessment of the strategic policies for the sites with the policy requirements. The table is accompanied by significant commentary against the SA objectives [paras 7.75 to 7.167] explaining the potential effects

of various mitigations proposed in the policy and why they would be necessary for sustainable development at these locations. It is a very thorough analysis including in respect of the water environment, the respective impacts of both developments on the KDNL and localised landscape impacts at Heathlands. Appendix C of the 2021 SA provides the detailed appraisal. Section 10.5 of the 2021 SA explains the Council's reasoning for choosing the strategy and policies in the Plan. Under the section 'site selection' on p219 of the SA the Council provides comprehensive and cogent reasoning for selecting the Lidsing and Heathlands locations.

87. In addition to the SA, in terms of moving forward to a preferred plan a number of judgements were made by the Council. The first was the ability of new garden communities providing new infrastructure "at source", including through the capture of the uplift in land values. This is supported by the Stage 2 Stantec work and is reasonable. The second judgement was to de-risk housing delivery by identifying two garden communities (to combat the risk of one larger garden community development failing to deliver). Again, this approach is logical in determining an appropriate strategy and part of the reasonable local choices for plan-making.
88. In assessing which two of the three reasonable options for garden community developments should be allocated, these have been examined on a consistent basis through SA, applying reasonable judgements. Having regard to the SA, all of the options are reasonably close together when assessed against the SA objectives. No one option stands out as markedly better than another, they all have benefits and various impacts. Any combination would have formed "an appropriate strategy".
89. The SA objectives are not weighted and so there remains some degree of flexibility, in terms of balancing residual harms against positives. The SA recognises that Heathlands and Lidsing impact the KDNL. Even if Heathlands and Lidsing were ascribed a greater degree of harm against the landscape objective, that is only one dimension of sustainability and in my view would not radically alter the overall outcome. The fundamental sustainability advantages of Heathlands and Lidsing are their location relative to existing services and facilities and their capacity to take advantage of existing sustainable transport connections that are not predicated on long-distance commuting. Both locations are better related to main urban areas and would align with actively managing patterns of growth to promote sustainable transport and focusing significant development into locations which are or can be made sustainable, consistent with NPPF paragraph 73.
90. The basis of how the SA assessed Heathlands is not fully reflected in the Plan, in respect of railway station provision as part of the proposed development. MMs, discussed in Issue 2 below, would address this, and this is reflected in the SA Addendum [ED124]. The point remains, Heathlands is on a rail line that

connects to Maidstone (the main sub-regional centre) and both Lidsing and Heathlands can readily connect to existing bus routes. Both sites would not involve housing or employment development directly within the KDNL.

91. In respect of Heathlands there is dispute regarding its availability. The concept of development has been promoted by the Borough Council and is now being taken forward by Homes England. Large parts of the location were advanced through the call for sites. Various parts of the site are either existing mineral operations or are identified in the Kent Minerals Sites Plan to be worked out and restored during the Plan Review period. Based on the evidence²² I am satisfied that development could be sequenced at Heathlands in a way which enables the phased delivery of homes without conflict with the phased workings of available mineral resources.
92. The issue of best and most versatile land has been considered, including through SA (Objective 9) as a key sustainability issue. Borough wide there are limited options to avoid the impact²³. The Plan seeks to make the most of available urban and sustainably located previously developed land. Lidsing includes elements of better Grade 3a land and Heathlands includes both Grade 2 and 3a land. All reasonable garden settlement options score similarly negatively against the SA objective on soils. Whilst the NPPF at paragraph 174b) states that the benefits of best and most versatile land should be recognised that needs to be balanced against meeting the needs of the area in a way which would secure a sustainable pattern of development. Masterplanning at the garden settlement locations would represent the appropriate stage to consider whether the impact on soil quality could be mitigated as set out in the detailed considerations at Appendix C of the SA.
93. In conclusion on this part of the spatial strategy, the principle of new large-scale garden communities would be a sound component for a spatial strategy given the need to deliver a substantial number of new homes. It would provide a degree of long-term stability, for both investment and delivery so that infrastructure can be appropriately aligned to growth.

Strategic Development Locations

94. Beneath new garden settlements, the Plan identified three strategic development locations. The Lenham Broad Location (LBL) and the Invicta Park Barracks site were previously allocated as strategic locations in the 2017 Local Plan. I deal with the policies for both locations in Issue 3 below. In terms of the

²² ED13 Heathlands Minerals Resource Assessment (further updated in ED42) & ED43 Correspondence from Brett Aggregates

²³ LPRSUB002a Paragraphs 4.75 and 6.78 – Submission SA Report

spatial strategy, the LBL is now encompassed within the made Lenham Neighbourhood Plan and no modifications are required to the spatial strategy.

95. In terms of the Invicta Park Barracks site to the north of Maidstone town centre, this has been subject to significant technical work in the intervening period since the 2017 Local Plan. This evidence demonstrates that the principle of residential-led redevelopment for some 1,300 homes at Invicta Park Barracks is sound. There is not a reasonable alternative spatial strategy option where the site could sustainably accommodate a strikingly higher capacity thus negating the need to release land for garden settlements.
96. The Plan identifies the Leeds-Langley corridor location in the spatial strategy as a strategic development location to deliver a relief road connecting the A274 to Junction 8 of the M20 to the east and south-east of Maidstone. Technical evidence estimates approximately 4,000 homes would be required to enable the road to be delivered in the absence of any other sources of funding. The submitted housing trajectory makes no allowance for any delivery within the plan period at Leeds Langley. Overall, I find there is insufficient evidence to demonstrate that sustainable development could take place at Leeds-Langley within the Plan period. This includes consideration of its environmental context and its wider connectivity given it is largely separated from the Maidstone Urban Area by intervening countryside. Whilst there has been some progress in coordinating various land ownerships, including an updated position statement²⁴, there remains considerable uncertainty with regards to the proposed 'safeguarding' approach at Leeds-Langley to fund delivery of what is estimated to be a £57million local relief road. As such it would not be justified to identify a Leeds-Langley Corridor as a strategic development location which in effect would amount to a reserve strategic growth location for up to a further 4,000 new homes.
97. As such the inclusion of Leeds-Langley corridor as a strategic development location in the spatial strategy is neither justified nor effective. Accordingly, I recommend the related part of **MM7** which would remove Leeds-Langley from within Policy LPRSS1.

Rural Settlements

98. I deal with the individual rural service centres under Issue 6 below. The spatial strategy positively identifies rural service centres as locations of "secondary focus" for housing development during the Plan period. Further significant growth distributed around the edge of these settlements would, however, be unlikely to deliver strategic infrastructure solutions and may well compound unsustainable travel patterns to access higher order services and employment. Overall, rural service centres, larger villages and other settlements are

²⁴ Document ED52

appropriately identified at the lower tiers of the spatial strategy for commensurate levels of development. It would not be necessary for plan soundness to elevate any of the rural service centres, including Staplehurst, to somewhere higher in the overall settlement hierarchy.

General approach to transport modelling in support of the Spatial Strategy

99. The submitted plan has been underpinned by transport modelling (including air quality)²⁵ which has looked at the baseline situation, the impact of proposed growth to 2037 without mitigations and then with mitigations. Identified mitigations, including from further assessment work, has fed into the iterative Infrastructure Delivery Plan (IDP) process. From the signed SoCGs, National Highways have had the opportunity to review and approve the methodology and to review the outputs of the Maidstone modelling work. Further modelling work [LPR5.2] has extended the outputs to 2050 to reflect the two garden community proposals. Reference has been made to the proximity and potential impact of the Lower Thames Crossing including in relation to cumulative air quality impacts for protected habitats. This project remains to be examined and so I consider the work undertaken in terms of high-level sensitivity testing is a proportionate one for this Plan²⁶.
100. The modelling is taken from the Kent countywide VISUM Model and develops an appropriately detailed local model for the Maidstone Urban Area to create a Maidstone Transport Local Model. The modelling validation clearly reflects the developments identified in the submitted plan, including the two garden community proposals. Key assumptions for the garden communities are reasonable in terms of a 10% reduction in car trips at Lidsing and Heathlands due to modal shift and internalisation. The latter is generally applied at 5% which would seem reasonable with the increase in home working. Further transport assessment work may adopt more ambitious modal share subject to the sustainable transport strategies for the strategic locations. As such I consider the modelling work for the Plan to be reasonably precautionary.
101. In addition to the Borough wide modelling undertaken by Jacobs, further work has been undertaken in relation to Heathlands, Lidsing²⁷ and Invicta Park Barracks in terms of specific junctions on the local road network, further modelling of M20 Junctions 7 and 8 and M2 Junctions 3 and 4 and consideration of sustainable transport strategies for both Heathlands and Lidsing. In its totality, the evidence sufficiently demonstrates that for the purpose of plan making, appropriate opportunities to promote sustainable transport have been made, safe and suitable access can be achieved for all

²⁵ Jacobs commissioned by Maidstone Borough Council and KCC

²⁶ ED83 – Impact of Lower Thames Crossing. Also considered in ED53 Transport Assessment for Lidsing

²⁷ Including by reference to Medway's AIMSUN strategic model

users and any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree.

102. The transport work in support of the Plan has broadly satisfied National Highways²⁸. Notwithstanding their concerns with potential mitigation for the Plan's proposals in relation to M2 Junction 3, KCC have assisted plan-making in the plan-wide modelling work and they have positively engaged in the necessary updates to the transport work in relation to Heathlands, Lidsing and Invicta Park Barracks. Where necessary I have amended the detailed wording of the MMs in light of KCC Highways' constructive comments. There will need to be additional work as the Plan's proposals progress, but the transport modelling and assessment done to date has been proportionate to plan-making. It provides an appropriate foundational basis for detailed work through SPDs, masterplanning and transport assessments for the strategic growth locations identified in the spatial strategy.
103. The Integrated Transport Strategy (ITS) has been further updated, including during the examination, to include a new 'Action GC1' for the Garden Communities in terms of setting out the broad requirements for implementing an integrated, cohesive approach to the provision of transport solutions to deliver new garden communities. The ITS dovetails with the IDP, including identified off-site highway capacity improvements. In respect of plan-making, a necessary but proportionate amount of work has been undertaken.
104. Importantly, the approach to transport planning, and proposed to be embedded in the Plan through various MMs, reflects Department for Transport (DfT) Circular 01/22 and the move away from transport planning based on predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches including 'vision and validate,' 'decide and provide' or 'monitor and manage').

Key Diagram

105. As required by NPPF paragraph 23 the Plan contains a key diagram showing broad locations for development. The submitted key diagram has legacy issues from the 2017 Local Plan and so is not accurate or up to date in showing the strategic locations for housing. As set out elsewhere in this report, I am recommending the removal of the Leeds-Langley corridor as an area for route safeguarding and potential strategic development. The key diagram would need to be updated accordingly. **MM9** would make the necessary changes to

²⁸ Including ED106 Updated SoCG May 2023

address these issues and I recommend it so that the Plan is justified and effective.

Conclusion on Issue 1

106. Subject to the MMs identified above the Spatial Strategy would be justified and an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence.

Issue 2 – Whether the strategic policies for the Garden Settlements are sound?

Lenham Heathlands (Submitted Policy LPRSP4(a))

107. Policy LPRSP4(a) is a detailed strategic policy comprising a comprehensive set of requirements for the site. It sets out that there would be subsequent SPD and masterplanning processes. This would be in accordance with the garden community principles, and prior to any initial planning application.

108. Development of the site will not be straightforward. There are issues of water quality, the sequencing of minerals operations on various parts of the site and impact on the setting of the nearby KDNL together with the host landscape character within which the site is situated. There is, however, sufficient evidence, proportionate to plan-making, to demonstrate that water quality issues can be mitigated to avoid harm to downstream protected habitats within the Stour catchment. The evidence on the timing and cessation of minerals operations is compatible with the phasing of the development and likely build-out rates. To clarify matters in this regard I recommend, for effectiveness, that additional text be added to the Heathlands policy to reflect that phasing of the development should not inhibit the ability to extract minerals (sand and gravel) from the sites allocated in the Minerals Plan²⁹.

109. The development will in its early stages result in notable landscape and visual harm, including views out from and towards the Downs scarp slope, a short distance to the north. Initial phases of the development would be conspicuous from within the KDNL in expansive, panoramic views over the gently undulating Weald below, including from short sections of the North Downs Way National Trail around and close to the Lenham Cross. The KDNL is a designated area which the NPPF at paragraph 176 confirms has the highest status of protection in relation to landscape and scenic beauty. The final part of paragraph 176 states that development within the setting of KDNL should be sensitively located and designed to avoid or minimise adverse impacts.

²⁹ ED65 Statement of Common Ground with KCC

110. Having regard to the SoCGs with the Kent Downs National Landscape Unit and having visited the various suggested viewpoints, I find the submitted policy would not be sound in providing a sufficiently robust and effective framework for mitigating the harm to the setting of the KDNL and the local host landscape more generally, including the sensitive East Lenham Vale and Chilston Parkland landscape character types. MMs are therefore needed to significantly strengthen the requirements in the policy to comprehensively landscape the development, especially along its sensitive northern edge.
111. In the medium to long term, strategic peripheral landscaping and comprehensively planned green infrastructure within the development would be effective in assimilating the development within the landscape. Settlement has historically formed along the foot of the escarpment, including nearby at Lenham and Charing and slightly further afield at Maidstone, Harrietsham and Ashford. The Heathlands proposal would fit into this settlement pattern and like many of these other settlements, intervening vegetation can play a significant role in screening development in the middle ground, whilst still enabling unfettered appreciation of the extensive long-range views over the Low Weald. Whilst highway access from the A20 would remain conspicuous from the KDNL, it would be experienced in the context that the main A20 road already forms a noticeable visual and audible feature in the middle ground perspective between the escarpment and the Heathlands location. In my assessment, any new highway spur from the A20 into the Heathlands development would not materially change the views, experience or tranquillity in this part of the KDNL.
112. The existing Lenham WWTW, which discharges into the Stour Catchment, is situated within the Lenham Heathlands location. The submitted Plan has been assessed, including through the HRA, on the precautionary basis that nutrient neutrality would be achieved through a combination of Natural England's latest land budget formula regarding removal of farmland inputs and a new private waste water treatment works. Significant wetland habitat areas would also be required to filter treated and surface water flows before entering into the Stour. A significant amount of technical work has been undertaken, and I am satisfied that this demonstrates, at a level proportionate to plan making, that the proposed solutions are feasible and would be effective. Constructing a new private WWTW will be a significant cost, but it is becoming an increasingly common approach to overcoming existing capacity constraints.
113. As set out above, the HRA process has concluded that with mitigation in place, the Heathlands development would not result in an adverse effect on site integrity at Stodmarsh. Policy LPRSP14(A) sets out the strategic approach at submitted criterion (v). In terms of phasing of water infrastructure at Heathlands, it would be necessary to identify new or improved waste water treatment mechanisms being delivered in phase 1. Additionally, phased "nutrient neutrality mitigations" (which would cover wetlands, infrastructure and other measures) also need to be included throughout the development period. Again,

the subsequent SPD and masterplanning processes will develop further the detail of how the Heathlands development could be delivered, including scale and location of wetlands and precise trigger points for WWTW infrastructure.

114. There are concerns regarding water quality more generally in the River Great Stour as a consequence of the proposed development, particularly for local fishery businesses. The AA as part of the HRA process has demonstrated at a strategic level that with mitigation, water discharges from Lenham Heathlands into the Stour catchment would not exacerbate nitrogen or phosphate levels. There is also credence to the benefit that enhanced treatment, working to a higher permitting standard, could deliver wider environmental gains for water quality, including assisting with water flows during extended dry periods.
115. Proposed wetland habitats will be an intrinsic part of the allocation and they would be fed by water discharged and treated to a necessarily high standard from water treatment plant. The wetlands would not be supplied from water abstracted from the Stour. The geology at the site of the proposed wetlands is mixed including areas of permeable sand. Given the sensitivity of the Stour water environment and the proximity of the protected aquifer, wetland solutions at Lenham Heathlands may well need to be intricate, including elements of lining and very careful positioning as part of the masterplanning process. A significant amount of work at the plan-making stage has been undertaken to demonstrate the general feasibility of wetlands. Having regard to this, some additional specificity to part 5(d) in Policy LPRSP4(a) would be necessary for soundness to recognise that elements of the proposed wetlands are likely to require specific design and implementation in relation to ground conditions to ensure that adjacent watercourses are appropriately protected. In combination, both Policy LPRSP4(a) as proposed to be modified and Policy LPRSP14(A) (part 2 and part 6 (especially criterion v)) would provide an effective policy framework to protect the quality of local watercourses.
116. Whilst the River Great Stour at this location is not a SSSI, it is a rare chalk stream habitat and there is need to protect against potential indirect impacts. Section 7 of the policy would require the southern part of the site adjacent to the Stour to be a new country park. As submitted the policy stated that this should include wetlands. In light of the latest technical evidence, this part of the site is not required to provide wetlands and so part 7a) of the submitted policy should be modified to disconnect this association. Additionally, part 7h) of the policy requires enhancing and creating new ecological corridors in the site, including along or parallel to the River Great Stour. Given these policy requirements, together with the position of the M20 and the HS1 rail line, the development of Heathlands can be planned in a way which avoids new development close to the Stour.
117. Proposals at Lenham Heathlands would also be subject to the requirements of submitted Policy LPRSP14(A) (as per the MMs) which would require

development to protect against pollution in respect of both ground and surface water and to incorporate measures to improve the ecological status of water bodies. This would be in accordance with NPPF paragraph 174e and 179b. It is not necessary to repeat these requirements in the policy for Heathlands.

118. One of the key tenets of garden communities is creating a level of self-containment, including in relation to employment opportunities. The Plan as submitted allocates 14 hectares (ha) of land for employment uses and seeks to provide as close as possible to 5,000 new jobs. I accept 5,000 jobs in a location which is largely untested by the market would be challenging but there is a reasonable prospect that significant jobs could be created³⁰. The latest evidence points to this being predominantly in the light industrial sector and some specialist sectors (food production and life sciences). Additionally, Heathlands at 5,000 homes is also justifiably required to provide a new district centre adjacent to the railway station providing a significant knowledge-based employment offer. There would also be employment in new primary schools and a new secondary school.
119. In terms of the 14ha of employment land identified this would need to be phased, with some early delivery (c.7ha) in phase 1 of the development. The new district centre will take time to deliver such that it may not be completed until phase 2 (to 2045). I do not see this phasing as inimical to the vision and objective of good levels of self-containment.
120. In terms of employment calculations provided by the Council and Homes England, I am largely discounting the 1,330-2,730 potential jobs assigned to home working³¹. These would be jobs largely 'based' elsewhere rather than specifically created at Heathlands. That said from a perspective of self-containment, home working has become widespread in some sectors post Covid-19 with beneficial implications for travel demands at peak periods. Additionally, a notable daytime resident workforce of homeworkers and self-employed would notably support services and facilities in Heathlands.
121. Taking the estimates for fixed on-site employment, at least 3,500 new jobs would be reasonable for Heathlands. I see no necessity for a modification and that an aim or objective to deliver more jobs and as close to 5,000 jobs remains justified. I also consider it important that the concept of garden communities also refers to a range of jobs within easy commuting distance, which is echoed at NPPF paragraph 73b). The Heathlands location is reasonably close to significant employment in Maidstone and Ashford, some of which would be accessible by rail and bus.

³⁰ Set out in ED47A

³¹ As set out in the September 2021 SQW report [LPR1.90] and revisited in the October 2022 BE Report [ED47A]

122. In planning for larger scale developments, the NPPF states that they should be of a size and location to support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment) or in larger towns to which there is good access. As submitted, the strategic policy for Heathlands would not be sound in this regard and not in accordance with the basis on which the allocation was assessed in SA. Accordingly, MMs would be necessary to ensure that infrastructure is delivered and coordinated in a timely manner. I recommend the proposed insertion of a table within the policy setting out the phasing and related indicative infrastructure requirements. This would align with the evidence in the IDP, as tested through the high-level viability appraisal work.
123. In terms of securing genuine transport choices, a significant advantage of the Heathlands location compared to other spatial choices for large scale development is its location on the Ashford to Maidstone railway line and the potential for a new station to serve the allocation. SA was undertaken on this basis. Accordingly, it will be necessary to modify the policy to confirm a railway station is to be delivered. Additionally, the phasing table will need to identify the early delivery of a railway station at Heathlands in phase 1 at a location that will form a hub within the allocation. Initial work³² demonstrates at a high-level that a station is potentially feasible from locational, operational and timetabling perspectives. Network Rail have supported, without prejudice, the submission of a strategic outline business case (SOBC)³³. For the purpose of a strategic policy and demonstration of a reasonable prospect that an additional station at Lenham Heathlands is a realistic option, I consider the evidential threshold has been met and that a SOBC is not necessary at this stage for plan soundness.
124. Notwithstanding, transport options available, the reality is, however, that the car will remain a key transport choice at Heathlands. In this regard a level of assessment of the Heathlands proposal has been undertaken proportionate to plan-making including a Transport Impact Assessment³⁴. The evidence shows that, even when allowing for cautious levels of modal shift and self-containment, there would be a need for off-site highway interventions on the A20 and at Junction 8 of the M20. The general scope of these interventions is identified and has been fed into the updates of the IDP and ITS. On a precautionary basis I am satisfied that viability assessment demonstrates a sufficient affordability envelope to contribute to off-site highway interventions identified by the existing evidence, where required.
125. The evidence demonstrates a reasonable prospect of a deliverable solution to junction improvements at M20 Junction 8, which has been assessed and positively considered by National Highways. It would involve relatively modest

³² ED14 – Outline Assessment of Case for a Station at Heathlands – JRC May 2021

³³ LPR1.95 – Network Rail letter of 30 June 2021

³⁴ ED89 Heathlands Transport Impact Assessment – April 2023

capacity improvements within existing highway. It is sufficient at this stage of plan-making to demonstrate a reasonable prospect that impacts on Junction 8 can be appropriately mitigated. As submitted the policy is very broad in relation to potential impacts on the M20 and ineffective. As such I recommend additional detailed content requiring further assessment, for both junctions 8 and 9, as part of any subsequent SPD process and detailed Transport Assessment and for National Highways and KCC to be co-operatively engaged in this work.

126. Additionally, a high-level menu of works along the A20 corridor has been identified as being necessary at this stage to facilitate the development. The detail of this is set out in the IDP and does not need to be replicated in the Policy as it may be subject to change. Various proposed amendments to parts 6e) and 6f) of Policy LPRSP4(a), would be necessary to provide sufficient policy hooks to ensure that any impacts on the strategic and local road networks are appropriately considered and where necessary mitigated. Future iterations of the IDP and the ITS, together with the masterplanning and SPD processes, provide ongoing mechanisms to revisit the headline highways interventions necessary for a strategic project that is going to take several decades to fully implement.
127. In light of representations on the MMs I have amended the indicative infrastructure and phasing table to reassign the second principal highways access from phase 2 to phase 1. The precise point at which this would be necessary would be subject to further work. In coming to this view, I agree with KCC Highways that the site should not rely on a single point of access to the A20 for a considerable quantum of development and that a second point of access would enable enhanced bus circulation, particularly diversion of existing routes. This is something which should be secured earlier rather than later to establish sustainable travel behaviours in the new community. Accordingly, I recommend an amendment to the MM.
128. The Transport Impact Assessment [ED89] recognises there would be some distribution of traffic south of the site and mitigation may be required. Those are details that can be addressed through further transport work alongside the SPD and masterplan. I recommend as part of the MMs additional policy content to specify that the SPD will include a detailed Transport Assessment, which amongst other things will look further at the impact on all surrounding road corridors having regard to a number of factors (my emphasis). As Policy LPRSP13 states, the site specific infrastructure in the site allocation policies are not exhaustive lists and further requirements, stemming from more detailed work, may be required.
129. Having regard to the NPPF, I am satisfied that infrastructure deficits in so far that they exist in relation to Heathlands have been appropriately identified at a level proportionate to what is a strategic, long-term development. Various

deficiencies have been identified and Policy LPRSP4(a), subject to the recommended MMs, would set out in sufficient terms how those deficiencies will be addressed. PPG paragraph 61-059-20190315 refers to longer term growth through new settlements and recognises that there may not be certainty and/or the funding secured for necessary strategic infrastructure at the time the plan is produced. In these circumstances strategic policy-making authorities will be expected to demonstrate that there is a reasonable prospect that the proposals can be developed within the timescales envisaged.

130. In terms of 'reasonable prospect', PPG paragraph 61-060-20190315 refers to making realistic assessments around site delivery and engaging with infrastructure providers in terms of awareness of what is being planned and what can reasonably be considered achievable within planned timescales. Fundamentally, for this Plan, the final part of PPG paragraph 61-060 states that developments that extend outside of a single plan period (as is the case with Heathlands, and also Lidsing) that subsequent plans and plan reviews are an opportunity to provide greater certainty about the delivery of the agreed strategy. With this in mind, and whilst I understand local communities want to see greater detail and certainty as part of this Plan, I consider an appreciable degree of latitude needs to be extended to the infrastructure and viability evidence currently available. As the final sentence of PPG Paragraph 61-060 states, if it becomes evident that delivery at Heathlands is adversely affected by issues that are unlikely to be resolved, then that would be a matter for plan review.
131. Delivery at Lenham Heathlands will in large part be a consequence of Homes England's involvement as master-developer and their commitment to bring the scheme to fruition, including their ability to take a longer-term perspective on investment and returns. The housing trajectory assumes initial units being completed at Lenham Heathlands in 2029/2030. Allowing for an SPD, masterplan and initial planning application that would be optimistic given that Plan adoption has moved back since the Heathlands Project Delivery Plan was prepared. Consequently, I recommend that first completions are moved back to 2031. Given the housing need and the ability for Lenham Heathlands to comprehensively secure a variety of well-designed homes to meet the needs of different groups in the community I am satisfied that the site can reasonably and consistently yield 160-240 homes per annum, possibly slightly more, including in combination with development at the nearby Lenham Broad Location.
132. From the initial inception of this project through to the Plan Examination, it appears that Homes England have made good progress in securing necessary land agreements. I am not unduly concerned that there remain ongoing land negotiations, with the likelihood that some landowners will be awaiting the outcome of this examination process. There remains a lengthy period for implementing Heathlands and a phased approach to delivery. All of which would allow time to coordinate remaining land assembly. Again, I refer to PPG

paragraph 61-060 such that if there were unresolved delivery issues, including land ownerships, that would be a matter for a plan review.

133. I acknowledge that the viability of Heathlands is marginal. The Plan has been accompanied by proportionate viability assessment of the strategic sites which was further updated to reflect sales values as of May 2023, build costs as of May 2023³⁵ and updated infrastructure costs. The latest viability work identifies that build costs have increased approximately 30% since 2021.
134. At a high level Heathlands has been valued as a £1.8billion development. In headline terms, the latest viability work demonstrates that the scheme would be viable based on 40% affordable housing and approximately £100million for infrastructure. The viability appraisal update has taken a reasonably detailed approach in Appendix 2 in setting out infrastructure and construction costs which are taken from engagement with the site promoters and IDP costs. Not all costs are yet established and there are inevitably debates around how specific inputs have been calculated but it needs to be borne in mind that this is a strategic long-term development. As such that it is not necessary for the soundness of this Plan to overly-focus on specific costs and timings in 2024 on a scheme which is going to take many years to come to full fruition. The viability work is appropriately detailed for a strategic policy.
135. It is suggested that infrastructure costs do not appropriately reflect increases for inflation and that a higher contingency (circa 40%) should be factored in to provide more certainty that the scheme would remain viable. The viability surplus is modest and as the viability update acknowledges, any moderate movement of 5% increase in costs or decrease in sales values would present a viability risk. The viability assessment, however, takes a cautious approach to construction costs with a likelihood that economies of scale would add to viability. Receipts from employment development and further work at the detailed masterplanning stage could add further to the viability. The overall viability of Heathlands is slender and that is a matter that needs to be closely followed. The significant and direct involvement of Homes England should not be underestimated in terms of their ability to assist delivery, over the long-term, in contrast to standard development cashflow models. The viability of Heathlands does not assume any external funding or assistance.
136. In drawing all of the above together, the detail of the submitted Lenham Heathlands Policy LPRSP4(a) would not be sound. Accordingly, modifications are required to the strategic policy for soundness.
137. Part 1) of the policy needs to adjust earliest housing delivery to 2031 and to make clear that infrastructure identified in the policy will be delivered in

³⁵ BCIS (Building Cost Information Service) – Median Average values, calibrated to Maidstone Borough

accordance with the phasing table contained with the policy. This would ensure the policy would be justified and effective.

138. A phasing table needs to be inserted within the policy which would identify the key infrastructure inter-dependencies necessary to support a phased approach to achieving sustainable housing delivery. Given the long-term nature of the project, the infrastructure is necessarily 'indicative' but the table includes what is required at a preliminary stage prior to any development being completed and that what will be required over 5 phases to 2054. All of this is necessary within the policy to ensure that the Plan would be effective and consistent with national planning policy regarding national landscapes (NPPF paragraphs 174 and 176), delivering sustainable larger scale development (NPPF paragraph 73b), c) & d)), managing sustainable patterns of growth (NPPF paragraph 105), facilitating modal shift (NPPF paragraph 106) and avoiding severe residual cumulative impacts on the road network (NPPF paragraph 111).
139. MMs to identify preparatory work on a new railway station in the preliminary stage of the development and the delivery of a railway station within phase 1 are necessary to ensure the policy fully aligns with the SA assessment and to embed the ambition of modal shift early within the development programme, with the attendant benefit of potentially reducing the degree of off-site highway interventions that may be required. This is necessary for plan effectiveness and consistency with national planning policy (NPPF paragraphs 73 and 106).
140. Specific requirements in relation to wastewater treatment infrastructure need to be inserted into the policy. I have removed the word 'new' in Section 5 part (d) of the policy to clarify that the future masterplanning of Heathlands must have regard to the existing treatment works at Lenham.
141. Additional policy content is required to recognise that phasing of development will align to extraction and completion of the mineral sites allocations identified in the Kent Minerals and Waste Local Plan. This would be necessary for effectiveness.
142. The policy needs to be modified to clarify that the target is 40% affordable housing, in line with the evidence of need and viability for greenfield development in high value zone. This would be necessary for effectiveness and to ensure the policy is positively prepared in meeting identified housing needs.
143. A substantive re-writing of part 3 of the Policy on landscape and design is required to ensure the policy would be effective in mitigating the impact on the setting of the KDNL and assimilating a strategic development within a rural and verdant setting. This would also be necessary for consistency with national planning policy at NPPF paragraphs 174 and 176.

144. Amendments are needed to part 5 of the policy on 'infrastructure' to update the extent of primary school provision required, to provide specificity on the secondary school provision required, to provide further clarity on the form and location of future new waste water treatment works, and to confirm that a new medical centre should be provided. Following the consultation on the MMs I have amended the secondary school requirement to 6FE in light of the comments from KCC. These changes would make the policy effective and justified.
145. Significant additional text is required to part 6 of the Policy including a requirement to submit a 'Monitor and Manage Strategy' for transport infrastructure in line with the 'vision and validate' approach in DfT Circular 01/22 and to be agreed in consultation with National Highways and KCC. I have slightly amended the wording of this part of the MM to clarify that the implementation of the 'Monitor and Manage Strategy' will be agreed by the Local Planning Authority in consultation with National Highways and KCC Highways, to ensure further effectiveness. I have also amended the requirement for bus integration in phase 1 to be timed in accordance with the IDP and the 'Monitor and Manage' strategy to ensure effectiveness. The policy also needs a clearer requirement to assess and mitigate any impacts on the M20 including a scheme for Junction 8 in line with the 'Monitor and Manage' approach. Additionally, clarification is needed that highway mitigations would be established through the forthcoming SPD and a Transport Assessment in line with the 'Monitor and Manage' approach, as set out in the IDP. These modifications would be necessary so that the plan is justified, effective and consistent with national planning policy at NPPF paragraphs 104, 105, 106, 110 and 111.
146. Various modifications to the environmental requirements in the Policy at Section 7 are required. These include, amongst other things, a necessary clarification that a new country park would be created around the River Stour corridor in the south of the site, the requirement to undertake a heritage impact assessment, and clarification that the allocation requires the enhancement of existing and creation of new ecological corridors along or parallel to the River Stour. These modifications would be necessary for plan effectiveness.
147. All of the above proposed modifications to Policy LPRSP4(a) are comprehensively set out in **MM15**, which I recommend for the various reasons given above.
148. In addition to the significant changes to the strategic policy for Heathlands, there will also need to be some amendments to related paragraphs of the submitted Plan. I recommend modifications in **MM13** to paragraph 6.71 for internal consistency and effectiveness in relation to the provision of a railway station and a recognition that large parts of Heathlands will be implemented beyond the end of the plan period and as such impacts and infrastructure requirements will need

to be revisited and very likely updated as part of a Plan review. I am also recommending **MM14** which would insert a new paragraph into the Plan providing guidance on the Landscape and Visual Impact Assessment required by modified part 3 of the Heathlands policy. This modification would also be necessary for plan effectiveness.

Lidsing (Submitted Policy LPRSP4(b))

149. The Lidsing proposal would to a significant degree function and be regarded as part of the wider Medway urban conurbation. This would be reinforced by its general containment by the M2 motorway along the southern boundary of the site, which would form a notable physical barrier to the wider countryside and the rural settlement of Bredhurst. Nonetheless, it is justified that plan preparation has considered that the site is a location that could deliver garden community principles and a degree of self-containment given its overall scale at 2,000 homes and 14ha of employment land. The location and general approach to Lidsing is consistent with NPPF paragraph 73(b) and (c).
150. In terms of creating a sustainable community, with sufficient access to services and employment opportunities within the development itself, the submitted plan sets out a clear vision for Lidsing by 2057. This includes establishing an exemplar urban extension with a distinctive local character, to create a new place with its own identity. The submitted vision confirms it would be a landscape-led settlement, designed and constructed with climate change resilience at the forefront. Development would also be subject to a masterplanning process to ensure open space connectivity through the site from the Capstone Valley to the edge of the KDNL.
151. The site is required to provide 14ha of new employment land, which has been broadly profiled to comprise 50% storage/warehouse use, 35% light industrial and 15% office. Given the site would be directly connected to the M2 strategic road network this would be a justified approach. As such the objective of the policy to generate circa 2,000 new jobs, and possibly more, is realistic, with a reasonable prospect that a proportion of the new residents in the development would be able to access employment without the need to travel extensive distances. The proposed employment provision is central to delivering along the garden community principles. The proposed employment provision has fed appropriately into the transport modelling work for this stage of plan making.
152. In terms of wider on-site services and infrastructure to underpin the new community the policy requires a new local centre for retail, leisure and service uses. It also requires a new primary school. This is consistent with the evidence in the IDP. The proposal would also be required to contribute towards secondary school capacity in the area. Additionally, given the scale of

development, it should be made clear that the proposed new local centre would be the location for a new medical centre and a MM is necessary to identify this.

153. The development is envisaged to take 30 years and so the policy sets out a sound approach to governance arrangements over the long term. In addition to the initial masterplanning and SPD work, the project will need durable governance to ensure infrastructure is delivered in a timely manner over time. This also links to ongoing IDP and ITS processes, which will review and amend infrastructure requirements going forward. The significant evidence base for Lidsing provides a solid foundation of known infrastructure requirements, the ultimate cost and timings of which will change over the lifetime of this strategic project. Accordingly, and consistent with the approach described above for Heathlands, it would not be practical or necessary for soundness for a strategic policy to set out extensive detail on infrastructure planning for a 30 year project. Nonetheless, as submitted, the policy lacks sufficient content on overarching phasing and related infrastructure dependencies, some of which has now become clearer as further technical evidence has been prepared. As such a MM is necessary to add additional content on phasing and delivery in the policy.
154. In terms of creating a sustainable community, the Lidsing proposal would benefit from close proximity to existing services and facilities within the adjacent areas of Medway. This includes local services and employment in Lordswood to the west. The site is also adjacent to the Hempstead Valley Shopping Centre to the east. These would be within walking distance of large parts of the Lidsing site and cycling distance from within the whole site. Moreover, Hempstead Valley Shopping Centre benefits from a regular bus service connecting into the wider Medway Towns. Similarly, there are existing bus services circulating through Lordswood and along Wigmore Road. Accordingly, opportunities exist to extend bus services into and through the Lidsing development, including through to Maidstone. This would not only serve the new community but has the potential public benefit to significantly enhance public transport connectivity for existing communities.
155. In creating a sustainable community at Lidsing, it is inevitable that the residents would look to services and facilities in Medway. The IDP³⁶ and ITS underpinning the Plan reflect this, including revisions during the examination process. As submitted the policy for Lidsing recognises this, including in respect of secondary education capacity and transport connections.
156. The vast majority of the Lidsing site is urban fringe arable farmland. It is a relatively open landscape at a point where the southern end of the Capstone

³⁶ See IDP Infrastructure Delivery Schedule (pages 43-46) and projects HTY15, HTY17-19 inclusive, Projects HTY20 and the specifics at HTY20A-G (including schemes in Medway), EDLPR5, EDLPR6 (c.£4.7million for secondary education in Medway), HPLR3, HPLPR4 (c.£2.5million for Medway Maritime Hospital), SCLPR2, SCRLPR3 (libraries in Medway), SCLPR5, PSLPR5 and GBLPR1 (c.£6.5million to Medway for open space and formal sport provision).

Valley gently plateaus before moderately rising as part of the lower dip slope to the Kent North Downs. This dip slope becomes a more pronounced landscape feature to the south of the M2 and Bredhurst. Large parts of the site have a relatively weak landscape framework, including the large open arable field within the KDNL part of the allocation. Mature trees are generally located towards the peripheries of the site. In large parts of the site, the rural character is extensively eroded by significant volumes of local traffic, the proximity of existing urban settlement and the M2 motorway. Other than the land required to facilitate highway access the site is outside of the KDNL. Overall, the landscape harm outside of the KDNL would be limited and localised.

157. As part of the MMs consulted on it was recommended to delete a specific reference to the provision of 31ha of natural/semi natural open space as part of the open space requirements for the site. On reflection, I am reinstating the figure, given the clear vision³⁷ for Lidsing as an exemplar garden development. I accept the figures are necessarily indicative given it is a strategic policy for a long-term development. Consequently, I am recommending some additional text to part 5d) of the policy to reflect this, and this would be necessary for effectiveness. On the large 20ha open arable field within the KDNL, required for highways access, the remaining balance of land (19ha) is proposed for habitat creation. Further environmental assessment work as part of masterplanning and planning application(s) will determine local mitigation where required in accordance with other policies of the Plan.
158. There are various protected habitats within the vicinity of the site, including the North Downs Woodland SAC to the south and the Medway Estuary and Marshes SPA and Ramsar site to the north. Accordingly, the allocation policy has been assessed as part of the HRA. I deal with the Woodlands SAC below because it is integrally linked to transport. In terms of the Medway Estuary and Marshes SPA and Ramsar, future occupants of the proposed dwellings are likely to add to recreational pressure on this habitat and as such, without mitigation, the integrity of the site would be adversely impacted. The submitted policy requires the Lidsing proposal to make a financial contribution to an existing mitigation scheme and on this basis the HRA has been able to conclude positively that there would be no adverse impact on this habitat.
159. In terms of the historic environment there are various heritage assets on the site and in its vicinity. There would be the issue of additional traffic generated by the Lidsing proposal passing through the Boxley Village Conservation Area. Having regard to the SA³⁸ any harm to the significance of heritage assets from the principle of allocating the site in the Plan would be less than substantial and outweighed by the public benefit of delivering much needed new homes in a

³⁷ LPR1.97 (page 83) refers to the 31ha figure

³⁸ Submission SA report LPRSUB002a paragraphs 7.156-7.157

sustainable location. Additional policy content is required to reflect the presence of heritage assets.

160. The potential highways implications arising from the Lidsing proposal have been a significant issue. This is in relation to impacts on the wider strategic road network (the M2), connectivity into Medway and localised impacts for rural communities between Medway and Maidstone (Boxley and Bredhurst). The submitted plan was accompanied by strategic transport modelling. A significant volume of additional transport assessment work for Lidsing has been provided.
161. The Lidsing development would be principally accessed from the M2 strategic road network. The proposed approach would require an improved connection to the adjacent M2 Junction 4, immediately to the east of the proposed allocation. Various constraints mean the proposed allocation cannot connect to the existing Junction 4 via Hoath Way. The identified solution would be to create a new fourth arm at the junction. This would require replacing the existing Maidstone Road overbridge with a new realigned bridge and a new arc of approach road to the south of the existing junction. This new approach road, including embanking and lighting, would be within the KDNL.
162. I address the KDNL issue below and deal here with the acceptability of what is proposed at M2 Junction 4. Initial assessment work has appropriately considered various options to connect to the M2, including a “do nothing” scenario and a free-flow three arm junction at Junction 4. Neither of these options are reasonable given constraints elsewhere in the local road network within Medway. In terms of alternative means to access the M2 consideration has been given to the Plan's proposed new arm to existing Junction 4 and a new junction altogether. There are cogent reasons, including securing a new east-west link through the site, that support the identification of connecting into Junction 4 as the approach to be preferred.
163. The technical work shows the connection into Junction 4 to be feasible. It would reconfigure the existing Maidstone Road connection between Bredhurst and Hempstead and involve a replacement overbridge. In principle, National Highways do not object to the proposed approach at Junction 4, although it will clearly require further work. In addition to the new junction arm, associated measures to improve capacity at the junction, through the options of lane markings and part signalisation have been identified (set out in ED53c). Overall, the requirement of the policy for a new connection to the M2 at Junction 4 is justified. MMs, however, would be necessary for effectiveness to indicatively identify when it would be required.
164. In addition, National Highways have also sought confirmation that identified impacts on Junction 3 of the M2 are also considered at this strategic level of plan making. Whilst modelling had identified impacts on the M2 Junction 3

arising from growth in the Plan, the issue by the time of the MMs consultation had been picked up in the IDP (Project HTLPRJ3) and as part of a specific modification for the Lidsing policy in terms of further assessment of off-site highway mitigations. This is in addition to the IDP separately identifying the A229 corridor (Blue Bell Hill) between the M20 (Junction 6) and M2 (Junction 3) in respect of Borough-wide growth (Project HTLPRJ4). In relation to this latter project, KCC are advancing a major scheme for improvements to the A229 Blue Bell Hill corridor including at M2 Junction 3.

165. I recognise the Council's latest evidence [ED135] creates some potential tension between identifying a specific local scheme for the Plan's growth as opposed to the approach of a strategic solution to Junction 3 and the A229 corridor now being advanced by KCC. However, the evidence now being presented seeks to reassure National Highways that Plan growth can be mitigated in respect of the strategic road network. I do not consider it undermines the case for a more advantageous strategic solution as advanced by KCC. I do, however, consider that where the Plan identifies specific highway mitigation to support the Plan's growth that capacity at M2 Junction 3 be added to this list. As it was already identified in **MM16** in relation to the Lidsing policy and in the IDP I do not consider making a further specific amendment to **MM51** in relation to Junction 3 would be prejudicial. No MMs are necessary as a consequence of the further evidence on M2 Junction 3 to Policy LPRSP13 as this identifies that any infrastructure requirements in site specific policy are not an exhaustive list.
166. In terms of local access and highways at Lidsing there is a clear transport strategy to deliver an east-west highway link through the site and to encourage modal shift. As such it has been appropriate that high-level transport assessment work for Lidsing has taken account of these two factors. It is evident that appreciable volumes of traffic are unsatisfactorily using the network of lanes across the Lidsing site to travel east-west, to the detriment of more sustainable forms of travel. As such the Lidsing proposal presents a strategic opportunity to establish improved connectivity (for various modes) between areas of the Medway towns, which should be regarded as a clear benefit.
167. The obvious solution for a cross-site link at Lordswood would be to connect into North Dane Way, which is already laid out at Albemarle Road to continue south-east into the Lidsing location. This would require land not in the control of the site promoter to make the connection. The land is controlled by Medway Council who have determined previously not to dispose of the land in order to protect the area. This matter is regarded by those opposed to Lidsing as key to the soundness of the proposal. At this stage, I disagree for two reasons. Firstly, other major development has already been approved in the vicinity of North Dane Way. If the Lidsing Garden Community proposal is added to this,

particularly in combination with the adjacent Gibraltar Farm scheme³⁹ (in Medway), the potential benefits of North Dane Way, particularly for bus circulation, should not be disregarded. Secondly, whilst sub-optimal, other options for an east-west link may exist via an upgraded Ham Lane and the Gibraltar Farm scheme⁴⁰. As such it remains justified that the Lidsing proposal seeks to deliver the clear benefit of a new east-west link across the site.

168. The Transport Assessment work in ED53(a)-(c)⁴¹, identifies a potential number of off-site junctions in Medway that would require improvement as a consequence of traffic generation arising from the proposed allocation. This has been considered further in a technical note on indicative phasing and mitigation⁴². Details on the practical delivery of off-site improvements would be more appropriately addressed through the SPD, masterplanning and attendant transport assessment processes. I do, however, consider it necessary for soundness that the policy for Lidsing is clear that off-site highway improvements will be necessary, including in the Medway area. This would align with evidence in the IDS and ITS. Accordingly, MMs are required which I set out below.

169. Whilst there is an emphasis on encouraging containment in Lidsing in line with the garden community principles, transport modelling shows additional vehicle trips towards Maidstone. However, the implementation of an east-west link through the scheme is shown to have an appreciable effect in re-distributing traffic away from Boxley to the enhanced access at M2 Junction 4. Nonetheless, the route via Boxley provides the most direct link to the northern edge of Maidstone, rather than the better standard of the A229. In this regard I share the concerns of local Parish Councils and KCC regarding the need for mitigation. The issue of this traffic assignment also aligns with the impact on protected woodland habitat between the Lidsing development and Boxley. As such there are two clear reasons to deter and manage traffic south of the site.

170. The proposed approach for Lidsing must start from the point of encouraging modal shift in terms of its location, comprehensive mixed-use development and the potential of bus, cycle and walking. This has been analysed through the Transport Assessment and subject to further detailed work on bus routes and wider site connectivity for pedestrians and cyclists. At a high-level, modelling work (using either KCCs VISUM or Medway's AIMSUN strategic models) shows that an east-west link through the site will re-assign some off-site traffic from the local road network. This is likely to be the case for Bredhurst given an east-west link would be a more attractive route than the current arrangement.

³⁹ Principle allowed on appeal March 2017.

⁴⁰ LPR1.97 page 51 and LPR1.109 (paragraph 3.3.6) and sensitivity tested in ED53 Lidsing Transport Assessment

⁴¹ Following the scoping presented in ED4F

⁴² ED93 Technical Note - March 2023

171. Whilst I appreciate local communities will want to know specific interventions at this stage that would not be reasonable or necessary for plan soundness for a strategic policy. What is evident from the transport evidence for Lidsing (and indeed wider growth) is that deterrence measures are likely to be required in both Bredhurst and within the development that will discourage the number of movements south towards Boxley such that the alternative routes would be preferred. This would need to be the subject of more detailed work. Supporting interventions have been considered at a level proportionate to plan-making as part of the further assessment work. At a high level the possible interventions include internal road layout design within the development, measures within Bredhurst and possible intervention at the Forge Lane bridge. It would be premature to contain specificity on the interventions in the strategic policy and so it would be sufficient for soundness to modify the policy to confirm that a transport assessment will consider mitigations in Bredhurst and Boxley as set out in **MM16**.
172. Deterrence is also going to be required as part of the strategy to address air quality on qualifying features of the North Downs Woodland SAC, as set out above in the HRA being able to arrive at a positive conclusion. The mitigation strategy identified as part of the HRA will include, amongst other things, traffic calming to discourage access/egress via Boxley and Bredhurst, green travel planning and modal shift at the Lidsing development, layouts that discourage access via Boxley and softer measures such as signage strategies. Consequently, in order for the plan to comply with the Habitats Regulations and to be justified, effective and consistent with national planning policy with regards to actively managing patterns of growth and mitigating impacts on the road network to an acceptable degree significant additional content needs to be added to the Plan in respect of Lidsing. I set this out below in the recommended MMs.
173. Clearly, Natural England will have a role in advising on an effective mitigation at the project level. Given the issue relates to traffic and mitigation will also likely involve highway interventions, I have amended the wording of **MM16** to include an additional reference to the input of the highway authorities, where relevant. I consider this further modest change, post the MM consultation, is necessary for effectiveness.
174. The proposed housing and employment development at Lidsing would be outside of but within the setting of the dip slope of the Kent Downs. As set out above, the highway connection to the M2 would require land within the KDNL. The NPPF at paragraph 176 states that the scale and extent of development within these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.

175. The proposed highway within the KDNL requires approximately 1ha of land and would involve a length of new single carriageway spur, elevated on an embankment to cross over the M2 via a new over-bridge and with various lighting columns and signage. Having regard to the proposed nature and scale of the development and its potential to adversely impact the purpose of the KDNL the proposed scale of the highway works would amount to major development.
176. There is a need for a direct connection to the M2 to serve the allocation and avoid harm to the surrounding road network. Whilst some early development may be feasible without it, later phases of the housing as well as the employment development will require the link. More widely, an east-west link through the site, has the potential to offer appreciable transport benefits including for bus circulation between existing communities in the Medway Towns.
177. In terms of the scope for connections to the M2 to avoid the KDNL, this is challenging as the M2 forms the boundary to the KDNL. Other options to accommodate a connection to the M2 have been explored and appropriately considered in LPR5.6, ED21 and ED53⁴³. Alternative options, including those that would also require land within the KDNL, have been appropriately discounted. In terms of detrimental effect to the KDNL, I find the large, generally featureless 20ha arable field within which the proposed highway works would be accommodated has relatively few key landscape characteristics of the KDNL. There are no public footpaths across it and only very limited biodiversity value. Current traffic noise from the adjacent M2 means this is not a tranquil location.
178. Of the 20ha host field, approximately 19ha would be available for landscaping, biodiversity and appropriate public access. As such the harm would be significantly moderated. I do consider, however, a MM to part 3 of LPRSP4(b) is necessary to ensure that the 19ha is clearly secured for the intended mitigation and subsequently reflected in the SPD and masterplanning processes⁴⁴.
179. Overall, I consider there is a reasonable prospect that planning permission would be granted having regard to the test of exceptional circumstances and the public interest considerations, in the terms set out at NPPF paragraph 177 a)-c).
180. The allocation is immediately to the north of the KDNL and within its setting. The policy as submitted seeks to address the impact, but it would be broad-brush and therefore not effective in terms of securing necessary mitigation.

⁴³ Strategic Road Network Access – Options Appraisal

⁴⁴ As shown, indicatively, at Appendix 7 to ED68

Accordingly, significant MMs are required for effectiveness and to ensure consistency with national planning policy at NPPF paragraphs 174 and 176.

181. The policies of the Plan, including for Lidsing, have been assessed as part of plan-wide viability work and then further as part of addendum for strategic sites to take account of proposed MMs. For Lidsing, the vision is to create an attractive, exemplar community which would have appeal and value. Additionally, the proximity to the M2 will generate commercial value for the proposed employment uses. The site would have significant infrastructure costs, notably the improved access to the M2 including replacement of an existing overbridge. Approximately £12million has been ascribed to this⁴⁵.
182. Lidsing at present values would be a £737million development. The latest viability assessment for the Plan shows that the development would be viable based on 40% affordable housing and some £77.6million for infrastructure. There is a clearer viability for Lidsing, compared to Heathlands, such that it would require notable decreases in values or increases in costs to render the scheme unviable. I note that some infrastructure costs for Lidsing are disputed, including with Medway Council, but further work will be required to determine specific costs. As set out elsewhere, the viability assessment for the Plan has taken a cautious approach on factors such as build costs that would provide some contingency to be balanced against increases in infrastructure costs. There is little to persuade me that the viability situation at Lidsing is so tight that this strategic site should be removed from the Plan on deliverability grounds. The viability assessment of Lidsing assumes no external funding. As set out above in relation to Heathlands, this is a long-term strategic project, where costs and values will flux over time. In accordance with the PPG, if fundamental delivery issues arise, this would be a matter for Plan review.
183. As submitted the Plan considers that Lidsing would start delivering first completions in 2027/28, immediately ramping up to 130 units per annum. I find the date for initial completions optimistic by at least a year given the various stages that follow plan adoption. A more realistic scenario would also see an incremental delivery profile in the first two years resulting in a maximum annual output at 130dpa thereafter. As such, this feeds into my separate conclusion below in Issue 7 that the overall housing trajectory in the Plan needs to be stepped.
184. In summary, for the various reasons set out above, the detail of the submitted Lidsing Policy LPRSP4(b) is not sound. Accordingly, MMs are required for plan soundness.
185. Additional text is required in the introduction to the policy setting out the need for AA as part of the HRA and the broad mitigation strategy required, including

⁴⁵ IDP Project NTY15 at £12,058,000.

for Lidsing. In addition to further transport modelling work, this would include a comprehensive, but not exhaustive, list of measures that could be deployed either alone in combination to comprise an effective mitigation strategy. This part of the modification is necessary to ensure a positive HRA outcome for this plan but also for effectiveness and consistency with national planning policy at NPPF paragraphs 174a), 175, 179 and 180.

186. Additional detail in the submitted policy is needed to ensure that impacts on the KDNL are appropriately mitigated. This includes further parameters for the strategic landscaping required, details on the scale and design of commercial development, the requirement for a detailed Landscape and Visual Impact Assessment as part of the progression to an SPD and generally lower densities of housing at the southern parts of the site. Allied to this additional policy content is needed to ensure that the 19ha of mitigatory landscaping south of the M2 is secured and factored into the SPD and masterplan. This are all necessary for effectiveness and consistency with national planning policy at NPPF paragraph 176. I have also recommended that additional text is added to the policy to reference the need for appropriate buffering to any ancient woodland and/or veteran trees within the vicinity of the allocated site. This would ensure consistency with NPPF paragraph 180c).
187. The addition of a new comprehensive table at part 1 of the policy on phasing and delivery is necessary. The table would set out for each 5 year phase the likely infrastructure dependencies and how they relate to the scale and progress of development. This would reflect the IDP and further detailed evidence during the examination that has reinforced the deliverability of the proposal subject to necessary mitigations. All of this is necessary within the policy to ensure that the Plan would be effective and consistent with national planning policy regarding national landscapes (NPPF paragraph 174), delivering sustainable larger scale development (NPPF paragraph 73b), c) & d)), managing sustainable patterns of growth (NPPF paragraph 105), facilitating modal shift (NPPF paragraph 106) and avoiding severe residual cumulative impacts on the road network (NPPF paragraph 111).
188. To provide further clarity on delivery and assist the masterplanning process, a Masterplan vision framework plan should be set out alongside the policy and referred to in part 3 of the policy. This would ensure the policy would be effective and consistent with NPPF paragraphs 73c) and 127. Although I do not recommend it for soundness, the diagram would benefit from a key to assist implementation of the plan.
189. Significant additional text is required to part 6 of the Policy including a requirement to submit a 'Monitor and Manage Strategy' for transport infrastructure in line with the 'vision and validate' approach in DfT Circular 01/22 and to be agreed in consultation with National Highways and KCC. I have slightly amended the wording of this part of the MM to clarify that the

implementation of the 'Monitor and Manage Strategy' will be agreed by the Local Planning Authority in consultation with National Highways and KCC Highways, to ensure further effectiveness. Confirmation that off-site highway mitigations in Boxley, Bredhurst, the A229 and A249 corridors, the M2 Junction 3 and at locations within Medway, are all necessary. That they will be subject to further assessment including through the 'monitor and manage' approach. In this regard, and following the consultation on the MMs, I have sought to strengthen the requirement that further transport assessment must be undertaken prior to the submission of any initial planning application and not just at the SPD process. I have also sought to make clear that such assessment work must consider the impacts on Bredhurst and Boxley as well as other locations identified, including in the IDP. These modifications would be necessary so that the plan is justified, effective and consistent with NPPF paragraphs 104, 105, 106, 110 and 111.

190. The policy needs to be modified to clarify that a medical facility could be included as part of a new Local Centre within the development, consistent with the IDP⁴⁶. This part of the modification is necessary for effectiveness.
191. A revised trajectory for housing delivery, amending first delivery from approximately 2027 to 2028 to reflect more realistic lead-in times is necessary. Additionally, revising the capacity of the site to be delivered within the revised plan period of 2038 from 1,300 to 1,340 homes is required. Additionally, clarifying within the policy that 40% affordable housing would be the target is also needed. These modifications would ensure the policy would be justified and consistent with NPPF paragraphs 68, 73d) and 74.
192. All of the above MMs are presented in **MM16** which I recommend so that the plan in relation to the strategic policy framework for Lidsing is justified, positively prepared, consistent with national planning policy and effective.

Conclusion on Issue 2

193. Subject to the MMs identified above the Plan's strategic policies for the Garden Settlements would be sound.

Issue 3 – Whether the policies for the proposed strategic development locations would be justified, effective and consistent with national planning policy?

⁴⁶ Project HPLPR2

Invicta Park Barracks Strategic Development Location

194. The submitted Plan at Policy LPRSP5(b) provides a degree of continuity from Policy H2(2) in the 2017 Local Plan. Whilst there are appreciable areas of environmental and heritage sensitivity within the site, it would be untenable, in the context of the substantial housing need, not to continue to consider the development potential of the wider 46.75ha site. This includes the large areas of workshops, hardstanding, ancillary buildings, sports pitches and residential accommodation. The site occupies a highly sustainable location close to the town centre.
195. The evidence⁴⁷ for this Plan is that the Ministry of Defence have confirmed whole site disposal by 2029 (with some scope for earlier small land parcel release). As submitted, the Plan's content regarding delivery is not justified. **MM21** would clarify when the site would come forward and I recommend it for effectiveness.
196. In terms of the potential capacity of the site, there are a number of constraints that will inform this, not least the Grade II* Listed Park House and Walled Garden and their settings, the high-quality sylvan parkland environment through the heart of the site, the other areas of woodland within the site and the undulating topography. Wildlife corridors exist within and around the site and their retention and enhancement will further influence the final development capacity. As such it is justified that the policy requires the allocation to progress through an SPD and masterplanning.
197. The significant volume of technical evidence⁴⁸ appropriately demonstrates the reasonableness of a capacity of some 1,300 homes as an efficient use of the site in accordance with NPPF paragraphs 119 and 124 d) and e). This evidence has appropriately considered the potential of higher density development (at appropriate height and massing) in the lower south-west part of the site close to the Springfield Park development. However, other developable parts of the site are clearly going to need a design approach that limits any harm to the heritage significance of the assets and preserves as much of the areas of high-quality sylvan character as possible. As I address below, the site should also be positively considered for accommodating other land uses, including potentially a new through school, which could further affect the housing capacity of the site. Consequently, achieving 1,300 homes across the likely net developable area of the site would still require an ambitious net average density⁴⁹. Overall, the SLAA is justified in anticipating some 1,300 homes on the site.

⁴⁷ LPR5.8 Invicta Barracks Vision Document and Roadmap 2022

⁴⁸ Documents LPR5.9-5.19 comprising 11 technical notes and the indicative masterplanning in LPR5.8

⁴⁹ ED128 Viability Assessment Addendum predicated on net average density of 66dph (para 1.7, p6), broadly consistent with average density of 60dph in Vision & Roadmap document LPR5.8

198. The policy as submitted required the demolition of Nos.1-8 The Crescent which are spaciouly set good quality semi-detached houses a short distance to the north of Park House. There appears to be little justification for this policy requirement and so it should be deleted so that the Plan would be justified. Development on the site will alter the setting of Park House but it would generally involve removing unsympathetic utilitarian buildings due to the long-standing military use of the site. The moderate densification required to achieve the housing numbers would result in some harm to the wider setting of Park House, but this would be less than substantial and very much at the lower end of any such spectrum of harm. Applying the balance in the NPPF, the significant public benefits of housing in a highly sustainable location would outweigh the identified heritage harm for the purposes of plan making.
199. As submitted the policy refers to “up to 1,300 dwellings”. To ensure the plan is positively prepared, I recommend a MM that the 1,300 homes should be expressed with some flexibility so as not to inhibit the potential for additional modest supply should that be supported by more detailed analysis through masterplanning and at the planning application stage.
200. Allied to this I also recommend as part of the MM that the policy is accompanied by a conceptual framework diagram which identifies the known constraints. This would provide a high-level plan from which to develop a detailed SPD development brief and masterplan for the site. The framework diagram reflects the technical evidence submitted and so I recommend its inclusion for effectiveness.
201. As submitted the plan refers to development on the site providing “requisite community facilities”, including a new through-school, “where proven necessary and in conjunction with housing.” As a starting point, I consider it positive that during plan-making, the potential of new secondary school provision on the site, which would be primarily for the wider needs of the town, is included in the allocated policy.
202. The KCC pupil forecasts should be taken as a reasonably reliable starting point. However, they are forecasts (which can change) and as such I consider it prudent and justified that the policy identifies that the matter of secondary school provision should be kept under review. If the KCC forecasts (which presently show a steady, cumulative growth in pupil numbers over the plan period) remain robust and no alternative school capacity has been provided or identified elsewhere within urban Maidstone, then the SPD and masterplanning process must not disengage from identifying land for a secondary school (including the potential to deliver a new through school on the site) as identified as part of the first phase.

203. KCC advise that additional secondary school capacity for the wider Maidstone urban area is required by 2027. However, the main disposal of the Invicta site would be in 2029, with further site preparation work, agreements and planning applications thereafter. The alternative, which KCC refer to, would be the allocation of an alternative site for a secondary school in this Plan. That would require a call for sites for land for a new school with no guarantee that a suitable site would be presented. For this Plan, the Invicta Park Barracks site is the only reasonable development site option with the potential to provide land for a new through-school in the Maidstone Urban Area. It would do so in a highly sustainable location. Overall, the need and timing of any school provision is likely to be the subject of further work and scrutiny, including as part of the SPD.
204. The proposed conceptual framework diagram for the site shows undulating land currently occupied by service personnel housing, a play area and woodland being zoned for the school site. KCC consider the site challenging to deliver a new secondary school and that the costs identified in the IDP⁵⁰ (c.£36 million) are an under-estimate, resulting in a prejudicial financial burden and potential wider viability issues⁵¹.
205. In terms of the proposed area of land shown for a school, this would be a starting point and further masterplanning would be required for the wider site. In land use terms, the location makes strategic sense for school provision, being located adjacent to the existing North Borough Junior School and towards the south-west of the site where access to the wider town and to the town centre (including trains and buses) would be better. Overall, I consider there are benefits to what is proposed that would need to be carefully balanced against potentially higher implementation costs. It would be premature to conclude the indicative area for the new school is undeliverable or unviable prior to masterplanning work. Based on the evidence, including the IDP, the need for a school, stems primarily from the wider catchment population. The Invicta Park site would only need to make a proportionate contribution. The IDP recognises that funding is likely to be a blend of Basic Need Grant from the government, prudential borrowing from KCC and S106/CIL monies collected on other developments within the wider Maidstone area.
206. Accordingly, I consider a suitably worded MM would be necessary to clarify the support in-principle for the delivery of school infrastructure at this location, whilst giving suitable flexibility for alternative uses should the school use no longer be required. In terms of the clarity, the policy should be modified to reference an 8 Form Entry (FE) through school comprising of 2FE primary and 6FE secondary. The need should be caveated as being subject to review of future educational

⁵⁰ Project EDM9

⁵¹ Latest KCC high level costs estimates at February 2024 are £48-60million, across 3 cost scenarios, including risk allowance (10-15%) and compound inflation @ 26%.

need and an ongoing assessment of whether there are other sites in or around the town centre that could have scope to accommodate some or all of the need.

207. The strategic plan-wide viability assessment addendum for the Invicta Park site, applying 2023 costs, makes an allowance of approximately £14million for planning obligations and assumes no affordable housing. There will also be significant costs for site clearance and remediation. As a publicly owned site, there is also an imperative to maximise the capital receipt. Consequently, the viability assessment, whilst finding the site viable, does so only on the basis of a marginally positive residual land value. Modest changes in build rates or sales values would be challenging for the development. Additionally, given the constraints at the site, there is limited scope to increase the number of units to add further value. Whilst the viability is only marginally positive, that is not reason alone, to remove what is otherwise a highly sustainable development site from the Plan. The Borough Council will need to monitor the situation, including any external funding opportunities for strategic brownfield sites⁵², where they have the advantage of being positively allocated in an up-to-date plan.
208. As submitted, the policy sets out a relatively broad approach to infrastructure on the site, which I consider would not be effective, justified or positively prepared. Ongoing work with the Defence Infrastructure Organisation and with infrastructure providers, including through the IDP, means there is evidence to inform a new table to be inserted into the policy, outlining a phased approach with indicative infrastructure delivery linked to development.
209. Further transport modelling work on the impacts of the Invicta Park Barracks development on the strategic and local road network has been undertaken during the examination and presented in a technical note⁵³. The outputs of this are now reflected in the latest IDP⁵⁴ and are consistent with a main access from the A229 Royal Engineers Road and a secondary access from Sandling Lane. The additional evidence shows that part-signalisation of the A229 roundabout would allow for capacity in 2037 for both development traffic and background growth, assuming restricted access via Sandling Lane.
210. Similar to other strategic developments in the Plan I consider a MM is necessary to require the submission of a 'Vision and Validate' strategy, based on DfT Circular 01/22, as part of a 'monitor and manage' approach and for KCC to have a key role in this process. Ultimately, the phasing in the MM is necessarily 'indicative' but it identifies off-site highway works to the A229 in phase 2 (2032) after pedestrian/cycle connections to the town centre and bus

⁵² Indicated at paragraph 3.10 of ED63

⁵³ Traffic Modelling and Access Junction Review Update – WSP April 2023 [ED96]

⁵⁴ Projects NYT21 and 21a

services as part of phase 1. Overall, I find with the MMs in place, the strategic policy for the site would be consistent with NPPF paragraphs 106, 110 and 111.

211. Given the identification of the Invicta Park Barracks site as a strategic development location, it is anomalous that Policy LPRSP2, which sets out a strategic policy for the Maidstone Urban Area, makes no reference to the largest single planned development in the town. **MM11** would rectify this so there is transparency for decision makers and other users of the Plan (infrastructure providers) on the totality of what the Plan is proposing within the urban area. Consequently, I recommend the MM for effectiveness.
212. It is justified that the housing trajectory makes an allowance for early on-site delivery of 50 units in 2027, stepping up to an annual output of 150dpa from 2032/33 for the remainder of the Plan period. This is appropriately reflected in the revised housing trajectory presented as per the MMs.
213. In summary for the Invicta Park Barracks site, I recommend the following modifications as being necessary for Plan soundness for the reasons set out above.
- i. The site capacity is identified as a target of 1300 homes, and not a limit.
 - ii. Significant additional policy content in part 1 of the policy on indicative phasing and infrastructure dependencies over the Plan period. I have further amended the highway requirements in phase 2, having further regard to the evidence that the existing capacity issues on the A229 should be mitigated and the Invicta Park development would not be wholly responsible for these improvements.
 - iii. A commitment in the policy to a 'Vision and Validate' approach to transport assessment so that any required off-site highways infrastructure is demonstrably necessary as part of a 'monitor and manage' approach. I have slightly amended the wording of this part of the MM to clarify that the implementation of the 'Monitor and Manage Strategy' will be agreed by the Local Planning Authority in consultation with National Highways and KCC Highways, to ensure effectiveness.
 - iv. Clarity that biodiversity net gain would be secured in accordance with the relevant strategic policy of the Plan.
 - v. Clarity that when preparing the SPD attention will be given to the military heritage of the site and delete unjustified references to removing existing dwellings at 1-8 The Crescent to enhance/restore the parkland setting.

- vi. A clear policy commitment to retain a Hindu place of worship as part of the redevelopment.
- vii. Further specificity on the educational infrastructure that could be accommodated on the site, within the context of ongoing review of need and assessment of other sites to accommodate some or all of the need. I have amended the indicative infrastructure and phasing table to clarify that new through school provision in Phase 3 is subject to future need being established, which would be internally consistent with modified criterion 13 of the policy.

214. **MM22** would make these changes to the submitted strategic policy for the site and I recommend the modifications for the reasons given. I have slightly amended MM22 to reference Annington who have an interest in the site and a role in bringing it forward. In addition, an indicative framework diagram within the Plan alongside the policy would be necessary for effectiveness to guide the SPD and masterplanning processes. **MM23** would do this, and I recommend it accordingly. **MM17** would modify Policy LPRSP5 in clarifying the target of 1300 homes at this site for effectiveness.

Leeds-Langley Corridor (Policy LPRSP5(a))

215. As set out above under Issue 1 I have found the approach to this location as part of a spatial strategy not to be sound in terms of putting a marker down for a broad location for strategic growth as part of this Plan.

216. I am mindful that a relief road has been a long-held objective through successive plan documents, reflecting considerable local support from those rural communities east of Maidstone that are adversely affected by current traffic flows on the B2163. As submitted Policy LPRSP5(a) sought to safeguard an extensive area of land to protect the potential of delivery a relief road. I find little justification that land should be safeguarded to provide confidence or certainty for landowners to invest in promoting an allocation as part of a future round of plan-making. I note that there are relatively few alignments available to achieve a connection for the relief road from the A274 to the M20/A20. However, Policy LPRSP5(a) as submitted attempts to cover too many bases, including pre-emptively seeking financial contributions towards the road, the basis of which is likely to be challenging in the context of the tests in the CIL Regulations. Furthermore, it is not clear how small-scale proposals within the widely drawn safeguarding area would be assessed. This would be contrary to paragraph 16 of the NPPF.

217. In conclusion, I find it necessary for plan soundness that the need for safeguarding a road corridor at Leeds-Langley is removed from the Plan and Policy LPRSP5(a) is deleted. The Policies Map would also need amending accordingly, as consulted alongside the proposed MMs. **MM17** would modify

Policy LPRSP5 accordingly, and **MM18**, **MM19** and **MM20** would remove the necessary supporting text, Policy LPRSP5(a) and the diagram of the safeguarding area from the Plan respectively. These MMs are all necessary so that the Plan would be justified, effective and consistent with national planning policy.

218. The option of development at Leeds Langley remains a matter for the Council when preparing future development plan documents, alongside other potential strategic development choices. The technical work to date on options for a potential route alignment for the road is not invalidated by my conclusions on this matter. Policy LPRSP13 of the Plan deals with infrastructure delivery and having investigated the strategic business case for a Leeds-Langley relief road, it is understandable that the Council would still wish to examine how such infrastructure could be delivered and to make this a statement of strategic intent. Accordingly, I recommend additional text within Policy LPRSP13 and supporting text in **MM56** and **MM55** respectively, for effectiveness.

Lenham Broad Location

219. The Lenham Neighbourhood Plan was made in July 2021, making provision for a supply of 998 homes on allocated sites as of 1 April 2022. Nonetheless, it remains justified and positively prepared that the Plan continues to identify Lenham as a broad location for housing growth. The LBL growth, as with the nearby Lenham Heathlands proposal, has the potential to impact on the setting of the KDNL. Additionally, it is necessary to add to the strategic LBL policy the need for this growth to come forward in a way which would preserve or enhance the character or appearance of the Lenham Conservation Area. As such, these omissions need to be reflected in submitted Strategic Policy LPRSP5(c). Accordingly, I recommend the additional criteria in **MM24** for consistency with national planning policy at NPPF paragraphs 176, 189 and 199 and for effectiveness. I have amended the wording in the MM in relation to impact on the KDNL to add the word "avoid" to further reflect NPPF paragraph 176.
220. Policy LPRSP5(c) should be amended so that it would be effective in ensuring that the development would not have an adverse effect on the integrity of Stodmarsh SAC/SPA/Ramsar site through waste water nutrient discharge. This issue was recognised late in the neighbourhood planning process but not necessarily positively addressed and so now needs to be embedded in this Plan. The issue of upgrading the existing Lenham WWTW is identified in the IDP (project UT9), which would be the responsibility of Southern Water. Further work is likely to be required to ensure that any capacity enhancements at Lenham WWTW discharge to the required standards for the Stour catchment. However, to expeditiously unlock development, it may be an option that capacity could be secured via the proposed solution of a private treatment plant at Lenham Heathlands. Consequently, I recommend **MM24** which would add necessary additional text to the policy on waste water treatment and maintaining

the integrity of Stodmarsh. The amendment to the Policy would be needed to ensure consistency with national planning policy and effectiveness but also to enable a positive HRA conclusion in respect of this strategic policy.

Conclusion on Issue 3

221. Subject to the MMs identified above, the policies for the proposed strategic development locations would be justified, effective and consistent with national planning policy.

Issue 4 – Whether the Plan's policies for employment land provision and economic growth are positively prepared, justified, effective and consistent with national planning policy.

Employment Land

222. In terms of meeting employment needs, the EDNS has appropriately considered the pipeline of supply including extant 2017 Local Plan allocations, sites with planning permission and the proposed sites in the submitted Plan, including the employment land provision at the two new garden settlements. Table 3.4 of the 2021 EDNS addendum shows as of February 2021 a pipeline of 237,430sqm. Even when removing the 41,023sqm assigned to Site LPRSA273 (Whetsted Road), there would remain a supply capable of yielding circa 196,500sqm. In terms of how the supply corresponds to the types of floorspace demand, remaining capacity at Newnham Park, on Maidstone town centre sites and mixed used developments elsewhere would meet the forecast demand for office floorspace. For industrial and warehousing, the evidence points to an adequate supply through a combination of existing sites and proposed allocations such that it would not be necessary for soundness to require the release of additional land.

223. The EDNS makes reasonable assumptions of employment land delivery at Lidsing and Heathlands during the plan period (50% at Lidsing and 35% at Heathlands). Whilst the market remains relatively untested at both locations, Lidsing would benefit from access to the M2 and Heathlands would be reasonably related to the M20. In the short to medium term, existing consented supply will accommodate most of the logistics and warehousing floorspace that is forecast over the total plan period. After this, the new garden settlement locations would provide reasonable options to maintain supply, particularly at Lidsing given its adjacency to the M2, with a lesser logistics role for employment at Heathlands. Overall, the Plan would provide sufficient flexibility to accommodate logistics and warehouse floorspace. If matters substantively change, the requirement to consider a plan review within a five year period, would be the appropriate mechanism.

224. The spatial strategy appropriately recognises that there are existing employment sites from the 2017 Local Plan that will have a strategic role to play in meeting the identified need for employment floorspace. This includes the Woodcut Farm development close to Junction 8 of the M20 (Bearsted), the Newnham Park site on the northern edge of Maidstone and the former Syngenta Works site near Yalding. At the time of the examination, the Woodcut Farm development was under construction and so it will provide for significant amount of new, high-quality employment floorspace in the short term. Additionally, the Newnham Park site is part implemented, with elements of key infrastructure in place, and will provide for further delivery in the plan period.
225. A large element of the employment land supply would be at the former Syngenta Works close to Yalding. The site was allocated in the 2017 Local Plan and now has planning permission. Construction work has now started on delivering a business park development. The site is reasonably well-located to the A228 which provides a good standard of road link to the M20 at Junction 4. The site is also directly adjacent to Yalding railway station. The Syngenta site is clearly being delivered, notwithstanding contamination and flood risk issues, and appropriately adds to flexibility of employment land supply, particularly in the short and medium phases of the plan period.
226. Overall, through a combination of extensive existing supply, capacity on town centre opportunity sites, existing parcels of land and allocated extensions at existing employment areas and significant new land releases as part of the garden settlements, the submitted plan would provide sufficient employment space in quantitative terms to meet the employment land requirement over the plan period. In addition to the EDNS, employment allocations have been subject to the SLAA. As such the Plan would be consistent with NPPF paragraphs 81, 82b) & d) and 83 having identified sites to meet anticipated needs over the plan period, providing a degree of flexibility and making provision for clusters (Kent Medical Campus) and storage and distribution uses in suitably accessible locations.
227. In terms of Policy LPRSS1 and the Spatial Strategy, the section on employment sites contains some out-of-date text that requires a small number of modifications. This includes a clearer reference to delivery at Woodcut Farm and to the continued build out of the Kent Medical Campus at Newnham Park. **MM7** would do this, and I recommend it so that the plan would be justified and effective.
228. In terms of creating new employment opportunities through the safeguarding of the existing portfolio of Economic Development Areas (EDAs), various modifications are required to Policy LPRSP11(A) in respect of key sites, in large part to reflect significant factual updates. **MM45** would significantly update the text applying to Woodcut Farm, recognising the permission now being implemented and so I recommend it for effectiveness. Similarly, it is necessary

to factually update Plan content in relation to the Syngenta site at Yalding. This would include restructured text recognising that the site is in Flood Zone 3a. **MM43** and **MM46** would address this and accordingly I recommend it for effectiveness. In light of the responses to the MM consultation I have amended the wording in **MM46** to make clear that the site is allocated for employment uses which are a 'less vulnerable use' and so not subject to the exceptions test.

229. Strategic Policy LPRSP11(B) sets out the employment sites that would be allocated through the Plan. In light of the above, various modifications would be necessary to the policy including part 1 of the policy being clear in terms of the employment site references carried forward from the 2017 Local Plan. Part 2 of the policy needs to be amended to include reference and floorspace figures for site LPRSA066 (Lodge Road, Staplehurst) and the commercial floorspace to come forward at site LPRSA362 (Maidstone Police HQ Site). These changes then need to be reflected in the summary table of employment and commercial sites. **MM48** would make the necessary changes to Policy LPRSP11(b) and **MM49** would modify the table, and I recommend both for effectiveness.
230. Policy LPRSP11(A) does not preclude the loss of employment land or premises within EDAs subject to criteria being met. Whilst no modifications are required to the categories of EDA set out in Table 11.1, additional text is required to Policy LPRSP11(A) to clarify the types of 'businesses uses' that would be supported on EDAs by reference to the distinction in Table 11.1 (those which are the more traditional, mixed use employment areas and those which are office developments (Class E(g)). Within the sites listed in Part 2, the Eclipse Park EDA, at the northern edge of Maidstone is evolving, including a predominant retail offer. As such a more flexible approach to Eclipse Park would be appropriate. **MM44** would make these changes to Policy LPRSP11(A) and I recommend the proposed modification so that the plan would be positively prepared and effective.
231. Tourism and leisure are an important part of the economy in the Borough, particularly in the rural areas. Consistent with NPPF paragraph 84c) the submitted Plan seeks to enable sustainable rural tourism and leisure developments which respect the character of the countryside. Submitted Policy LPRLTR2 would support holiday accommodation proposals subject to criteria. As submitted the Plan does not provide sufficient precision when it references the stationing of holiday lets and caravans. The submitted Plan intends the term 'holiday lets' to cover a myriad of alternative holiday accommodation forms. It would not mean holiday lets in the form of permanently constructed dwellings in the countryside, and this needs to be clarified. Additionally, the reference to caravans in the policy needs to be clear it applies to holiday accommodation and not for other purposes. **MM98** would make the necessary changes to both Policy LPRLTR2 and its supporting text for clarity and therefore effectiveness, and I recommend it accordingly.

Conclusion on Issue 4

232. In conclusion, subject to the above-mentioned MMs, the Plan's policies for employment land provision and economic growth would be positively prepared, justified, effective and consistent with national planning policy.

Issue 5 – Whether the site specific policies for housing / mixed-use allocations identified within and around the Maidstone Urban Area are sound?

Maidstone Town Centre

233. The Plan envisages a positive and significant role for Maidstone town centre, particularly for housing delivery, including a number of high profile previously-developed sites in need of regeneration. Some of these sites have been identified for redevelopment for some time, but they have been appropriately assessed through the SLAA process. It remains justified that the Plan positively identifies them in order to encourage action and investment, including through ongoing town centre strategy work.

234. Most of the town centre supply is appropriately profiled in the housing trajectory. Where there is less certainty about the timing of sites, they are clearly identified separately in Policy LPRSP1 as part of the 'Town Centre Broad Location', consistent with NPPF terminology at paragraph 68 b). The potential supply within the plan period from the Town Centre Broad Location needs to be modified in Policy LPRSP1 to be justified. This includes a significant net reduction from sites, including Lockmeadow, that need to be further assessed as part of the town centre strategy to provide a more robust figure of what may come forward later in the plan period (from 2033/34 onwards). Some of the other indicative site capacities need to be modified to reflect latest evidence and the extended plan period. This would be reflected in the modified housing trajectory recommended in Issue 7 below.

235. Policy LPRSA146 provides a positive framework to comprehensively bring forward the highly sustainably located Maidstone East site for a mix of uses including 500 homes. The submitted policy appropriately reflects the site context and seeks public realm enhancements onto the Sessions House Square and Week Street. With the detailed requirements for the site set out in Policy LPRSA146 I am satisfied that the proposed scale of development could be satisfactorily accommodated, on what is a large site including the significant under-used former Royal Mail sorting office buildings behind Cantium House.

236. The submitted policy for the site is expressed as providing for a minimum level of development, inferring potentially significantly more development could take place. Given the various requirements for the site and its context close to Listed buildings, the railway and the busy A229 Fairmeadow highway, it would be

necessary to replace 'minimum' with 'approximately'. **MM66** would do this, and I recommend it for effectiveness.

237. On the issue of the master-planned approach, the site may well need to come forward in a more flexible, phased manner, reflecting distinct land components of the site and ownerships. As such it would be necessary to remove the requirement for a whole site masterplan and to introduce text to confirm that any phased approach does not undermine the overall capacity of the wider site and consistency with the policy objectives for the site. Having regard to the objective of optimising delivery on the site, it is not justified, given the need for modal shift and the highly sustainable town centre location, for redevelopment of the site to specifically incorporate commuter car parking for Maidstone East station. In terms of access and transportation requirements for this site, it needs to be clarified that should car free development or reduced levels of parking come forward on the site then any contributions to support sustainable transport measures related to the development would need to meet the relevant tests. **MM67** presents the changes to reflect these various matters and I recommend it for effectiveness.
238. Maidstone Riverside is a significant area to the west of the town centre including the prominent Baltic Wharf site. Policy LPRSA148 provides a positive framework for the wider site and as submitted seeks approximately 650 homes as well as detailed floorspace figures for retail and employment uses. The retail and employment use requirements for the wider site require further consideration. As such it would not be justified to set precise floorspace figures as submitted and to require a suitable mix of uses for beneficial flexibility.
239. The wider site, including the active retail park parts of the site, will be considered as part of the town centre strategy work. The site comprises large single storey utilitarian buildings in non-food retail use with extensive surface car parking. In the context of adjacent and nearby high density residential and when experienced from within St Peter's Street, the Council's ambition to seek a more efficient use of a highly sustainable location is logical. Given that the allocation is in two component parts, separated by the intervening housing at Scotney Gardens, I consider additional flexibility is required within the policy to enable a phased approach, provided this does not prejudice the overarching policy requirements for the wider site. **MM68** would make the necessary changes and I recommend it for effectiveness.
240. In terms of other allocated sites in the town centre, the capacity at Maidstone West (LPRSA149) needs to be modified from 201 to 130 dwellings to reasonably reflect what could be delivered within the plan period on what is likely to be a longer-term site. **MM69** would make this amendment and I recommend it so that the Plan would be justified. To the south of the town centre the allocation at Mote Road is adjoined by various parts of the town centre gyratory road network. The need for improved pedestrian permeability to

the site would be justified. I therefore recommend **MM70** which would introduce an additional requirement in this regard, in order for the Plan to be effective.

241. The Plan identifies approximately 700sqm of main town centre uses coming forward on the King Street car park site (Site RMX1(3)). Only part of the site has been implemented and so the original requirement that the site could accommodate 1400sqm of commercial uses remains valid and the 700sqm figure is not justified. **MM10**, **MM47** and **MM48** would modify the plan at relevant places to reflect the justified figure of 1400sqm and I recommend these modifications accordingly.

242. In addition to the MMs recommended to the individual town centre site allocation policies above, I also recommend **MM10** which would make necessary changes to the indicative capacities of town centre sites in Policy LPRSP1. In this way the plan would be internally consistent and so justified and effective. The upshot of the various changes is that the overall housing capacity of the town centre sites would decrease from 3,059 dwellings to a figure of approximately 2,500 within the Plan period. This is reflected in the revised housing trajectory. Additionally, MM10 also contains an updated Maidstone Town Centre inset diagram which accompanies Policy LPRSP1 which would remove Site H1(20) on Upper Stone Street which has been completed.

Maidstone Urban Area

243. Policy LPRSP2 identifies key infrastructure requirements necessary to support sustainable growth in the town. In light of the latest transport and infrastructure evidence, improvements to the A229 Royal Engineers Way and Hermitage Lane need to be additionally identified. **MM11** would make these changes to the policy, and I recommend them so that the Plan would be justified and effective. The policy cross-referenced Policy LPRSP4. The reference in criterion 2 should be to Policy LPRSP1 and so I have amended the wording of **MM11** accordingly.

244. Figure 3.1 of the Plan accompanies Policy LPRSP3 as an inset diagram to show housing sites at the edge of Maidstone. The diagram needs to be modified to remove sites H1(21) and H1(1) which have now been completed and the full extent of allocated site LPRSA270 at Pested Bars Road. **MM12** would insert a revised Figure 3.1 into the Plan and I recommend it for effectiveness.

245. Whilst there has been good progress on building out various 2017 Local Plan allocations in and around the town, a small number of allocated sites remain to be developed/completed. Consequently, the relevant site policies from the 2017 Plan would not be superseded. Site H1(24) at Postley Road, Tovil from the 2017 Plan was inadvertently omitted from the proposed appendix as part of the MM consultation. There was no evidence prior to the MM consultation that the

site would be superseded, and it was shown on the Policies Map. Table 8.1 in the submitted Plan clearly identifies site H1(24) as an allocation that is not yet complete and therefore to be retained. On this basis I consider no one would be prejudiced by my amendment to add H1(24) to the list of 2017 Local Plan policies not to be superseded in **MM108**.

Housing Allocations at the edge of the Maidstone Urban Area

Site LPRSA265 Land At Abbey Gate Farm, South West of Maidstone

246. Sequentially, the site is reasonably related to the town centre and is within walking distance of large food stores and bus stops on Farleigh Hill. In broad terms the site is sustainably located. As demonstrated through the SA and SLAA processes it would be a reasonable and deliverable option to assess as part of an appropriate strategy.
247. The site location gives rise to a number of environmental issues which require particular consideration including, but not limited to, the adjacent Grade II* Listed Abbey Gate Place, the proximity of the Loose Valley Conservation Area and Landscape of Local Value and the adjacent wildlife site at Walnut Tree Meadows. The extent of the allocation is widely drawn such that it includes areas of land that have a clear rural quality, distinct from those parts of the site closer to the edge of urban Maidstone. I am cognisant, however, that land to the north-west of the allocation benefits from planning permission for a major residential development which will alter the character at this location. As such the proposed allocation would form a logical extension to the built-up area in this part of the wider urban area of Maidstone.
248. In terms of the proximity of modern residential development to the Grade II* Listed Abbey Gate Place, the NPPF at paragraph 200 is clear that any harm to the heritage significance would require clear and convincing justification. Paragraph 202 of the NPPF says that where harm is less than substantial, this should be weighed against the public benefits of the proposal.
249. In terms of the harm, there would be no impact on the fabric of the building, which I consider to be the main contributor to its heritage significance. Rural setting is part of the heritage significance in terms of appreciating the origins of the building. Whilst Abbey Gate Place would have been conceived as a relatively isolated rural stead, any agrarian origins or functional relationship have been diluted to some notable extent by twentieth century ancillary development within the immediate setting of the building. Additionally, the grounds immediately around the building are now overtly domestic garden including tarmac areas for vehicle parking, a tennis court and a raised terrace feature along part of its northern boundary to the allocated site. Intervening vegetation affects intervisibility to those parts of the site allocation that could be developed for housing. Nonetheless, the proximity of modern residential

development within the wider rural setting of the asset would result in harm to its significance. I have set out in detail elsewhere⁵⁵, why I consider the degree of harm to be less than substantial to the heritage significance of this asset.

250. In terms of arriving at a conclusion that there would be less than substantial harm to the heritage significance of Abbey Gate Place, there are soundness issues with the site allocation policy, that require modification in order for the policy to be consistent with national planning policy and to be effective. This includes further policy content requiring specific regard to the setting of Abbey Gate Place and for appropriate buffers (informed by heritage and landscape assessments) to the southern and eastern boundaries of the site. An additional criterion should also be added to the policy requiring that the approach to landscaping at the allocation maintains a degree of rural outlook from Abbey Gate Place.
251. Furthermore, an additional criterion requiring a landscaped buffer to the north and west of Abbey Gate Place is also necessary. As such, appropriate landscaping between the grounds of the listed building and any new housing would maintain necessary separation and preserve a remaining, moderate sense of rural detachment at the immediate setting of the Listed building.
252. As submitted the policy is not effective in ensuring an appropriate transitional approach to this edge of settlement location. As such modifications are needed to the policy to clarify that a landscape-led masterplan would be informed by a Landscape and Visual Impact Assessment. Additional content is needed to confirm specific landscape buffering is required to the areas of Local Landscape Value and that there would be no built development east of Straw Mill Hill or south of the public footpath.
253. As submitted the policy required new development not to be located on higher ground adjacent to Dean Street. This is ambiguous and therefore ineffective. The policy should be modified to identify that with the exception of a possible site access road there would be no built development on the Walnut Tree Meadows Nature Reserve. There is concern about this, including whether covenants for the wildlife site or ground conditions on what was a former landfill site would allow for an access road. Accordingly, I recommend the policy is modified to recognise that site access could be achieved either from Dean Street or from the adjacent permitted residential site. If vehicular access is required via the Walnut Tree Meadows site the policy should be modified to make clear that land take should be minimised, the route alignment must avoid undermining its function and coherence and that any route should be appropriately landscaped. These modifications are necessary for effectiveness and consistency with national planning policy on biodiversity.

⁵⁵ ED117 Post Stage 2 Letter – July 2023

254. In terms of overall net impact on biodiversity, the wider site is required to deliver at least 5ha of new community woodland. I also recommend, for effectiveness, that the policy is modified to make clear the additional areas of landscaping and buffering required for the reasons set out above, should be subject to a delivery and management plan.
255. To ensure the effective delivery of the site and to reflect the above constraints and proposed modifications to the wording of the policy, it would also be necessary for effectiveness to include a high-level key diagram for the site within the Plan illustrating the net developable area and the significant areas that are to remain open. This would provide a necessary starting point for masterplanning the site as opposed to a simple red line allocation boundary.
256. **MM75** would encompass all of the required changes and I recommend it so that the plan would be consistent with national planning policy, justified and effective.

Policy LPRSA266 Land at Ware Street

257. This is a relatively modest site on largely overgrown land to the north of Ware Street. It wraps around an existing residential property 'Fairways' and is bounded to the north-west by a pattern of dispersed, detached dwellings along Ware Street. To the south-east is a modern, linear residential estate at Edelin Road which extends back at depth from Ware Road and along Chapel Road to the east, including a considerable way along the boundary to the proposed site allocation. The site has been appropriately assessed through the SA and SLAA processes as a sustainable and reasonable option.
258. As described above, in terms of settlement pattern the site can reasonably be described as forming a logical infilling between existing housing on this part of Ware Street. The layout and design of development on the allocated site could relate reasonably well to the depth and form of the modern housing on Edelin Road and to the position of the detached dwelling of Birling House to the north-west. In this way development of the allocated site would not appear as an incongruous projection into open countryside. The site does have a verdant quality, in large part from the mature trees and hedging along its frontage to Ware Street. The submitted policy requires site access to minimise the loss of these trees and this would be justified and effective. When looking at the detailed design, layout and landscape requirements of the submitted policy I am satisfied that development on the allocation could come forward without significant harm to the character of this part of Ware Street.
259. The proposed site allocation represents an opportunity to take a comprehensive approach including the policy requirement to provide at least 0.7ha of natural/semi-natural open space. From my observations on site there is already

a strong landscape framework around those parts of the site closest to the KDNL that could be incorporated and augmented in any detailed proposal on the site. The policy recognises the importance of these boundaries, but I consider this could be strengthened by stating in the policy that an assessment would be required to inform this. As such I recommend **MM76** for effectiveness.

260. From my observations around the site, including the public right of way that extends up through the site and across the golf course to Hockers Lane, and from within the KDNL, I found the allocated site to be reasonably contained and not prominent in the wider landscape or the setting of the KDNL. It was not my experience within the site that the KDNL was prominent, in terms of any intervisibility or a strong sense of rurality or tranquillity of the KDNL given the intervening M20 highway. From within the KDNL, the extent of the intervening area of land between the M20 and the allocated site, including the extensive grounds of the golf course and the dense woodland at Honeyhills Wood, means that development on the site would not be conspicuous or significantly erode the current relationship between the KDNL and the built-up extent of Maidstone. Consequently, having regard to NPPF paragraphs 174 and 176, I find that the proposed allocation would be sound in terms of conserving and enhancing the natural environment. Consequently, I am able to arrive at a different conclusion for plan-making compared to recent appeal decisions in the locality.

Sutton Road Sites - Policies LPRSA270 Land at Pested Bars Road, LPRSA362 Maidstone Police HQ and LPRSA172 North of Sutton Road (West of Rumwood Court)

261. Transport modelling for the Plan and the ITS recognise that parts of the road network in the urban area of Maidstone operate near or at capacity at peak periods including the A229/A274 Wheatsheaf junction and the Wallis Avenue junction on the A274. The action plan for the ITS includes projects for capacity improvements at the Wheatsheaf, Willington Street and Wallis Avenue junctions on the A274 Sutton Road corridor, including measures for bus prioritisation. This is drawn through into the IDP which identifies A274 corridor projects under reference HTSE1. This is then further identified more specifically for the critical Wheatsheaf junction at IDP projects HTSE6 and HTSE7, in combination with IDP scheme HTSE8 which seeks enhanced bus services along Sutton Road.
262. I was advised that a scheme has been devised for the Wheatsheaf junction, including closing off the Cranborne Avenue arm, which is likely to create some additional capacity. Given the evidence from the transport modelling, the ITS and the IDP a careful approach would be required with the additional allocations and highway impacts on the A274 Sutton Road. That said, the Police HQ and Pested Bars Road sites need to be considered in terms of any net additional traffic generation compared to the existing Police HQ use. Each site allocation policy on Sutton Road requires a highways access strategy to be agreed with the Borough Council and KCC Highways and for prior agreement with KCC on

any necessary off-site highway improvements or mitigation. This could include schemes already identified in the ITS and IDP or additional works. Overall, I consider this to be a suitably precautionary approach.

263. Given the progress being made on the Wheatsheaf junction and having regard to preliminary transport assessments undertaken in support of the proposed allocations⁵⁶, I am satisfied that the Plan's growth would not have unacceptable impact on highway safety or that the residual cumulative impacts on the road network would be severe. Policy LPRSP3, identifies the ongoing growth south-east of Maidstone and identifies at part 3 of the policy that highway and transport improvements, including junction improvements on the A274 Sutton Road as key infrastructure requirements for that committed growth.
264. I do, however, recommend the addition of A274 Sutton Road schemes, including Wheatsheaf junction, to paragraph 7.82 of the Plan which identifies key local highway infrastructure schemes for which site allocations are expected to contribute towards. This would be included as part of **MM51**, and I recommend their inclusion so that the plan would be justified and effective. Having regard to the consultation on the MMs, I also recommend the A274 Sutton Road is added to the list of necessary infrastructure for the Maidstone Urban Area in Policy LPRSP2 so that the policy would be justified. I have amended **MM11** on this basis.

LPRSA270 Land at Pested Bars Road

265. The proposed allocation is for approximately 196 dwellings at an average density of 30 dwellings per hectare. From the evidence this capacity would be a cautious under-estimate, even when factoring-in the character of the site. The net developable area is likely to be larger than the 11ha in the submitted policy, with evidence of a more informed figure of somewhere between 12-14ha. At an average density of 30dpha and allowing for comprehensive landscaping and design approaches to ensure an appropriate built edge at this location, an indicative capacity of circa 196 dwellings is neither justified or positively prepared. As such the site capacity needs to be increased to reflect a realistic figure. An amended figure of approximately 300 dwellings is recommended in **MM77**.
266. In terms of addressing how the site should come forward, including its relationship to the adjacent LPRSA362 site at Maidstone Police Headquarters, the policy needs to be clearer. As a starting point, the policy needs to be modified to set out clear overarching principles for the site that will inform the masterplan framework required elsewhere in the policy. Additional text is now

⁵⁶ DHA Transport Technical Notes for Sites LPRSA172 and LPRSA270 (March 2023)

proposed to do this, reflecting the various land use demands of the site as well as the opportunities to sustainably connect the site into the wider urban area.

267. The policy also needs to clarify that the amended land budget of 12-14ha for net residential use will be further informed by the need to undertake a Landscape and Visual Impact Assessment and other open space / sports facilities requirements given the location of the site. As submitted the policy makes provision for 25ha of land for country park use, which would be a significant wider public benefit at this edge of urban Maidstone. The policy needs to be modified to make clear this land use will be on that part of the allocation east of Cliff Hill. This would be an appropriate land-use in terms of the relationship of the site to the Loose Valley Landscape of Local Value. These various amendments to site allocation requirements in Policy LPRAS270 are set out in **MM78** and I recommend them so that the plan would be justified and effective.

268. The policy referred to a masterplan framework but given the scale of development, a set of overarching principles for how the site is to come forward need (to be established with the Local Planning Authority) would be a justified and effective approach. As modified the policy contains a confusing blend of references and so I have amended the wording in **MM78** to consistently refer to overarching principles to aid effectiveness.

269. To assist the process of overarching principles and provide further clarity, given the site allocation is effectively a mixed use scheme comprising residential and strategic open space **MM78** would introduce a high-level conceptual diagram. I recommend its inclusion so that the plan would be effective. The key diagram is intended to be a very high-level expression of the broad land use pattern, to essentially distinguish those parts of the site that would be predominantly housing and those for strategic open space. It should not be read as a detailed plan, and it does not negate or over-ride the various detailed requirements in the policy on landscape, ecology, design and layout which will guide the preparation of a masterplan and subsequent planning applications. The allocation will also need to secure biodiversity net gain and this is now reflected as one of the over-arching principles for the site in the proposed **MM78**.

LPRSA362 Maidstone Police Headquarters

270. The site is allocated for primarily a residential-led scheme of some 247 dwellings with commercial and community uses within retained buildings at the Sutton Road frontage of the site. The frontage buildings have a civic character and make a positive contribution to this part of Sutton Road. As such the submitted policy is justified in seeking their retention. The submitted policy offers some flexibility on future uses for these buildings within the context of securing a mix of uses. In light of latest evidence on the Police retaining some administrative presence on the site, I recommend **MM79** that would reduce the

commercial and community use floorspace requirement in the Policy from 7,500sqm to 5,800sqm so that the Plan is justified.

271. Whilst the site is separately allocated to the adjacent LPRSA270 at Pested Bars Road, there will need to be a strong connection in how these sites come forward for successful place-making. Whilst there is not a need for plan soundness to amalgamate the allocations under one policy or joint masterplan, I do consider it necessary that there is consistency in overarching principles that would apply to both sites to further engender a coherent approach. Accordingly, I recommend **MM74** which would embed similar development principles to this site as for site LPRSA270 for effectiveness.
272. On a more practical level, the Police Headquarters site needs to facilitate vehicular access to site LPRSA270. There is no dispute on this and the evidence to the examination underscores extensive cooperation on this matter. The requirement is clearly set out in the policy for the Police Headquarters site under 'Access and Highways'. In terms of the wider highway network and recognising that the current Police Headquarters site benefits from an access on to the very narrow lane at Pested Bars Road, it needs to be clarified that prior to first occupation, this private access is closed to traffic other than for emergency and police operational vehicles. **MM80** would do this, and I recommend it for effectiveness.

LPRSA172 Land North of Sutton Road (West of Rumwood Court)

273. Site LPRSA172, in large part, forms a logical land allocation within the pattern of new housing emerging at this edge of Maidstone. The site has been appropriately assessed through the SA and SLAA processes, recognising there is a distinctive parkland character to the location arising from the proximity of the Grade II Listed Rumwood Court. I am satisfied a sufficient buffer, including existing mature vegetation could be retained between the housing development and the immediate grounds and principal curtilage of Rumwood Court. In this regard the submitted policy is justified in stipulating that a particular approach needs to be taken to developing the site, including a necessary low density that would allow for protected trees on the site to be retained and to conserve the setting of the Listed Rumwood Court.
274. Similar to other proposed site allocations in the Plan, the site allocation policy, when read as a whole, requires a specific approach to developing the site given various constraints, in this case landscape and heritage. As such, the broad outline of the total extent of the allocation may result in misinterpretation of a wider developable area. Accordingly, the Plan as submitted would not be effective and is not sound. A high-level key diagram for the site would provide much needed clarity in identifying a net developable area as well as those parts of the site that should remain undeveloped. **MM82** would introduce a key

diagram and corresponding text to the policy, and I recommend it so that the policy would be justified and effective.

LPRSA366 Springfield Tower, Royal Engineers Road

275. The site is appropriately allocated for approximately 150 dwellings. The site would access onto the adjacent A229 via the existing roundabout on the Royal Engineers Road. Transport modelling for the Local Plan shows the key arterial highway network in Maidstone, including the A229 at this location, experiences capacity issues and improvements may be required⁵⁷. Given the site directly adjoins the A229 at this roundabout location, an additional criterion to the policy requiring that the site comes forward in a way which does not preclude the ability to implement highway improvements to the A229 is necessary. Accordingly, I recommend **MM81** for effectiveness.

Conclusion on Issue 5

276. In conclusion, subject to the above-mentioned MMs, the Plan's site-specific policies for housing / mixed-use allocations identified within and around the Maidstone Urban Area would be sound.

Issue 6 – Whether the Plan's approach to rural service centres, larger villages, smaller villages and the countryside is justified, effective, positively prepared and consistent with national planning policy?

General Approach

277. The Plan identifies six settlements as Rural Service Centres. The approach generally follows that established in the 2017 Local Plan, with Coxheath now being recategorised from a larger village to this tier. The evidence for the rural service centres is comprehensively set out in the Maidstone Settlement Hierarchy Review 2021. In terms of scale, employment and services, Staplehurst performs better than other settlements in the tier. However, the settlement comfortably fits with the role and function of a rural service centre. It would not be necessary for soundness to assign Staplehurst into a potentially higher tier in the settlement hierarchy so as to assign it a specific, higher level of growth as part of this Plan. Overall, the submitted plan is justified and positively prepared at Policy LPRSP6 in its general approach of some additional housing and employment growth and support for services and facilities in the identified rural service centre villages.

⁵⁷ ITS paragraphs 10.25 and 10.26

278. Four settlements are identified as 'Larger Villages' which have comparatively fewer sustainability credentials than rural service centres. Again, this is comprehensively considered and addressed in the Maidstone Settlement Hierarchy Review 2021. The consequence of larger village designation is the assignment of some moderate growth and protection of existing services and facilities. The submitted plan is positively prepared in allocating sites in three of the four larger villages. There is some variance in the scale of allocations being in this Plan but the SLAA and SA evidence appropriately support the site selection process in the larger villages, including those larger sites that can widen housing choice and deliver community infrastructure.
279. As part of the plan-making process, the review of the evidence led to the late inclusion of East Farleigh into the larger village tier. From the evidence in the Maidstone Settlement Hierarchy Review 2021 [LPR1.11], the village justifiably meets the threshold to be identified as a larger village in terms of its facilities and the good connectivity into Maidstone, including by rail. The Council submit that the late identification of East Farleigh as a larger village did not allow for sufficient time to identify and positively allocate sites for development. I accept it would not have been judicious to have delayed plan submission to allocate land at this lower level of the settlement hierarchy. The submitted plan assigns an approximate level of growth to the village (50 dwellings) which would be proportionate to the scale of services and facilities and East Farleigh's sustainable location close to Maidstone. As submitted, I am concerned that simply identifying a quantum of growth would not provide the plan-led approach advocated at NPPF paragraph 15. As such I do not find the submitted Plan to provide an effective or positively prepared approach for East Farleigh.
280. To address this the policy for East Farleigh should clarify that it would be for a Neighbourhood Plan, in the first instance, to allocate land, and accordingly the development would take place in the last 10 years of the period plan (i.e. from 2027/8 onwards). I recognise there is concern that housing could be delayed, but there is no imperative, when looking at the Borough housing trajectory, to deliver a housing allocation in East Farleigh in the early part of the plan period. The proposed modification reflects an appropriate time period for preparing a Neighbourhood Plan. In the event that a Neighbourhood Plan does not come forward in a timely manner to address the issue, then the MM makes clear that it would be a review of the Plan that would address any shortfall. In the circumstances, I consider this a pragmatic approach to ensure the plan would be effective and positively prepared and so I recommend **MM32** accordingly.
281. Additionally, unlike other larger villages, the submitted plan did not contain a settlement boundary for East Farleigh. Again, this omission is not sound given other policies of Plan distinguish between settlements and an otherwise protective approach to the countryside. I recognise that the settlement pattern is somewhat dispersed but there are clearly identifiable concentrations of development south of the River Medway, principally along the B2010 Lower

Road, together with a couple of small satellite clusters around the Primary School and at Forge Lane. These are justified areas around which to apply a settlement boundary and so I recommend **MM33** which would insert a new diagram into the Plan for effectiveness. Additionally, **MM31** would be needed to update the boundaries for 'Larger Villages' in Figure 6.1 and I recommend it for effectiveness. Whilst I cannot recommend changes to the Policies Map, the proposed changes at **MM33** were subject to the schedule of proposed Policies Map modifications.

Coxheath

282. As a Rural Service Centre, the Plan is justified and consistent with NPPF paragraphs 78 and 79 in seeking to allocate a number of sites in the village with a cumulative capacity for approximately 100 dwellings. This includes taking a justifiably proactive approach in allocating relatively small sites such as land at the former Orchard Centre and the Kent Ambulance HQ site. Submitted Policy LPRSP6(A) sets out the strategic policy for Coxheath. Since plan submission, Site H1(59) has been completed and in order for the plan to be effective in clearly setting out the scale of development over the period of the submitted plan this should be deleted. **MM25** would do this, and I recommend it for effectiveness.
283. The submitted plan allocated a site on Heath Road to the east of the village for approximately 85 dwellings (site LPRSA312). This is the site which had been subject to consultation at Regulation 19 on the proposed submission plan (Autumn 2021). On submission the Borough Council proposed a modification to delete the site and replace it with an alternative site for the same capacity at Stockett Lane/Forstal Lane (site LPRSA202). Whilst there were notable local objections to the submitted plan, that does not mean the proposed allocation is not sound.
284. The submitted site at Heath Road is at the eastern edge of the village and is contained by existing vegetation. It is adjacent to modern housing development on Murdoch Chase, with further housing recently completed to the north-west off Forstal Lane with an intervening area of open space and SUDS. As such development on the Heath Road site would form a logical extension to the built-up area of Coxheath. A significant area of intervening countryside would remain such that the separate identities of Coxheath and Loose would be preserved. Accordingly, in terms of landscape and avoiding harmful coalescence, the submitted site at Heath Road was soundly identified.
285. The submitted site could clearly accommodate more than 85 dwellings, even when taking into account various requirements of the policy, as such the boundary is generously drawn and could unintentionally result in significantly more than 85 dwellings. Consequently, to ensure the site optimally accommodates approximately 85 dwellings and to further maintain separation

between Coxheath and Loose, it would be necessary to moderately scale back the extent of the allocation. An amended site boundary has been formulated, which would appropriately draw the extent of the allocation back from Gordon Court to the north and ensure development would be better related to existing housing to the west on Murdoch Chase. As modified, I am satisfied that the proposed 4.6ha allocated site, can sustainably deliver approximately 85 dwellings (at 30dph would equate to 2.83ha) leaving a residual area of 1.77ha for meaningful open space and landscaping. It is therefore not necessary for soundness to amend the site boundary.

286. To ensure the site allocation policy would be effective, it would be necessary to introduce consequential changes that made clear the site area of the allocation, the net developable area and the average net density. It would also be necessary for effectiveness to clarify the extent of a landscape buffer along the eastern and northern boundaries to address perceptions of coalescence with Loose. Allied to this, modifications are also needed to clarify on-site open space and SUDS provision in addition to the required landscape buffer. There is no justification for the development to be informed by a local historic impact assessment and this requirement should be removed. **MM88** would encompass these changes and I recommend it for effectiveness and to ensure the Plan would be justified.

287. In terms of the releasing land at this edge of Coxheath, the Heath Road site has been appropriately assessed as part of the SLAA and SA processes. It is recognised that mitigation is required at the nearby A229 Linton crossroads to improve junction performance⁵⁸. **MM88** would reflect this, and so I recommend it for effectiveness.

Harrietsham

288. The village's role within the hierarchy as a rural service centre has been subject to an independent assessment in the Maidstone Settlement Hierarchy Review (2021). This identifies that Harrietsham has high connectivity by public transport, high levels of employment for a settlement of its size and moderate retail and community facilities. Whilst other rural service centre settlements perform better on facilities, there are sufficient sustainability factors to justify Harrietsham's retention as a rural service centre. Accordingly, Harrietsham's identification as a Rural Service Centre is consistent with paragraphs 78, 79, 92 and 93(e) of the NPPF and, overall, it is soundly based.

289. Submitted Policy LPRSP6(B) sets out the anticipated scale of housing development in the plan period at part 1) of the policy. This needs to be updated to reflect that Site H1(33) has now been completed and consequently the two allocated sites at LPRSA071 and LPRSA101 would together result in

⁵⁸ Scheme HTC1 in the IDP, identified as critical, delivery 2027-2032.

approximately 100 new dwellings over the plan period. **MM26** would do this, and I recommend it so that the Plan would be effective.

290. The selection of the two residential allocations has been appropriately informed by the SLAA and SA. Whilst the Plan would see development directed to one part of the village with consequential changes to the character, the impact would be localised and at a point where a good degree of landscaping and containment exists. The detailed site allocation policies would be effective in ensuring design, layout and landscaping would assimilate the developments into their local context, recognising that Mayfields and Downlands already provide a residential character on this part of the A20. There would be no physical or perceptual coalescence with Lenham, including when taking account of the LBL proposals in the Lenham Neighbourhood Plan.
291. The indicative capacity at the Keilen Manor site needs to be reduced from 47 to 37 dwellings reflecting that large parts of the site are heavily treed, as accounted for when site capacity was modelled in the SLAA. Aligned to this, the policy also needs to clarify that the development capacity of the site would be informed by detailed arboricultural survey work including those trees that need to be retained and protected. **MM90** sets out the necessary modifications to the Policy LPRSA071 and I recommend it so that the proposed allocation is justified and would be effective in protecting the sylvan character in this part of Harrietsham. The amended capacity is reflected in **MM26** recommended above.

Headcorn

292. Strategic Policy LPRSP6(C) needs to be modified to reflect the scale of recent housing delivery in the village, including the completion of site H1(38). Consequently, the key diagram for Headcorn will also need updating. The Policy should be amended given the proximity of the River Beult SSSI to the south of the village to reflect that development should not have an adverse effect on this important protected riverine habitat. **MM27** would make these necessary changes and I recommend it for effectiveness and consistency with national planning policy at NPPF paragraphs 179 and 180 b).
293. Land at Moat Road to the west of the village is allocated for approximately 110 dwellings at Policy LPRSA310. In spatial terms, the site is well-located, being within walking and cycling distances to the village services and facilities. Whilst the site occupies gently rising land from the wider valley floor of the River Beult and its tributaries, development would occur against a backdrop of existing housing on higher land. Various requirements in the policy would be effective in seeking necessary landscaping and design responses to the local character.
294. The site is adjacent to a tributary of the River Beult. Flood mapping in this location appears to appropriately reflect topographical conditions in only identifying a very small portion of the site within Flood Zones 2 and 3. Given the

size of the allocation there is no need for flood sensitive development such as housing to be located in this corner of the site. Accordingly, the proposed residential element would be in accordance with the required sequential approach to flood risk⁵⁹. Parts of the adjacent Moat Road are within Flood Zone 3 such that in peak events it may be difficult or dangerous for vehicles and pedestrians to use Moat Road to access into Headcorn. Alternative means of access exist to the north of the site onto the A274 Mill Bank. This would assuage, in part, my concerns regarding flooding on Moat Road and the site being, potentially, temporarily isolated via its principal means of access. However, given the flood risk issue and access, the submitted policy is not sound. I therefore recommend the insertion of an additional requirement within the policy that appropriate alternative access for emergency vehicles must be secured. **MM73** would do this, and I recommend it for effectiveness.

295. Moat Road has no continuous footway from the site into Headcorn. The potential exists to secure a footway link to Mill Bank but the more direct, level and attractive route for future occupiers of the allocated site would be along Moat Road. Moat Road is generally narrow between the allocated site and where the footway begins to the east. There is a particular pinch point on the bridge over the tributary stream. For the purposes of plan-making I am satisfied that there remains a reasonable prospect of securing a safe pedestrian route along Moat Road. This may require some compromises to the flow of vehicular traffic on what is generally a rural lane (currently 30mph within Headcorn), including priority measures for pedestrians. For plan soundness, I consider some additional specificity is required to the policy including references to safe off-site pedestrian and cycle connectivity and that it should be provided along Moat Road. **MM73** would do this, and I recommend it for effectiveness.

Lenham

296. Given the proposals in the made Neighbourhood Plan, there is no need for plan soundness to allocate further sites for housing development in the village. In light of the nutrient neutrality issue for Stodmarsh and the implications in terms of the capacity and ability of the existing WWTW at Lenham (which discharges into the River Stour) it would be necessary to add improvements to waste water treatment capacity to serve the LBL in the 'infrastructure' part of the strategic policy for Lenham. As set out above, the LBL is now embedded in the made Lenham Neighbourhood Plan. This is part of the development plan and a significant local document and so it is necessary that the strategic policy for Lenham in this Plan is modified to have the cross-reference to conformity with the Neighbourhood Plan. **MM28** would introduce these necessary amendments, and I recommend it for effectiveness.

297. A small allocation is proposed to consolidate employment land on Ashford Road to the east of the village, close to the A20. Given the existing commercial

⁵⁹ As per Strategic Flood Risk Assessment – LPR2.17 and LPR2.31

development to the east, the recent housebuilding at Liberty View and remaining land at the H1(41) housing allocation, a short distance to the west, an additional modest amount of employment floorspace would not result in significant harm to the setting of this part of KDNL. Effectively, it would form the final piece of infilling between the Old Ashford Road and the A20 in this part of Lenham. As submitted the policy needs to be clearer on how it should come forward to minimise impact on the setting of the KDNL. This would include clarifications on how the site should be landscaped and the materials palette that would be sympathetic and responsive to the proximity of the KDNL. **MM83** would make the necessary amendments and I recommend it for effectiveness.

Marden

298. The strategic policy for Marden at LPRSP6(E) needs to be amended to include reference to the conservation of the River Beult SSSI to the north of the village. The key diagram for the village should be modified to remove Site H1(46) which has been completed. **MM29** would make these changes, and I recommend it so that the Plan would be consistent with national planning policy on protecting habitats and otherwise effective.

299. Land is allocated for housing at LPRSA295 on land at Copper Lane and Albion Road. The policy requires vehicular access would be taken from Albion Road and there is no substantiated evidence that this could not be safely achieved. The policy requires safe pedestrian connections from the site and again, there is no reason that this cannot be secured. The site currently comprises orchard, bounded by hedging with ponds on the southern boundary of the site. Given this environmental context it would be necessary to modify the policy to additionally require an ecological impact assessment to ensure appropriate mitigation. **MM71** would do this, and I recommend it for consistency with NPPF paragraph 179 and for effectiveness.

Staplehurst

300. Various updates are required to the strategic policy for Staplehurst at LPRSP6(F) to reflect ongoing housing delivery. I have amended the wording of the Policy to make clear that the capacity on Site H1(50) would be approximately 60 dwellings. The policy also needs to include reference to the conservation of the River Beult SSSI to the east and north of the village. **MM30** would make these changes and I recommend them so that the plan would be justified and consistent with NPPF paragraph 179.

301. Proposed allocation LPRSA066 would form a logical extension to housing allocation H1(48), infilling land between Jenkins Way and the Lodge Road employment area. It would be an appropriate mixed-use development providing for approximately 78 dwellings and 1,000sqm of employment floorspace on 0.3ha of the wider site. There is some concern as to whether the employment

use is justified but given the proximity of the railway and long-established employment units, the allocation policy provides for a coherent approach to what is a relatively constrained part of the site. The submitted policy should be clear on this and **MM84** would specify that the employment provision is to be in the north-eastern part of the site. Additionally, **MM85** would introduce a high-level key diagram to spatially illustrate how land uses on the site should be accommodated. Accordingly, I recommend these changes for effectiveness.

302. In terms of the residential development given the relationship to commercial activity at Lodge Road the policy needs to be modified to require the provision of appropriate buffers. **MM84** would do this, and I recommend this for effectiveness. The allocation would need to be accessed from Lodge Road which is a traditional employment estate. Given its width, lighting, footways and some on-street parking restrictions I am satisfied that Lodge Road would provide an appropriate means of access to the site allocation. As submitted the policy sought a vehicular connection through the site from Lodge Way to the new housing at Jenkins Way. The delivery of this is uncertain and not necessary to make the allocation acceptable in highways terms. It would therefore not be justified or effective for the policy to require this. **MM84** would remove the requirement and introduce new text requiring development on LPRSA066 to facilitate vehicle and pedestrian connections to the adjacent Jenkins Way housing development, where possible. I recommend this part of the MM so that the Plan would be justified and effective. Finally, in relation to site LPRSA066, the cumulative effect of planned growth on the A229 corridor in Staplehurst means mitigations are likely to be required⁶⁰. The site allocation policy needs to be modified to confirm this and so I recommend **MM85** for effectiveness.

303. For similar reasons, site allocation LPRSA114 will also need modifying to identify mitigation on the A229 in response to cumulative impacts arising from new development. Additionally, site LPRSA114 is in two distinct parcels either side of Pile Lane and the policy refers to parcels A and B. Modifications are needed to policy and a new key diagram to identify the parcels to avoid any potential confusion. **MM86** would cover these various changes and I recommend it so that the plan would be justified and effective. Additionally, **MM87** would also be necessary to modify the key diagram for Staplehurst to identify parcels A and B at site LPRSA114 for plan effectiveness.

Housing Allocations in Larger Villages

304. A small housing allocation for 9 dwellings is proposed at land southeast of Brickfield Close at Eyhorne Street (Hollingbourne) at Policy LPRSA204. As submitted the policy for the allocation references ensuring the amenity of neighbouring resident's is protected. In achieving well-design places, the NPPF at paragraph 130(f) refers to securing a high standard of amenity for existing users and Policy LPRSP15 of the submitted Plan, setting out the Principles of

⁶⁰ Scheme reference HTS1 in the IDP

Good Design, requires similar at part 5 of the policy. There is no particular site-specific amenity issue. The allocation would form a logical consolidation of the small recent housing development at Brickfield Close. I therefore recommend **MM72** which would remove the amenity requirement from the site allocation policy for effectiveness.

305. Land is allocated at Haven Farm in Sutton Valence for a mixed used development including housing, commercial uses including local retail (there is an existing shop and post office on site) and a site to accommodate a doctor surgery and associated car parking. The evidence in the SLAA demonstrates that an indicative capacity of 100 dwellings would be an appropriate approach. Whilst this would be a significant development for Sutton Valence it would be sustainably located close to the village hall, bus stops and within easy walking distance to the primary school. The principle of the allocation is soundly based.
306. In terms of the detail of the policy, as submitted the site capacity needs to be reduced from 110 to approximately 100 dwellings to align with the SLAA evidence. Additionally, given the mix of uses proposed, the policy needs to be accompanied by a concept diagram to show indicatively how these would be accommodated. **MM64** would do this, and I recommend it so that the policy would be justified, effective and positively prepared.
307. As submitted the diagram for Sutton Valence accompanying submitted Policy LPRSP7(C) does not reflect the full extent of the land needed to accommodate the proposed uses including the land requirement for a new health facility. There is a strong existing landscape framework, and this boundary vegetation would be consolidated by the requirement in the site allocation policy for extensive open space and green infrastructure, including approximately 1ha of new natural woodland. **MM34** and **MM65** would amend the allocation boundary as shown on the Sutton Valence diagram and site allocation inset in the Plan respectively and I recommend them so that the Plan would be effective and positively prepared.
308. The overall strategic policy approach to Yalding in Policy LPRSP7(D) as submitted would not accurately reflect the intended level of growth for the village or adequately recognise the need to protect the River Beult SSSI which flows through the village. It is therefore necessary to update the housing figure to approximately 100 dwellings to reflect the proposed allocation on Kenward Road and remove reference to H1(65) at The Glebe which has been completed. It is also necessary to be clear regarding protection of the River Beult SSSI. To ensure the Plan would be effective and positively prepared I recommend **MM35** which incorporates the above amendments.
309. The Plan proposes a single allocation of circa 100 dwellings on land at Kenward Road in Yalding. As submitted the allocation is described as 'North of Kenward

Road' but the full extent of the allocation as shown on the Policies Map is both north and south of the highway, creating concerns that housing could take place on the more sensitive area of land south of Kenward Road. As such I consider the policy as submitted to be ineffective and therefore not sound.

310. To address this, additional specificity is required in the Plan to distinguish between land north and south of Kenward Road and to clarify respective roles for what are two distinct parcels of land. Accordingly, land to the north of Kenward Road should be clearly identified as Area A and would principally accommodate the proposed housing. Land south of Kenward Road should be identified as Area B and this would accommodate supporting infrastructure for the housing compatible with the open valley floor character of the land, such as open space, SUDS and improved connectivity along Kenward Road. **MM35** would make this necessary distinction clear in the strategic policy for Yalding and on the accompanying diagram for the village in the Plan. **MM89** would provide clarificatory consistency on this point in the site allocation policy. I recommend both of these MMs for plan effectiveness.
311. It would also be necessary to incorporate amendments to identify that landscaping would be an integral aspect of the Area A site for housing both around its boundary and within the development itself. This is necessary in response to the site occupying rising land on the river valley side. There is no justification for the development to be informed by a local historic impact assessment and this element of the policy should be removed. To make the site allocation policy justified and effective, the proposed specificity on the amounts of different types of open space to be provided on Area B should be removed and replaced with an aggregate figure (proposed as 4.9ha) with a new requirement that the precise public open space and green infrastructure details would be agreed through an open space strategy in collaboration with the Borough Council and Parish Council as part of a single masterplan for the whole site (areas A and B). **MM89** would make these changes to the site allocation policy (LPRSA248), and I recommend them so that the Plan would be justified and effective. I have slightly amended the wording of MM89 for internal consistency within the policy to confirm that the average density of development would be approximately 30 dwellings per hectare.
312. As identified in the MM consultation, the policy refers to flood risk/drainage in error that clearly relates to another proposed allocation. I have recommended deleting this in the attached appendix and consider no one would be prejudiced by my doing so.

Smaller Villages and Countryside

313. 12 settlements are identified as smaller villages under strategic policy LPRSP8. There will always be debates around settlement categorisation but overall, the

plan-making has taken a reasonable approach in identifying smaller villages for the purposes of this policy⁶¹. Policy LPRSP8 takes a reasonably positive approach for locations where sustainability credentials are limited. In addition to the modest housing site allocation at Campfield Farm in Boughton Monchelsea (Site LPRSA360), the Plan makes positive housing allowances for the other 11 smaller villages. This approach is consistent with NPPF paragraph 78.

314. The smaller villages are split into two levels at 35 dwellings and 25 dwellings to appropriately distinguish between settlement size and capacity to sustainably accommodate modest growth. To reflect the sustainability credentials of the settlements it would be necessary to amend the policy to assign Ulcombe to the 25 dwellings tier and to move Chart Sutton into the 35 dwellings category. **MM36** would do this, and I recommend it so the Plan would be justified and effective. Given the positive allocation of land at Boughton Monchelsea, the settlement is not identified for additional housing growth which would be justified but Policy LPRSP8 should reference the allocation at Campfield Farm and **MM36** would do this, ensuring the Plan would be effective in this regard.
315. Given there has been a steady supply of windfall developments across the rural parishes of the Borough, the submitted plan would be in accordance with NPPF paragraph 68 in assigning the growth in Policy LPRSP8 as 'broad location' development for the latter part of the plan period. This would enable local communities to shape and guide this growth through Neighbourhood Plans, or where that does not occur, the Borough Council may wish to revisit the matter in a subsequent review of the Plan. To reflect this, Policy LPRSP8 would need to be modified to make clear the limited housing growth figures in the policy are to be "plan-led" and not a target to be fulfilled through windfall developments. This would be consistent with NPPF paragraphs 70 and 79. **MM36** would make the necessary change and I recommend it so that the Plan is positively prepared and effective. In addition to the positively identified housing figures in part 2 of the policy, part 3 would allow for additional small-scale housing development in these villages subject to criteria. Again, **MM36** would clarify this, and I recommend the additional text for effectiveness.
316. Policy LPRHOU1 provides a positive policy for supporting housing development on previously developed land. As submitted the policy support does not extend to such sites in smaller villages. Given named smaller villages are identified in the settlement hierarchy and Policy LPRSP8 anticipates some windfall development in these villages, I find LPRHOU1 as submitted would not be sound in its potentially restrictive approach. **MM91** would resolve this by clarifying that housing on previously developed land in named settlements of the hierarchy would be supported subject to reasonable criteria, and only in very

⁶¹ The Settlement Hierarchy Study Review [LPR1.11] and Settlement Annex [LPR1.12]

limited circumstances would housing be allowed on previously developed land in the countryside. I recommend the proposed change for effectiveness.

317. As part of achieving a sustainable pattern of development, additional housing in the countryside, outside of the identified settlement hierarchy must be carefully managed. This would be consistent with NPPF paragraphs 79 and 80. There may be a need for types of housing for different groups in the community, for example, those wishing to self-build, but the countryside, including smaller hamlets, should not be a starting point to locate such development. **MM95** would introduce helpful clarificatory text in this regard to aid implementation of Policy LPRHOU9 (the policy on Self-Build and Custom Housebuilding) and I recommend it for effectiveness.

318. In terms of the character of the countryside the submitted plan at Strategic Policy LPRSP9 is consistent with national planning policy at paragraphs 80, 84 and 176. The submitted plan, justifiably focuses on potential impacts on the KDNL, which is a designated area within the Borough. I also consider it necessary that further content is added to the effect that proposals that would impact on the setting of the High Weald should have regard to the latest Management Plan and its supporting evidence and guidance. **MM37** would do this, and I recommend it for effectiveness and consistency with NPPF paragraph 174.

319. The first criterion of Policy LPRSP9 would resist development that would result in harm to the rural character and appearance of the area. Most development results in change, which can often be perceived as harmful or may indeed result in a degree of harm (possibly quite small in scale). As worded, I am concerned the policy, if implemented zealously, could frustrate development that could be, on a reasonable balance, considered sustainable. I therefore recommend that the word "significant" be added as a qualification to this criterion of the policy to enable decision-makers to undertake a more appropriate balancing exercise. **MM38** would do this, and I recommend it for effectiveness. I have also added a reference to the High Weald Area of Natural Beauty Management Plan within **MM38**, for consistency with **MM37**.

Ancillary matters in respect of Site Allocations

320. The Plan sets out at Table 8.2 a helpful summary of the proposed site allocations in the Plan (excluding the strategic sites). As a consequence of the various MMs to the site allocation policies, Table 8.2 would require updating. **MM63** would do this, and I recommend it to ensure the plan would be positively prepared and effective.

Conclusion on Issue 6

321. In conclusion, subject to the above-mentioned MMs, the Plan's approach to rural service centres, larger villages, smaller villages and the countryside would be justified, effective, positively prepared and consistent with national planning policy.

Issue 7 – Whether the Plan would provide a policy framework for maintaining housing supply and delivery, including a mix of housing needed for different groups in the community that would be effective, justified, positively prepared and consistent with national planning policy?

Maintaining Supply and Delivery

322. Through the SLAA and ongoing monitoring processes, the Council has appropriately profiled much of its deliverable and developable supply of housing. This includes constructive and appropriate engagement with site promoters and developers⁶². The timing of some site delivery now needs to be adjusted, particularly to allow for suitable lead-in times for first delivery at the new garden communities. The capacity of some site allocations in the Maidstone urban area needs to be amended to reflect more realistic figures. Overall, the various adjustments made during the examination process, have been presented in the comprehensive housing trajectory delivery paper in November 2022 and subsequent summary updates prior to and following the Stage 2 hearings in June 2023.

323. The housing land supply, in terms of the pipeline of existing commitments and proposed allocations, has been appropriately profiled to the NPPF definitions of deliverable and developable. Whilst there has been focus in the examination on the garden community developments, it is positive that the Plan has, additionally, allocated a notable number of small, medium and larger housing sites (amounting to a capacity of 3,308 dwellings). This would be in addition to the extant supply and proposals in the Lenham Neighbourhood Plan.

324. At least 10% of the housing requirement will come forward on sites of no more than 1 hectare in accordance with NPPF paragraph 69(a). This is clearly demonstrated in the Housing Delivery and Land Supply Topic Paper. An allowance is made for both small and large site windfalls as part of the anticipated supply. In accordance with NPPF paragraph 71 compelling evidence for this is set out in the Housing Land Supply Update Analysis Paper (April 2021). This draws upon 13 years' worth of monitoring housing delivery

⁶² ED66 Appendix 3 (November 2022) – Individual Site Delivery Confirmations

including on unallocated sites, applying a detailed methodology⁶³ which I consider to be soundly based.

325. The allowance of 113 units per annum on smaller sites is cautious given past higher windfall rates, providing confidence that the trajectory is not based on overly optimistic inputs. The housing trajectory makes no allowance for windfalls until 2026/27, which would be suitably prudent given the scale of extant planning permissions already accounted for.
326. The separate allowance for large windfall sites is also justified. No allowance is made in the trajectory from this source until 2028/9 and then at a modest 90dpa before stepping up to 181dpa from 2033/34. The allowance reflects the potential for further supply through permitted development rights (conversions to residential) and policies in the Plan that allow for older persons accommodation on unallocated sites in sustainable locations.
327. As submitted the plan contained a housing trajectory target that would reflect higher delivery in years 1-5 before stepping down to a consistent target of just over 1,000 dwellings per annum over the remainder of the plan period. An immediate step-up in housing delivery from the 883dpa to deliver consistently against the 1,157dpa would be challenging and may result in a relatively fragile five year deliverable supply. Whilst there has been very strong recent housing delivery in the Borough (a benefit of the 2017 Local Plan) that will likely now abate until allocations in this Plan start to deliver in significant numbers. Whilst there are encouraging signs that some of the allocations are already progressing the overall supply picture means it would only take a small number of key sites to falter before potential outcomes arise contrary to the plan-led approach which the Council is seeking to maintain through this Plan.
328. Accordingly, I do not consider the submitted housing trajectory to be justified. MMs are needed to reflect revised site trajectories and to ensure the trajectory strikes a strong balance between stepping up to meet the significantly higher housing need and ensuring a plan-led approach in accordance with the spatial strategy. In my assessment, the spatial strategy, including two major new garden settlements in the medium to long term to deliver a sustainable pattern of development, means the very circumstances in the PPG⁶⁴ which would justify the use of a stepped housing trajectory are engaged.
329. There is evidence that the Council has historically taken a cautious approach to assessing site capacities, and delivery rates. This is shown in recent levels of significant delivery in excess of identified housing need. However, this cannot be relied upon to assume that the housing land supply position would remain positive against a higher housing requirement in the early parts of the plan

⁶³ ED31, Paragraphs 4.41 to 4.49

⁶⁴ PPG Paragraph 68-021-20190722, Housing Land Supply & Delivery

period. The evidence on delivery does, however, support the application of a 3% non-implementation rate based on local monitoring as opposed to a more cautious 5% figure that has previously been applied. Even when taking into account these considerations, a stepped trajectory is therefore necessary for plan soundness.

330. In maintaining housing delivery, I also consider it will be necessary for soundness to include a new Policy 'LPRSP10 Housing Delivery'. The policy would reaffirm the overall housing requirement over the plan period being a minimum 19,669 homes. It would also set out an updated stepped housing trajectory which after an initial year of 1,157dpa, would moderately step down to 1,000 dpa over years 2-6, before stepping up to 1,150dpa in years 7-12 and then stepping up again to circa 1,350 dwellings in the latter parts of the plan period. This trajectory would appropriately reflect the supply evidence in the Borough, including the lead-in times on delivery on the larger strategic sites. It would also represent a significant increase from the 2017 Local Plan whilst simultaneously ensuring a five-year deliverable supply can be maintained both in terms of the five-year period on plan adoption but in the immediate years beyond. In this way the modified housing trajectory would be sound. The modified trajectory would be reflected in the new Policy LPRSP10 as part of **MM39**, but I also recommend **MM106** which replace the submitted housing trajectory at Appendix 1 to the Plan.
331. The new LPRSP10 policy would set out how delivery would be maintained were matters to unexpectedly worsen and a five year deliverable supply could no longer be demonstrated. This includes a set of parameters where additional residential development could be supported in principle. Ultimately, the new policy includes content that if housing delivery becomes negatively adrift from the trajectory and this is sustained over two subsequent monitoring years then a full or partial plan review would be triggered as the principal remedial action.
332. As set out above in respect of Policy LPRSP8 (smaller villages) and in the case of East Farleigh as a larger village, there is a specific role for Neighbourhood Plans as part of the development plan in tandem with the Local Plan, to boost housing supply. As a strategic policy, LPRSP10, would apply for the test of basic conditions for Neighbourhood Plan making in terms of general conformity⁶⁵. The proposed content of new strategic policy LPRSP10 would reinforce the link from the Local Plan Review to this local tier of plan-making, in terms of requiring continuity of housing allocations and to deliver the housing requirements set out in this plan. Further supporting text to this part of LPRSP10 would clarify what would be required in designated neighbourhood areas.

⁶⁵ NPPF paragraphs 13 and 29

333. For these reasons the new strategic policy on housing delivery would be necessary for the Plan to be justified, effective and positively prepared. It would also be consistent with national planning policy at NPPF paragraph 66 in terms of establishing a housing requirement figure and how that can be met over the plan period. Additionally, the new sections on Designated Neighbourhood Areas are also necessary for consistency with NPPF paragraphs 66 and 67. For these reasons I therefore recommend **MM39**.

334. In conclusion on housing land supply, against the revised stepped housing trajectory there would be a deliverable supply of 5,510 dwellings against a requirement of 4,716⁶⁶. The requirement has been adjusted to account for over-delivery in the first two years of the plan period and the application of a 5% buffer for choice and competition. Two thirds of the deliverable supply would come from extant permissions (applying a 3% non-implementation rate), with allocated non-strategic sites in the Plan accounting for 29% of deliverable supply from year 3 onwards. Whilst I have not been asked to confirm a deliverable supply as per NPPF paragraph 74b), it is nonetheless the case that a deliverable housing land supply equivalent to 5.8 years could be demonstrated at the end of the examination. On this basis the Plan would be consistent with NPPF paragraph 68 and the overall objective to significantly boost the supply of housing.

335. Cumulatively, over the whole housing trajectory a small shortfall of 279 dwellings would arise in the last year of the plan period (2037/38). Given the housing requirement has increased significantly from 17,746 dwellings on plan submission to a modified figure of 19,669 dwellings the scale and timing of this shortfall is not critical to overall plan soundness.

Housing Mix

336. The SHMA includes, amongst other things, an assessment of the size, type and tenure of housing needed for different groups in the community in line with NPPF paragraph 62. Policy LPRSP10(A) provides the foundations for securing an appropriate mix of housing, both in terms of the relevant development management policies but also in setting strategic policy content for neighbourhood plans. As submitted the policy identifies that 'large development schemes' will be expected to give consideration to providing custom and self-build plots. There is no ready definition of 'large development' and so I recommend the policy is modified to reference 'major developments' which is a defined⁶⁷ threshold. **MM40** would do this, and I recommend it for effectiveness.

337. The evidence indicates a relatively modest demand for self-build housing in the Borough, but Policy LPRHOU9 would provide a positive framework for custom

⁶⁶ ED119 Update to Housing Trajectory and Deliverability July 2023

⁶⁷ Town & Country Planning (Development Management Procedure) (England) Order 2015

and self-build housing proposals. It covers both individual applications and also scenarios where serviced plots have been provided as part of major developments in accordance with LPRSP10(A). As submitted, Policy LPRHOU9 would allow for the reversion of plots where marketing, including to those on the Council's Self-Build and Custom Housebuilding Register, has not found a buyer. A period of 24 months marketing is required but there is little justification for such an extensive period, which is likely to prove financially punitive to developers needing to seek a return on the investment of bringing the wider site forward. As such a reduced marketing period of 12 months would be reasonable and provide a suitably fair opportunity if the demand for self-build plots exists. **MM97** would introduce this change and I recommend it accordingly.

338. Policy LPRHOU2 provides a framework for assessing proposals for residential extensions, annexes and redevelopments within built-up areas. The policy contains a more considered approach to proposals in the "countryside and undefined settlements". In terms of consistency within the Plan, settlements in top 6 tiers of the settlement hierarchy are identified and named such that anywhere else for the purposes of the plan and planning policy is countryside. As such the term "undefined settlements" could be confusing and so I recommend **MM92**, which would delete the reference, for effectiveness.
339. Consistent with an aging population, the SHMA identifies a significant need for specialist housing for older persons. This includes retirement or sheltered housing providing an element of support, which is likely to be within use class C3 and enhanced or extra care provision, typically within use class C2. Given the emphasis in the PPG⁶⁸, which describes providing housing for older people is critical, it would be necessary for effectiveness and positive preparation that the Plan sets out more clearly the evidence from the SHMA on the level and types of older persons housing needed to assist decision-makers. **MM93** would do this, and I recommend it accordingly.
340. Policy LPRHOU7 would provide for a generally positive policy approach to assessing proposals for specialist older persons households. As submitted, the policy, would support older persons adjacent to the Maidstone urban area, the rural service centres and larger villages. Given that a limited number of smaller villages are identified in the settlement hierarchy, with some sustainability credentials, the Policy should be amended to allow for older person provision adjacent to the identified settlement boundaries in the plan subject to the criteria in the policy. This would provide for some limited further opportunities to deliver a critically needed type of accommodation that can otherwise be challenging to accommodate within existing built-up areas. **MM94** would introduce the

⁶⁸ PPG paragraph 63-001-20190626

increased scope to deliver older persons housing, resulting in a more positively prepared and effective policy.

Affordable Housing

341. There is a significant need for affordable Housing, with the SHMA identifying a net need for 8,385 affordable homes over the period 2022-2037. The SHMA further advises that the tenure split should be 75% for affordable renting and 25% for affordable homeownership products. Viability testing of the plan has confirmed that different levels of affordable housing can be delivered through new development according to a combination of geographical location and land type. The supporting text to the policy needs to be modified to clarify a low value zone has been identified encompassing the town centre and some of the surrounding inner urban area in the town, where it is often unviable to deliver affordable housing but not conclusively. **MM41** would make the necessary changes to the context for the affordable housing policy, and I recommend it so that the plan would be justified.
342. Following the consultation on the proposed MMs I consider additional text is necessary in support of Policy LPRSP10(B) to clarify that it would be through an open-book process that the principle and value of any off-site financial contributions for affordable housing would be determined. As such I have modified **MM41**. It would provide for internal consistency with LPRSP13 and so I consider no one would be prejudiced by this additional change.
343. Strategic Policy LPRSP10(B) on affordable housing as submitted would not be effective on its approach to affordable housing in the low value zone and on brownfield development in the mid value zone, in terms of starting from the negative of not normally expecting affordable housing to be delivered. There is evidence of a strong need for affordable housing, viability being only marginal and recent examples of housing developments in the low value zone delivering some affordable housing. Modifications are therefore needed to specify that the starting point in such locations will be an expectation that an element of on-site affordable housing could be delivered in the low value zone and on brownfield sites in the mid value zone. Where this is not feasible a proportionate off-site contribution would be secured, subject to viability testing.
344. It is also necessary to modify the affordable housing policy to delete the indicative target of 25% First Homes, and to replace this with intermediate or affordable home ownership, of which First Homes would be an element. Consequently, it would also be necessary to insert new text into the policy to set out the requirements in those cases where 25% First Home provision would not be adequate to meet the minimum 10% affordable home ownership.

345. It is not necessary to specify in the policy that affordable housing will be required to meet optional technical standard M4(2) on accessibility as this is set out in Policy LPRQ&D6, which applies the M4(2) standard to all new dwellings. Finally, it would be necessary to clarify the value zones, rather than broad geographical areas, where affordable housing would be required on C3 retirement housing. This would allow for internal consistency within the policy and by reference to the viability assessment evidence underpinning the plan. It is also necessary to specify in the policy that affordable housing will not be expected on C2 residential care homes and nursing homes. All of these modifications are presented in **MM42** which I recommend so that the policy would be justified, consistent with national planning policy and effective.

Gypsies and Travellers

346. A new Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTTSSA) was under preparation at the time of Plan submission, having been delayed by the Covid-19 pandemic. The submitted Plan recognised that the GTTSSA, when finalised, would be likely to identify a significant need for additional pitches. The approach on Plan submission was the commitment to prepare a separate Gypsy, Traveller and Travelling Showpeople Development Plan Document (the GTTSDPD) and a policy framework in the submitted plan at LPRSP10(C) to continue to allocate extant Gypsy and Traveller Site allocations. Submitted Policy LPRSP10(C) also commits to the production of the GTTSDPD. In addition, the Plan contains Policy LPRHOU8 which provides a development management policy for determining individual planning proposals.
347. NPPF paragraph 62 requires that the housing needs of different groups in the community should be assessed and reflecting in planning policies, including travellers. The NPPF cross-refers to the Planning Policy for Traveller Sites (PPTS) which provides further national planning policy. The GTTSSA has been a substantial piece of work including a sizeable number of interviews. The final outputs were delivered during the examination, firstly as interim draft outputs in January 2023 [ED76] and a final version in September 2023 [ED130].
348. Overall, the GTTSSA has identified a need for 340 pitches over the period 2023 to 2040 for those who met the previous 'planning definition' in the PPTS. In addition, there is a need for 122 pitches for undetermined households over the same period and 67 pitches for households that did not meet the previous 'planning definition' in the PPTS. This results in a cumulative need for 529 pitches. Most of that need is required to be met within the first five years. The GTTSSA also identifies a need for 7 plots for travelling showpeople.
349. The up-to-date need figures have only been established at a very late stage of the plan-making process. I do not consider it prudent or necessary for plan

soundness that adoption of the Plan is delayed further to fully address this matter. I come to this view based on two considerations.

350. Firstly, addressing the scale of need will take time. It will involve careful consideration of existing sites and the extent to which provision can be optimised on these sites through intensification and expansion before identifying new sites that would need to be allocated. In this regard the Borough Council is already preparing the GTTSDPD in accordance with the Local Development Scheme. There have already been three calls for sites as well as a Regulation 18 consultation on this document. I am assured by the work already undertaken that the Borough Council is committed to the GTTSDPD as a plan-led approach to meet needs.
351. Secondly, the reallocated provision within the Plan through Policy LPRSP10(C) would provide for around 22 net pitches. I recognise this is relatively modest, but it provides some potential supply in the interim before the GTTSDPD is adopted. Additionally, Policy LPRHOU8, in accordance with the PPTS, would provide an up-to-date policy for assessing individual proposals, including pitches for undetermined households.
352. At this stage, for consistency with NPPF paragraph 60, the outputs of the GTTSSA need to be reflected in the Plan to provide necessary strategic context for the finalisation of the GTTSDPD in accordance with the Local Development Scheme. Accordingly, additional content would be required to Policy LPRSS1 (the Spatial Strategy) to confirm that the accommodation needs of the gypsy, traveller and travelling showpeople community will seek to be met in full and the commitment to take forward the GTTSDPD. Additionally, it would also be necessary to set out the key findings from the latest evidence from the GTTSSA with the necessary caveats that it remains the role of the GTTSDPD to determine the precise number of additional pitches that are needed on new site allocations. I have amended the wording of MM8 to clarify that reference to a 'planning definition' of gypsies and travellers stems from the 2015 Planning Policy for Traveller Sites and is now a 'previous' definition. I do not consider this affects the substance of the proposed modification as the GTTSDPD will need to be consistent with the latest PPTS. Accordingly, I recommend both the relevant part of **MM7** and the amended **MM8** so that the Plan would be positively prepared and consistent with NPPF paragraph 60 and the PPTS.
353. In respect of Policy LPRHOU8, **MM96** would remove criterion ii) of the submitted policy requiring compliance with the planning definition in the 2015 PPTS. This is necessary to avoid unlawful discrimination but also consistency with latest national planning policy, foreshadowing the recent change to the PPTS in December 2023.

Conclusion on Issue 7

354. In conclusion, subject to the above-mentioned MMs, the Plan would provide an effective and positively prepared policy framework for maintaining supply and delivery, including a mix of housing needed for different groups in the community consistent with national planning policy.

Issue 8 – Whether the Plan's policies for transport and Infrastructure are justified, effective and consistent with national planning policy.

Transport

355. Policy LPRSP12 sets out the strategic approach on sustainable transport. Whilst the Plan is accompanied by a proportionate amount of modelling work to understand potential impacts of the Plan on the highway network, as raised elsewhere in this report, the DfT Circular 01/22 will impact on the need and timing for highway mitigations. In moving away from the approach of 'predict and provide' to one of 'Vision and Validate' through a monitor and manage approach, the aim is not to unsustainably over-provide additional highway capacity at an early stage of developments, potentially undermining other efforts to promote modal shift.
356. The policy appropriately recognises that highway network capacity needs to be improved and it will be for the IDP to outline what schemes will be necessary and when they need to be delivered. The IDP has been updated during the examination process to reflect the ongoing evidence base. The final part of Policy LPRSP12 provides the necessary reference to the status and role of the IDP. Importantly, **MM54** would insert the new approach of the 'Vision and Validate' principles from DfT Circular 01/22 and require proposals to set out a monitor and manage strategy for each site covering all modes of transport. This modification is necessary to give impetus to the need to plan for ambitious but realistic modal shift and travel behaviour changes at the outset. I therefore recommend the modification to reflect the Circular for effectiveness.
357. Transport modelling work to date, and dialogue with National Highways and KCC has identified the need for various strategic and local highway infrastructure improvements within and close to the Borough that would be required to support the Plan's growth. These are identified at paragraph 7.82 of the Plan. This paragraph, however, needs to be modified to reflect the new approach sought by DfT Circular 01/22 described above. It also needs to be modified to ensure consistency with the IDP and ITS and therefore expanded to include reference specific highway schemes. **MM51** would make these various changes to the paragraph, and they are recommended for consistency with national policy and effectiveness. I have also added M2 Junction 3 and M20 Junction 8 capacity improvements as part of **MM51** as these are identified

elsewhere in the Plan. There may well be other highway infrastructure required to support the Plan's proposals and so I have amended the wording of MM51 to make clear the list at paragraph 7.82 is not closed.

358. The submitted Plan can only set out what is likely to be required for the highway network, as a consequence of the Plan's proposals, based on the evidence at the time. Travel demands and behaviour can change and so it is important that the Plan is seen in the context of the IDP and ITS. Various MMs are needed to reinforce that the ITS and IDP work exists parallel to the Plan in order to appropriately manage the transport implications of development as it comes forward, including any cumulative impacts. This would be reflected in new plan content in the Plan as set out in **MM50** and **MM52** and I recommend both for consistency with national policy and for effectiveness.
359. On submission the plan contained Policy LPRTRA3 supporting park and ride services in Maidstone, the protection of two existing sites and support for further opportunities. The service ceased in early 2022 and so it is no longer justified to retain the policy and so I recommend its deletion as set out in **MM102** so that the plan would be justified and effective. For the same reasons **MM53** would also be necessary in deleting text relating to park and ride in the context of strategic policy LPRSP12.
360. Policy LPRTRA4 sets out parking standards for all types of development. The submitted policy set out detailed standards for electric vehicle charging points. Matters have now been superseded by Part S of the Building Regulations, which will apply to new residential developments. As such it would no longer be justified or effective to pursue separate standards for residential development in Policy LPRTRA4. **MM103** would delete the relevant part of the policy and I recommend it accordingly.

Infrastructure

361. Plan preparation has been accompanied by a comprehensive IDP, which has been periodically amended to reflect the iterative nature of infrastructure planning. The IDP has been updated following the examination hearings and prior to consultation on the MMs. The IDP reflects a significant number of infrastructure projects necessary to support sustainable growth in the Borough over the plan period. There remain some differences over specific costs for certain infrastructure projects and a desire to see additional specificity and precision on when infrastructure is likely to come forward. The IDP provides a fair and reasonable assessment of infrastructure requirements and is clearly informed by evidence and dialogue with key infrastructure providers.
362. Some details will change with time and are necessarily provisional, such that it would be unreasonable to require absolute precision and detail. Overall, the IDP provides a reasonable picture of the infrastructure requirements, costs (where

they are known) and timescales and potential funding sources and shortfalls. Funding shortfalls or gaps are not uncommon. That would be part of the justification for pursuing an infrastructure levy and potentially securing other sources of funding that can be applied for to implement sustainable growth.

363. The IDP relates to the infrastructure requirements and phasing on site allocations, particularly for the strategic development sites, reflected in a number of MMs set out above. These sites will be subject to further infrastructure planning alongside SPD and masterplanning work including bespoke infrastructure funding agreements as required by the site policies.
364. Policy LPRSP13 sets out the strategic approach for infrastructure delivery including infrastructure priorities for residential and commercial developments and the mechanisms and approaches that will be used to secure infrastructure, either directly on site or through financial contributions for off-site provision. The policy identifies planning obligations and the Council's continued use of the Community Infrastructure Levy. For completeness, the policy also needs to refer to the use of S278 agreements for highways works. **MM56** would do this, and I recommend it for effectiveness.
365. Policy LPRINF2 seeks to ensure adequate accessibility to community facilities through new provision and seeking to resist the loss of existing facilities. The policy is intended to apply to recreational facilities but is not particularly clear on this. Accordingly, additional content to the policy referencing existing open space, sports and recreation assets is required, having regard to NPPF paragraphs 93c) and 99. This is set out in **MM104**, which I recommend for consistency with national planning policy and for effectiveness.

Conclusion on Issue 8

366. In conclusion, subject to the above-mentioned MMs, the Plan's policies for transport and Infrastructure would be justified, effective and consistent with national planning policy.

Issue 9 – Whether the plan's policies for the natural environment, heritage and climate change are justified, effective and consistent with national planning policy.

Natural Environment

367. Strategic Policy LPRSP14A provides the over-arching policy on natural environment. It provides an appropriate framework for the protection and enhancement of the natural environment, including specific requirements in relation to protected habitats, compliant with the relevant Regulations.

368. The policy sets a requirement for a minimum 20% biodiversity net gain (BNG). Whilst the national BNG requirement is set at a minimum 10%, there is nothing in the NPPF 2021 or the Environment Act 2021 to suppress local authorities seeking more ambitious minimum targets through Local Plans provided it is justified. The environmental baseline in the SA confirms that Kent has not met its 2010 Biodiversity targets, and is unlikely to have met 2020 targets, and this is set to decline further without targeted interventions. In this regard I was referred to the collaborative approach being taken across Kent, including through the Kent Nature Partnership⁶⁹ and from Kent Wildlife Trust that is seeking a minimum 20% BNG in Local Plan policies. This would also align with widespread representations at earlier stages of Plan preparation for a stronger policy framework for biodiversity, as set out in the Environment Topic Paper.
369. At a more local level, seeking a 20% BNG would clearly align with the objectives and ambitions set out in the Council's Climate Change and Biodiversity Strategy and Action Plan. This includes a number of actions for the Borough Council including implementing a Biodiversity Strategy and a Nature Recovery Strategy and working with others to deliver landscape scale biodiversity initiatives. The minimum 20%, measured against the latest metric, is strongly supported by Natural England and KCC, amongst others. SA has also taken account of 20% BNG, both as part of Policy LPRSP14(A) and in the strategic policies for Heathlands⁷⁰ and Lidsing, which has informed an assessment that it can be anticipated to have positive effects in mitigating the effects of development.
370. On site provision is shown to be viable for development as demonstrated in the plan-wide viability assessment as part of an appropriate consideration of policy costs. The modified policy would allow for off-site provision, which may give rise to some potential viability considerations. As such, and following consultation on the MMs, I have inserted additional text to **MM58** to clarify that where 20% BNG is not viable, in combination with other policy costs in the plan, then the statutory minimum BNG (at least 10%) would be required. I do not consider this additional change alters the substance of the policy and would be consistent with Policy LPRSP13 in regards of wider development viability and so I recommend it for effectiveness.
371. An amendment is needed to the policy to delete the reference to BNG being "on site" as other mechanisms, such as conservation covenants or contributions towards off-site provision, may be appropriate, particularly on smaller developments. **MM58** would address this and with its recommendation I find the over-arching approach of a minimum 20% BNG would be sound.

⁶⁹ In delivering the Kent Biodiversity Strategy (2020-2045)

⁷⁰ Deliverability for Heathlands further assessed in LPR1.84

372. There is concern that the policy lacks sufficient detail on how 20% BNG could be implemented, such that the requirement is not justified, or that additional guidance should be provided to make the policy effective. In this regard the Council is preparing a separate Design and Sustainability Development Plan Document (DPD) which the latest Local Development Scheme confirms will cover matters in relation to biodiversity. Consequently, I recommend that part of **MM58** which would insert new text setting out that this DPD will provide further detail in support of the implementation of Part 1 of Policy LPRSP14(A).
373. Following the consultation on proposed MMs I am also recommending that Local Biodiversity Action Plan priority species be added to the policy as part of **MM58** for consistency with NPPF paragraph 179b).
374. The impact of policies and proposals in the Plan on the site integrity of the North Downs Woodland SAC as consequence of air pollution has been a particular matter during plan preparation and this examination. Whilst the issue is principally seen as being related to the Lidsing proposal it remains justified that Policy LPRSP14A sets out a strategic approach to mitigation, given that other developments resulting in a material impact on air quality (increase in traffic on roads within 200 metres of the SAC) are likely to need to carry out an appropriate assessment under the Habitats Regulations. The issue becomes more pronounced were the Lidsing proposal and its proposed mitigation to be significantly delayed or not taken forward. Accordingly, and having regard to the outcomes of HRA (including AA), I recommend the new section within Policy LPRSP14A and additional supporting text in **MM58** to ensure a suitably precautionary approach and no adverse effect on site integrity.
375. Development at Heathlands and Lenham Broad Location are the two principal strategic developments in the Plan within the catchment of the River Stour, where increases in nitrogen and phosphorus would adversely affect site integrity of the Stodmarsh SPA, SAC and Ramsar site downstream. Policy LPRSP14A would apply to both of these developments as well as any other development which would result in a net increase in population served by waste water infrastructure in the Stour catchment. On this matter I therefore recommend **MM57** in terms of adding additional clarity to supporting text to the Policy for plan effectiveness and consistency with national planning policy. I also recommend the part of **MM58** would additionally reference 'principal aquifers' in terms of the water environment to be protected.
376. Local Wildlife Sites have a valuable role in protecting and enhancing biodiversity and so their omission from the sites to be enhanced, extended and connected in Policy LPRSP14A means the plan would not be effective in terms of conserving and enhancing the natural environment. Consequently, I recommend their identification within the policy as part of **MM58**. I also recommend that part of **MM58** which would identify 'Landscapes of Local Value' as part of the natural environment consistent with NPPF paragraph 174a. Finally, in relation to Policy

LPRSP14(A) I also recommend those parts of **MM58** which would introduce new criteria 9 and 10 to the policy. These additional criteria would address the need to protect and enhance soils and require the provision of Sustainable Urban Drainage systems (SUDS), consistent with NPPF paragraph 174a and paragraph 169 respectively.

Heritage

377. Policy LPRSP14(B) provides a strategic policy for conserving, and where possible, enhancing the historic environment of the Borough. Criterion 2 of the policy should reflect when assessing the impact on the significance of heritage assets, consideration will need to be given to any public benefits, which need to be weighed against any harm to designated heritage assets⁷¹. As such I recommend **MM59** so that the Plan would be consistent with national planning policy and for effectiveness. For similar reasons Policy LPRENV1 dealing with development affecting heritage assets would need to be modified to require consideration of potential public benefits in any heritage balance and so I recommend **MM105** accordingly.

Climate Change

378. The Plan contains Policy LPRSP14(C) on meeting the challenges of climate change. The Council is separately preparing a Design and Sustainability Development Plan Document which will contain further policy on how development in the Borough can support the transition to a low carbon future and as well as improving resilience of communities and infrastructure to climate change impacts. This approach would be consistent with NPPF paragraph 21. Accordingly, it is not necessary for soundness for the Plan to contain detailed policy on matters such as sustainable construction and energy efficiency.

379. As a strategic policy, LPRSP14(C) sets out a number of measures, broadly reflective of the content of Section 14 of the NPPF on climate change. Modifications are needed to the policy to ensure it would be justified and effective. As submitted the policy requires blue-green infrastructure, including SUDS to be integrated into 'qualifying' new development. The term 'qualifying' is too imprecise and so I recommend it be replaced by 'major', which is an understood scale of development and consistent with paragraph 169 of the NPPF. Additionally, the part of the policy on 110 litres per person per day for new housing needs to be amended to reflect that it would be the standard of construction (including fittings) that would ensure this. Finally, adapting to climate change and ensuring future resilience is part of the role of planning, as stated at paragraph 153 of the NPPF. Accordingly, it would be necessary for soundness to require development to have regard to surface water

⁷¹ The respective tests at NPPF paragraphs 201 and 202 depending on the degree of heritage harm.

management plans. **MM60** would address these issues and I recommend it so the policy would be justified and for effectiveness.

Conclusion on Issue 9

380. In conclusion, subject to the above-mentioned MMs, the Plan's policies for the natural environment, heritage and climate change would be justified, effective and consistent with national planning policy.

Issue 10 – Whether the Plan's policies for achieving good design are justified, effective and consistent with national planning policy.

Quality and Design

381. The submitted Plan contains a suite of policies aimed at ensuring well-designed places are achieved in the Borough consistent with national planning policy but also cognisant of the need to ensure that the significant growth required in the Borough can be accommodated in ways that are going to function well and add to the overall quality of the area. In addition to the design policies, the site allocation policies also set out relatively detailed design requirements for those sites. Furthermore, the policy frameworks for the new garden communities and the strategic development locations set high level design matters as well as requiring further work in terms of masterplanning and design codes. As such, it is not necessary for the soundness of the Plan to go further and to attempt to cover every design matter at this stage on what will be significant, long-term developments.

382. Sitting underneath Strategic Policy LPRSP15 on design are LPRQ&D policies for more detailed matters. Policy LPRQ&D3 on signage needs to remove content covered elsewhere in the submitted plan at Policy LPRSP11(c) and so I recommend **MM99** for clarity and effectiveness.

383. In a rural borough, the conversion of rural buildings generates their own design considerations. In this regard Policy LPRQ&D5 needs to be modified to include reference to taking account of available guidance, including the Kent Downs Farmstead Guidance. **MM100** would do this, and I recommend so that the Plan would be justified and effective.

Optional Technical Standards

384. Policy LPRQ&D6 would set the requirement for various optional technical standards. This includes internal space standards in accordance with nationally described space standards, accessibility standards to M4(2) on all new dwellings and water efficiency of 110 litres per person per day. These requirements have been viability tested and would not compromise delivery.

The optional technical standard on water consumption is clearly justified by the Borough being classified a water stressed area by the Environment Agency⁷².

385. Having regard to the evidence in the SHMA, the M4(2) accessibility standard in all new dwellings is justified. Having regard to the PPG⁷³ the policy should set out potential circumstances where M4(2) may not be feasible. Additionally, the evidence also identifies a need for wheelchair accessible housing as per optional standard M4(3) but this is not reflected in the submitted policy. Consequently, in order for the plan to be justified, additional policy content is required seeking the circumstances where M4(3) housing would be sought and confirming that such housing only applies to those properties for which the Council would be responsible for allocating or nominating the household, in accordance with PPG paragraph 56-011-20150327. **MM101** would make the necessary changes to this part of Policy LPRQ&D6 and I recommend it so that the Plan would be consistent with national planning policy and guidance.

Conclusion on Issue 10

386. In conclusion, subject to the above-mentioned MMs, the Plan's policies for achieving good design would be justified, effective and consistent with national planning policy.

Issue 11 – Monitoring and Review

Monitoring

387. The plan contains a set of monitoring indicators, which broadly align to the proposed indicators set out in the monitoring section of the SA⁷⁴. I am satisfied that these would be effective in monitoring plan delivery and identifying where action might be needed. As set out under Issue 7 above, the housing trajectory has been recommended for modification and a new Strategic Policy on housing delivery has also been separately recommended. These measures will further focus monitoring of housing delivery and the need for any corrective action if required. No further modifications are needed to the monitoring framework for the submitted plan for Plan soundness.

Plan Review

388. The process and timeframe for the submitted plan started, in large part, from a review policy contained in the 2017 Local Plan. In examining this plan, there are no reasons for plan soundness to repeat a plan review policy. Regulations now require local planning authorities to consider plan review within a five-year period in any event. Monitoring of the plan's performance together with any

⁷² ED107 Water Stressed Areas – Final Classification July 2021, Environment Agency

⁷³ PPG Paragraph 56-008-20160519

⁷⁴ Table 10.1 of 2021 SA Report [LPRSUB002a]

other changes (for example, updates to national planning policy) will inform when a plan review should be triggered including in relation to housing delivery. The latest LDS also identifies separate development plan documents on design and sustainability and gypsy and traveller provision which would ensure development plan policy on these matters remains up to date.

Other Matters

389. On submission, the plan contained a glossary. As a consequence of various MMs and the timescale of the examination, the glossary itself needs modifying so that the Plan would be effective. Many of the changes to definitions in the glossary are to ensure consistency with the NPPF, reflect important factual updates, and various planning related legislation. Following consultation on the MMs I have added a definition of 'Windfall' to the glossary for effectiveness. **MM107** would make the glossary effective for decision-making going forward and so I recommend it accordingly.

Conclusion on Issue 11

390. In conclusion, the plan would provide an effective approach to monitoring and sufficient mechanisms exist to inform when a plan review would be required.

Overall Conclusion and Recommendation

391. The Council has requested that I recommend MMs to make the Plan sound and capable of adoption. I conclude that the duty to cooperate has been met and that with the recommended main modifications set out in the Appendix the Maidstone Local Plan Review satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound.

David Spencer

Inspector

This report is accompanied by an Appendix containing the Main Modifications.

Appendix 1 – Schedule of Recommended Main Modifications

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM1	Para 2.5	<p>Amend paragraph 2.5 as follows:</p> <p>This Local Plan Review document updates and supersedes the 2017 Local Plan, whilst ‘saving’ relevant policies contained within it, and ensuring that it is in line with the latest national planning requirements, including extending the plan period to 2037/38 2038. <u>A schedule of the ‘saved’ policies that would not be superseded is included in Appendix 3.</u> The Local Plan Review is a key document that sets the framework to guide the future development of the Borough. It plans for homes, jobs, shopping, leisure and the environment, including biodiversity and climate change, as well as the associated infrastructure to support new development. It explains the ‘why, what, where, when and how’ development will be delivered through the strategy that plans for growth and renewal whilst at the same time protects and enhances the borough’s natural and built assets.</p>	For plan effectiveness, consistency with the NPPF, and to align with Main Modifications with respect to the plan period.
MM2	Para 2.11	<p>Amend paragraph 2.11 as follows:</p> <p><u>The Marine Management Organisation has produced a South East Marine Plan. Under the Marine and Coastal Access Act, any relevant authorisation or enforcement decisions must be made in accordance with the marine plan. Any other decisions which may impact the marine area must also have regard to the marine plan.</u> The Kent Minerals and Waste Local Plan identifies Mineral Safeguarding Areas whose purpose is to avoid the unnecessary sterilization of any mineral resources through incompatible development.</p>	For plan effectiveness.
MM3	Para 2.12	<p>Amend paragraph 2.12 as follows:</p> <p>Neighbourhood Development Plans, which are also called Neighbourhood Plans are prepared by Parish Councils and Neighbourhood Forums. A Neighbourhood Plan attains the same legal status as other documents within the Development Plan once it has been agreed at referendum and is made (brought into legal force) by the Borough Council. Government advises that a Neighbourhood Plan should support the strategic development needs set out in</p>	For consistency with the NPPF.

		an adopted Local Plan and plan positively to support local development meet certain basic conditions as set out in legislation . One of the conditions is that Neighbourhood Plans must be prepared in accordance with the NPPF and be in general conformity with the strategic policies of the adopted Maidstone Borough Local Plan Review. <u>A schedule of the policies that are 'strategic policies' for the purpose of neighbourhood planning are included in Appendix 4.</u>	
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Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM4	Para 4.2	<p>Amend paragraph 4.2 as follows:</p> <p>Having regard to the Borough's Strategic Plan, as well as the other matters and strategic issues that the LPR will need to address, <u>looking to the end of the plan period and beyond¹</u>, the proposed spatial vision for the LPR is as follows:</p> <p><i><u>[Text box] By 2037 Maidstone: A borough open to and embracing growth which provides improved infrastructure, economic opportunity and prosperity, along with services, spaces, and homes for our communities, while addressing biodiversity and climate change challenges and protecting our heritage, natural and cultural assets. This will be achieved through the implementation of the Spatial Strategy as set out in Chapter 5 of this Local Plan Review.</u></i></p> <p><i><u>[Footnote] ¹NPPF paragraph 22 requirement to include a vision that looks further ahead (at least 30 years) to take into account the likely timescale for delivery of the new garden settlements.</u></i></p>	For consistency with the NPPF.
MM5	Para 4.6	<p>Amend paragraph 4.6 as follows:</p> <p>Development will have regard to safeguarding and maintaining the character of the borough's landscapes including the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings. Great weight will be given to conserving and enhancing the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings. Development will conserve and enhance the landscape and scenic beauty of the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings.</p>	For consistency with the NPPF.

		Development <u>within the setting</u> will also conserve and enhance <u>the landscape and scenic beauty of the Kent Downs and High Weald National Landscapes and should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.</u> Development will also conserve and enhance other distinctive landscapes of local value and heritage designations whilst facilitating the economic and social well-being of these areas, including the diversification of the rural economy.	
MM6	Para 4.7	<p>Amend paragraph 4.7 as follows:</p> <p>To recognise the climate change emergency by ensuring that development supports the Council's ambition of becoming a carbon neutral borough by 2030 by delivering sustainable and, where possible, low carbon growth which protects <u>and enhances</u> the boroughs natural environment. The Council will, through local plan policy, seek to facilitate the necessary infrastructure to enable residents and businesses to minimise their impact on and respond to climate change. Developments will have considered the potential for the site to be delivered in a low carbon way, the incorporation of zero or low carbon technologies, and will include provision to enable future technologies and climate change adaptation. Additionally, development will give high regard to protection and enhancement of biodiversity. <u>Developers and the Council will work proactively with the sewerage service provider to ensure that any necessary upgrades to wastewater treatment works and/or the sewer network resulting from new development are identified early to ensure that performance of wastewater infrastructure is not diminished by the connection of new development.</u></p>	For plan effectiveness.

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM7	LPRSS1	<p>Amend Policy LPRSS1 as follows:</p> <p>Maidstone Borough spatial strategy 2022-2037<u>2021-2038</u></p> <p>1. Between 2022<u>2021</u> and 2037<u>2038</u> provision is made through the granting of planning permissions and the allocation of sites for <u>a minimum of 47,746</u>19,669 new dwellings.</p>	<p>For consistency with the NPPF.</p> <p>To ensure the plan is justified and for plan effectiveness.</p>

		<p>2. Between 20222021 and 20372038 provision is made through the granting of planning permissions and the allocation of sites for a minimum of <u>119,250m² employment floorspace as follows:</u></p> <ul style="list-style-type: none"> i. 33,43036,650m² floorspace for office use; ii. 27,13533,660m² floorspace for industrial use; iii. 40,99048,940m² floorspace for warehousing use. <p>3. Between 20222021 and 20372038 provision is made through the granting of planning permissions and the allocation of sites <u>for a minimum of 14,360m² retail, food and beverage floorspace as follows:</u></p> <ul style="list-style-type: none"> i. 5,7265,990m² floorspace for retail (convenience) use; ii. 4,1161,220m² floorspace for retail (comparison) use; and iii. 6,9277,150m² floorspace for food and beverage use. <p>4. New land allocations that contribute towards meeting the above provisions are identified on the policies map.</p> <p>Maidstone Urban Area</p> <p>5. Maidstone urban area will continue to be a focus for development in the borough. Best use will be made of available sites within the urban area. Renewal is prioritised within the town centre, which will continue to be the primary retail and office location in the borough, and for which further detailed masterplanning is proposed to ensure that the maximum benefit is realised from development in the town centre.</p> <p>Garden Settlement & Strategic Development Locations</p> <p>6. New, sustainable Garden Settlements are identified at Lenham Heath and Lidsing which will provide new homes, jobs and services, all delivered to garden community principles.</p> <p>7. A Strategic Development Location is identified at Invicta Barracks, with potential for development in the Leeds-Langley corridor to support and enable a possible addition to the highway network linking the A274 with M20 J8.</p> <p>Employment Sites</p>	
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		<p>8. Delivery of Woodcut Farm, A prestigious business park at Junction 8 of the M20 that is well connected to the motorway network, will provide for a range of job needs up to 20372038. The site will make a substantial contribution to the need for new office space in the borough as well as meeting the 'qualitative' need for a providing a new, well serviced and well-connected mixed-use employment site suitable for offices, industry and warehousing; and will thereby helping ing to diversify the range of sites available to new and expanding businesses in the borough. Redevelopment of the former Syngenta Works site near Yalding will make a significant contribution to the provision of employment uses, as will the continued build out of the Kent Medical Campus/ Newnham Park site. A number of smaller sites for employment use are allocated around the borough to accommodate a diverse range of employment types.</p> <p><u>Gypsies, travellers and travelling showpeople</u></p> <p>9. <u>The Council will seek to ensure that the accommodation needs of the gypsy, traveller and travelling showpeople community over the plan period will be met in full. Further details will be set out in a Gypsy, Traveller and Travelling Showpeople DPD.</u></p>	
MM8	Para 5.19	<p>Amend paragraph 5.19 as follows:</p> <p>There is a potentially significant emerging need for Gypsy & Traveller accommodation. As noted elsewhere in this document, work on a dedicated Development Plan Document (DPD) will be undertaken at the earliest opportunity is underway, in accordance with the Local development Scheme (LDS) timetables.</p> <p><u>There is a potentially significant need for gypsy and traveller accommodation. The latest evidence, in the form of a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA), indicates an indicative total need for 543 pitches and 7 plots over the period 2023 to 2040. These figures include both those who meet the previous planning definition (as set out in the 2015 Planning Policy for Traveller Sites) and those households of gypsy and traveller ethnicity who do not travel but seek culturally appropriate accommodation.</u></p> <p><u>Importantly it is recognised that these figures are subject to review and do not represent the final number of pitches that must be allocated through the DPD. Further work is required to understand the short term need for pitches for those meeting the planning definition, as this will indicate the requirement specifically for site allocations and the number will need to be adjusted accordingly at that time. Additionally, assessment of existing sites is required to ascertain how much of the identified need can be sustainably</u></p>	To ensure the plan is justified and for consistency with the NPPF.

		<p><u>and suitably accommodated through existing site reorganisation, intensification and/or expansion, without the need to find additional land for entirely new sites.</u></p> <p><u>Ultimately, the need figures contained in the emerging DPD will supersede the indicative figures provided in this Local Plan Review.</u></p>	
MM9	Figure 5.3 (Key Diagram) Page 32	<p>Amend Figure 5.3 (Key Diagram) as follows:</p> <ul style="list-style-type: none"> • Delete the Leeds-Langley Corridor • Update the Strategic Locations for housing (i.e., delineated by a Star 'H' icon) 	<p>To ensure the plan is justified and for plan effectiveness.</p> <p>To rectify editorial errors and ensure the Key Diagram is consistent with the Spatial Strategy, as per LPRSS1.</p>

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason																									
MM10	LPRSP1	<p>Amend Policy LPRSP1 criterion (3) as follows:</p> <p>Through a combination of site allocations, identified broad locations and the granting of planning permissions, development in the town centre will deliver in the region of 3,059 2,500 new homes, 6,169 sqm of commercial floorspace, and 6,462 7,162 sqm of retail/food and drink floorspace to 2037 2038. This includes the following:</p> <table border="1" data-bbox="504 1129 1617 1378"> <thead> <tr> <th colspan="5">Town Centre allocations</th> </tr> <tr> <th>Reference</th> <th>Site address</th> <th>New homes</th> <th>Commercial floorspace (sqm)</th> <th>Retail floorspace (sqm)</th> </tr> </thead> <tbody> <tr> <td>H1(18)</td> <td>Dunning Hall (off Fremlin Walk), Week Street</td> <td>14</td> <td>0</td> <td>0</td> </tr> <tr> <td>RMX1(3)</td> <td>King Street car park</td> <td>0</td> <td>0</td> <td>700 1,400</td> </tr> <tr> <td>LPRSA144</td> <td>High Street/Medway Street⁴³</td> <td>50</td> <td>0</td> <td>150</td> </tr> </tbody> </table>	Town Centre allocations					Reference	Site address	New homes	Commercial floorspace (sqm)	Retail floorspace (sqm)	H1(18)	Dunning Hall (off Fremlin Walk), Week Street	14	0	0	RMX1(3)	King Street car park	0	0	700 1,400	LPRSA144	High Street/Medway Street ⁴³	50	0	150	For plan effectiveness and factual updates.
Town Centre allocations																												
Reference	Site address	New homes	Commercial floorspace (sqm)	Retail floorspace (sqm)																								
H1(18)	Dunning Hall (off Fremlin Walk), Week Street	14	0	0																								
RMX1(3)	King Street car park	0	0	700 1,400																								
LPRSA144	High Street/Medway Street ⁴³	50	0	150																								

LPRSA145	Len House ²¹	159	0	3,612
LPRSA146	Maidstone East/ Royal Mail sorting office ³²	500	5,000	2,000
LPRSA147	Gala Bingo & Granada House	40	TBD	TBD
LPRSA148	Maidstone Riverside	650	TBD	TBD
LPRSA149	Maidstone West	204	0	TBD
		130		
LPRSA151	Mote Road ²	172	1,169	0
Sub-total:		604	5,000	2,150
		1,715	6,169	7,162
Town Centre Broad Location				
H2 (1) The Mall		400	0	0
H2 (1) Office conversion		119 ⁵	0	0
		174³		
Sites TBC reflecting Town Centre Strategy, but could include components of Sessions House; Broadway; Lockmeadow ; sites on Week Street; Mill Street Car Park and others		700	TBD	TBD
		215		
Sub-total:		1,219	0	0
		789		
TOTAL:		3,059	6,169	6,462
		2,504		7,162

¹Revised floorspace amount and boundary to account for delivery of homes on part of the original site

²¹Permission (20/501029/FULL) for flexible commercial floorspace including retail, financial and professional, café or restaurant, drinking establishment, offices, clinic or health centre, crèche or day nursery, gymnasium or indoor recreational purposes uses

³²Supersedes LP17 allocation RMX1(2) Maidstone East/Royal Mail Sorting Office

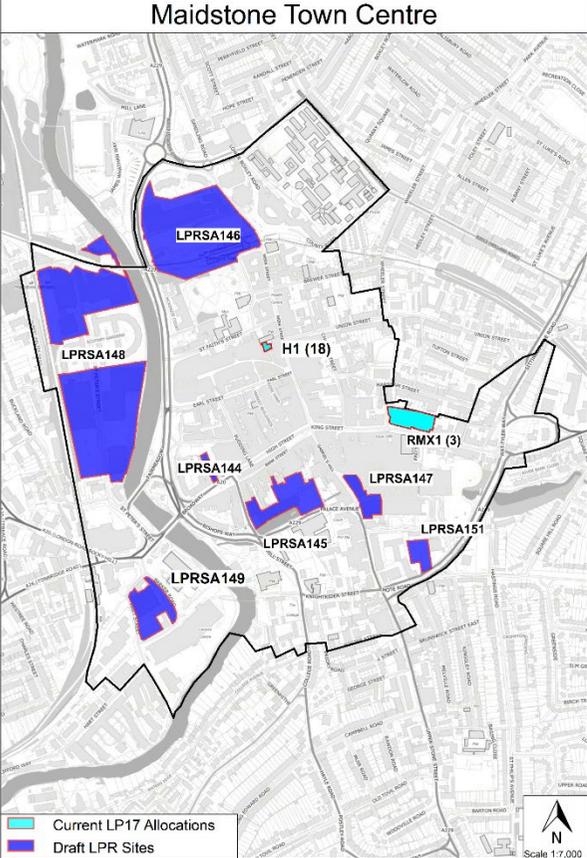
⁴³Supersedes LP17 allocation H1(13) Medway Street

⁵² Permission (20/505707/FULL)

³Remaining balance of the LP17 broad location figure of 350 new homes from conversion of poor-quality office stock. Figure from AMR 2019/20-~~2021/22~~.

This policy will be revisited and updated to reflect the forthcoming Town Centre Strategy.

Replace figure on page 45 (Maidstone Town Centre) with new figure as follows:

		<p style="text-align: center;">Maidstone Town Centre</p> 	
MM11	LPRSP2	<p>Amend Policy LPRSP2 as follows:</p> <ol style="list-style-type: none"> 1) As a sustainable location, Maidstone urban area, as defined on the policies map, will be a key focus for new development. 2) Within the urban area and outside of the town centre boundary identified in policy SP4 SP1, Maidstone will continue to be a good place to live and work. This will be achieved by: <ol style="list-style-type: none"> a) Allocating sites at the edge of the town for housing and business development; 	For plan effectiveness.

		<ul style="list-style-type: none"> b) The development and redevelopment or infilling of appropriate urban sites in a way that contributes positively to the locality's distinctive character; c) Retaining well located business areas; d) Maintaining the network of district and local centres, supporting enhancements to these centres in accordance with the overall hierarchy of centres; e) Retaining the town's greenspaces and ensuring that development positively contributes to the setting, accessibility, biodiversity and amenity value of these areas as well as the River Medway and the River Len; and f) Supporting development that improves the health, social, environmental and employment well- being of those living in identified areas of deprivation. g) <u>The planned redevelopment of the Invicta Barracks as a strategic development location to the north of the town centre as identified in Policy LPRSP5(b) for approximately 1,300 new homes, community infrastructure and publicly accessible open space.</u> <p>(4)(3) Strategic policy LPRSP3 sets out the requirements for development around the edge of the urban area. Elsewhere in the urban area land is allocated for housing, retail and employment development together with supporting infrastructure.</p> <ul style="list-style-type: none"> a) Approximately 1,846 new dwellings will be delivered on 23 existing Local Plan sites in accordance with policies H1(11) to H1(30). b) Approximately 178 additional units will be delivered in the urban area on sites LPRSA 366, 152 and 303. c) Fourteen existing sites at Aylesford Industrial Estate, Tovil Green Business Park, Viewpoint (Boxley), Hart Street Commercial Centre, The Old Forge, The Old Brewery, South Park Business Village, Turkey Mill Court, Eclipse Park, County Gate, Medway Bridge House, Albion Place, Victoria Court and Lower Stone Street(Gail House, Link House, Kestrel House and Chaucer House) are designated Economic Development Areas in order to maintain employment opportunities in the urban area (policy SP11(a)). d) Key infrastructure requirements to be delivered either through Section 106 obligations or via CIL include: <ul style="list-style-type: none"> i. Improvements to highway and transport infrastructure, including junction ii. improvements, capacity improvements to part of Bearsted Road, <u>A274 Sutton Road, A229 (Royal Engineers Way), and Hermitage Lane</u>, improved pedestrian/cycle access and bus prioritisation measures, in accordance with individual site criteria set out in policies H1(11) to H1(30); 	
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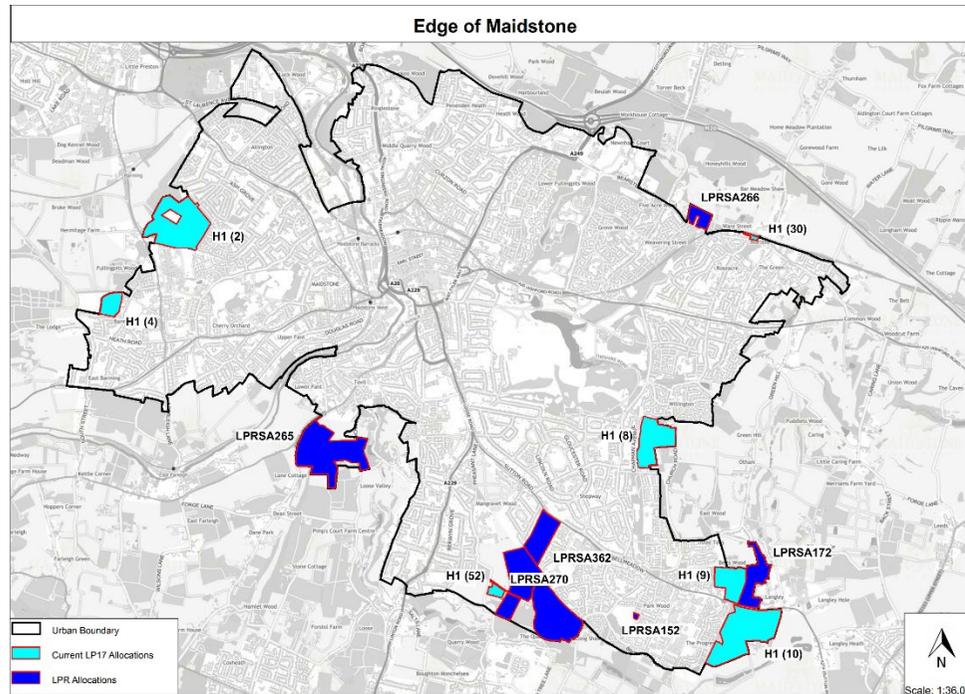
- i. Additional secondary school capacity including one form entry expansions of the Maplesden Noakes School and Maidstone Grammar School;
- ii. Additional primary school provision through one form entry expansion of South Borough Primary School;
- iii. Provision of new publicly accessible open space; and
- iv. Improvements to health infrastructure including extensions and/or improvements at Brewer Street Surgery, Bower Mount Medical Centre, The Vine Medical Centre, New Grove Green Medical Centre, Bearsted Medical Practice and Boughton Lane Surgery.

MM12

Page 52

Replace Figure 3.1 with a new Figure 3.1 as follows:

For plan effectiveness.



MM13

Para 6.71

Amend paragraph 6.71 as follows:

For consistency with the NPPF.

		<p>A new garden community rooted in garden village design principles, Heathlands Garden Settlement will become a new sustainably planned place with connected, walkable, vibrant, sociable neighbourhoods for the residents of Heathlands, Lenham, Lenham Heath and Charing in which to live and work. There will be new local jobs, community facilities, schools, cafes shops, and leisure facilities set in high quality public spaces creating an active and animated environment with enhanced biodiversity. To facilitate healthy lifestyles, high quality connected landscapes and green infrastructure will be provided for exercise, sport, play, walking, cycling, and leisure, sitting alongside facilities for growing food. Pedestrians, cyclists, and public transport will be priorities helping sustainable travel opportunities with convenient and safe linkages within Heathlands, to surrounding communities and to new community facilities. There will be a sensitive transition between the AONB and Heathlands, with a heathland landscape and strong planting in the northern parcels, and landscaped spaces for village greens, parks, commons and naturalistic green spaces throughout. A new Heathlands Rail Station along the Ashford-Maidstone line will be explored provided to achieve a wider sustainable connected network, providing opportunities for residents and businesses along the A20 corridor. Homes will be for all stages of life with affordable provision and will be of a high-quality innovative design reflecting the local vernacular, incorporating its heritage and landscape character. Flexible business space and communal workspace facilities will be provided for new and established local companies and for those that reside locally. <u>Implementing a proposal of this scale will extend appreciably beyond the plan period. The assessment of impacts and infrastructure requirements has been undertaken on that basis and will be updated as part of subsequent plan review, based upon a detailed Supplementary Planning Document and master planning work.</u></p>	
MM14	Para 6.71	<p>After paragraph 6.71 insert new paragraph 6.71(a) as follows:</p> <p><u>Proposals must be accompanied by a comprehensive Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute's and Institute of Environmental Management & Assessment's 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.</u></p>	For plan effectiveness.
MM15	LPRSP4(A)	<p>Amend Policy LPRSP4(A) as follows:</p> <p>The Council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan:</p> <p>1) Phasing and delivery</p>	For plan effectiveness, and to ensure the plan is positively prepared and justified. To align with other Main Modifications with respect to plan

a) Housing completions are anticipated to commence ~~2029~~ **2031**, with infrastructure being delivered in accordance with the table below;

<u>Dates</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>
<u>Preliminaries</u>	<ul style="list-style-type: none"> <u>N/A</u> 	<ul style="list-style-type: none"> <u>North East access into development site from A20</u> <u>Cycling and footpath connections between Charing and Lenham along the A20</u> <u>Utilities trunking</u> <u>Necessary relocations agreed</u> <u>Community engagement established and ongoing strategy in place</u> <u>Railway Station business case complete and Strategic Outline Business Case approval and Approval in Principle for new rail station</u> <u>Structural planting across the development site, implemented as early as reasonable and practicable, in accordance with a scheme developed through the SPD - see LPRSP4(A)(3)(a)</u> <u>Necessary off-site highway mitigation to align with Monitor and Manage Strategy</u>
<u>(Phase 1) 2031-2037</u>	<ul style="list-style-type: none"> <u>Cumulative total: circa 1,310 homes</u> <u>New Local Centre including employment offer</u> 	<ul style="list-style-type: none"> <u>Circa 35 ha open space</u> <u>New/improved wastewater treatment mechanisms delivered and cordon sanitaire</u> <u>Phased nutrient neutrality mitigations delivered in</u>

period and development phasing. To ensure consistency with NPPF and Department for Transport Circular 01/22.

			<p><u>appropriate to the early phase and location</u></p>	<p><u>accordance with Nutrient Neutrality Strategy</u></p> <ul style="list-style-type: none"> • <u>Bus diversions from A20 into the site and connecting to Lenham and Charing to be delivered as early as possible in liaison with the operator and in line with the IDP and Monitor and Manage Strategy</u> • <u>Rail Station delivered</u> • <u>Necessary off-site highway mitigation to align with Monitor and Manage Strategy</u> • <u>North West access into development site from A20, enabling vehicular access including bus services</u> • <u>Providing connectivity to A20 footway/cycleway</u> • <u>Structural planting in accordance with the Landscape Strategy defined through the SPD</u> • <u>Phase 1 employment land delivered</u> • <u>Local Centre complete, including linked employment and primary school provision</u> 		
		<p><u>(Phase 2) To 2045</u></p>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 3,101 homes</u> • <u>District Centre</u> 	<ul style="list-style-type: none"> • <u>New District Centre complete including principal local service offer, medical facility, public transport hub and other employment generating uses</u> • <u>North West access into development site from A20,</u> 		

				<p><u>enabling vehicular access including bus services</u></p> <ul style="list-style-type: none"> • <u>Necessary off-site highway mitigation to align with Monitor and Manage Strategy.</u> • <u>Ancient woodland enhancement secured</u> • <u>Secondary school provision delivered as necessary</u> • <u>Public Open Space within residential parcels delivered</u> • <u>Structural planting in accordance with the Landscape Strategy defined through the SPD</u> • <u>Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality Strategy</u> 		
		<u>(Phase 3) To 2048</u>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 3,758 homes</u> 	<ul style="list-style-type: none"> • <u>A town park</u> • <u>Appropriate bus links to District Centre and neighbouring villages</u> • <u>Necessary off-site mitigation to align with Monitor and Manage strategy</u> • <u>Country Park delivered</u> • <u>Delivery of Public Open Space</u> • <u>Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality strategy</u> • <u>Structural planting in accordance with the Landscape Strategy defined through the SPD</u> 		

		<p><u>(Phase 4)</u> <u>To 2054</u></p>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 5,000 homes</u> • <u>New Local Centre</u> 	<ul style="list-style-type: none"> • <u>Local Centre including local employment offer and Primary education provision</u> • <u>Necessary off-site highway mitigation to align with Monitor and Manage strategy</u> • <u>Structural planting in accordance with the Landscape Strategy defined through the SPD</u> • <u>Public Open Space within residential parcels delivered</u> • <u>Phased nutrient neutrality mitigations delivered in accordance with a Nutrient Neutrality Strategy</u> 		
		<p><u>(Phase 5)</u> <u>To 2054</u></p>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 5,000 homes</u> 	<ul style="list-style-type: none"> • <u>Open space</u> 		
<p>b) Phased release of land parcels of varying size and density to enable a range of developers to bring the site forward for development.</p> <p>c) Infrastructure will be delivered on a phased basis, when it is needed and as early as possible in the development process where key infrastructure is concerned, in accordance with an agreed phasing strategy.</p> <p>d) <u>Phasing shall ensure full extraction of minerals sites allocations identified in the Kent Minerals Sites and Waste Plan 2020.</u></p> <p>2) Housing:</p> <p>a) Approximately 5,000 new homes, including 1,400 homes within the period 2029-37;</p> <p>b) A target amount of 40% affordable housing;</p> <p>c) Range of house types including across tenures, mix, including for inter-generational living.</p> <p>3) Landscape & Design</p>						

	<p>a) Development of the site will adopt measures to minimize the potential for harm and maximise the potential for beneficial changes to the setting of the Kent Downs AONB;</p> <p>b) All built development will be broadly contained within the 110-115m contours to the north of the railway line, with the exception of new road, pedestrian and cycle accesses from the A20;</p> <p>c) How the development will present an appropriate edge to respond to views from the Pilgrims Way within the Kent Downs AONB.</p> <p>d) A landscape scheme will be prepared to inform design parameters including for views into and from the AONB;</p> <p><u>a) The design and layout of the development shall be landscape-led and designed to avoid or minimise adverse impacts on the Kent Downs AONB. Where required to mitigate any such impacts arising from the development, structural planting shall be carried out as early as possible in relation to each phase to optimise its effectiveness.</u></p> <p><u>The development shall include structural planting, including planting belts on an east-west axis provided on parts of the site where appropriate to avoid or minimise adverse impacts on the AONB and views in and out of the AONB. The location and design of the structural planting shall be informed by an LVIA or similar assessment to identify where it is best located. This shall include an appropriate landscaped edge to respond to views from the Kent Downs AONB.</u></p> <p><u>Structural planting shall maximise opportunities for early mitigation and biodiversity enhancements. The planting regime should seek to implement the structural planting in all phases of the development at the earliest opportunity, notwithstanding, the anticipated commencement of development in each of the various phases as identified above (LPRSP4(A)(1)(a)).</u></p> <p><u>b) The development will be sensitively located and designed taking into account: the orientation of buildings, building heights, site layout, design, materials, colour and lighting to avoid or minimise adverse impacts on the AONB. This will be developed and secured via the Landscape Strategy and SPD;</u></p>	
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	<p><u>c) No built development will be located within 350m of the AONB boundary, with the exception of the new road, pedestrian and cycle accesses from the A20;</u></p> <p><u>d) The development will be carried out in accordance with a Landscape Strategy to be prepared as part of the SPD to inform design parameters including for views into and from the AONB. The Landscape Strategy will include:</u></p> <p><u>i. Identification of key views for LVIA purposes;</u></p> <p><u>ii. Location, form, and timing for advanced structural planting;</u></p> <p><u>iii. Maintenance and protection of long-term structural landscaping;</u></p> <p><u>iv. High level landscape codes for the most sensitive development interfaces;</u></p> <p>e) Provision of appropriate interfaces with existing buildings which will be retained on and around the site;</p> <p>f) How †The settlement will be designed to provide an appropriate relationship and connectivity to Lenham, Lenham Heath & Charing, whilst utilising and new linkages between the settlements;</p> <p>g) Investigating how <u>Optimise</u> density will be optimised, particularly around the areas with the best access to the potential new railway station, district and local centres, and high-quality open spaces, <u>having regard to the setting of the AONB.</u></p> <p>4) Employment/ Commercial</p> <p>a) Development should aim to provide for as close to 5,000 new jobs as feasible and viable;</p> <p>b) A new District Centre adjacent to a potential new railway station, including a c) significant knowledge-based employment offer;</p> <p>c) Two new Local Centres, one as part of the early phases of development, and one as part of later phase, each including an element of employment space</p> <p>d) A minimum of 14 hectares of dedicated new employment land.</p> <p>5) Infrastructure</p> <p>a) Bespoke infrastructure funding agreement based on the value captured by the development, expected to be higher than that which would ordinarily be captured using a borough CIL approach, and should be spent on infrastructure locally, and in the surrounding areas, particularly Lenham and Charing, where suitable.</p>	
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	<p>b) Two new three form entry primary schools will be required, <u>New primary provision totalling 7 forms of entry will be required across the site;</u></p> <p>c) Secondary education provision through either contributions for off-site provision or on-site facilities, or a combination of the two. <u>A new 5 or 6 form entry Secondary School to be provided on site. The timing of delivery of the secondary school will be subject to need, to be agreed in conjunction with Kent County Council.</u></p> <p>d) The delivery of an improved or new waste water treatment facility <u>covering the Greater Lenham / Upper Stour catchment, including sufficient distance being provided between the new Wastewater Treatment Works and residential development, taking account of the potential need for future expansion, and allow for adequate odour dispersion, on the basis of an odour assessment to be conducted in consultation with Southern Water;</u></p> <p>e) A comprehensive set of local community infrastructure commensurate with a new community of approximately 5,000 new homes, principally split between the three new centres;</p> <p>f) A full suite of open spaces will be delivered in accordance with Policies SP13 & INF1 including extensive green infrastructure necessary to meet the needs of the settlement, including amenity green space, play space, sports provision, allotments and natural and semi-natural open space.</p> <p><u>g) Delivery of a new medical facility.</u></p> <p>6) Transport Connections</p> <p><u>Prior to the first occupation of any floorspace or units on the development a ‘Vision and Validate’ and ‘Monitor and Manage Strategy’ shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways.</u></p> <p>a) A business case for new rail station will continue to be explored <u>be provided</u> on the Maidstone-Ashford rail line, with suitable alternative connectivity to the existing station at Lenham if the case is not made;</p> <p>b) Two new access connections on to the A20 will be provided to the north of the development, on forming <u>forming</u> routes which cross the Maidstone-Ashford rail line to connect with the southern part of the site.</p>	
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	<p>c) A good highly accessible public transport facility through the site with new bus routes that provide linkages to the potential new station or existing Lenham Station and between the homes, district and local centres, Lenham secondary school, new schools and other local facilities and adjacent local areas;</p> <p>d) A network of pedestrian and cycle paths throughout the site, linking the district centre and local centres to the housing and employment areas, and beyond the open countryside and to surrounding settlements, <u>including improved access to off-site PRoWs;</u></p> <p>e) Potential Adequate scope for connection to any new future M20 junction as a result of cumulative development between M20 Junctions 8 & 9</p> <p><u>e) Impacts to the M20 will be fully assessed and mitigated in accordance with the Monitor and Manage Strategy in co-operation with Kent County Council and National Highways with a particular focus on the development's potential impacts of Junctions 8 and 9, including a mitigation scheme at Junction 8. Mitigation solutions will be established and secured through the Supplementary Planning Document, and Transport Assessment and Monitor and Manage Strategy, as set out in the IDP;</u></p> <p><u>f) The Supplementary Planning Document will include a detailed Transport Assessment prepared as per an agreed scope with Kent County Council and National Highways, taking into account:</u></p> <p><u>i. The impact of the development on all surrounding road corridors and junctions as identified and agreed with Kent County Council, with a particular focus on the potential impacts on the A20 corridor east and west of the site;</u></p> <p><u>ii. Specific mitigation measures to improve junction performance and highway safety, and how such mitigation will be secured (either implemented directly through S278 or funding);</u></p> <p><u>iii. The timing and trigger points for mitigation measures to be determined in accordance with Monitor and Manage Strategy to avoid potentially severe impacts on the highway network;</u></p> <p><u>iv. Proportion of vehicle movements acknowledging the prospects for internal trips, sustainable transport measures, and the certainty of the new rail station.</u></p> <p>7) Environmental</p>	
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	<p>a) A new country park around the Stour River <u>corridor in the south of the site, including a The creation of a wetlands areas to assist with the filtration of nitrates & and phosphates arising within the upper Stour catchment, having regard to Natural England's latest advice in July 2020 regarding nutrients entering the River Stour and other relevant statutory biodiversity advice;</u></p> <p>b) Climate Change adaptations and mitigations aimed at ensuring the new settlement is operationally net zero in terms of carbon emissions;</p> <p>c) 20% biodiversity net gain will be expected to be achieved on-site;</p> <p>d) There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance <u>and be informed by a heritage impact assessment</u>, in particular the potential for multi-period archaeological remains associated with prehistoric and later activity around Chapel Farm, Mount Castle and Lenham Forstal.</p> <p><u>The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate preservation and, where possible, enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding and enjoyment of the special historic environment here.</u></p> <p>e) Site design and layout shall be informed by a sensitive response to local and historic assets and landscapes built heritage that development will need to have regard to includes:</p> <ul style="list-style-type: none"> • Royston Manor (grade II* listed) • Chilston Park Registered Park and Garden • A number of grade II listed buildings where their setting has the potential to be affected by the development • Listed buildings within the setting of the site including at Lenham and Chilston Park <p><u>There are several areas of potential archaeological sensitivity across the site, and these should be surveyed, and development should respond to their significance and be informed by a Heritage Impact Assessment.</u></p> <p>f) Use of sustainable drainage methods to manage surface water flooded issues and ensure flood risk is not exacerbated elsewhere including a site-wide Flood Risk Assessment will be required;</p>	
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		<p>g) Noise and drainage mitigation measures are identified where required integrated within the design and layout of the site;</p> <p>h) Development creates a number of <u>The enhancement of existing, and creation of new,</u> ecological corridors through the site, including along or parallel to the River Stour.</p> <p>8) Governance and stewardship: will be set out <u>the strategy will</u> identifying:</p> <ul style="list-style-type: none"> a) How the 30-year vision will be fulfilled; b) How the settlement will be community-managed; c) Maintenance of infrastructure, urban <u>public</u> realm, and open spaces will be carried out; d) Roles for utilities and infrastructure operators; e) How revenues from development will be recycled within the site to meet the above requirements. f) And ensuring that key infrastructure such as public transport can be delivered in a timely manner as the settlement grows, including consideration of risks and actions to maintain their viability and deliverability. 	
MM16	LPRSP4(B)	<p>After paragraph 6.77 insert new paragraph as follows:</p> <p><u>The impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration, with reference to Policy LPRSP14(A). Traffic modelling of the proposed development will be required to quantify the predicted nitrogen deposition on roads passing the SAC. If nitrogen deposition exceeds the screening criteria set out in IAQM guidance (1% of the SAC’s critical load for nitrogen deposition), then mitigation will be required. Mitigation measures must be set out in a Mitigation Strategy, to be agreed by the Council and Natural England, in consultation with the highway authorities, where relevant. Applications must clearly demonstrate through project-level HRA that the Mitigation Strategy is appropriate, can be feasibly implemented and will be sufficient to fully mitigate any identified adverse effects on the SAC. Mitigation measures may be provided on and/or off-site as appropriate and necessary.</u></p> <p><u>In preparing the Mitigation Strategy, applicants should have regard to the following package of mitigation measures which may be deployed, either in isolation or in-combination, as and when necessary and appropriate for air quality. The mitigations, which are in no particular order and are not exclusive, are as follows:</u></p>	<p>For plan effectiveness, and to ensure the plan is positively prepared and justified. To ensure consistency with NPPF and Department for Transport Circular 01/22.</p> <p>To align with other Main Modifications with respect to plan period and development phasing. To reflect that requirements on provision of</p>

- i. Green Travel Planning focussed on employment facilities, commercial facilities, schools and the use of transport connections within and adjacent to the development.
- ii. Traffic calming to discourage access/egress via Boxley and Bredhurst.
- iii. Provision of cycle and pedestrian facilities to encourage sustainable modes of transport via Boxley and Bredhurst.
- iv. On-site measures to encourage/increase take up of low emission vehicles, such as EV charging points.
- v. HGV and other vehicle “site servicing” and “delivery route” management strategies.
- vi. Strategic road signage strategy.
- vii. Off-site planting at agreed locations and species.
- viii. The design of residential layouts and configuration of estate roads in a manner which discourages access/egress via Boxley and Bredhurst.
- ix. Typologies of development located at the southern sector of the site which generate lower car ownership levels of trip rates, i.e.: higher density apartment type accommodation, older persons accommodation.
- x. Home and flexible working supported by broadband infrastructure to encourage and enable people to drive less.
- xi. Low emission strategy at south of site and through Boxley/Bredhurst.

Amend Policy LPRSP4(B) as follows:

The Council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site’s delivery. The following criteria must be met in addition to other policies of this Local Plan:

1) Phasing & delivery

- a) Starting in approximately 2027 **no later than 2028**

<u>Phase</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>
<u>Preliminary</u>	<ul style="list-style-type: none"> • <u>N/A</u> 	<ul style="list-style-type: none"> • <u>Access routes into development site</u> • <u>Utility infrastructure capacity</u>

natural and semi-natural open space are addressed elsewhere in the plan.

				<ul style="list-style-type: none"> • <u>Community engagement established and will be ongoing</u> • <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations.</u> 		
		<p><u>(Phase 1)</u> <u>From which start date will be no later than 2028</u></p>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 590 homes (in first 5 years after commencement)</u> 	<ul style="list-style-type: none"> • <u>Primary connections into the site and corresponding initial bus diversions</u> • <u>AONB - the structural planting to the south of the Lidsing development area (adjacent to the motorway) will be approved as part of the SPD and later outline/hybrid application and this strategic landscaping shall be planted within this period</u> • <u>Detailed approval of the mix of employment uses, building height and design shall be in place in line with the SPD.</u> • <u>Open Space complementary to the 590 completed units in this phase to be delivered</u> • <u>Proportionate secondary school contributions received</u> • <u>During this stage the West-East link road will be completed and will facilitate the full orbital bus route</u> • <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting</u> 		

				<p><u>transport infrastructure that is necessary for this stage, including off-site junction mitigations</u></p>		
		<p><u>(Phase 2)</u> <u>From 2033</u> <u>to 2038</u></p>	<ul style="list-style-type: none"> • <u>Housing completions average 150 per annum</u> • <u>New Local Centre</u> 	<ul style="list-style-type: none"> • <u>Completion of the M2 J4 spur, with possible interim utilisation of existing Maidstone Road bridge crossing to allow the employment development to commence early in this stage</u> • <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of off-site mitigations in Bredhurst and Boxley following consultation with local communities</u> • <u>Towards the end of the stage and as necessitated by demand, opening of replacement bridge crossing</u> • <u>Ancient woodland enhancement secured</u> • <u>Proportionate Secondary school contribution received</u> • <u>3FE Primary school land transferred and serviced for 3FE primary. Contributions to construct will be secured by S106 in each phase</u> • <u>Capstone Valley North-South open space/ pedestrian enhancement completed</u> • <u>Open Space complementary to the completed residential units</u> • <u>Employment site commenced</u> 		

				<ul style="list-style-type: none"> • <u>Land transferred and serviced for new medical facility for GP surgery to be provided</u> • <u>Subject to Transport Assessment and Monitor & Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations</u> 			
		<u>By 2038</u>	<ul style="list-style-type: none"> • <u>Cumulative total: Minimum 1,340 homes</u> • <u>14 ha serviced employment site delivered</u> 	<ul style="list-style-type: none"> • <u>M2J4 AONB mitigation for the 19ha of land to the south of the M2 completed</u> • <u>Open Space complementary to completed residential units delivered and meeting wider SPD phasing</u> 			
		<u>(Phase 3) By 2042</u>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 2,000 homes</u> 	<ul style="list-style-type: none"> • <u>Open space complementary to completed residential units delivered and meeting wider SPD phasing</u> • <u>All of proportionate secondary school contributions received</u> 			
		<p>b) A mix of sizes of land parcels should be provided to enable development by a range of types and sizes of developers;</p> <p>c) Ensure that environmental mitigations are delivered in advance of construction, and that requisite infrastructure is ready to operate upon occupation.</p> <p>2) Housing</p> <p>a) 2,000 new homes in total, including 1,300 1,300 <u>1,340</u> units within the Plan period up to 2037 <u>2038</u>;</p> <p>b) A target amount of 40% affordable housing</p> <p>c) Range of housing typologies based on the Council's latest Strategic Housing Market Assessment, including across tenure, mix of sizes of units, including for generational living.</p>					

3) Masterplanning and design parameters

Development will be based on the Masterplan vision framework plan.

a) Development will proceed in accordance with a detailed design code agreed between the Local Planning Authority and promoter;

b) Development of the site will be landscape-led to ensure that there are positive enhancements to the Capstone Valley and Kent Downs AONB setting;

c) The overall utility of the Capstone Valley will be significantly enhanced including for recreation;

d) The development will create a positive out-facing edge when viewed from **the Medway urban area including** Lordswood and Hempstead and the AONB to the south;

~~e) Floorplates may need to be restricted where they impact upon the setting of the AONB;~~

~~f)~~ **e)** Appropriate interfaces will be created with existing buildings which will be retained on and around the site to protect their significance;

~~g)~~ **f)** Design will reflect how the settlement's shape is configured with regards its relationship to the Medway urban area, as well as the AONB and Bredhurst;

~~h) Investigating how density can be optimised, particularly around the areas with the best access to services and high-quality open spaces~~

g) The balance of land south of the M2 that is not used for highway infrastructure will be utilised for green infrastructure, including areas for public access, the details of which will be developed through the SPD and masterplanning processes.

Planning permission will be granted if the following criteria are met, and the submission is in accordance with the approved SPD:

h) The development proposals for employment uses will not exceed a total floorspace of 42,000 sqm and will respect the topography of the site by minimising the need for site excavation;

i) Landscape buffers of at least 15 metres will be established along the site's boundary to the M2 motorway and the future management of landscaped areas will be secured by S106 Agreement;

j) A landscaped setting for the development and roads will be created alongside a strong internal landscaping framework within the employment development zones adjacent to the M2. These landscaped corridors will be multifunctional to create drainage and ecological corridors and recreational connections which will be developed through the Supplementary Planning Document. This will include a green bridge connection across the motorway;

k) The maximum footprint of commercial buildings within the identified employment area shall not individually exceed 6000 m². The commercial building ridge heights shall not exceed 9 metres within the employment development zone (LCZ4);

l) The employment buildings adjoining the M2 motorway shall stagger their siting with the majority of buildings sited "gable end on" to the motorway to increase the sense of separation between buildings and reduce the massing of the built form when viewed from the south;

m) The development proposals for employment buildings will through matters of detailing including lighting, materiality, siting of buildings and positioning of parking areas, alongside strategic and internal landscaping will ensure the development respects the sites visual and physical relationship with the Kent Downs AONB to the south of the M2 motorway and this will be developed through the Supplementary Planning Document;

n) Residential properties located nearest to the AONB boundary shall be appropriate in height so as not to detrimentally impact the setting on the Kent Downs AONB. In the areas closest to the M2 within the zones referenced LCZ3&4 the building height would not exceed two storeys unless following a full LVIA assessment and taking into account the character area assessment and testing as part of the progression of the SPD it was considered appropriate to increase the height of selective buildings within this zone where agreed with the LPA and Kent Downs AONB Unit;

o) Residential densities will generally reduce toward the M2 motorway as informed by a master planning character area assessment and LVIA findings.

4) Employment/ Commercial

	<p>a) Development should exceed 2,000 new jobs as feasible and viable due to the area's excellent</p> <p>b) connectivity to the Strategic Road Network;</p> <p>c) 14 Ha of new employment space will be created, focused on the improved motorway access;</p> <p>d) A new Local centre of not less than 1,500m² of retail, leisure and services will be created, strategically located on a new orbital bus route with good access to employment, Hempstead, and Lordswood;</p> <p>5) Infrastructure</p> <p>a) A bespoke infrastructure funding agreement based on the value captured from the development, expected to be higher than that which would ordinarily be captured using a borough CIL approach, and should be spent on infrastructure locally, and in the surrounding areas where suitable.</p> <p>b) A new 3FE primary school within or adjacent to the local centre, and a contribution towards the creation of a new secondary school capacity in the Capstone Valley area;</p> <p>c) A comprehensive set of local infrastructure commensurate with a new community of 2,000 new homes, principally focused on the new local centre including a new medical facility;</p> <p>d) A full suite of open space will be delivered in accordance with Policy INF1: <u>This would indicatively comprise the provision of the open space typologies below, with further detail to be progressed through the SPD.</u></p> <ul style="list-style-type: none"> i. 3.33 Ha Amenity green space, ii. 1.19 Ha Play space iii. 7.6 Ha sports provision iv. 0.95 Ha of allotments v. <u>31 Ha natural/semi natural open space</u> <p>6) Transport Connections</p> <p><u>Prior to the first occupation of any floorspace or units on the development of a 'Vision and Validate' and 'Monitor and Manage Strategy' shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways.</u></p> <p>a) A new connection to the M2 at Junction 4 will be created, enabling improved connections across the Capstone Valley and into Medway;</p>	
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		<p>b) A new orbital bus service: linking Lordswood & Hempstead, and linking to the Medway town centres will be created; <u>i. Linking Lordswood & Hempstead, and linking to the Medway town centres;</u> <u>ii. Serving Boxley and Bredhurst, including exploring the potential for diversion through the site;</u></p> <p>c) New half-hourly bus services to be provided between the site and Chatham via North Dane Way.</p> <p>d) Cycling & Walking links throughout the site, and strategically north-south along the Capstone Valley and into the wider Medway area will be created;</p> <p>e) Priority, through design, throughout the site for vulnerable road users and active travel modes.</p> <p>f) Measures to prevent rat-running in local roads, including through Bredhurst and Boxley.</p> <p>g) (Placeholder for any required offsite capacity improvements, as necessary) <u>Routes identified as sites for potential mitigations will be subject to further assessment, and this will be undertaken via the Supplementary Planning Document and prior to any initial planning application. This e Assessment may will include consideration of mitigations in Boxley, Bredhurst and on the A229 and A249 corridors as well as at M2 Junction 3 in accordance with the Monitor and Manage process set out in the IDP. Off-site highway improvements, some of which may be necessary in the Medway area, will be subject to further assessment and delivered in accordance with the development phasing provisions set out in (1)(a) above.</u></p> <p>7) Environmental</p> <p>a) A Climate Change adaptations and mitigation strategy based on national and local guidelines;</p> <p>b) A minimum of 20% biodiversity net gain will be expected to be delivered on-site;</p> <p>c) There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance <u>and be informed by a heritage Impact Assessment</u></p> <p>d) Sustainable drainage methods are implemented to manage surface water flooding issues and ensure that flood risk is not exacerbated elsewhere including a site-wide Flood Risk Assessment will be required;</p> <p>e) Noise and drainage and light pollution mitigation measures are integrated within the design;</p> <p>f) <u>The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate conservation and enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding</u></p>	
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		<p>and enjoyment of the special historic environment here. Heritage assets to be responded to within the site include site of a 20th century military balloon installation</p> <p>g) A financial contribution shall be made to mitigate recreational impact on the Medway Estuary and Marshes SPA and Ramsar.</p> <p>h) Site design and layout shall be informed by a sensitive response to local historic assets and landscapes <u>and appropriate buffering to ancient woodland and/or veteran trees.</u></p> <p>i) <u>Development proposals must demonstrate that the Lidsing garden community, either alone or in combination with other relevant plans and projects, will avoid adverse effects on the integrity of the North Downs Woodlands SAC, due to air quality, with reference to Policy LPRSP14(A). Mitigation measures will be required where necessary and appropriate.</u></p> <p>8) Governance Arrangements – no changes</p> <p>After Policy LPRSP4(B) insert new Key Diagram as follows:</p>	
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MM17	LPRSP5	<p>Amend Policy LPRSP5 as follows:</p> <p>1) Strategic Development Locations will be delivered across the Plan Period for:</p> <ul style="list-style-type: none"> a) A target of 1,300 units at Invicta Barracks b) 1,000 units within the Lenham broad location for housing growth. <p>2) A potential strategic development location will be safeguarded for delivering a new Leeds-Langley Relief Road.</p>	To ensure the plan is justified and to align with other Main Modifications with respect to Invicta Barracks and Leeds Langley Corridor.
MM18	Paras 6.82 to 6.92	<p>Amend paragraphs 6.82 to 6.92 as follows:</p>	For plan effectiveness. To align with other Main Modifications

	<p>6.82 There is potential for strategic development to assist in the delivery of a new road linking the M20J8 with the A274 around Langley. The consideration of how this new highway could be delivered is a requirement of Local Plan 2017 LPR1.</p> <p>LPRSP5(A): Potential Development in the Leeds-Langley Corridor</p> <p>Introduction</p> <p>6.83 The reconsideration of the business case for the delivery of a Leeds-Langley relief road is a requirement of the Local Plan 2017 set out in Policy LPR1. Since the adoption of that plan various things have happened.</p> <p>6.84 The Local Highways Authority (Kent County Council) has confirmed that whilst it will not currently be seeking to promote a route in this corridor, should Maidstone Borough Council require such a route to support future development the Local Highway Authority will work to assist this.</p> <p>6.85 The council has undertaken a study to meet the criteria laid out in the Local Plan 2017 Policy LPR1 as part of the Local Plan Review. The results of the study concluded that whilst previous route alignments considered were feasible in principle as transport projects, they would be unlikely, in spatial planning terms, to support significant development. Therefore, as standalone projects the route alignments considered had limitations in regard to being able to make a strong enough business case for funding.</p> <p>6.86 To overcome these issues the council commissioned further work from independent consultants. This work was to identify variations to the previously considered alignments and would release sufficient enabling development to support the delivery of the road. The Study concluded that an approximate quantum of growth in the region of 3,995 residential units would be capable of funding a scheme without third party funding, should this be unavailable.</p> <p>6.87 The council has supported this work by testing the transport implications of such a highway connection on the local and strategic network through transport modelling. The scheme tested was a highway only scheme.</p> <p>6.88 Alongside the testing of a highway scheme, to fulfil the requirements of Local Plan 2017 Policy LPR1, the council also tested alternatives to a Leeds Langley Highway Scheme. This included a do-nothing scenario and a public transport led solutions along the A274.</p>	<p>with respect to Leeds-Langley Corridor – see LPRSP5 and LPRSP5(A).</p>
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		<p>6.89 In advance of the above work as part of the call for sites exercise, which formed part of the Local Plan Review, local landowners have identified a significant amount of land within the vicinity of the potential highway intervention for mixed use development.</p> <p>6.90 At the current time, the delivery of a new road is not confirmed by the local Highways Authority. Discussions are ongoing however regarding how a scheme may be designed.</p> <p>6.91 With this in mind, a safeguarded area is proposed which requires prospective developments in this area to demonstrate that they do not prejudice the future creation of a new route. This covers the minimum area considered necessary to protect both the alignment of the road and the area necessary for enabling development identified as needed to make the scheme feasible. The safeguarding direction does not preclude development in this area. Existing permissions and allocations remain extant, but upon renewal or variation of consents, Policy SP5(A) will apply.</p> <p>6.92⁸⁵ Discussions between KCC, MBC, local landowners and other stakeholders will continue, with the potential for a future Development Plan Document to be produced to guide development of the route in partnership with landowners & KCC. It will also be expected that development at the scale anticipated to fund and deliver a scheme will bring forward the normal range of other associated infrastructure. However, there is no new development proposed by this plan within the safeguarded area at the current time.</p>	
MM19	LPRSP5(A)	<p>Delete Policy LPRSP5(A) as follows:</p> <p>LPRSP5(A) — DEVELOPMENT IN THE LEEDS-LANGLEY CORRIDOR</p> <p>1. Land within the corridor defined on the policies map, will be safeguarded for potential future development, which will be required to provide a quantum of enabling development which will meet its own and future highway needs and to provide connectivity between M20 junction 8 and the A274.</p> <p>2. Development proposals which come forward in the defined corridor will be assessed for their potential to prejudice the delivery of a new highway. Proposals for new residential and commercial development coming forward in the defined corridor will need to be accompanied by a masterplan demonstrating how the development of the site potentially contributes to or does not inhibit the delivery of a Leeds-Langley relief road.</p>	To ensure the plan is justified.

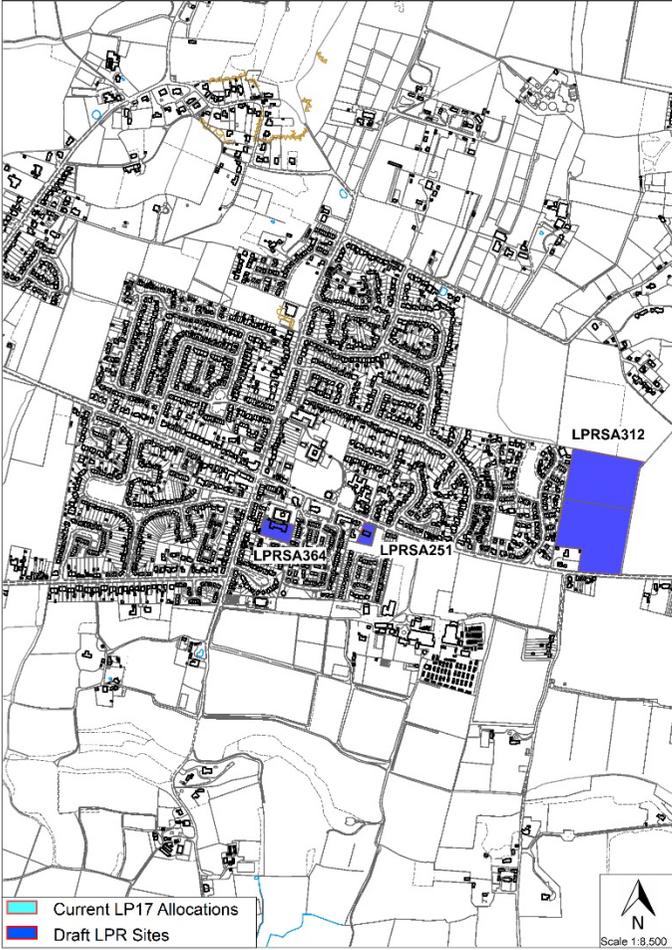
MM20	LPRSP5(A) Policies Map Page 67	<p>Amend Policies Map as follows:</p> <p>Delete Leeds Langley Relief Road (LLRR) Safeguarding Area.</p>	To ensure the plan is justified						
MM21	Para 6.94	<p>Amend paragraph 6.94 as follows:</p> <p>The MoD keeps its property portfolio under regular review. As part of the MoD review (November 2016) Invicta Park Barracks will be released by 2027. The Local Plan Review identifies Invicta Park Barracks as a broad Strategic Development Location which is unlikely to come forward for housing growth until the end of the Local Plan period. The site has the potential to deliver in the order of 1,300 new homes. Over the plan period the council is working with the MoD to encourage an earlier delivery of the site.</p>	For plan effectiveness.						
MM22	LPRSP5(B)	<p>Amend Policy LPRSP5(B) as follows:</p> <p>Invicta Park Barracks is identified as an allocation for a target up to of 1,300 dwellings from the middle of the Local Plan period. The Council will work with the promoter MoD and Annington to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan:</p> <p><u>Prior to the first occupation of any floorspace or units on the development of a 'Vision and Validate' and 'Monitor and Manage' strategy shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways.</u></p> <p>1. Preparation and submission of a development brief and a master plan prepared in conjunction with and for approval by the council to guide development;</p> <p>a. <u>Housing completions are anticipated to commence 2027/28, with infrastructure being delivered in accordance with the table below:</u></p> <table border="1" data-bbox="506 1273 1469 1335"> <thead> <tr> <th data-bbox="506 1273 696 1335"><u>Phase</u></th> <th data-bbox="696 1273 987 1335"><u>Development</u></th> <th data-bbox="987 1273 1469 1335"><u>Indicative Complementary Infrastructure</u></th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	<u>Phase</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>				For plan effectiveness, and to ensure the plan is positively prepared and justified. To align with other Main Modifications with respect to plan period and development phasing. To ensure consistency with NPPF and Department for Transport Circular 01/22.
<u>Phase</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>							

		<p><u>(Phase 1)</u> <u>From 2027</u></p>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 500 homes</u> 	<ul style="list-style-type: none"> • <u>Mechanism agreed for comprehensive redevelopment of the wider Invicta Barracks to deliver 1,300 new homes</u> • <u>Identification of land for future educational needs and mechanisms for provision to KCC subject to need being established</u> • <u>Timescales and phasing for withdrawal confirmed with MoD</u> • <u>Pedestrian/cycle connections to Town Centre</u> • <u>Bus diversion into the site</u> • <u>Open Space complementary to new homes;</u> • <u>Confirmation on reprovision of Hindu Temple;</u> • <u>Strategy for re-use of Park House and surrounding parkland/woodland agreed;</u> • <u>Biodiversity Plan agreed</u> 		
		<p><u>(Phase 2)</u> <u>From 2032</u></p>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 1,000 homes</u> 	<ul style="list-style-type: none"> • <u>Central parkland enhancement completed</u> • <u>Subject to Transport Assessment and Monitor and Manage Strategy A229 junction and Sandling Lane improvements completed (to facilitate access arrangements)</u> • <u>Subject to Transport Assessment and Monitor & Manage Strategy, off-site highway mitigations in the vicinity of the site are completed</u> 		

			<ul style="list-style-type: none"> • <u>New local/neighbourhood centre established</u> • <u>Open Space complementary to new residential units</u> 	
		<p><u>(Phase 3)</u> <u>By 2037</u></p> <ul style="list-style-type: none"> • <u>Cumulative total: minimum 1,300 homes</u> • <u>New Local / Neighbourhood Centre completed</u> • <u>New through school subject to future need being established</u> 	<ul style="list-style-type: none"> • <u>Open Space complementary to new residential units</u> • <u>North-South Bus route operational.</u> 	
		<ol style="list-style-type: none"> 2. Integration of new development within the existing landscape structure of the site (supported by ecological, arboricultural, and landscape and visual impact assessments together with the identification of detailed mitigation measures where appropriate); 3. Ensuring requisite community facilities, which may include neighbourhood shopping and health facilities in addition to a new through school, are delivered where proven necessary and in conjunction with housing; 4. Provision of publicly accessible open space, including natural and semi-natural open space, as proven necessary, and/or contributions; 5. Off-site highway improvements as necessary to mitigate the impact of development; 6. Securing a network of public footpath and cycling routes through the site; 7. Preservation of features of ecological importance, including the retention and enhancement of wildlife corridors, and ensuring that connection with ecological features and corridors outside the site is maintained/enhanced, <u>and securing biodiversity net gain, in accordance with Policy LPRSP14(A).</u> 8. Enhanced walking, cycling and public transport connections to the town centre and local area; 9. Preservation of Park House (Grade II*) and its setting, in particular the parkland to the north and east of Park House to include removal of existing built development at 1-8 (consecutive) <u>The Crescent to enhance/restore the parkland setting;</u> and 10. Development proposals must demonstrate that the necessary sewerage infrastructure is either available or can be delivered in parallel with the development. 		

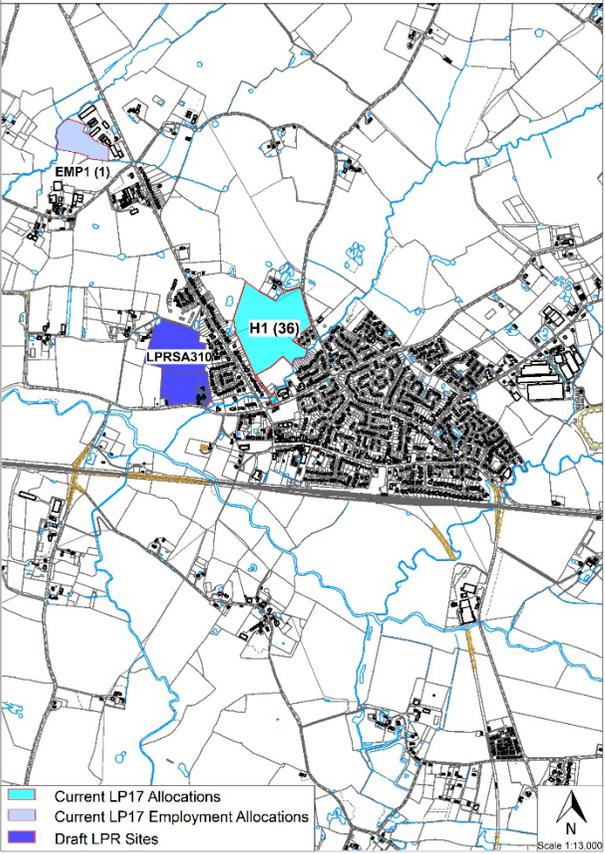
		<p><u>11. The SPD should have a focus on celebrating the military heritage and broader history of the site.</u></p> <p><u>12. Retention of a Hindu place of worship within the site will be required.</u></p> <p><u>13. Provision of an 8 FE all through school (2FE primary and 6FE secondary) on the wider Invicta Barracks site, subject to continuing review of future educational need in Maidstone Borough and an ongoing assessment of other sites in and around the town centre with the scope to accommodate some or all of the educational need.</u></p>	
MM23	LPRSP5(B)	<p>After Policy LPRSP5(B) insert new paragraph and Key Diagram as follows:</p> <p><u>The indicative framework diagram below will be used to inform the preparation of the SPD for Invicta Barracks and detailed site masterplanning.</u></p> 	For plan effectiveness.
MM24	LPRSP5(C)	<p>Amend Policy LPRSP5(C) to insert new criteria (11), (12) and (13) as follows:</p> <p><u>11. Development in Lenham and Lenham Heath that would result in a net increase in population served by a wastewater system will need to ensure that it will not have an</u></p>	For plan effectiveness.

		<p><u>adverse effect on the integrity of Stodmarsh SAC/SPA/Ramsar site. Where a proposed development falls within the Stour Catchment (e.g. Lenham, east of Faversham Road), or where sewage from a development will be treated at a Waste Water Treatment Works that discharges into the river Stour or its tributaries, then applicants will be required to demonstrate that the requirements set out in the advice letter and accompanying methodology on Nutrient Neutrality issued by Natural England have been met. This will enable the Council to ensure that the requirements of the Habitats Regulations are being met.</u></p> <p><u>12. The Neighbourhood Plan will preserve and enhance the character and appearance of the conservation area and protect the significance of listed buildings including their setting.</u></p> <p><u>13. Proposals shall be designed to avoid or appropriately mitigate any impacts on the setting of the Kent Downs.</u></p>	
MM25	LPRSP6(A)	<p>Amend Policy LPRSP6(A) criterion (1) as follows:</p> <p>In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 55 new dwellings will be delivered on site H1(59), and <u>100 new dwellings will be delivered on LPRSA251, LPRSA312, and LPRSA364.</u></p> <p>Replace figure on page 75 (Coxheath Rural Service Centre) with new figure as follows:</p>	For plan effectiveness.

		<p style="text-align: center;">Coxheath Rural Service Centre</p> 	
MM26	LPRSP6(B))	<p>Amend Policy LPRSP6(B) as follows:</p> <p>At the rural service centre of Harrietsham, as shown on the policies map, key services will be retained and supported.</p>	For plan effectiveness.

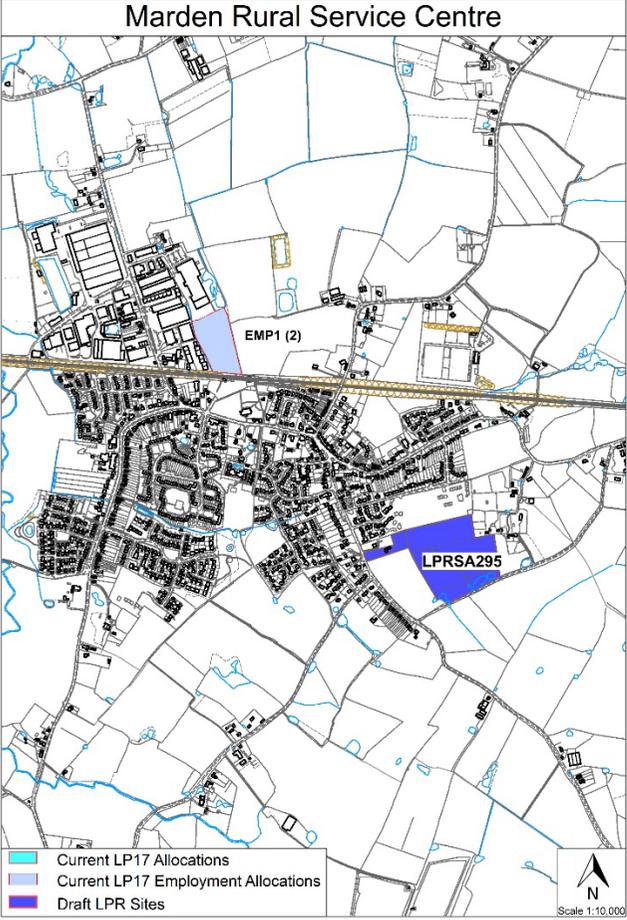
		<p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 49 new dwellings will be delivered on site H1(33), and 100 <u>new dwellings will be delivered on site</u> LPRSA071 and LPRSA101.</p> <p>2) Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a).</p> <p>3) Key infrastructure requirements for Harrietsham include:</p> <ul style="list-style-type: none"> a) Improvements to highway and transport infrastructure including improvements to the A20 Ashford Road, improvements to Church Road and the provision of additional pedestrian crossing points in accordance with individual site criteria set out in policies H1(33), LPRSA071 and LPRSA101. b) Provision of a one form entry expansion at either Lenham or Harrietsham primary schools; c) Improvements to open space which improve overall quality, and address forecast deficits of in 0.4Ha play, 4Ha sports, 0.2Ha allotment, and 12.4Ha natural/semi-natural green space. d) Improvements to health infrastructure including extension and/or improvements at Glebe Medical Centre. <p>4) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(c).</p>	
MM27	LPRSP6(C)	<p>Amend Policy LPRSP6(C) as follows:</p> <p>At the rural service centre of Headcorn, as shown on the policies map, key services will be retained and supported.</p> <ul style="list-style-type: none"> 1. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 275 new dwellings will be delivered on three the remainder of allocated site H1(36) and H1(38), <u>plus</u> approximately 400-<u>110</u> new dwellings on LPRSA310. 2. Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a), and a further 3,500m² employment floorspace is allocated (policy EMP1(1)). 	For plan effectiveness.

		<p>3. Key infrastructure requirements for Headcorn include:</p> <ul style="list-style-type: none"> a. Improvements to highway and transport infrastructure, including junction improvements, a variety of measures to improve sustainable transport infrastructure and improvements to pedestrian and cycle access, in accordance with individual site criteria set out in policies H1(36), H1(38) and LPRSA310 b. Provision of a one form entry extension to Headcorn Primary School; c. Improvements to open space which improve overall quality, and address forecast deficits of 1Ha amenity, 1.1Ha play, 7.7Ha sports, 0.2Ha allotment, and 30.2Ha natural/semi-natural green space. <p>4. Additional capacity will be required in the sewer network and at the wastewater treatment works if required in the period to 2031; and</p> <p>5. Improvements to health infrastructure including extension and/or improvements at Headcorn Surgery.</p> <p>6. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c.</p> <p>7. <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u></p> <p>Replace figure on page 80 (Headcorn Rural Service Centre) with new figure as follows:</p>	
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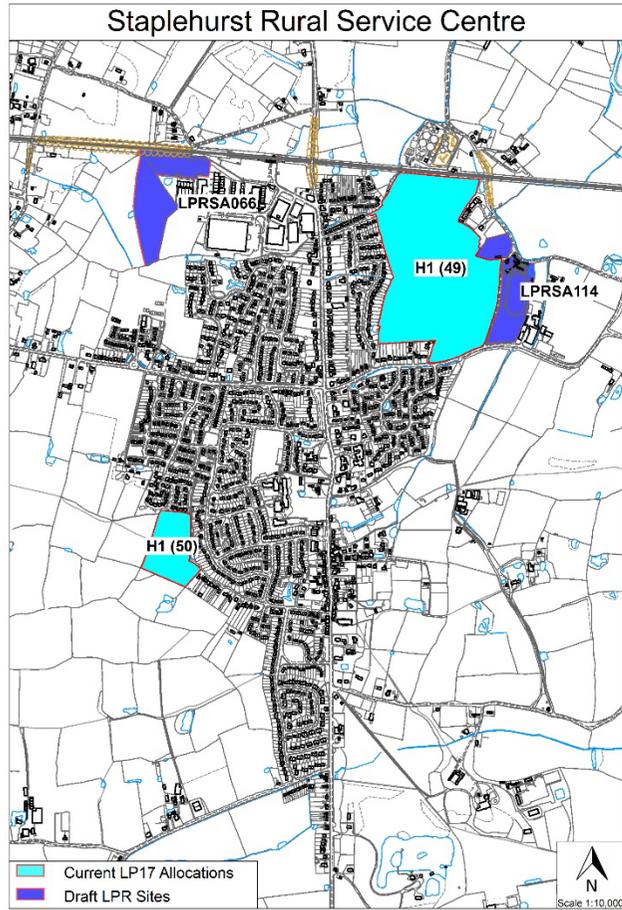
		<p style="text-align: center;">Headcorn Rural Service Centre</p> 	
MM28	LPRSP6(D)	<p>Amend Policy LPRSP6(D) as follows:</p> <p>At the rural service centre of Lenham, as shown on the policies map, key services will be retained and supported.</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 145 new dwellings will be delivered on one allocated site (policy H1(41)), in addition to six allocations in the Lenham</p>	<p>For plan effectiveness and to ensure the plan is positively prepared.</p>

		<p>Neighbourhood Plan which will deliver around 1,000 new dwellings.</p> <p>2) Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy GT1(8).</p> <p>3) Three existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a).</p> <p>4) One new employment site allocation (LPRSA260) will deliver 2,500m2 employment space.</p> <p>5) Key infrastructure requirements for Lenham include:</p> <p>a) Improvements to highway and transport infrastructure including junction improvements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access in accordance with individual site criteria set out in policies H1(41);</p> <p>b) Provision of a one form entry expansion at either Lenham or Harrietsham primary schools;</p> <p>c) Provision of 0.34 hectares of natural/semi-natural open space through Policy H1(41) and additional open space as specified through the Neighbourhood Plan allocations.</p> <p>d) Improvements to health infrastructure including extension and/or improvements at The Len Valley Practice.</p> <p><u>e) Improvements to wastewater capacity to serve the Lenham broad location unless otherwise stated by the utility provider</u></p> <p>e)6) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c.</p> <p><u>7) Development shall conform with the Lenham Neighbourhood Plan 2017-2031 and any successor modification document that is made.</u></p>	
MM29	LPRSP6(E)	<p>Amend Policy LPRSP6(E) as follows:</p> <p>At the rural service centre of Marden, as shown on the policies map, key services will be retained and supported.</p>	For plan effectiveness.

		<ol style="list-style-type: none"> 1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 124 new dwellings will be delivered on site H1 (46), and 113 on LPRSA295. 2) Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy LPRGT1(9). 3) One existing site is designated as an Economic Development Area in order to maintain employment opportunities in the locality (policy LPRSP11a), and a further 4,084m² employment floorspace is allocated on one site (policy LPREMP1(2)). 4) Key infrastructure requirements for Marden include: <ol style="list-style-type: none"> a. Improvements to highway and transport infrastructure including railway station enhancements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian and cycle access in accordance with individual site criteria set out in policies H1(46), LPRSA295 and LPRSA314; b. Provision of 0.6 form entry expansion at Marden Primary School; c. Improvements to open space which improve overall quality, and address forecast deficits of in 0.9Ha play, 3.3Ha sports, 0.9Ha allotment, and 27.4Ha natural/semi-natural green space; and d. Improvements to health infrastructure including extension and/or improvements at Marden Medical Centre. 5) The loss of local shops, community facilities and greenspaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c. 6) <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u> <p>Replace figure at page 84 (Marden Rural Service Centre) with new figure as follows:</p>	
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		<p style="text-align: center;">Marden Rural Service Centre</p>  <p> ■ Current LP17 Allocations ■ Current LP17 Employment Allocations ■ Draft LPR Sites </p>	
MM30	LPRSP6(F)	<p>Amend Policy LPRSP6(F) as follows:</p> <p>At the rural service centre of Staplehurst, as shown on the policies map, key services will be retained and supported.</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP56, approximately 740 new dwellings will be delivered on the remainder of</p>	For plan effectiveness and to ensure the plan is positively prepared.

		<p><u>allocated</u> sites H1(48) and H1(49), plus to <u>approximately 60 on</u> H1(50), and 127 on LPRSA066 and LPRSA114.</p> <p>2) Four pitches are allocated...</p> <p>3) One existing site is designated...</p> <p>4) Key infrastructure requirements for Staplehurst...</p> <p>5) <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u></p> <p>Replace figure at page 86 (Staplehurst Rural Service Centre) with new figure as follows:</p>	
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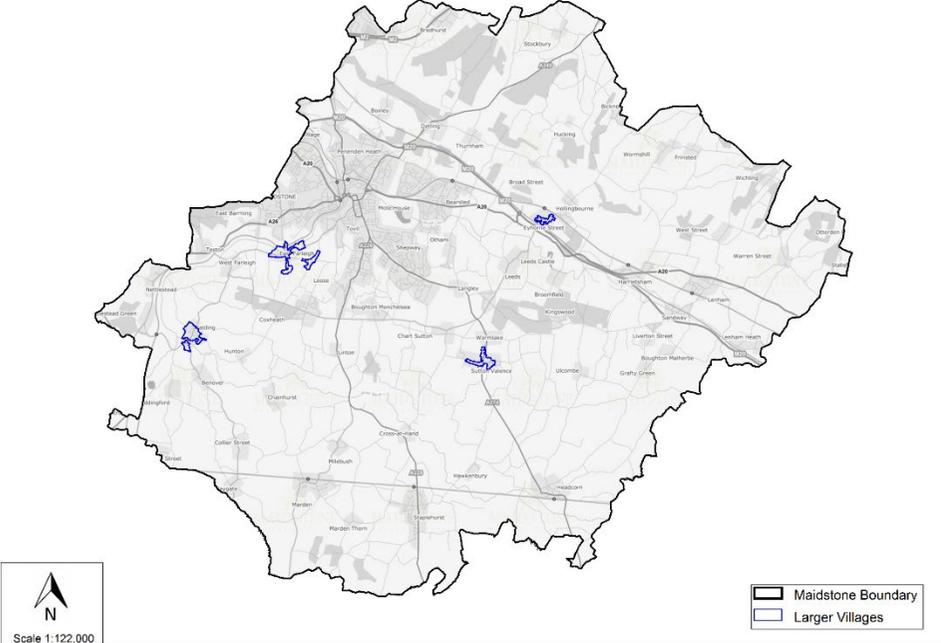


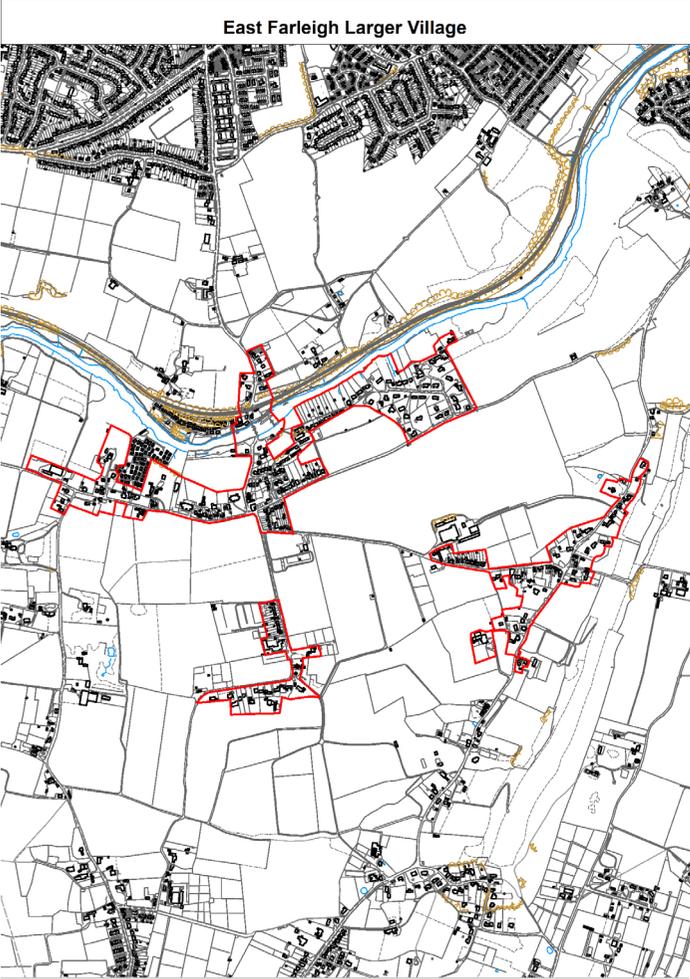
MM31

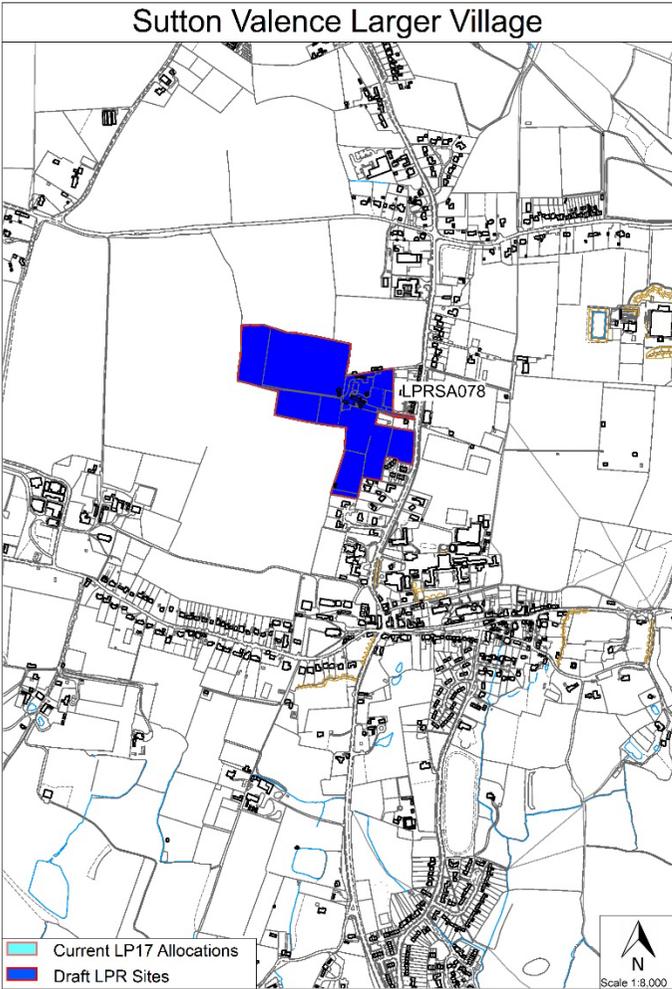
Page 87

Replace Figure 6.1 (Larger Villages in Maidstone Borough) with a new Figure 6.1 as follows:

For plan effectiveness.

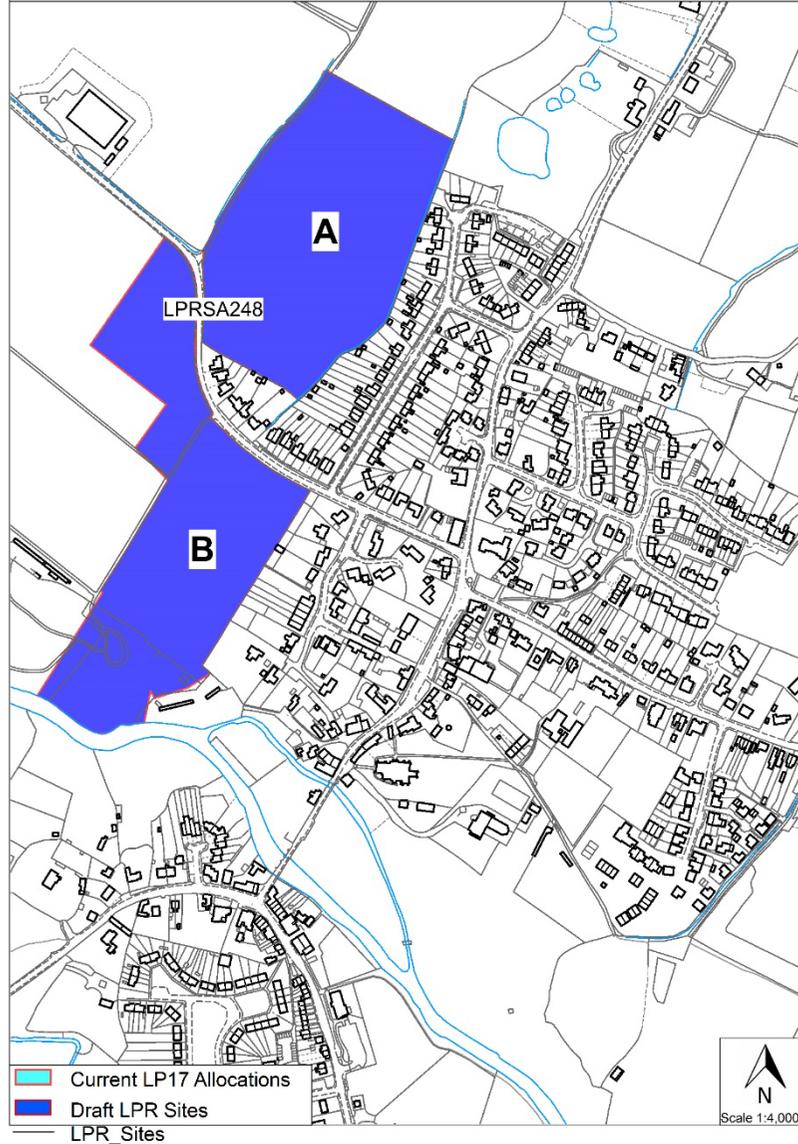
			
MM32	LPRSP7(A)	<p>Amend Policy LPRSP7(A) as follows:</p> <p>At the larger village of East Farleigh, key services will be retained and supported.</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 50 new dwellings will be delivered. <u>This is anticipated to come forward through the production of a Neighbourhood Plan, in the last 10 years of the plan period. Where it is apparent that the larger village is not set to meet the specific allocation of residential units, the borough council, through a future review of the Local Plan, will allocate sites to make up the shortfall.</u></p> <p>2) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11a.</p>	For plan effectiveness and to ensure the plan is positively prepared.

MM33	LPRSP7(A)	<p>After Policy LPRSP7(A) insert the following diagram:</p> <p>Diagram illustrating the defined settlement boundary for East Farleigh.</p> 	For plan effectiveness.
MM34	LPRSP7(C)	<p>Amend map on page 93 (Sutton Valence Larger Village) as follows:</p>	For plan effectiveness and

	<p>Page 93</p>	<p>The site area amended to reflect the policy and ensure provision of the health facility.</p>  <p>The map, titled 'Sutton Valence Larger Village', shows a central area labeled 'LPRSA078' highlighted in blue. A legend at the bottom left indicates that blue areas represent 'Draft LPR Sites' and light blue areas represent 'Current LP17 Allocations'. A north arrow and a scale of 1:8,000 are located at the bottom right of the map.</p>	<p>to ensure the plan is positively prepared.</p>
<p>MM35</p>	<p>LPRSP7(D) Page 95</p>	<p>Amend Policy LPRSP7(D) as follows:</p> <ol style="list-style-type: none"> 1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 65-100 new dwellings will be delivered on site H1(65), and 	<p>For plan effectiveness and to ensure the plan</p>

		<p>400 on LPRSA248. <u>Housing development will be located to the north (Site A) and supporting infrastructure such as open space, drainage (SUDS) to the south (Site B) only.</u></p> <p>2) Key infrastructure requirements for Yalding include...</p> <p>3) The loss of local shops...</p> <p>4) <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u></p> <p>Amend map on page 95 (Yalding Larger Village) as follows:</p>	<p>is positively prepared.</p>
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Yalding Larger Village



MM36	LPRSP8	<p>Amend Policy LPRSP8 as follows:</p> <p>Within smaller settlements:</p> <ol style="list-style-type: none"> 1. Within <u>the Smaller Villages of Boughton Monchelsea, Boxley, Chart Sutton, Detling, Grafty Green, Hunton, Kingswood, Laddingford, Platt's Heath, Stockbury, Teston, and Ulcombe</u>, the Council will resist the loss of local shops, community facilities and green spaces, whilst supporting new retail development, community services and green spaces to meet local need. 2. Smaller villages offer a limited opportunity for new plan-led development which can support the continued sustainability of the settlement. This is estimated expected to come forwards through site allocation LPRSA360 (approximately 30 dwellings) and as a broad location development, in the last 10 years of the Plan period. The quantities envisaged are: <ul style="list-style-type: none"> • 35 new units each at <u>Chart Sutton</u>, Ulcombe, Laddingford, Kingswood, and Teston • 25 new units each at Boxley, Chart Sutton, Detling, Grafty Green, Hunton, Platt's Heath, and Stockbury <u>and Ulcombe</u> 3. Within the Smaller Villages, small scale housing development <u>in addition to the quantities set out under criterion (2)</u> will be acceptable where all of the following apply: <ol style="list-style-type: none"> a) The scale of the development is proportionate to the size of the settlement and the type and level of local services available; b) The development design takes account of landscape impact having regard to the setting of the settlement within the countryside; c) It can be linked to the retention or expansion of specific infrastructure or service assets within the settlement; d) It has community support, either through a Neighbourhood Plan, or other Parish endorsement, for example as a Rural Exception Site; <u>and</u> <u>e) Where suitable access can be provided.</u> 	For plan effectiveness and to ensure the plan is positively prepared.
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		<p>4. e) Where it is apparent that smaller villages are not set to meet the specific allocation of residential units, the borough council, through a future review of the Local Plan, will allocate sites to make up the shortfall.</p>	
MM37	Para 6.137	<p>Amend paragraph 6.137 as follows:</p> <p>The High Weald AONB lies beyond the southern boundary of the borough adjacent to the parishes of Marden and Staplehurst, within the administrative area of Tunbridge Wells Borough council. Its closest point to the borough is at Winchet Hill in the southern part of Marden parish. The council has exactly the same statutory duty to conserve and enhance the setting of this AONB as it does with the Kent Downs AONB and will apply the same policy considerations for any proposals that may affect its setting. <u>In assessing the impact of proposals on the High Weald AONB regard will be had to the High Weald AONB Management Plan and its supporting evidence and guidance.</u></p>	For plan effectiveness.
MM38	LPRSP9	<p>Amend Policy LPRSP9 as follows:</p> <ol style="list-style-type: none"> 1) Development proposals in the countryside will not be permitted unless they accord with other policies in this plan and they will not result in <u>significant</u> harm to the rural character and appearance of the area. 2) Agricultural proposals will be supported which facilitate the efficient use of the borough's significant agricultural land and soil resource provided any adverse impacts on the appearance and rural character of the landscape can be appropriately mitigated. 3) Great weight should be given to the conservation and enhancement of the Kent Downs Area of Outstanding Natural Beauty. 4) Proposals should not have a significant adverse impact on the settings of the Kent Downs Area of Outstanding Natural Beauty or the High Weald Area of Outstanding Natural Beauty. 5) The Metropolitan Green Belt is shown on the policies map and development there will be managed in accordance with national policy for the Green Belt. 6) The distinctive landscape character of the Greens and Ridge, the Medway Valley, the Len Valley, the Loose Valley, and the Low Weald, as defined on the policies map, will be conserved and enhanced as landscapes of local value. 7) Development in the countryside will retain the separation of individual settlements. <u>8) Opportunities to improve walking and cycling connections will be supported.</u> <p>Account should be taken of the Kent Downs Area of Outstanding Natural Beauty Management Plan, <u>the High Weald Area of Outstanding Natural Beauty Management Plan</u>, and the</p>	For plan effectiveness.

		Maidstone Borough Landscape Character Guidelines Supplementary Planning Document <u>(or any successors to these documents)</u> .	
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MM39	LPRSP10	<p>After paragraph 7.2, insert a new policy SP10 titled ‘Housing delivery’ as follows:</p> <p><u>1. Over the plan period 2021 to 2038, provision will be made for the development of a minimum of 19,669 new homes in the borough.</u></p> <p><u>Stepped trajectory</u></p> <p><u>2. To ensure a plan-led approach to development, the annual level of growth is to occur over a series of steps, aligned to the expected timing of delivery of new homes. This stepped trajectory is as follows:</u></p> <table border="1"> <thead> <tr> <th><u>Years</u></th> <th><u>Annualised growth (new homes)</u></th> <th><u>Total cumulative growth (new homes)</u></th> </tr> </thead> <tbody> <tr> <td><u>2021/22</u></td> <td><u>1,157</u></td> <td><u>1,157</u></td> </tr> <tr> <td><u>2022/23-2027/28</u></td> <td><u>1,000</u></td> <td><u>7,157</u></td> </tr> <tr> <td><u>2028/29-2032/33</u></td> <td><u>1,150</u></td> <td><u>12,907</u></td> </tr> <tr> <td><u>2033/34-2037/38</u></td> <td><u>1,352 x 3 years</u></td> <td><u>19,669</u></td> </tr> <tr> <td></td> <td><u>1,353 x 2 years</u></td> <td></td> </tr> <tr> <td></td> <td>Total</td> <td>19,669</td> </tr> </tbody> </table> <p><u>3. Appendix 1 of this Plan shows the trajectory for delivering new homes over the plan period, including the breakdown of supply by aggregated source. This is a snapshot in time and delivery progress will be monitored annually through the Authority’s Monitoring Report.</u></p> <p><u>Deliverable supply</u></p> <p><u>4. To help ensure the continued delivery of new homes, a rolling supply of deliverable sites is to be maintained in order to meet the total housing requirement (plus appropriate buffer moved forward from later in the plan period) over a five-year time frame (usually 1st April to 31st March the following year). This supply position is to be updated and</u></p>	<u>Years</u>	<u>Annualised growth (new homes)</u>	<u>Total cumulative growth (new homes)</u>	<u>2021/22</u>	<u>1,157</u>	<u>1,157</u>	<u>2022/23-2027/28</u>	<u>1,000</u>	<u>7,157</u>	<u>2028/29-2032/33</u>	<u>1,150</u>	<u>12,907</u>	<u>2033/34-2037/38</u>	<u>1,352 x 3 years</u>	<u>19,669</u>		<u>1,353 x 2 years</u>			Total	19,669	For plan effectiveness and consistency with the NPPF.
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	Total	19,669																						

published at least once per year, in accordance with the requirements of the NPPF and any associated guidance.

Maintaining delivery

5. Should the Council determine, through the annual monitoring process, that the housing delivery position has altered such that the NPPF ‘tilted balance’ is engaged (paragraph 11d, footnote 8), then proposals for additional residential development in the borough will be supported on sites where they are:

- a. Broadly consistent with, not prejudicial to and contributing towards the positive achievement of the plan's overall spatial vision and spatial strategy; and
- b. In a sustainable location and of a scale and nature commensurate to the deficit in required housing and the Plan's spatial strategy; and
- c. Able to demonstrate the ability to contribute in a timely and proportionate manner to addressing the deficit in housing supply; and
- d. In all other respects in accordance with other Local Plan policies, in so far as they apply.

6. If monitoring identifies that it is not possible to demonstrate a five-year supply of deliverable land for the Borough, and there is no recovery of identified supply indicated for the two subsequent monitoring years, then a full or partial review of the Local Plan will be implemented.

Designated Neighbourhood Areas

7. As a minimum, and as set out in the table below in the supporting text, Designated Neighbourhood Areas are required to accommodate housing from any site allocations within their designated neighbourhood area boundary (or part thereof), as contained in Section 8 and Appendix 1 of this LPR; plus, any additional homes assigned to them through policy LPRSP8 – Smaller Villages where relevant. Additional to this are windfall sites (including first homes, affordable housing exception, and older peoples housing sites) and any part of the Garden Settlements or Strategic Development Locations that fall within the designated neighbourhood area.

8. Any future Designated Neighbourhood Areas will be expected to accommodate, as a minimum, relevant housing requirements from:

- a. Site allocations within this LPR (apportioned where sites are partially within the designated area);
- b. Policy LPRSP8; and
- c. Garden Settlements or Strategic Development Locations (apportioned where sites are partially within the designated area).

After new policy SP10 ‘Housing delivery’ insert new supporting text as follows:

Designated Neighbourhood Areas

There are currently 16 Designated Neighbourhood Areas within the borough. In line with paragraph 66 of the NPPF, the housing requirement for designated neighbourhood areas has been considered within the plan. In considering this requirement, regard has been had to the Sustainability Appraisal, transport and infrastructure capacity, the size and functionality of settlements within the areas and the overall spatial strategy of the plan. The plan includes a number of allocations within designated areas, along with further allocations in non-designated parishes. Additionally, the broad location for smaller villages at Policy LPRSP8 sets a requirement for a limited amount of additional new homes to come forward through the making of neighbourhood plans in those areas.

The number allocated through plan policies is not a maximum requirement, nor is it finite. It should be considered as additional to any windfall sites that come forward (including first homes, affordable housing exception, and older peoples housing sites), and any part of the Garden Settlements or Strategic Development Locations that may fall within the designated neighbourhood area. The table below, sets out the indicative minimum housing requirements for each of the 16 Designated Neighbourhood Areas, exclusive of Garden Settlements, Strategic Development Locations and any potential future windfall, affordable housing and older peoples housing exception sites:

<u>Designated Neighbourhood Area</u>	<u>Site allocation</u>	<u>Broad Location - Villages figure</u>	<u>Total minimum housing requirement figure</u>
<u>Bearsted</u>	<u>H1(31) [50 units]</u>	=	<u>50</u>
<u>Boughton Monchelsea</u>	<u>LPRSA360 [15 units]*</u> <u>LPRSA270 (part) [108 units]*</u> <u>H1(52) [25 units]</u>	=	<u>213</u>

	H1(53) [40 units]** H1(54) [25 units]**		
Boxley	=	25	25
Broomfield & Kingswood	=	35	35
Coxheath	LPRSA364 [10 units] LPRSA251 [5 units] LPRSA312 [85 units]	=	100
Harrietsham	LPRSA101 [53 units] LPRSA071 [47 units]	=	100
Headcorn	LPRSA310 [110 units] H1(36) [220 units]**	=	330
Lenham	Lenham Neighbourhood Plan [1,047 units]	=	1,047
Loose	LPRSA360 [15 units]*	=	15
Marden	LPRSA295 [113 units] H1(46) [124 units]**	=	237
North Loose	=	=	0
Otham	LPRSA172 (part) [38 units]* H1(8) [440 units]** H1(9) [335 units]**	=	813
Staplehurst	LPRSA114 [49 units] LPRSA066 [78 units] H1(48) [250 units]** H1(49) [400 units]**	=	777
Sutton Valence	LPRSA078 [100 units]	=	100
Tovil	LPRSA265 [250 units]	=	250
Yalding	LPRSA248 [100 units]	=	100
TOTAL	4,132	60	4,192

***Only part of the site allocation is within the Designated Neighbourhood Area boundary. The number of units has therefore been apportioned and is indicative only.**

****These site allocations are 'saved' from the 2017 Local Plan and show the total number of homes included in the allocation; however, the sites are under construction/are already delivering new homes.**

MM40	LPRSP10(A)	<p>Amend Policy LPRSP10(A) criterion (4) as follows:</p> <p>Large development schemes Major developments will be expected to demonstrate that consideration has been given to serviced custom and self-build plots as part of housing mix in line with Policy HOU 9.</p>	For plan effectiveness, consistency with the NPPF, and the Town and Country Planning (Development Management Procedure) (England) Order 2015.
MM41	Para 7.17	<p>Amend paragraph 7.17 as follows:</p> <p>Viability testing has concluded that the identified a low value zone, which encompasses the town centre and some of the inner urban area, which is often unable to viably deliver affordable housing.</p> <p><u>Insert new paragraph after 7.18 as follows:</u></p> <p><u>A proportionate off-site contribution should involve considering the results of the open-book financial appraisal for the site and using this to determine whether a financial contribution is possible, and if so, its financial value.</u></p>	Clarification to accurately reflect the evidence base – to ensure a justified plan.
MM42	LPRSP10(B)	<p>Amend LPRSP10(B) as follows:</p> <p>On major housing development sites or mixed-use development sites where 10 or more dwellings will be provided, or the site has an area of 0.5 hectares or more, the Council will require the delivery of affordable housing.</p> <p>1) The target rates for affordable housing provision within the following geographical areas, as defined on the policies map, are:</p> <ul style="list-style-type: none"> a) Greenfield development in mid and high value zones at 40% b) Brownfield development in high value zone at 40%. c) Development in the low value zone and brownfield development in the mid value zone will not normally be expected to deliver affordable housing, however where opportunities exist to provide affordable housing the council will seek to secure this. be expected to 	For plan effectiveness and consistency with the NPPF. Flexibility to allow for a range of affordable home ownership options during the plan period. Amendments to ensure policy aligns with other Main

		<p><u>deliver an element of on-site affordable housing. If it can be demonstrated through an open book financial appraisal this is not viable, based on the construction costs based on delivering high quality design and public realm, then the developer shall make a proportionate off-site contribution to the delivery of affordable housing. Evidence of engagement with affordable housing funders and providers, including the council and Homes England as appropriate, should be submitted with the financial appraisal.</u></p> <p>2) Affordable housing provision should be appropriately integrated within the site. In exceptional circumstances, and where proven to be necessary, off-site provision will be sought in the following order of preference:</p> <ul style="list-style-type: none"> a) An identified off-site scheme; b) The purchase of dwellings off-site; or c) A financial contribution towards off-site affordable housing. <p>3) The indicative targets for tenure are:</p> <ul style="list-style-type: none"> a) 75% Social and affordable rented. b) A minimum 25% First Homes <u>intermediate or affordable home ownership</u>. <p>4) On new build housing developments, the affordable housing element will be expected to meet the optional technical standard M4(2). <u>Where 25% of First Homes will not be adequate to meet the minimum 10% Affordable Home Ownership target set by the NPPF then any shortfall can be met through the provision of First Homes or an alternative Affordable Home Ownership product.</u></p> <p>5) Developers are required to enter into negotiations with the council's Housing Department, in consultation with registered providers, at the earliest stage of the application process to determine an appropriate tenure split, taking account of the evidence available at that time.</p> <ul style="list-style-type: none"> a) The council will seek provision of 20% affordable housing for schemes that provide for C3 retirement housing on greenfield and brownfield sites in <u>greenfield sites in mid to high value zones and brownfield sites in high value zones.</u> the rural and outer urban areas. <u>C2 uses will not be expected to deliver affordable housing.</u> b) The council has set a zero affordable housing rate for fully serviced residential care homes and nursing homes. c) Where it can be demonstrated that the affordable housing targets cannot be achieved due to economic viability, the tenure and mix of affordable housing should be examined prior to any variation in the proportion of affordable housing. 	<p>Modifications on housing technical standards.</p>
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		6) The adopted Affordable and Local Needs Housing Supplementary Planning Document contains further detail on how the policy will be implemented.	
MM43	Para 7.37	<p>Amend paragraph 7.37 as follows:</p> <p>The former Syngenta Works site in Yalding is an allocation largely carried over from the Local Plan 2017, although it is now proposed for a mix of employment uses only.</p>	For plan effectiveness, and to appropriately reflect the relevant site allocation policy in the Local Plan Review.
MM44	LPRSP11(A)	<p>Amend Policy LPRSP11(A) criterion (3) as follows:</p> <p>Proposals for the redevelopment of premises and the infilling of vacant sites for business uses* will be permitted. Where such proposals are within countryside EDA locations, their design, scale and materials should be appropriate to the setting and should be accompanied by significant landscaping within, and at the edge of, the development.</p> <p><u>*For those EDAs listed under part 1 of Table 11.1, the term ‘business uses’ includes Use Classes E(g), B2 and B8. For those EDAs listed under part 2 of Table 11.1, the term ‘business uses’ includes Use Classes E(g). At Eclipse Park EDA only, this definition may also include other uses falling under E Use Class.</u></p>	For plan effectiveness and to ensure the plan is positively prepared.
MM45	Paras 7.61 to 7.69	<p>Amend paragraphs 7.61 to 7.69 as follows:</p> <p>Woodcut Farm LPREMP1(4)</p> <p>7.60 There is <u>The site at Woodcut Farm offers</u> a unique opportunity in the borough to provide a prestigious business park at Junction 8 of the M20 that is well connected to the motorway network and that can provide for a range of job needs up to 2037. The Woodcut Farm site will meet the ‘qualitative’ need for a new, well serviced and well connected mixed use business park in the borough which can meet the anticipated demand for new offices, small business orientated space, stand alone industrial and manufacturing space built for specific end users and smaller scale distribution businesses. This site will overcome this ‘qualitative’ gap in the borough’s existing portfolio of employment sites and will thereby help to diversify the range of sites available to new and expanding businesses. The key priority for the Woodcut Farm site is the delivery of new office/research & development and warehousing floorspace.</p>	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process.

7.61 Outline permission was granted in 2018 for a mixed-use commercial development comprising B1(a), B1(b), B1(c) and B8 units, with a maximum floorspace of 45,295m². The split is approximately 50/50 B1 and B8 uses and will contribute significantly towards the evidenced need for 74,330m² of this type of floorspace by the end of the plan period. ~~Whilst the site is yet to deliver floorspace, works are occurring on site relating to pre-commencement conditions attached to the outline permission and should deliver over the next couple of years. As such, this site will be kept under review as the Local Plan Review progresses. At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site, should the current permission fail to deliver or a new application were to come in.~~

7.62 The site will **is expected to** provide at least 10,000m² of office floorspace, thereby contributing significantly towards the evidenced need for 24,600m² of this type of floorspace by the end of the plan period. High quality office development is sought providing complementary provision to the town centre. As the viability of office development may be challenging in the shorter term, land will be safeguarded specifically for E(g) uses, and for no other purpose, pending the viability position improving in the later part of the plan period. This approach will help ensure that the site delivers a genuine mixed B class use business park, which is what is required, rather than a logistics park or conventional industrial estate. Industrial (B2) and distribution (B8) uses are nonetheless appropriate as part of the mix of uses on the site and, in addition to the office requirement, the allocation will help deliver the additional floorspace which is required in the borough by 20378.

7.63 At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site, should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy EMP1(4) is therefore rolled forwards into this Local Plan Review and should be referred to during the application process.

~~7.61 The site, which is some 25.8ha in total, is situated to the west of the A20/M20 junction (junction 8). It comprises the wedge of land lying between the M20 to the north east and the A20 to the south west. The site is agricultural land, divided into fields by hedgerows which predominately run in a north-south direction. The site is also bisected north-south by a watercourse which eventually runs into the River Lenton south of the A20. The land is undulating, the ground rising up from either side of the watercourse. To the south the site borders a number of dispersed properties which front onto the A20 (Ashford Road). To the south-east the site is bounded by Musket Lane. To the north-west lies Crismill Lane and a substantial tree belt which fronts onto this lane. The site boundary then follows the hedge belt which adjoins Crismill Lane approximately halfway down its length and links to the complex of buildings at Woodcut Farm~~

	<p>and turns south to the A20, running along the eastern boundary of the fields which front onto the Woodcut Farm access.</p> <p>7.62 The site is located in the countryside and lies within the setting of the nationally designated Kent Downs Area of Outstanding Natural Beauty (AONB). The site falls within the White Heath Farmlands landscape character sub-area where landscape condition is poor overall, partially because of the fragmentation caused by the existing highway infrastructure. Landscape sensitivity for the character sub-area is recorded as moderate, the landscape providing the setting of the Kent Downs (AONB).</p> <p>7.63 The site itself was specifically assessed in the Maidstone Landscape Capacity Study (2015). This found that the site has a high degree of sensitivity in landscape terms and an accordingly low capacity to accommodate new employment-related development. This being the case, any future development proposals must be planned with very careful attention to the site's visual and physical relationship with the AONB, responding to the site's topography and natural landscape features in terms of the scale, design, siting, use, orientation, levels and lighting of buildings and associated development, alongside infrastructure and landscaping requirements.</p> <p>7.64 To achieve a high-quality scheme in this prime location, a campus-style development will be delivered in a parkland setting. This will be created through the retention and enhancement of existing tree and hedge belts, including those subject to Tree Preservation Orders no. 19 of 2007 and no. 17 of 2007, and substantial additional structural landscaping within the site in the form of shaws and woodland blocks. This should include the retention and reinforcement of the streamside vegetation. Landscape buffers will also be established along the principal site boundaries, including to help provide a setting to the Grade II listed Woodcut Farmhouse and to help secure the residential amenity of nearby residential properties.</p> <p>7.65 Buildings will cover no more than 40% of the site. This figure excludes the westernmost field, of some 9ha in area, which is reserved as an undeveloped area to include an enhanced landscape buffer to establish a clear and strong boundary between the development and the wider countryside to the east of Bearsted. This area should be managed and structured as open woodland with associated biodiversity benefits and the potential to establish woodland pasture in the future.</p> <p>7.66 The flatter area of the site, to the east of the stream, is better able to accommodate larger footprint buildings up to 5,000m² with heights restricted to a maximum of 12m. To the west of the stream the land rises and is suited to smaller footprint buildings of up to 2,500m² and up to 8m in height. The siting, scale and detailed design of development within this area must</p>	
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		<p>also have particular regard to the setting of Woodcut Farmhouse (Grade II listed). On the highest part of the site, as shown on the policies map, building footprints will be limited to 500m2.</p> <p>7.67 There are archaeological remains in the immediate vicinity of the site, including an Anglo-Saxon burial site. Measures appropriate to the actual archaeological value of the site, revealed by further survey as needed, will be addressed. There are no statutory or non-statutory sites of nature conservation importance within the site and the County Ecologist advises that the potential for impacts on designated sites is limited. As is normal practice for a proposal of this nature, an ecological scoping study will be required to establish the presence of, and potential for, any impacts on protected species</p> <p>7.68 Vehicular access to the site will be taken from the A20 Ashford Road and a Transport Assessment will identify the scope of improvements required to the junctions (and associated approaches) at:</p> <ul style="list-style-type: none"> • the M20 Junction 8 (including the west bound on slip and merge); the A20 Ashford Rd/M20 link road roundabout; • the A20 Ashford Rd/Penford Hill junction; • the A20 Ashford Rd/Eyehorne Street/Great Danes Hotel access; and the Willington Street/A20 • Ashford Rd junction. <p>7.69 The site is located on a bus route (A20) but without significant additional dedicated measures it is highly likely that workers and visitors travelling to and from the site will be highly reliant on their private cars. A Travel Plan will be required to demonstrate how development will deliver significantly improved access by sustainable modes, in particular by public transport but this could also include cycling, walking and car share initiatives.</p>	
MM46	Paras 7.70 to 7.73	<p>Amend paragraphs 7.70 to 7.73 as follows:</p> <p>Former Syngenta Works, Hampstead Lane, Yalding LPRSAEMP1 RMX1(4)</p> <p>7.70 The former Syngenta Works site near Yalding is a large, flat, previously developed or 'brownfield' site (19.5ha) about one kilometeres to the west of Yalding village and adjacent to Yalding Railway Station. Immediately to the east of the site is a canalised section of the River Medway. The site was previously used for agro-chemicals production and was decommissioned in 2002/2003. The site has been cleared of buildings, apart from an office building at the site entrance, and the land has been remediated to address the contamination resulting from its previous use. Permission was granted in March 2020 for external works to the office building in the northwest corner and a new car park.</p>	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process. For consistency with the NPPF on flood risk management.

7.71 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF's Sequential and Exception Tests. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. **An Exception Test is not required for this site as employment floorspace is classified as a "less vulnerable" use. However,** crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk.

7.74~~2~~ An outline planning application for the redevelopment of the site to provide a new business park of up to 46,447 sqm of B1(c), B2 and B8 accommodation with associated access, parking and infrastructure works, was submitted to **approved by** the Council in 2019 **2021**. This is broken down as: up to 21,655sqm light industrial uses (B1(c), now E(g)(iii) use class); and up to 24,792sqm of warehouse use (B8 use class). ~~The proposal is for the site to be able to run 24 hours per day, 7 days per week.~~ It includes an area outside of the allocation boundary, upon land designated as an 'ecological mitigation area'. However, through the application process, it is considered that development in this area would not result in any significant landscape or visual impacts above the allocated part of the site, and there would still be the amount of land required under the site policy (13ha) to the south that would be used for ecological mitigation and enhancement.

~~7.72 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF's Sequential and Exception Tests. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. Crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk. Subject to such a scheme being achievable, the site is potentially suitable for employment uses.~~

~~7.73 The outline development proposal, as submitted in 2019, is yet to be determined pending the outcome of the Sequential and Exception Tests. However, in March 2021 Members of the Planning Committee voted to grant outline consent for the proposal, subject to completion of the Sequential/Exception Tests and necessary legal agreements — concluding that the development is acceptable and overwhelmingly compliant with the policy requirements. This major employment site in the borough is therefore recognised as a significant contributor to meeting employment floorspace needs over the plan period and can be expected to deliver in the short to medium term, given the advanced stage of obtaining planning consent secured. **At this stage,**~~

		<u>it remains important to continue to set out allocation specific detail regarding the development of the Former Syngenta Works site, should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy RMX1(4) is therefore rolled forwards into this Local Plan Review and should be referred to during the application process.</u>	
MM47	Para 7.75	<p>Amend paragraph 7.75 as follows:</p> <p>The King Street car park is currently a surface level car park, being used as such for the short term. Part of the original allocation from the 2017 Local Plan has been developed as the King's Lodge, apartments for retirement living. <u>As the detailed site allocation (policy RMX1(3)) from the 2017 Local Plan has only partially been implemented, it is to be retained as part of this Local Plan Review (see Table 8.1).</u> As such, the remaining car park continues to be allocated for a mix of ground floor retail and residential uses, however a more conservative retail capacity of 700sqm is now allocated to reflect the development that has already taken place. This area could be brought forwards in conjunction with the wider redevelopment of The Mall broad location proposed for the longer term. This would enable a comprehensive approach to development on both sides of King Street at this gateway location to the town centre.</p>	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process.
MM48	LPRSP11(B)	<p>Amend Policy LPRSP11(B) as follows:</p> <p>Allocated sites – employment</p> <p>1. The sites allocated under policies LPREMP1(1), LPREMP1(2), LPREMP1(4), LPRSAEmp1 <u>RMX1(4)</u>, and LPRSA260 will deliver approximately 105,000m² employment floorspace to help meet employment needs during the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.</p> <p>Allocated sites – mixed use</p> <p>2. The sites allocated under policies LPRRMX1(1), LPRRMX1(3), <u>LPRSA066</u>, LPRSA078, LPRSA144, LPRSA145, LPRSA146, LPRSA147, LPRSA148, LPRSA149, and LPRSA151, <u>and LPRSA362</u> will deliver a mix of approximately 27,439 <u>34,239</u>m² employment floorspace and 6,862 <u>7,562</u>m² net retail floorspace, along with new homes to help meet the borough's needs over the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.</p>	For plan effectiveness.

MM49	LPRSP11(B) Table page 128	<p>Amend table on page 128 as follows:</p> <table border="1"> <thead> <tr> <th rowspan="2">Site Ref</th> <th rowspan="2">Site Name</th> <th rowspan="2">Growth Location</th> <th colspan="4">Indicative Capacity (sqm)</th> </tr> <tr> <th>E(g) office m²</th> <th>B2 industrial m²</th> <th>B8 distribut ion m²</th> <th>Town centre uses m²</th> </tr> </thead> <tbody> <tr> <td>LPRRMX1 (3)</td> <td>King Street Car Park</td> <td>Maidstone Town Centre</td> <td>-</td> <td>-</td> <td>-</td> <td>700 1,400</td> </tr> <tr> <td>LPRSA145</td> <td>Len House</td> <td>Maidstone Town Centre</td> <td>-</td> <td>-</td> <td>-</td> <td>3,612</td> </tr> <tr> <td>LPRSA147</td> <td>Gala Bingo & Granada House</td> <td>Maidstone Town Centre</td> <td>-</td> <td>-</td> <td>-</td> <td>TBD</td> </tr> <tr> <td>LPRSA148</td> <td>Maidstone Riverside</td> <td>Maidstone Town Centre</td> <td>-</td> <td>-</td> <td>-</td> <td>TBD</td> </tr> <tr> <td>LPRSA149</td> <td>Maidstone West</td> <td>Maidstone Town Centre</td> <td>-</td> <td>-</td> <td>-</td> <td>TBD</td> </tr> <tr> <td>LPRSA151</td> <td>Mote Road</td> <td>Maidstone Town Centre</td> <td>1,169</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>LPRSA144</td> <td>High St/ Medway St</td> <td>Maidstone Town Centre</td> <td></td> <td>-</td> <td>-</td> <td>150</td> </tr> <tr> <td>LPRSA146</td> <td>Maidstone East</td> <td>Maidstone Town Centre</td> <td>5,000</td> <td>-</td> <td>-</td> <td>2,000</td> </tr> <tr> <td colspan="7" style="background-color: black; height: 10px;"></td> </tr> <tr> <td>LPRRMX1 (1)</td> <td>Newnham Park (Kent Medical Campus)</td> <td>Maidstone Urban Area</td> <td>21,270</td> <td></td> <td></td> <td>14,300</td> </tr> <tr> <td>LPREMP1 (4)</td> <td>Woodcut Farm</td> <td>Maidstone Urban Area</td> <td colspan="3">49,000</td> <td>-</td> </tr> <tr> <td>LPRSA362</td> <td>Police HQ, Sutton Road</td> <td>Maidstone Urban Area</td> <td>5,800</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td colspan="7" style="background-color: black; height: 10px;"></td> </tr> </tbody> </table>	Site Ref	Site Name	Growth Location	Indicative Capacity (sqm)				E(g) office m ²	B2 industrial m ²	B8 distribut ion m ²	Town centre uses m ²	LPRRMX1 (3)	King Street Car Park	Maidstone Town Centre	-	-	-	700 1,400	LPRSA145	Len House	Maidstone Town Centre	-	-	-	3,612	LPRSA147	Gala Bingo & Granada House	Maidstone Town Centre	-	-	-	TBD	LPRSA148	Maidstone Riverside	Maidstone Town Centre	-	-	-	TBD	LPRSA149	Maidstone West	Maidstone Town Centre	-	-	-	TBD	LPRSA151	Mote Road	Maidstone Town Centre	1,169	-	-	-	LPRSA144	High St/ Medway St	Maidstone Town Centre		-	-	150	LPRSA146	Maidstone East	Maidstone Town Centre	5,000	-	-	2,000								LPRRMX1 (1)	Newnham Park (Kent Medical Campus)	Maidstone Urban Area	21,270			14,300	LPREMP1 (4)	Woodcut Farm	Maidstone Urban Area	49,000			-	LPRSA362	Police HQ, Sutton Road	Maidstone Urban Area	5,800	-	-	-								For plan effectiveness.
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MM50	Para 7.79	<p>Insert a new paragraph after paragraph 7.79 as follows:</p> <p><u>An update to the IDP setting out Maidstone Borough Council’s approach to DfT Circular 01/22 incorporating Vision and Validate and a scheme of Monitor and Manage in order that developments and their transport implications are appropriately managed as they come forward.</u></p>	For plan effectiveness and to ensure consistency with NPPF and the new Department for Transport Circular 01/22.																																				
MM51	Para 7.82	<p>Amend paragraph 7.82 as follows:</p> <p>The policies for individual site allocations set out the requirements for contributions towards strategic and local highway infrastructure at key locations and junctions, and key improvements include <u>but not limited to:</u></p> <ul style="list-style-type: none"> • Capacity improvements and signalisation of Bearsted roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts. • Improvements to M20 J7 roundabout, including widening of the coast bound off-slip and creation of a new signal-controlled pedestrian route through the junction, <u>in accordance with the ‘Vision and Validate’ and ‘Monitor and Manage’ strategy set out in the IDP, or any such scheme to deliver the same outcome.</u> • Capacity improvements at M2 J5 (located in Swale Borough). 	For plan effectiveness. To ensure consistency with NPPF and Department for Transport Circular 01/22.																																				

		<ul style="list-style-type: none"> • <u>Improvements to M20 Junction 6 comprising works to mitigate the impacts of Local Plan development, in accordance with the ‘Vision and Validate’ and ‘Monitor and Manage’ strategy set out in the IDP, or any such scheme to deliver the same outcome.</u> • Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout. • Interim improvement to M20 junction 5 roundabouts including a white lining scheme. • Traffic signalisation of M20 junction 5 roundabout and localised widening of slip roads and circulatory carriageway. • Capacity improvements at the junction of Fountain Lane and the A26 Tonbridge Road. • Bus prioritisation measures including seeking to make use of smart technology on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements. • Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road including bus transponders, for example. • Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road. • Linton Crossroads junction improvements. • Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road at Staplehurst. • Capacity improvements at Hampstead Lane/B2015 Maidstone Road junction at Yalding. • <u>A20 Coldharbour roundabout, A229/A274 Wheatsheaf junction and A20 Ashford Road/Willington Street junction improvements.</u> • <u>Capacity improvements at M2 Junction 3.</u> • <u>Capacity improvements at M20 Junction 8</u> 	
MM52	Para 7.83	<p>After paragraph 7.83 insert new paragraph as follows:</p> <p><u>Cumulative impacts – Vision and Validate / Monitor and Manage is similarly valid for sites that may result in cumulative impacts in combination with others. In this event, site promoters will be expected to assess their site-specific impacts with backstop mitigation measures (see point ii) defined, costed and trigger points assessed. If following monitoring, site-specific mitigation requirements are triggered, the contribution will be pooled by the Authorities to deliver holistic schemes assessed and included within the Local Plan Review IDP.</u></p>	For plan effectiveness and to ensure consistency with NPPF and Department for Transport Circular 01/22.
MM53	Para 7.87 to 7.89	<p>Delete paragraph 7.87, sub-heading ‘Park and ride’ and paragraphs 7.88 to 7.89, as follows:</p>	To align with other Main Modifications

		<p>7.87 The ITS will seek to address parking issues by producing a refreshed Town Centre Parking Strategy. A key aspect of this strategy will be the use of measures to provide disincentives to the use of long term car parking in the town centre whilst prioritising shoppers and visitors; by utilising long stay town centre parking tariffs to encourage a shift to sustainable modes of transport such as Park and Ride and reviewing the Residents' Parking Zones to ensure they are fair, simple and meet the needs of all road users.</p> <p>Park and ride</p> <p>7.88 The council has been operating Park and Ride services in Maidstone since the early 1980s and was one of the first local authorities in the UK to introduce the concept. The service aims to address the growing peak time congestion in the town centre and has met with varying levels of success to date. Two sites are currently in operation at London Road and Willington Street, following the closure of the Sittingbourne Road site in February 2016, which in total comprise some 918 parking spaces.</p> <p>7.89 The council will continue to review and improve the functionality and effectiveness of Park and Ride services in Maidstone, including through the investigation of whether additional sites may be available and deliverable to contribute towards wider objectives for sustainable transport and air quality.</p>	with respect to park and ride – see LPRTRA3.
MM54	LPRSP12	<p>Amend Policy LPRSP12 as follows:</p> <ol style="list-style-type: none"> 1. Working in partnership with Kent County Council (the local highway authority), Highways England, infrastructure providers and public transport operators, the Borough Council will manage any negotiations and agreements regarding schemes for mitigating the impact of development where appropriate on the local and strategic road networks and facilitate the delivery of transport improvements to support the growth proposed by the Local Plan. <u>Scheme promoters will be expected to adopt Vision and Validate principles, in accordance with Circular 01/22, within their planning applications and to set out a Monitor and Manage strategy for each site covering all modes of transport.</u> 2. The Integrated Transport Strategy (2017) will be refreshed in the context of the Local Plan Review with the aim of facilitating economic prosperity and improving accessibility across the borough and to Maidstone town centre, in order to promote the town as a 	For plan effectiveness. To ensure consistency with NPPF and the new Department for Transport Circular 01/22.

		<p>regionally important transport hub.</p> <p>3. In doing so, the council and its partners will:</p> <ul style="list-style-type: none"> a. Ensure the transport system supports the growth projected by Maidstone's Local Plan and facilitates economic prosperity; b. Deliver modal shift through managing demand on the transport network through enhanced public transport and the continued Park and Ride services and walking and cycling improvements; c. Improve highway network capacity and function at key locations and junctions across the borough; d. Manage parking provision in the town centre and the wider borough to ensure it is fair and proportionate and supports demand management; e. Improve transport choice across the borough and seek to influence travel behaviour; f. Protect and enhance public rights of way; g. Deliver strategic and public transport links to and from Maidstone, including increased bus service frequency along the radial routes into the town centre and its railway stations, particularly in the morning and evening peak travel times; h. Work with landowners and public transport operators to secure the provision of a new bus interchange facility that is more accessible, user-friendly and fit for purpose; i. Work with service providers to improve bus links to the rural service centres and larger villages, and other villages including route options and frequency; j. Improve strategic links to Maidstone across the county and to wider destinations such as London; k. Promote inclusive access for all users on the transport network provides; l. Address the air quality impact of transport; and m. Support the provision of and improvements to Electric Vehicle charging infrastructure <p>4. Within the bus and hackney carriage corridors, as defined on the policies map, the council and the highway authority will develop preference measures to improve journey times and reliability and make public transport more attractive, particularly on park and ride routes, the radial routes into the town centre and in connecting the Garden Settlements. Such measures will include:</p> <ul style="list-style-type: none"> a. Bus priority measures along radial routes including bus prioritisation at junctions; b. Prioritisation of sustainable transport modes along radial routes; and/or 	
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		<p>c. Enhanced waiting and access facilities and information systems for passengers, including people with disabilities.</p> <p>5. The Infrastructure Delivery Plan will support the implementation of the Local Plan Review and outlines how and when necessary infrastructure schemes will be delivered.</p> <p>6. <u>In determining planning applications, regard shall be had to the Kent Rights of Way Improvement Plan, and the need to protect and enhance existing public rights of way.</u></p>	
MM55	LPRSP13	<p>After 7.133 insert a new sub-heading and paragraph as follows:</p> <p><u>An underlying principle of the plan has been the delivery of infrastructure alongside development as per the Council's corporate strategy. One such project is the Leeds Langley Relief Road. The Council has investigated the business case for a relief road at Leeds Langley and it has concluded that such a road is possible with enabling development. The Local Highways Authority (Kent County Council) has confirmed that whilst it will not currently be seeking to promote a route in this corridor, it would assist Maidstone Borough Council in exploring it.</u></p>	For plan effectiveness
MM56	LPRSP13	<p>Amend Policy LPRSP13 as follows:</p> <p>1. Where development creates a requirement for new or improved infrastructure beyond existing provision, developers will be expected to provide or contribute towards the additional requirement being provided to an agreed delivery programme. In certain circumstances where proven necessary, the council may require that infrastructure is delivered ahead of the development being occupied.</p> <p>2. Detailed specifications of the site specific contributions required are included in the site allocation policies (these are not exhaustive lists). Development proposals should seek to make provision for all the land required to accommodate any additional infrastructure arising from that development. Dedicated Planning Agreements (S106 of the Town and Country Planning Act, 1990) will be used to provide a range of site specific mitigation, in accordance with the S106 tests, which will normally be provided on-site but may where appropriate be provided in an off-site location or via an in-lieu financial contribution. In some cases, separate agreements with utility providers may be required. <u>Where necessary S.278 agreements will be used to secure mitigation in connection with the Strategic Road Network and Local Road Network.</u></p>	For plan effectiveness.

	<p>3. Where developers consider that providing or contributing towards the infrastructure requirement would have serious implications for the viability of a development, the council will require an "open book" approach and, where necessary, will operate the policy flexibly.</p> <p>4. Where there are competing demands for contributions towards the delivery of infrastructure, secured through section 106 legal agreements, the council will prioritise these demands in the manner listed below:</p> <p>Infrastructure priorities for residential development:</p> <ul style="list-style-type: none"> i Affordable housing ii Transport iii Open space iv Education v Health vi Community facilities vii Public realm viii Waste Management ix Public services, & <u>and</u> x Libraries <p>Infrastructure priorities for business and retail development:</p> <ul style="list-style-type: none"> i) Transport ii) Public realm iii) Open space, & <u>and</u> iv) Education/skills <p>This list serves as a guide to the council's prioritisation process, although it is recognised that each site and development proposal will bring with it its own issues that could mean an alternate prioritisation is used <u>that includes priorities not listed above from other infrastructure providers.</u></p> <p>5. The Community Infrastructure Levy will continue to be used to secure contributions to help fund the strategic infrastructure needed to support the sustainable growth proposed in Maidstone Borough set out in the Infrastructure Delivery Plan <u>& Infrastructure Funding Statement.</u> The CIL rate will be reviewed to reflect latest changes in development costs and land/floorspace values across the borough in line with viability evidence and the proposals contained within this plan.</p>	
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		<p>6. Infrastructure schemes that are...</p> <p>7. Open space development will be...</p> <p>8. The Council will investigate the need...</p> <p><u>9. The Council will continue to explore the funding and delivery of a Leeds-Langley Relief Road and associated enabling development.</u></p>	
MM57	Para 7.153	<p>Amend paragraph 7.153 as follows:</p> <p>The Stodmarsh SAC/SPA/Ramsar site is sensitive to increases in nitrogen and phosphorous arising from the River Stour. Natural England has agreed a mitigation strategy that requires developments <u>that would result in a net increase in population served by a wastewater system</u> within the Stour catchment <u>area</u> to demonstrate that they will not result in a net increase in nitrogen and phosphorous at the Stodmarsh SAC/SPA/Ramsar site. Developments in and around Lenham, including Heathlands Garden Settlement and the Lenham Broad Location for growth, will be required to meet the requirements of the mitigation/offsetting strategy, as set out in Natural England's advice note on Nutrient Neutrality issued in November 2020, or any updates to that advice.</p>	For plan effectiveness and consistency with the NPPF, NPPG and Natural England guidance.
MM58	LPRSP14(A)	<p>After paragraph 7.149 insert a new paragraph as follows:</p> <p><u>The Local Plan Review makes provision for a new garden community at Lidsing, where the impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration. Provided that the air pollution mitigation specified by Policy LPRSP4(B) is delivered then adverse effects on the SAC due to air quality from the plan as a whole, alone or in-combination, can be ruled out. In the event that the Lidsing garden community is not delivered, the Council will agree a proposed approach with Natural England, and no further development contributing to an increase in traffic to roads within 200m of the SAC (A229, A249 or Boxley Road) will be permitted until mitigation has been agreed, unless applicants can demonstrate that they will not have an adverse effect on the integrity of the SAC, alone or in-combination.</u></p> <p>Amend Policy LPRSP14(A) as follows:</p> <p>1. To enable Maidstone Borough to retain a high quality of living, protect and enhance the</p>	For plan effectiveness and to ensure the plan is justified and consistent with national planning policy and guidance.

		<p>environment, and to be able to respond to the effects of climate change, developers will ensure that new development incorporates measures where appropriate to:</p> <ol style="list-style-type: none"> a. Deliver a minimum 20% on-site Biodiversity Net Gain on new residential development, having regard to Biodiversity Opportunity Areas and/or Nature Recovery Networks. Biodiversity Net Gain should be calculated in accordance with the latest Natural England/DEFRA biodiversity metric or equivalent. <u>Where 20% Biodiversity Net Gain is demonstrated not to be financially viable, together with other policy costs, then the statutory minimum net gain provision will be secured.</u> b. Protect positive landscape character <u>including Landscapes of Local Value</u>, areas of Ancient Woodland, veteran trees, trees with significant amenity value, important hedgerows, features of biological or geological interest, <u>ecosystem services</u> and the existing public rights of way network from inappropriate development, and avoid significant adverse impacts as a result of development <u>through the provision of adequate buffers and in accordance with national guidance.</u> c. Avoid damage to and inappropriate development considered likely to have significant direct or indirect adverse effects on: <ol style="list-style-type: none"> i. Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and ii. Local Biodiversity Action Plan Priority habitats <u>and species</u> d. If significant harm to habitats and biodiversity cannot be avoided, then the mitigation hierarchy should be followed. <ol style="list-style-type: none"> i. Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and ii. Local Biodiversity Action Plan Priority habitats <p><u>Regard shall be had to the forthcoming Design and Sustainability DPD which will provide further detail on the application of this policy.</u></p> <ol style="list-style-type: none"> 2. Control pollution to protect ground and surface waters where necessary and mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones <u>and principal aquifers</u>, and incorporate measures to improve the ecological status of water bodies as appropriate; Major developments will not be permitted unless they can demonstrate that new or existing water supply, sewage and wastewater treatment facilities can accommodate the new development. Wastewater treatment and supply infrastructure must be fit for purpose and meet all requirements of both the permitting regulations and the Habitats Regulations (for example in relation to nutrient neutrality at the Stodmarsh SAC/SPA/Ramsar site). 	
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MM59	LPRSP14(B)	<p>Amend Policy LPRSP14(B) criterion (2) as follows:</p> <p>Through the development management process, securing the sensitive management and design of development which impacts on heritage assets and their settings and positively incorporates heritage assets into wider development proposals. <u>This includes the potential public benefits from development impacting a heritage asset.</u></p>	For plan effectiveness.
MM60	LPRSP14(C)	<p>Amend Policy LPRSP14(C) as follows:</p> <p>To ensure that development in the borough mitigates and adapts to climate change, the council will:</p> <ol style="list-style-type: none"> 1. Adopt a strategy for growth which delivers development in sustainable locations, well supported by or capable of delivering better services and public transport which will minimise the need to travel. 2. Encourage the delivery of sustainable buildings and a reduction of CO2 emissions in new development, having regard to the Kent and Medway Energy and Low Emissions Strategy. 3. Encourage and support the delivery of low carbon energy and low carbon heat networks in new developments. 4. Support the provision of renewable energy infrastructure within new development. 5. Require the integration of blue-green infrastructure into qualifying major new development in order to mitigate urban heat islands, enhance urban biodiversity, and to contribute to reduced surface water run off through the provision of SuDS. 6. Require development involving the creation of new dwellings, retail, and/or employment space to encourage a shift towards sustainable travel through: 	For plan effectiveness, justified by proportionate evidence.

		<ul style="list-style-type: none"> a. prioritising active travel by ensuring good provision and connectivity of walking and cycling routes; b. ensuring public transport accessibility and; c. through the provision of electric vehicle infrastructure. <p>7. Require high levels of water efficiency in new residential development to ensure that water consumption should not exceed 110l per person per day. <u>New dwellings should be built to ensure that wholesome water consumption is not greater than 110 litres/person/day.</u></p> <p>8. Require new development involving the creation of new dwellings, retail floorspace and/or employment floorspace to plan for and respond to the impacts of climate change.</p> <p>9. Require new development to include a Flood Risk Assessment where the site is located within Flood Zones 2 or 3, or is over 1 hectare in size.</p> <p>10. <u>Require development to have regard to surface water management plans.</u></p>	
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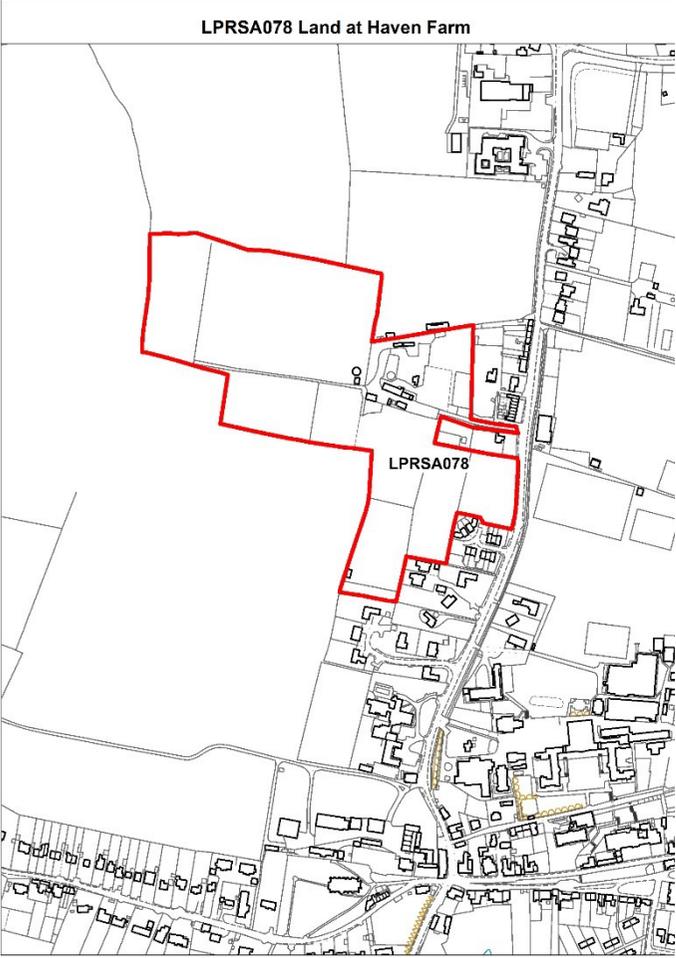
MM61	All site allocation policies	<p>Amend all site allocation policies as follows:</p> <p>In the policy introductory text, delete “is included as a draft allocation for...” and replace with “as identified on the policies map, is allocated for...”.</p>	For plan effectiveness and to ensure the plan is positively prepared.
MM62	Table 8.1	<p>Amend Table 8.1 as follows:</p>	For plan effectiveness to ensure the plan is positively prepared.

Allocations complete	Allocations expected to complete 2020-22	Allocations not complete			Allocations Superseded	
					Superseded Policy	Superseded By
H1 (1)	H1 (5)	H1 (2)	H1 (22)	H1 (54)	H1 (13)	LPRSA 144
H1 (6)	H1 (16)	H1 (3)	H1 (24)	H1 (59)	RMX1 (2)	LPRSA 146
H1 (20)	H1 (23)	H1 (4)	H1 (25)	H1 (65)	RMX1 (4)	LPRSAEmp1
H1 (32)	H1 (29)	H1 (7)	H1 (26)	EMP1 (1)	RMX1 (5)	LPRSA 148
H1 (34)	H1 (31)	H1 (8)	H1 (27)	EMP1 (2)	RMX1 (6)	LPRSA 151
H1 (35)	H1 (33)	H1 (9)	H1 (28)	EMP1 (4)		
H1 (37)	H1 (39)	H1 (10)	H1 (30)	RMX1 (1)		
H1 (40)	H1 (43)	H1 (11)	H1 (36)	RMX1 (3)		
H1 (42)	H1 (45)	H1 (12)	H1 (38)	<u>RMX1 (4)</u>		
H1 (44)	H1 (47)	H1 (14)	H1 (41)			
H1 (51)	H1 (53)	H1 (15)	H1 (46)			
H1 (55)	H1 (56)	H1 (17)	H1 (48)			
H1 (57)	H1 (58)	H1 (18)	H1 (49)			
H1 (61)	H1 (60)	H1 (19)	H1 (50)			
H1 (62)	H1 (63)	H1 (21)	H1 (52)			
H1 (64)	H1 (66)	These policies are not complete and are not anticipated to be completed before October 2022. They are expected to be retained in the Local Plan Review.			These policies are proposed to be superseded by new allocations. As such they are not expected to be retained in the Local Plan Review.	
EMP1(3)	These allocations are not complete but are anticipated to be completed before October 2022.					
These policies are complete and will not be retained when the Local Plan Review is Adopted.		They are not expected to be retained when the Local Plan Review is Adopted.				

MM63	Table 8.2	<p>Amend Table 8.2 as follows:</p> <p>LPRSA078 (Haven Farm): Swap the figures 400 and 1,500 over. 400sqm relates to 'village hub' shops, and 1,500 sqm relates to proposed GP surgery.</p> <p>LPRSA147 (Gala Bingo & Granada House): Remove reference to 500m² retail use. Replace with 'TBD'.</p> <p>LPRSA148 (Maidstone Riverside): Remove reference to 5,148m² of retail use and 2,574m² employment. Replace with 'TBD'.</p> <p>LPRSA149 (Maidstone West): Remove reference to 517m² of retail use and 1,034m² employment. Replace with 'TBD'.</p>	For plan effectiveness to ensure the plan is positively prepared.
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Site Ref	Site Name	Growth Location	Identified Capacity		
			Emp use m ²	Town centre use m ²	Resi units
LPRSA145	Len House	Maidstone Town Centre		3,600	159
LPRSA147	Gala Bingo & Granada House	Maidstone Town Centre		500	40
LPRSA148	Maidstone Riverside	Maidstone Town Centre	5,148	2,574	650
LPRSA149	Maidstone West	Maidstone Town Centre	1,034	517	130
LPRSA151	Mote Road	Maidstone Town Centre	1,250	0	172
LPRSA144	High St/ Medway St	Maidstone Town Centre		150	50
LPRSA146	Maidstone East	Maidstone Town Centre	5,000	2,000	500
LPRSA366	Springfield Tower	Maidstone Urban Area	-	-	150
LPRSA152	Former Royal British Legion Site	Maidstone Urban Area	-	-	8
LPRSA265	Land at Abbey Gate Farm	SW of Maidstone	-	-	250
LPRSA270	Land south of Police HQ	S of Maidstone	-	-	196
LPRSA172	Land at Sutton Road	SE of Maidstone	-	-	75
LPRSA362	Police HQ, Sutton Rd	SE of Maidstone	-	-	135
LPRSA266	North of Ware St	NE of Maidstone	-	-	67
LPRSA303	EIS Oxford Rd	E of Maidstone	-	-	20
LPRSA101	Land south of A20	Harrietsham	-	-	53
LPRSA071	Land at Keilen Manor	Harrietsham			47
LPRSA310	Land at Moat Rd	Headcorn	-	-	110
LPRSA260	Ashford Road	Lenham	2,500	-	-
LPRSA295	Land north of Copper Ln & Albion Rd	Marden	-	-	113
LPRSA066	Land east of Lodge Rd	Staplehurst	-	-	78
LPRSA114	Land at Home Farm	Staplehurst	-	-	49
LPRSA360	Campfield Farm	Boughton Monchelsea	-	-	30
LPRSA312	Land at Forstal Lane north of Heath Rd	Coxheath			85
LPRSA364	Kent Ambulance HQ	Coxheath			10
LPRSA251	Land at Former Orchard Centre Heath Rd	Coxheath			5
LPRSA204	Land south east of Eyhorne Street	Eyhorne St (H'bourne)	-	-	9
LPRSA078	Haven Farm & L/a 4 Southways	Sutton Valence	400	1,500	100
LPRSA248	North of Kenward Rd	Yalding	-	-	100

MM64	LPRSA078	<p>Amend Policy LPRSA078 under Principles subheading 4th bullet, 1st sub-bullet as follows:</p> <p>The approximate land use balance is:</p> <p>440 100 dwellings across the two sites (including 5 self/custom build plots and 40% affordable housing)</p> <p>After Policy LPRSA078 Insert Key Diagram illustrating net developable area, as follows:</p> <div data-bbox="506 612 1507 1326" data-label="Figure"> <p>The figure is a site plan titled 'Key Diagram LPRSA078'. It shows a central area with three distinct colored zones: a large red area for Residential use, a green area for Open Space, and a blue area for Employment and Mixed Uses. The red area is the largest and is centrally located. The green area is to its west and north. The blue area is to its south and east. The plan also shows surrounding streets, buildings, and other land parcels. A legend in the bottom right corner identifies the colors: red for Residential, green for Open Space, and blue for Employment and Mixed Uses.</p> </div>	For plan effectiveness to ensure the plan is positively prepared.

MM65	<p>LPRSA078</p> <p>Page 93</p> <p>Policies Map</p>	<p>On page 93 figure (Sutton Valence Larger Village), amend boundary of site allocation LPRSA078 as follows:</p> 	For plan effectiveness.
MM66	LPRSA146	Amend Policy LPRSA146 1st paragraph as follows:	For plan effectiveness.

		<p>Maidstone East is included as a draft allocation for the development of a minimum of approximately 500 dwellings, 2,000m² new retail, 5,000 m² business and other appropriate town centre uses such as a medical facility. The following conditions are considered appropriate to be met before development is permitted.</p>	
MM67	LPRSA146	<p>Amend Policy LPRSA146 under Design, Layout & Heritage sub-heading as follows:</p> <p>The site shall be the subject of a comprehensive masterplan which has regard to its adjacency to the railway station and civic quarter, as well as the adjacent retail frontages. <u>Should the site be delivered in one or more phases, the Council will ensure that the overall capacity and requirements of the policy are met, and the planning and design principles set out in the policy remain able to be consistently applied across the site.</u></p> <p>The development shall incorporate commuter car parking to serve Maidstone East station...</p> <p>Amend Policy LPRSA146 under Access/Highways and transportation sub-heading as follows:</p> <p>... If a car free or reduced level of parking is proposed, proportionate <u>and directly related</u> contributions will be required...</p> <p><u>“It is envisaged that</u> highway access to the residential development shall be taken from Sandling Road. An additional, in-bound only access to the former Sorting Office part of the site could be taken from Fairmeadow, subject to any impact upon the wider public realm strategy.”</p>	For plan effectiveness.
MM68	LPRSA148	<p>Amend Policy LPRSA148 1st paragraph as follows:</p> <p>Maidstone Riverside is included as a draft an allocation for the development of approximately 650 dwellings, 5,148m² of retail use and 2,574m² employment, and a suitable mix of employment, retail and town centre uses. As the Town Centre Strategy progresses, the Council will liaise with landowners to prepare further detail on expectations. Should the site be delivered in one or more phases, the Council will ensure that the overall capacity and requirements of the policy are met, and the planning and design principles set out in the policy remain able to be consistently applied across the site. The following conditions are considered appropriate to be met before development is permitted.</p>	For plan effectiveness and consistency with the NPPF.

MM69	LPRSA149	<p>Amend Policy LPRSA149 1st sentence as follows:</p> <p>Maidstone West is included as a draft allocation for the development of approximately 240 <u>130</u> dwellings, and no net loss of town centre uses.</p>	To ensure the plan is positively prepared and effective.
MM70	LPRSA151	<p>Amend Policy LPRSA151 under Access/Highways and Transportation sub-heading as follows:</p> <p>Access/Highways and transportation</p> <ul style="list-style-type: none"> Secure cycle parking for residents to be provided. <u>The development should provide improved pedestrian crossing facilities in the vicinity of the site to be agreed with the Council and the Highway Authority.</u> 	For plan effectiveness.
MM71	LPRSA295	<p>Amend Policy LPRSA295 under Landscape/Ecology sub-heading to include an additional criterion as follows:</p> <p><u>Provide an Ecological Impact Assessment of development sites and any additional land put forward for mitigation purposes to take full account of the biodiversity present.</u></p>	For plan effectiveness and consistency with national policy.
MM72	LPRSA204	<p>Amend Policy LPRSA204 under Design sub-heading to delete 2nd bullet as follows:</p> <p>Design of the site will need to ensure neighbouring resident's amenity is protected.</p>	For plan effectiveness.
MM73	LPRSA310	<p>Amend Policy LPRSA310 under Access, Highways and transportation sub-heading, 2nd bullet as follows:</p> <p>Development will be subject to provision of acceptable <u>and safe</u> off-site pedestrian and cycle connectivity <u>along Moat Road</u> to the A274...</p> <p>Amend Policy LPRSA310 under Access, Highways and transportation sub-heading, to include an additional 5th bullet as follows:</p> <p>Development must ensure appropriate access for emergency vehicles.</p>	For plan effectiveness.
MM74	LPRSA362	<p>Amend Policy LPRSA362 as follows:</p>	For plan effectiveness.

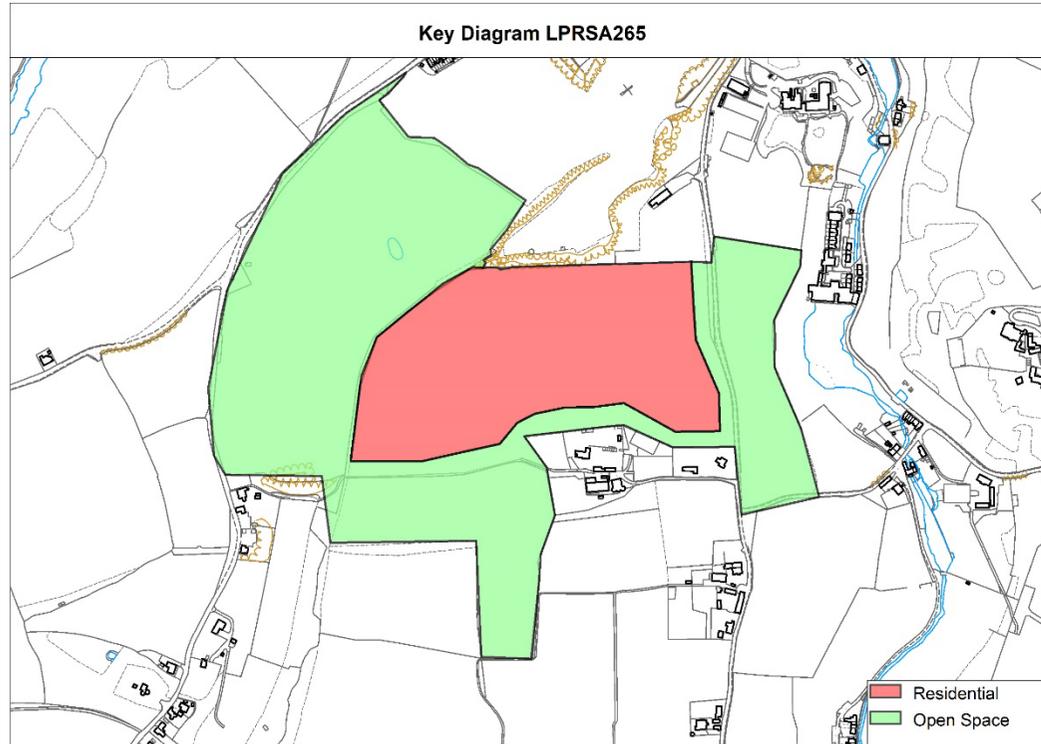
		<p>Maidstone Police HQ is included as a draft allocation for the development of approximately 247 dwellings and approximately 7,500sqm 5,800sqm of commercial and community uses. The following conditions are considered appropriate to be met before development is permitted</p> <p>Additional policy criteria under ‘principles’ to refer to:</p> <p><u>The development of this site, together with SA270 shall be guided by a series of overarching principles that ensure a coordinated approach with respect to, for example; vehicular access, open space, sports provision, pedestrian and cycle connectivity, biodiversity net gain and ecological mitigation</u></p>	
MM75	<p>LPRSA265</p> <p>Policies Map</p>	<p>Amend policy LPRSA265 as follows:</p> <p>Land at Abbey Gate Farm is included as a draft an allocation for the development of approximately 250 dwellings at an average density of 30 dwellings per hectare. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and layout</p> <ul style="list-style-type: none"> • Development of the site shall be informed by a landscape-led masterplan <u>that is informed by both an LVIA and historic landscape assessment.</u> • The layout of buildings and landscaping shall be designed to mitigate visual impacts upon the adjacent countryside areas, <u>with specific landscape buffers to mitigate impacts upon the wider area of Local Landscape Value.</u> • <u>With the exception of a possible site access road and associated infrastructure, there shall be no built development on that part of the site that comprises the Walnut Tree Meadows Nature Reserve.</u> • New development should not be located on the higher ground adjacent to Dean Street, unless appropriate visual mitigation is proposed. • <u>There will be no built development east of Straw Mill Hill or south of the public right of way.</u> • The layout of streets and landscaping shall have regard to the site topography. • <u>The layout and</u> design of the site will need to ensure <u>residential</u> neighbours’ amenity is protected. • Development should preserve and enhance the setting of adjacent built heritage assets <u>with specific regard to the setting of the Grade II* listed Abbey Gate Place</u> and the Loose Conservation Area. <u>In particular appropriate buffers (to be informed by heritage and historic landscape assessments) shall be provided on the site’s</u> 	<p>To ensure the plan is positively prepared, justified and effective.</p>

		<p><u>southern and eastern boundaries.</u></p> <ul style="list-style-type: none"> • <u>To respond positively to and minimise harm to heritage assets, development must be designed to include a landscaped buffer to maintain a degree of rural outlook and reduce intervisibility with new residential development.</u> • Development shall be informed by an assessment of the archaeological potential of the site and the measures needed to address the assessment’s findings secured. • The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes. • Net densities within residential parcels may vary, but should average circa 30 dwellings per hectare. Higher density parcels will be subject to high quality design, residential amenity and open space. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. Development should be designed to preserve ancient woodland. • The Loose Valley LLV should be considered in setting out the layout of this site <u>and appropriate landscape buffers provided.</u> • <u>A suitably landscaped buffer is required to the north and west of Abbey Gate Place.</u> • A community woodland of no less than (5)ha shall be provided. • <u>In addition to meeting the open space requirements of Policy LPRINF1, any further provision of open space, including areas for nature conservation shall be subject to a delivery and management plan, including ownership, maintenance and finance arrangements.</u> • A hedgerow enhancement plan <u>will be required</u> for all boundaries. <p>Access, Highways and Transportation</p> <ul style="list-style-type: none"> • Vehicular access shall be <u>direct</u> from Dean Street <u>and / or via adjacent residential development sites onto Dean Street. The precise route and construction method of the access route will minimise land-take within the Nature Reserve. Any route must avoid harmful division of the reserve that would undermine its function / coherence.</u> • The main vehicular access shall take the form of a tree-lined/landscaped <u>route that is designed to minimise its impact upon adjacent open landscape/ecology areas. boulevard. with appropriate.</u> 	
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		<ul style="list-style-type: none"> • No vehicular access, other than emergency access shall be proposed from Stockett Lane/Straw Mill Lane <u>Hill</u>. • The alignment and setting of PROW should be retained and enhanced. • Measures to enhance pedestrian and cycle connectivity to the wider network shall be brought forwards, including where appropriate, connections to adjacent development sites and other off-site enhancements. • <u>The development shall be accompanied by an assessment of opportunities to deliver</u> enhancements to public transport services, <u>including the potential</u> to bring a bus service into the site and with increased regularity. • Development will be subject to appropriate improvement works to Dean Street and or any other off-site improvements works necessary to make the development acceptable <p>Open Space</p> <ul style="list-style-type: none"> • Open spaces shall incorporate no less than 2.0 ha of accessible green amenity space incorporating areas of children’s play and community allotments. • Semi/natural open space of no less than 3.0 ha shall be provided, the function of which will focus upon habitat creation and biodiversity net gain. • Open spaces shall be subject to a landscape management strategy to be agreed with the Council, this shall set out measures for the long term management and maintenance of all public open spaces, semi/natural open space and ecology <p>Contaminated Land</p> <ul style="list-style-type: none"> • The site is± adjacent to a former landfill site and the site should be made safe prior to any development commencing. • The surface water drainage strategy shall demonstrate that regard has been had to potential contamination risks. • Ground piling shall not take place unless agreed by the Environment Agency. <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> • The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the 	
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development will be phased to align with the delivery of infrastructure.

Insert after Policy a Key Diagram to illustrate net developable area together with open space and buffer provision, as follows:



MM76

LPRSA266

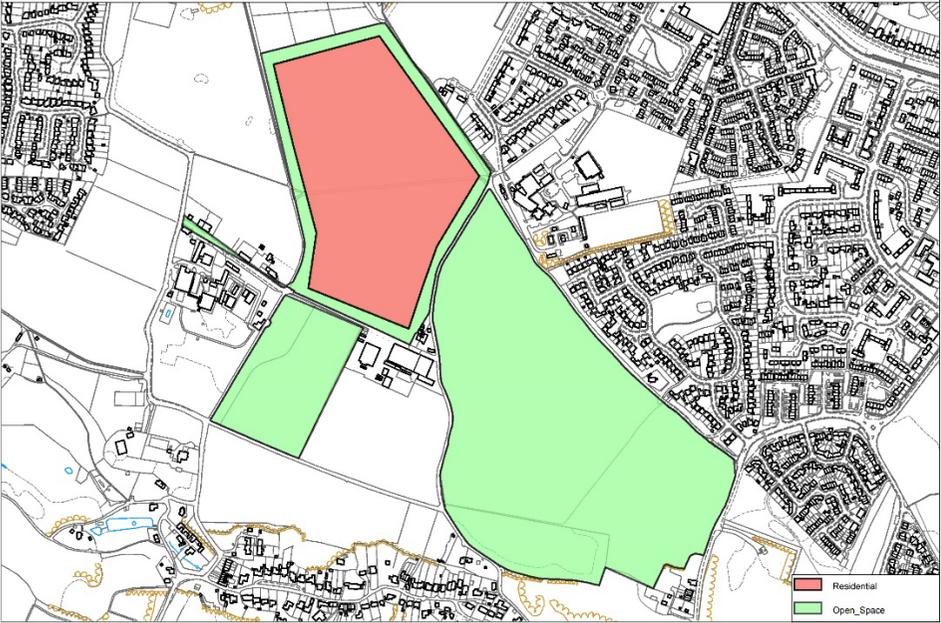
Amend Policy LPRSA266 under Design and layout sub-heading, 4th bullet as follows:

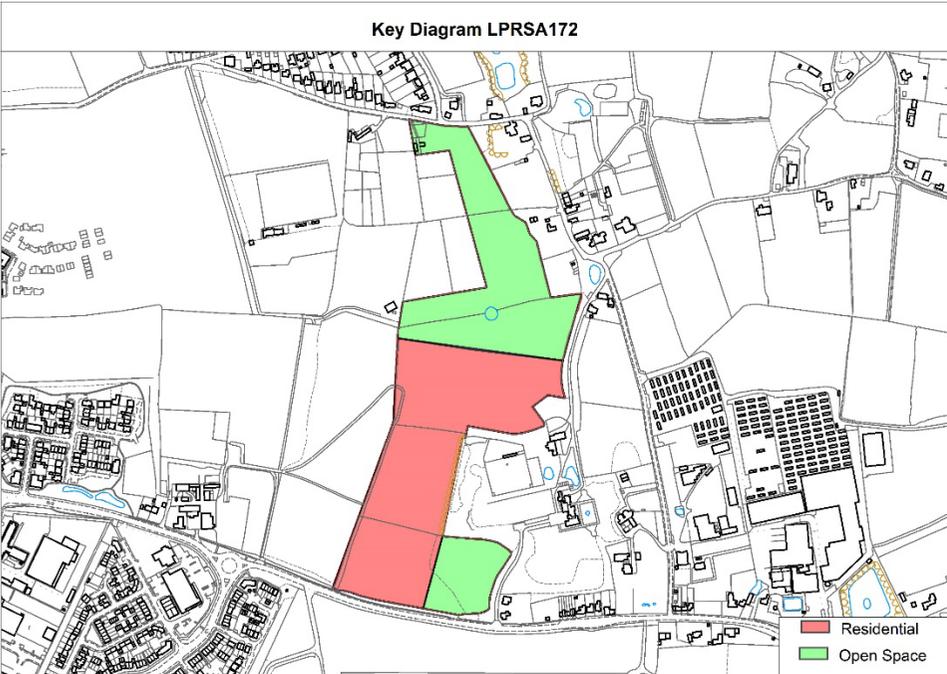
The northern, western, and eastern boundaries shall be landscaped in a manner that reduces the impact of development upon the wider setting of the open land to the north and incorporates biodiversity enhancement measures **including through a Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute's and Institute of Environmental Management & Assessment's 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.**

To ensure an effective, justified policy.

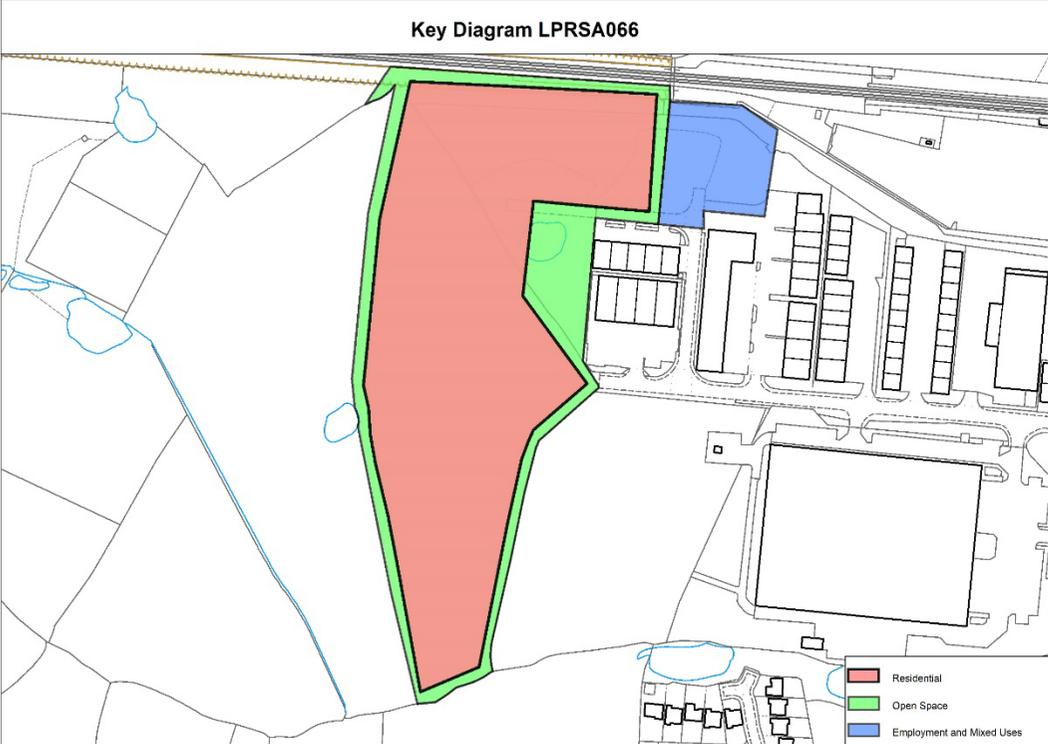
MM77	LPRSA270	<p>Amend Policy LPRSA270 1st sentence as follows:</p> <p>Land south west of Pested Bars Road is included as a draft allocation for the development of approximately 196 300 dwellings at an average density of 30 dwellings per hectare.</p>	To ensure a positively prepared, effective policy.
MM78	LPRSA270	<p>Amend Policy LPRSA270 as follows:</p> <p>Under the Heading ‘Principles’:</p> <ul style="list-style-type: none"> • Development <u>of this site</u> will be subject to the prior agreement with the Council of a site-wide masterplan framework/phasing strategy <u>shall be guided by a series of overarching principles to be agreed with the Council that ensure a coordinated approach with respect to, for example; vehicular access, open space, sports provision, pedestrian and cycle connectivity, biodiversity net gain / ecological mitigation</u> • Such a framework <u>The series of overarching principles</u> will demonstrate that the site is planned and brought forward in a coordinated manner having regard to adjacent site allocations at the former Police HQ <u>SA362</u>. • Having regard to the scale of development, the masterplan framework <u>overarching principles</u> shall incorporate an infrastructure impact assessment. • Unless agreed by the Council as part of the development of the masterplan framework <u>overarching principles</u>, the outline land budget shall be based upon: <ul style="list-style-type: none"> ○ No more than 44 <u>12-14</u> ha of net developable residential land, <u>the extent to be informed through LVIA and other open space / sports requirements.</u> ○ No less than 25 ha of open space, including accessible public open space, new biodiversity habitat ○ <u>No less than 25ha of open space shall be provided, including proposals for a country park on land to the east of Cliff Hill.</u> ○ A community hub incorporating both community uses and integrated open space ○ Highway infrastructure that is designed to minimise land take and visual impacts <p>Under the Heading ‘Open Space’:</p> <ul style="list-style-type: none"> • No less than 25ha of open space shall be provided, including proposals for a country park <u>on land to the east of Cliff Hill.</u> • The site-wide open space strategy shall have regard to the requirements of Policy 	For clarity and to ensure an effective policy.

		<p>SP13(B) & LPRINF1.</p> <ul style="list-style-type: none"> • Open spaces shall incorporate no less than 2.0 ha of accessible green amenity space integrated in the residential development parcels incorporating areas of children's play. • The scheme shall provide for and community allotments space/s to be made available for community growing areas. • Subject to liaison with Sport England and the Parish Council, appropriate provision for outdoor sports may be required. • Semi/natural open space of no less than 5.0 ha shall be provided, the function of which will focus upon habitat creation and biodiversity net gain. • Open spaces shall be subject to a landscape management strategy to be agreed with the Council, this shall set out measures for the long term funding, management and maintenance of all public open spaces, semi/natural open space and areas of biodiversity habitat. <p>After Policy LPRSA270 insert Key Diagram as follows:</p>	
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		<p style="text-align: center;">Key Diagram LPRSA270</p>  <p>The diagram is a site plan for LPRSA270. It features a large red polygon in the upper-left quadrant, which is identified in the legend as 'Residential'. Below and to the right of this red area is a large green polygon, identified as 'Open Space'. The map shows surrounding residential developments with street grids and building footprints. A legend in the bottom right corner of the map area shows a red square for 'Residential' and a green square for 'Open Space'.</p>	
MM79	LPRSA362	<p>Amend Policy LPRSA362 1st sentence as follows:</p> <p>Maidstone Police HQ is included as a draft allocation for the development of approximately 247 dwellings and approximately 7,500sqm 5,800sqm of commercial and community uses.</p>	To ensure a positively prepared, justified and effective policy.
MM80	LPRSA362	<p>Amend Policy LPRSA362 under Access and Highways sub-heading to include a new criterion as follows:</p> <p><u>Prior to the first occupation, the private access at the junction of Cliff Hill and Pested Bars Road shall be closed to traffic, but for emergency / operational police vehicles.</u></p>	For policy clarity and plan effectiveness.
MM81	LPRSA366	<p>Amend Policy LPRSA366 under Access/Highways and transportation sub-heading to add criterion as follows:</p> <p><u>The site should be designed to complement and enable local improvements to the A229.</u></p>	For policy clarity and plan effectiveness.

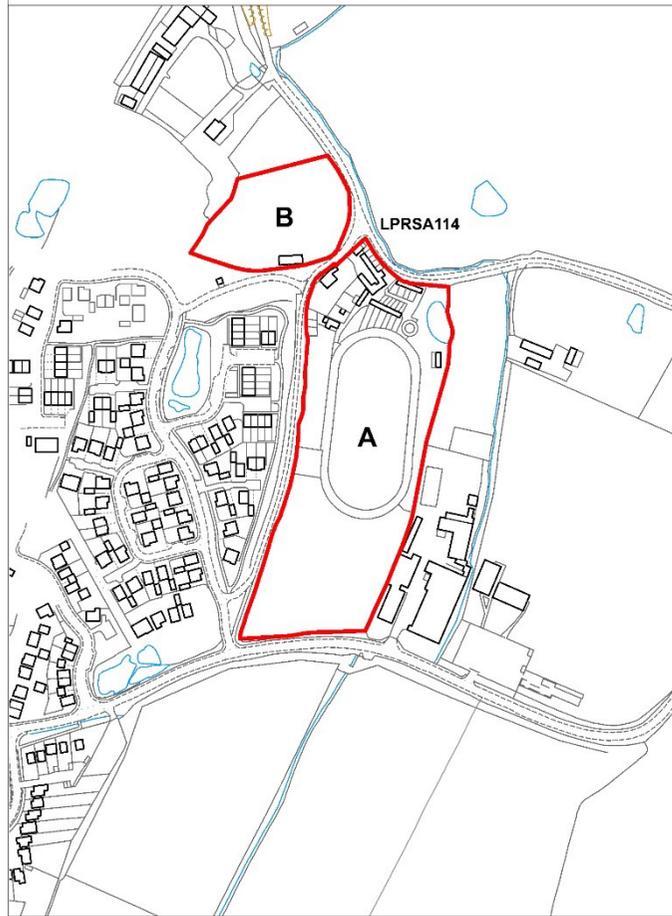
MM82	LPRSA172	<p>Amend Policy LPRSA172 under Design and Layout sub-heading 6th bullet as follows:</p> <p>Development shall demonstrate that the layout, scale and form of development has regard to the need to preserve and enhance the setting of the grade II listed Rumwood Court, <u>including through a LVIA.</u></p> <p>Amend Policy LPRSA172 Under ‘Design and Layout’ sub-heading to include a new 7th bullet and diagram as follows:</p> <ul style="list-style-type: none"> <u>To protect the open character of the adjacent countryside and to avoid coalescence, built development will be limited to the areas shown on the accompanying key diagram. Within this area, the additional policy requirements must still be met.</u> <p>After Policy LPRSA172 insert Key Diagram as follows:</p>  <p>The key diagram, titled 'Key Diagram LPRSA172', is a site plan showing various land parcels. A central area is highlighted in red, indicating 'Residential' use, and is surrounded by green areas indicating 'Open Space'. The map includes a legend in the bottom right corner with a red square for 'Residential' and a green square for 'Open Space'. The surrounding area shows a mix of residential buildings, roads, and open fields.</p>	To ensure an effective, justified policy.
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MM83	LPRSA260	<p>Amend Policy LPRSA260, under the Design and layout sub-heading, the 3rd bullet as follows:</p> <p>Development proposals shall incorporate substantial areas of internal landscaping within the site <u>– including landscaping on an east-west axis through the central part of the site –</u> to provide an appropriate landscape framework for the site to protect the setting of the Kent Downs AONB.</p> <p>Amend Policy LPRSA260, under the Design and layout sub-heading, to add a new 6th bullet as follows:</p> <p><u>The materials palette, including colour choice, should minimise impacts on views from the AONB.</u></p> <p>Amend Policy LPRSA260, Under Landscape/Ecology sub-heading, to delete the 3rd and 4th bullets as follows:</p> <p>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.</p> <p>An undeveloped section of land will be retained and landscaped to protect the amenity and privacy of existing neighbouring residents.</p>	For plan effectiveness and to avoid duplication of policy criteria.
MM84	LPRSA066	<p>Amend Policy LPRSA066 as follows:</p> <p>Land east of Lodge Rd is included as a draft allocation for the development of approximately 78 dwellings on <u>circa</u> 3.8ha and approximately 1,000 sq.m of employment on <u>circa</u> 0.3 ha <u>within the north-eastern part of the site.</u> The following conditions are considered appropriate to be met before development is permitted.</p> <p>Under Layout and Design, insert new bullet, as follows:</p> <p><u>Appropriate buffers shall be provided between the residential and commercial areas.</u></p> <p>Under Access, Highways and transportation sub-heading amend 1st bullet as follows:</p>	For policy clarity and to ensure plan effectiveness.

		<p>Vehicular access shall be provided to both from Lodge Road. and The site will facilitate future pedestrian and vehicle connections to the adjacent residential development to the west of the site if possible.</p>	
MM85	LPRSA066	<p>Amend Policy LPRSA066 under Access, Highways and transportation sub-heading 2nd bullet as follows:</p> <p>The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running, including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this.</p> <p>In addition, provide a Key Diagram to identify the residential and commercial development areas, as follows:</p>  <p>The Key Diagram LPRSA066 is a site plan showing various land use zones. A large red area is outlined in green, representing the residential zone. A smaller green area is also outlined in green, representing open space. A blue area represents employment and mixed uses. The diagram includes roads, buildings, and a legend in the bottom right corner with the following categories: Residential (red), Open Space (green), and Employment and Mixed Uses (blue).</p>	For plan effectiveness.

MM86	LPRSA114	<p>Amend Policy LPRSA114 to add bullet point 3 to Transport</p> <p><u>The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running, including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this.</u></p> <p>With regard to the wider criteria, clarify the expectations regarding parcels A and B as follows:</p> <p><u>Insert Key Diagram identifying parcels A and B, as follows:</u></p>	For plan effectiveness.

LPRSA114 Land at Home Farm



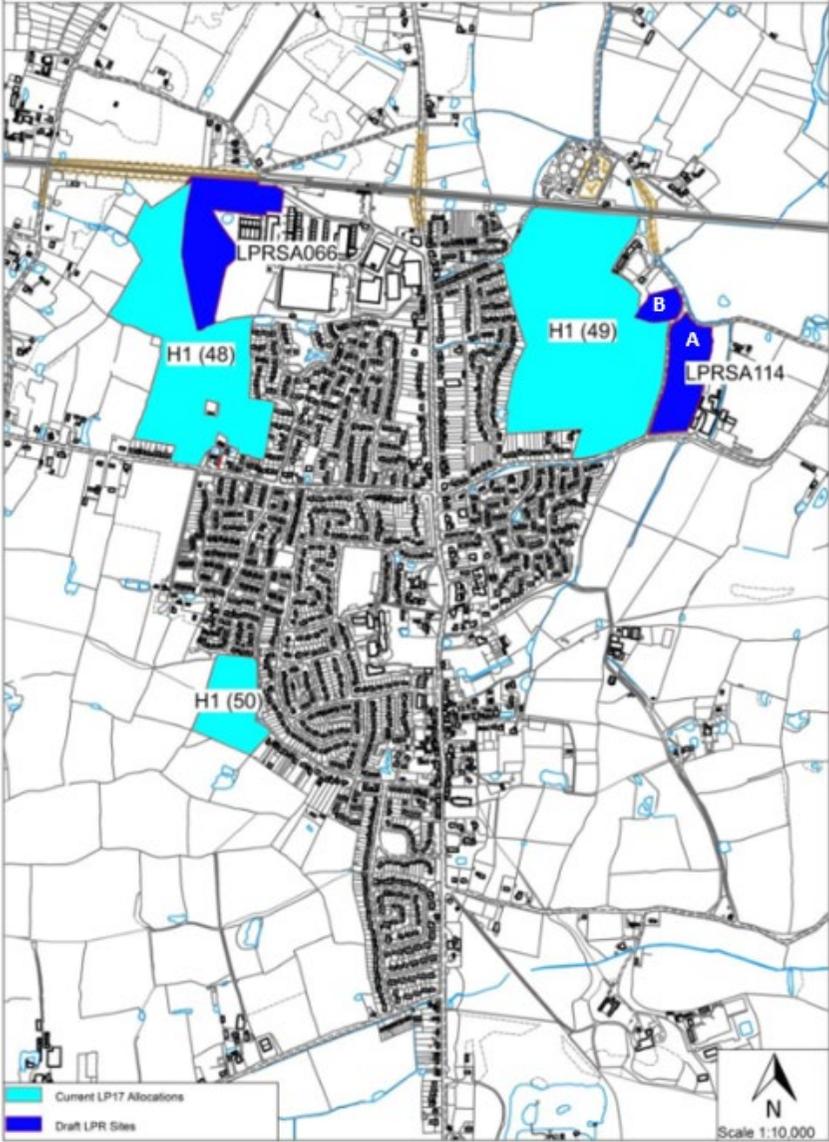
Land at Home Farm (Sites A and B) is included as a draft allocation for the development of approximately 49 dwellings **at an average density of 30 dph**. The following conditions are considered appropriate to be met before development is permitted.

Design and layout

		<ul style="list-style-type: none"> • <u>The site comprises two parcels of land, the main, Site A, to the north of Pile Lane and a smaller Site B to the north.</u> • The two parcels of land shall be the subject of a single masterplan that provides an appropriate distribution of built development and open space having regard to the following guidelines. • Development of Site A shall be set back from Headcorn Road <u>and be designed to respect its rural character.</u> • The north eastern section of sSite A and the entirety of Site B will be built at a lower density and incorporate landscaping buffers in order to reflect the settlement edge location and to preserve the rural lane character of both Pile and Sweetlands Lanes. • Development along the eastern boundary of Site A should be sited and designed to ensure an appropriate relationship with neighbouring commercial uses, such that the amenity of future residents is acceptable and so that the ongoing commercial viability of the commercial unit land to the east is not prejudiced. • Site design and layout shall be informed by a local historic impact assessment. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. • The development proposals shall be designed to take into account the results of a LVIA undertaken in accordance with the principles of current guidance. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Public access to areas designated as habitat in any landscape masterplan would normally be limited to maintenance purposes. <p>Access, Highways and transportation</p> <ul style="list-style-type: none"> • Vehicular access to site A shall be via Headcorn Road, with the junction designed to minimize loss of existing hedgerow. There shall be no vehicular access from Site A to either Pile Lane or Sweetlands Lane. • Vehicular access from Site B shall be located so as to minimize hedgerow loss and preferably, for highway safety reasons, be via Little Threads HLane. 	
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		<p>Flood Risk/Drainage</p> <ul style="list-style-type: none"> • The layout of residential accommodation should avoid the northern part of the site and the fringes of Flood Zone 2. • A Flood Risk Assessment and surface water drainage strategy will be required alongside any planning application. This should demonstrate that sufficient on-site mitigation is achievable in order to ensure that the risk of flooding in adjacent areas is not increased. <p>Open Space</p> <ul style="list-style-type: none"> • The developments shall provide accessible open amenity space in accordance with Policy SP13(B) & LPRINF1, to include a minimum of 0.18ha of useable amenity green space incorporating children's play, micro allotments/community growing areas and other functions that contribute positively to the health and wellbeing of the future community. • Site A shall also provide 0.85 ha of semi/natural open space. <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> • The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of necessary infrastructure. 	
MM87	Page 86	<p>Amend diagram on page 86 (Staplehurst Rural Service Centre) as follows:</p> <p>Diagram to clarify the two distinct land parcels (A and B) as referenced in the policy.</p>	For clarity and plan effectiveness.

Staplehurst Rural Service Centre



MM88	LPRSA312	<p>Amend Policy LPRSA312 as follows:</p> <p>Land amounting to no more than approximately 4.6ha North of Heath Rd – Beacon Park is included as an an draft allocation for the development of approximately 85 dwellings at an average density of circa 30 dph. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and layout</p> <ul style="list-style-type: none"> • Development proposals will be of a high standard of design incorporating the use of contextually derived design and vernacular materials; incorporating a variety of typologies, materials, landscaping and street scenes. • Both the northern and eastern boundaries shall incorporate lower densities and integrated landscaping to reflect their edge of village setting. • A landscape/coalescence buffer including tree planting, of no less than 1.42 ha 15 and at no part less than 20m in depth shall be provided to the site's eastern and northern boundaries prior to development commencing on the site and be designed to ensure separation prevent coalescence between the eastern edge of Coxheath and the western edge of Loose. • Within these landscaped and open space buffers, the net developable area should not materially exceed circa 2.83 ha. • The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes. • The development layout of new dwellings and roads to shall respect the amenities and setting of adjacent residential properties. • Streets shall incorporate tree planting as part of an overall landscape management plan, with the visual impact of car parking mitigated. • Site design and layout shall be informed by a local historic impact assessment. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or off site mitigation for the existing habitat of local fauna/flora. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation enhancement. Public access to such areas would normally be limited. 	For plan effectiveness and to ensure plan is justified.
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	<ul style="list-style-type: none"> • The development proposals shall include provision for the protection and buffering as appropriate of the adjacent area of ancient woodland. • Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. • Provision shall include no less than 1.3 ha of semi/natural open space the principle principal focus of which shall be to contribute to site buffers and biodiversity net gain, but which may include access where conflict with habitat does not arise. The location and layout of such areas shall be designed to avoid conflict with more active accessible residential amenity spaces such as children's play. • The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application. <p>Access, Highways and transportation</p> <ul style="list-style-type: none"> • Vehicular access shall be via Heath Road, with no vehicular connections to Forstal Lane. • The new junction to Heath Road shall incorporate appropriate sight lines and be designed to appropriate capacity and safety standards. • The site shall enable connectivity to existing/planned PRoW and cycle routes to the east and west of the site. • The site shall provide safe pedestrian and cycle routes through the site which are by design well supervised. • <u>Contributions to off-site highways mitigation, namely Linton Crossroads, or an alternative agreed by the LPA and Highway Authority.</u> <p>Open Space</p> <ul style="list-style-type: none"> • The development shall provide accessible open amenity space in accordance with Policy SP13(B) & INF1, with in addition to any semi/natural buffer, a minimum of 0.26 ha 0.55ha of additional of useable accessible amenity green space incorporating elements such children's play, micro allotments and other functions that contribute positively to the wellbeing of the future community. Such amenity spaces should form an integrated element of the overall masterplan. • <u>The quality and function of accessible open space shall not be prejudiced by the incorporation of any active SUDS elements, which if necessary should be independently provided.</u> • Where it is not feasible, due to site characteristics, to provide an appropriate open space 	
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		<p>typology in accordance with Policy SP13(B), the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the village.</p> <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> • The Applicant proposal to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure. <p>Amend site allocation boundary as follows (with revised boundary shown in schedule of changes to Policies Map).</p>	
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		<p style="text-align: center;">LPRSA312 Land North of Heath Road</p> 	
MM89	LPRSA248	<p>Amend Policy LPRSA248 as follows:</p> <p>Land to the north and south of <u>at</u> Kenward Road totalling 9.1 ha is included as a draft an allocation for the development of approximately 100 dwellings at an average density of approximately 30 dwellings per hectare, together with associated open space and infrastructure on land south of Kenward Road. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and Layout</p> <ul style="list-style-type: none"> The development shall provide approximately 100 dwellings, only to be provided on 	For plan effectiveness and clarity to aid policy implementation.

		<p>land north and south of Kenward Road at an average density of not exceeding of approximately 30 dph, in a manner that enables the rounding off of the adjacent residential areas at a similar density.</p> <ul style="list-style-type: none"> • The remainder of the land south of Kenward Road shall be laid out as a new community open space, and BNG area, <u>together with SUDS measures to mitigate the residential element, plus pedestrian crossing / access measures.</u> • The development shall be subject to a single masterplan which demonstrates phasing <u>and delivery</u> of both built development and open spaces. • Both housing development areas will <u>The layout and form of the housing element shall</u> be informed by an LVIA and incorporate <u>both</u> boundary <u>and internal structural landscaping that responds to the site's topography.</u> • Design of the site will need to ensure neighbouring resident's amenity is protected. • <u>The layout and design of new dwellings shall incorporate measures necessary to mitigate the impacts of adjacent agricultural operations.</u> • Site design and layout shall be informed by a local historic impact assessment. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Public access to areas designated primarily as habitat in any landscape masterplan would normally be limited to maintenance purposes. • Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. • All landscaping to be principally native planting. • The proposed open spaces and new habitat shall be the subject of a delivery strategy and long-term management plan. • Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. • The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application. 	
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		<p>Access, Highways and Transportation</p> <ul style="list-style-type: none"> • Access points to both sites to the residential element (plus any maintenance or other access to the open space to the south) shall provide junction and sight lines designed to appropriate capacity and safety standards. • Both site access points shall incorporate The development shall provide appropriate pedestrian crossing points to Kenward Road to allow connectivity to existing footways. • The southern site shall enable appropriate access to the adjacent agricultural holding in a manner that does not adversely impact upon the amenity and safety of residents and users of the open space. • The southern site shall provide parking for users of the open space in a manner that does not adversely affect the amenity of the surrounding area. • Replacement provision shall also be provided for any loss of on-street residential parking. • The development shall deliver appropriate traffic speed management measures to the surrounding highway network. North Street. <p>Flood Risk/Drainage</p> <ul style="list-style-type: none"> • The site should be designed to ensure that it has a positive impact on the River Bault catchment, and does not worsen local flood risks on Mote Road. • The only vehicular access to the site is through Flood Zone 3. Any development will be dependent upon acceptable flood safety measures being agreed with the EA. <p>Open Space</p> <ul style="list-style-type: none"> • The provision of open space shall have regard to Policy SP13(B) & LPRINF1 • The proposed open spaces across both sites and new biodiversity areas shall be the subject of a delivery strategy and long-term management plan. • The residential parcel north of Kenward Road shall incorporate both green amenity and play space in a location that is safe for children and well supervised, plus elements of semi natural informal open space. • The land south of Kenward Road shall provide, in addition to any supporting infrastructure associated with the delivery of the proposed homes north of 	
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		<p><u>Kenward Road, approximately 4.9 ha of public open space/habitat</u> in the form of approximately <u>(to be determined through the submission of an Open Space Strategy in collaboration with the council and the Parish council):</u></p> <ul style="list-style-type: none"> ○ 0.4ha of community allotments/growing areas ○ ha of new Riverside landscape/habitat <u>creation</u> ○ ha of informal open space ○ 0.5ha of recreational open space ○ <u>Sustainable Urban Drainage</u> ○ <u>Ancillary parking to support the open space</u> <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> • The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure. 	
MM90	LPRSA071	<p>Amend Policy LPRSA071 1st sentence as follows:</p> <p>Land adjacent to Kellen Manor, Harrietsham is included as a draft allocation for the development of approximately 4737 dwellings.</p> <p>Amend Policy LPRSA071 6th bullet under Landscape/Ecology as follows:</p> <ul style="list-style-type: none"> • The development proposals shall be designed to take into account the results of a detailed aboricultural survey, tree constraints plan and tree retention/protection plans, <u>including to inform the site development capacity.</u> 	For plan effectiveness and to ensure policy is justified.
MM91	LPRHOU1	<p>Amend Policy LPRHOU1 as follows:</p> <ol style="list-style-type: none"> 1. Proposals for development on previously developed land (brownfield land) on land outside of smaller villages and the countryside that make effective and efficient use of land and which meet the following criteria will be permitted... 	For plan effectiveness.

		<p>2. In exceptional circumstances, the residential redevelopment of previously developed land in the countryside and smaller villages which meet the above criteria will be permitted provided the redevelopment will also result in...</p>													
MM92	LPRHOU2	<p>Amend Policy LPRHOU2 as follows:</p> <p>1. On land outside of the countryside and undefined settlements proposals for the extension, conversion or redevelopment of a residential property which meet the following criteria will be permitted if...</p> <p>2. On land outside the countryside and undefined settlements proposals for the conversion or redevelopment of a dwelling to self-contained flats or the use of a building as a house in multiple occupation which also meet the following criterion will be permitted...</p>	For plan effectiveness.												
MM93	Para 9.31 to 9.32	<p>Amend paragraphs 9.31 to 9.32 as follows:</p> <p>9.31 The SHMA identifies three sub-categories of specialist residential accommodation for older people:</p> <ul style="list-style-type: none"> • Retirement living or sheltered housing which comprises self-contained units with some shared facilities and on-site supportive management. • Enhanced sheltered housing which typically has 24/7 staffing cover and some shared meals. • Extra care which provides personal or nursing care. These facilities may include dementia care. These are counted as bedspaces. <p><u>9.31(a) The SHMA defines these as Housing with Support and Housing with Care. It identifies a total need of 2,142 speciality housing units as follows:</u></p> <table border="1"> <thead> <tr> <th></th> <th><u>Rented</u></th> <th><u>Leasehold</u></th> <th><u>Total</u></th> </tr> </thead> <tbody> <tr> <td><u>Housing with Support</u></td> <td><u>105</u></td> <td><u>1,234</u></td> <td><u>1,339</u></td> </tr> <tr> <td><u>Housing with Care</u></td> <td><u>371</u></td> <td><u>432</u></td> <td><u>803</u></td> </tr> </tbody> </table> <p>9.32 The SHMA identifies a total need of 2,142 retirement living and enhanced sheltered housing units over the plan period comprising a mix of rented and leasehold tenures, and an additional 1,228 extra care or nursing home bedspaces.</p>		<u>Rented</u>	<u>Leasehold</u>	<u>Total</u>	<u>Housing with Support</u>	<u>105</u>	<u>1,234</u>	<u>1,339</u>	<u>Housing with Care</u>	<u>371</u>	<u>432</u>	<u>803</u>	To ensure the plan is positively prepared and justified. To appropriately reflect the evidence base.
	<u>Rented</u>	<u>Leasehold</u>	<u>Total</u>												
<u>Housing with Support</u>	<u>105</u>	<u>1,234</u>	<u>1,339</u>												
<u>Housing with Care</u>	<u>371</u>	<u>432</u>	<u>803</u>												

MM94	LPRHOU7	<p>Amend Policy LPRHOU7 as follows:</p> <p>1. On land within or adjacent to the boundaries of Maidstone urban area, Rural Service Centres, and larger villages settlement boundaries, proposals for new retirement living, sheltered housing, enhanced sheltered housing and extra care facilities, through new build, conversion or redevelopment and for extensions to existing nursing and residential care homes which meet the following criteria will be permitted:</p> <ol style="list-style-type: none"> The site is located adjacent to the settlement boundary; The proposal is sustainably located with accessibility by public transport; The proposal will not adversely affect the character of the locality or the amenity of neighbouring properties including by means of noise disturbance or intensity of use; or by way of size, bulk or overlooking; and Sufficient visitor and staff vehicle parking is provided in a manner which does not diminish the character of the street scene. <p>2. Proposals for specialist residential accommodation in unsustainable locations, and not within or adjacent to the defined boundaries of the Maidstone urban area, rural service centres and larger villages will not be permitted.</p> <p>3. Existing specialist residential accommodation will be protected from loss through either redevelopment or conversion where there is an identified need. Any change outside that permitted will need to demonstrate the lack of need for, <u>or financial viability of</u>, the facility within the borough.</p>	For plan effectiveness and ensure the plan is positively prepared.
MM95	Para 9.40	<p>Amend paragraph 9.40 as follows:</p> <p>As set out in Policy LPRSP10(b) the council supports the principle of self and custom build housing and aims to meet the needs of those identified on the registers that it keeps. However, it also needs to manage the development of this type of housing to make sure it is appropriate. It is important to ensure that larger schemes deliver design coherence and are carefully planned and managed to ensure clarity for individual plot holders. <u>As with other windfall housing development, custom and self-build housing should primarily be located as per the settlement hierarchy, and therefore outside of the countryside unless site specific circumstances indicate otherwise.</u></p>	For plan effectiveness.

MM96	LPRHOU8	<p>Amend Policy LPRHOU8 to delete criterion (1)(II) and footnote (13) as follows:</p> <p>II. The planning definition of a Gypsy, Traveller or Travelling Showpeople, as set out in Planning Policy for Traveller Sites (2015)¹³ is met;</p> <p>¹³Planning Policy for Traveller Sites (2015): https://www.gov.uk/government/publications/planning-policy-for-traveller-sites</p>	For consistency with national planning policy.
MM97	LPRHOU9	<p>Amend Policy LPRHOU9 criterion (2) as follows:</p> <p>2. The revision of self-build or custom build housing to open market housing will be permitted in the following circumstance:</p> <p>a. Evidence is provided to the council that plots have been prominently marketed for sale to self or custom builders through the Council's Self-Build and Custom Housebuilding Register and through any relevant organisations, and a buyer has not <u>been</u> found within a <u>24-12</u>-month period.</p>	For plan effectiveness and to ensure the plan is justified.
MM98	<p>Para 9.71</p> <p>LPRTL2</p>	<p>Amend paragraph 9.71 as follows:</p> <p>With such a diverse rural tourism offer, it is important to provide alternative, diverse forms of accommodation to encourage visitors to stay for extended periods of time in the borough. However, the provision of tourist facilities must be balanced against the need to recognise the quality of the countryside for the sake of its intrinsic character and beauty. Proposals must also accord with the criteria set out under LPRSP14 in relation to Areas of Outstanding Natural Beauty and Green Belt. <u>For the purposes of policy LPRTL2, the term 'holiday lets' does not include the construction of new permanent dwellings in the countryside.</u></p> <p>Amend Policy LPRTL2 as follows:</p> <p>1. Proposals for sites for the stationing of holiday lets, <u>holiday</u> caravans and/or holiday tents outside of the settlement boundaries as defined on the policies map will be permitted where...</p>	For plan effectiveness. To make clear the distinction between visitor accommodation and permanent dwellings for policy implementation.

MM99	LPRQ&D3	<p>Amend Policy LPRQ&D3 to delete last sentence as follows:</p> <p>In town, district and local centres as set out in policy LPRSP11(c), signage should be at ground floor level unless there is sufficient justification for them above this level.</p>	For plan effectiveness.
MM100	LPRQ&D5	<p>Amend Policy LPRQ&D5 to include policy numbering and a new criterion (1)(vi) as follows:</p> <p><u>1.</u> The conversion of rural buildings will be permitted where the following criteria are met:</p> <p><u>vi. In addition and where relevant, account should be taken of the Kent Farmsteads Guidance and the Kent Downs AONB Farmstead Guidance.</u></p> <p>Conversion for non-residential purposes</p> <p><u>2.</u> In addition to criteria 1(i – vi) above...</p> <p>Conversion for residential purposes</p> <p><u>3.</u> In addition to criteria 1(i – vi) above...</p>	For plan effectiveness and to ensure the plan is justified.
MM101	LPRQ&D6	<p>Amend Policy LPRQ&D6 as follows:</p> <p>All new development will be expected where possible to meet the new technical standards as follows:</p> <p>1) internal space standards as set out...</p> <p>4)2) Accessibility and adaptable dwellings standard M4 (2) or any superseding standards in line with evidence of the SHMA, national planning policy and guidance. <u>Development proposals will be considered having regard to site specific factors (such as vulnerability to flooding, site topography, and other circumstances) which may make a specific site less suitable for M4(2) compliant dwellings, particularly where step free access cannot be achieved or is not viable.</u></p> <p><u>3) Where the Council has identified evidence of a specific need for a wheelchair accessible standard M4(3) property (for which the council is responsible for allocating or nominating a person to live in that dwelling) that is relevant to a site, this will be negotiated with the developer and secured by planning obligation, subject to consideration of viability and suitability.</u></p>	For consistency with the NPPF and NPPG.

		3) 4) New dwellings shall be built...	
MM102	Paras 9.87 to 9.90 LPRTRA3	<p>Delete paragraphs 9.87 to 9.90 and Policy LPRTRA3 as follows:</p> <p>POLICY LPRTRA3: PARK AND RIDE</p> <p>The role of park and ride is to provide an alternative to the private car from the outer parts of an urban area to the centre. It is to help combat congestion, air quality issues and bring about environmental benefits</p> <p>Maidstone has supported the principle of Park and Ride for a long time. The first site serving the town opened in 1989. At present there are two park and ride sites within Maidstone Borough serving the urban area. These include:</p> <ul style="list-style-type: none"> ● Willington Street Park and Ride ● London Road Park and Ride <p>Combined these sites provided a capacity of approximately 918 parking spaces, and a regular service from them to the town centre.</p> <p>The Council will keep under regular review future need for park and ride provision, and will consider alternative sites, if required.</p> <p>Policy LPRTRA3: Park & Ride</p> <p>The following sites, as defined on the policies map, are designated bus Park and Ride sites:</p> <ul style="list-style-type: none"> i. London Road (to serve the A20 west corridor); and ii. Willington Street (to serve the A20 east corridor). <p>The council will seek to protect these sites to be maintained as Park and Ride sites and will seek opportunities for new Park and Ride sites in the borough, especially in and around the Maidstone Urban Area.</p>	For plan effectiveness and to ensure the plan is justified.
MM103	LPRTRA4	<p>Amend Policy LPRTRA4 as follows:</p> <p>1. Car parking standards for new residential developments will be assessed against the</p>	For policy clarity, plan effectiveness

	<p>requirements set out in KCC's Interim Guidance Note 3 (IGN3) to the Kent Design Guide or any subsequent revisions or superseding documents produced by the Highways Authority.</p> <p>2. For all new non-residential developments, and for cycle and motorcycle parking in residential developments, provision for all types of vehicle parking should be made in accordance with advice by Kent County Council as Local Highway Authority. As a starting point of reference, consideration should be given to the standards set out in the former Supplementary Planning Guidance 4 (SPG4) to the Kent and Medway Structure Plan.</p> <p>3. The council may depart from established maximum or minimum standards to take account of:</p> <ul style="list-style-type: none"> a) Specific local circumstances that may require a higher or lower level of parking provision for reasons including as a result of the development site's accessibility to public transport, shops and services, highway safety concerns and local on-street parking problems; b) the successful restoration, refurbishment and re-use of listed buildings or buildings affecting the character of a conservation area; c) allow the appropriate re-use of the upper floors of buildings in town centres or above shop units; d) innovative design that can sufficiently justify a reduced provision of vehicle parking <p>Any departure from the adopted standards will be informed by consultation with the Local Highways Authority.</p> <p>New developments should ensure that proposals incorporate electric vehicle charging infrastructure as follows:</p> <ul style="list-style-type: none"> a) New residential dwellings with private on-curtilage parking provision shall provide active Electric Vehicle charging points at a minimum of 1 per dwelling of sufficient capacity to enable as a minimum Mode 3 at 7kW with Type 2 connector – 230v AC 32 Amp single phase charging. b) New residential dwellings with private allocated off-curtilage parking provision shall provide cabling to all spaces where practical to allow for future installation of charging points. Cabling shall be of sufficient capacity to enable as a minimum Mode 3 at 7kW with Type 2 connector – 230v AC 32 Amp single phase charging. c) Proposals for residential development which includes the provision of communal parking shall provide electric vehicle infrastructure at a rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points. 	<p>and consistency with Building Regulations.</p> <p>Deleted text necessary to avoid duplication and/or conflict with Part S of the Building Regulations.</p>
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		4. Proposals for non-residential development which includes the provision of parking shall provide electric vehicle charging points at a minimum rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points.	
MM104	LPRINF2	<p>Amend Policy LPRINF2 as follows:</p> <p>Adequate accessibility to community facilities, including social, education and other facilities, is an essential component of new residential development.</p> <p>1. Residential development which would generate a need for new community facilities or for which spare capacity in such facilities does not exist, will not be permitted unless the provision of new, extended or improved facilities (or a contribution towards such provision) is secured as appropriate by planning conditions, through legal agreements, or through the Community Infrastructure Levy.</p> <p>2. Proposals requiring planning permission which would lead to a loss of community facilities will not be permitted unless:</p> <ul style="list-style-type: none"> • It is evidenced that a need within the locality no longer exists, and it is not commercially viable (supported by audited financial reports and a reasonable level of proper marketing evidence); • or a replacement facility acceptable to the council is provided or secured. <p><u>3. Specific proposals affecting existing open space, sports and recreation assets requiring permission will not be permitted unless they accord with the relevant sections of the NPPF and Sport England’s Playing Field Policy where relevant.</u></p> <p>3- 4. The council will seek to ensure, where appropriate, that providers of education facilities make provision for dual use of facilities in the design of new schools and will encourage the dual use of education facilities (new and existing) for recreation and other purposes.</p>	For consistency with national policy and an effective plan.
MM105	LPRENV1	<p>Amend Policy LPRENV1 as follows:</p> <p>1. Applicants will be expected to ensure that new development affecting a heritage asset incorporates measures to conserve, and where possible enhance, the significance of the heritage asset and its setting. This includes responding positively to views of and from that asset. <u>This also includes the potential public benefits from development impacting a heritage asset.</u></p>	<p>For consistency with national policy/guidance and plan effectiveness.</p> <p>Note: Modification to criterion (3) is a minor modification but shown with other</p>

		<p>2. Where appropriate, development proposals will be expected to respond to the value of the historic environment by the means of a proportionate Heritage Assessment which assesses and takes full account of:</p> <ul style="list-style-type: none"> i. Any heritage assets, and their settings, which could be impacted by the proposals; ii. The significance of the assets; and iii. The scale of the impact of development on the identified significance. <p>3. Where development is proposed for a site which includes or has the potential to include heritage assets with archaeological interest, applicants must submit a proportionate landscape assessment by way of an appropriate desk-based assessment and, where necessary, a field evaluation. This will be used to inform development and identify opportunities to enhance awareness, understanding and enjoyment of the historic environment to the benefit of community.</p> <p>4. The council will apply the relevant tests and assessment factors specified in the National Planning Policy Framework when determining applications for development which would result in the loss of, or harm to, the significance of a heritage asset and/or its setting. <u>This includes applying this policy to non-designated heritage assets where a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.</u></p>	changes for completeness. Also shown in Minor Mods schedule.
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MM106	Appendix 1 Page 286	<p>Amend Appendix 1 ‘Housing Trajectory’ to provide an updated housing trajectory, including a stepped trajectory.</p> <p><i>As set out in the Appendix to this schedule of main modifications.</i></p>	For plan effectiveness.
MM107	Appendix 2 Page 287	<p>Amend selected terms in the Appendix 2 ‘Glossary’.</p> <p><i>As set out in the Appendix to this schedule of main modifications.</i></p>	For plan effectiveness and consistency with the NPPF.
MM108	Appendices	<p>Insert a new Appendix 3 titled ‘Saved 2017 Local Plan-Policies <u>Not Superseded on adoption of the Local Plan Review</u>’ as follows:</p> <p><i>As set out in the Appendix to this schedule of main modifications.</i></p> <p><u>Also add Site H1(24) Postley Road, Tovil.</u></p>	For plan effectiveness and consistency with the NPPF.

MM109	Appendices	<p>Insert a new Appendix 4 titled ‘Strategic Policies’ as follows:</p> <p><u>Appendix 4 – Strategic Policies</u></p> <table border="1" data-bbox="510 349 1435 1374"> <thead> <tr> <th colspan="2">Maidstone Local Plan Review</th> </tr> <tr> <th><u>Policy reference</u></th> <th><u>Policy Name</u></th> </tr> </thead> <tbody> <tr><td><u>LPRSS1</u></td><td><u>Maidstone borough spatial strategy</u></td></tr> <tr><td><u>LPRSP1</u></td><td><u>Maidstone town centre</u></td></tr> <tr><td><u>LPRSP2</u></td><td><u>Maidstone urban area</u></td></tr> <tr><td><u>LPRSP3</u></td><td><u>Edge of the Maidstone urban area</u></td></tr> <tr><td><u>LPRSP4(A)</u></td><td><u>Heathlands garden settlement</u></td></tr> <tr><td><u>LPRSP4(B)</u></td><td><u>Lidsing garden community</u></td></tr> <tr><td><u>LPRSP5</u></td><td><u>Strategic development locations</u></td></tr> <tr><td><u>LPRSP5(B)</u></td><td><u>Invicta Barracks strategic development location</u></td></tr> <tr><td><u>LPRSP5(C)</u></td><td><u>Lenham broad location for housing growth</u></td></tr> <tr><td><u>LPRSP6</u></td><td><u>Rural service centres</u></td></tr> <tr><td><u>LPRSP6(A)</u></td><td><u>Coxheath</u></td></tr> <tr><td><u>LPRSP6(B)</u></td><td><u>Harrietsham</u></td></tr> <tr><td><u>LPRSP6(C)</u></td><td><u>Headcorn</u></td></tr> <tr><td><u>LPRSP6(D)</u></td><td><u>Lenham</u></td></tr> <tr><td><u>LPRSP6(E)</u></td><td><u>Marden</u></td></tr> <tr><td><u>LPRSP6(F)</u></td><td><u>Staplehurst</u></td></tr> <tr><td><u>LPRSP7</u></td><td><u>Larger villages</u></td></tr> <tr><td><u>LPRSP7(A)</u></td><td><u>East Farleigh</u></td></tr> <tr><td><u>LPRSP7(B)</u></td><td><u>Eyhorne Street (Hollingbourne)</u></td></tr> <tr><td><u>LPRSP7(C)</u></td><td><u>Sutton Valence</u></td></tr> <tr><td><u>LPRSP7(D)</u></td><td><u>Yalding</u></td></tr> <tr><td><u>LPRSP8</u></td><td><u>Smaller villages</u></td></tr> <tr><td><u>LPRSP9</u></td><td><u>Development in the countryside</u></td></tr> <tr><td><u>LPRSP10</u></td><td><u>Housing delivery</u></td></tr> <tr><td><u>LPRSP10(A)</u></td><td><u>Housing mix</u></td></tr> <tr><td><u>LPRSP10(B)</u></td><td><u>Affordable housing</u></td></tr> <tr><td><u>LPRSP11</u></td><td><u>Economic development</u></td></tr> <tr><td><u>LPRSP11(A)</u></td><td><u>Safeguarding existing employment sites and premises</u></td></tr> <tr><td><u>LPRSP11(B)</u></td><td><u>Creating new employment opportunities</u></td></tr> </tbody> </table>	Maidstone Local Plan Review		<u>Policy reference</u>	<u>Policy Name</u>	<u>LPRSS1</u>	<u>Maidstone borough spatial strategy</u>	<u>LPRSP1</u>	<u>Maidstone town centre</u>	<u>LPRSP2</u>	<u>Maidstone urban area</u>	<u>LPRSP3</u>	<u>Edge of the Maidstone urban area</u>	<u>LPRSP4(A)</u>	<u>Heathlands garden settlement</u>	<u>LPRSP4(B)</u>	<u>Lidsing garden community</u>	<u>LPRSP5</u>	<u>Strategic development locations</u>	<u>LPRSP5(B)</u>	<u>Invicta Barracks strategic development location</u>	<u>LPRSP5(C)</u>	<u>Lenham broad location for housing growth</u>	<u>LPRSP6</u>	<u>Rural service centres</u>	<u>LPRSP6(A)</u>	<u>Coxheath</u>	<u>LPRSP6(B)</u>	<u>Harrietsham</u>	<u>LPRSP6(C)</u>	<u>Headcorn</u>	<u>LPRSP6(D)</u>	<u>Lenham</u>	<u>LPRSP6(E)</u>	<u>Marden</u>	<u>LPRSP6(F)</u>	<u>Staplehurst</u>	<u>LPRSP7</u>	<u>Larger villages</u>	<u>LPRSP7(A)</u>	<u>East Farleigh</u>	<u>LPRSP7(B)</u>	<u>Eyhorne Street (Hollingbourne)</u>	<u>LPRSP7(C)</u>	<u>Sutton Valence</u>	<u>LPRSP7(D)</u>	<u>Yalding</u>	<u>LPRSP8</u>	<u>Smaller villages</u>	<u>LPRSP9</u>	<u>Development in the countryside</u>	<u>LPRSP10</u>	<u>Housing delivery</u>	<u>LPRSP10(A)</u>	<u>Housing mix</u>	<u>LPRSP10(B)</u>	<u>Affordable housing</u>	<u>LPRSP11</u>	<u>Economic development</u>	<u>LPRSP11(A)</u>	<u>Safeguarding existing employment sites and premises</u>	<u>LPRSP11(B)</u>	<u>Creating new employment opportunities</u>	For consistency with the NPPF.
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		LPRSP11(C)	Town, District and Local centres		
		LPRSP12	Sustainable transport		
		LPRSP13	Infrastructure delivery		
		LPRSP14(A)	Natural environment		
		LPRSP14(B)	The historic environment		
		LPRSP14(C)	Climate change		
		LPRSP15	Principles of good design		
		Site Allocations	All site allocation policies are strategic policies		
		Maidstone Local Plan 2011-2031			
		GT1	Gypsy and traveller site allocations		
		OS1	Open space allocations		
		Site Allocations	All site allocation policies are strategic policies		

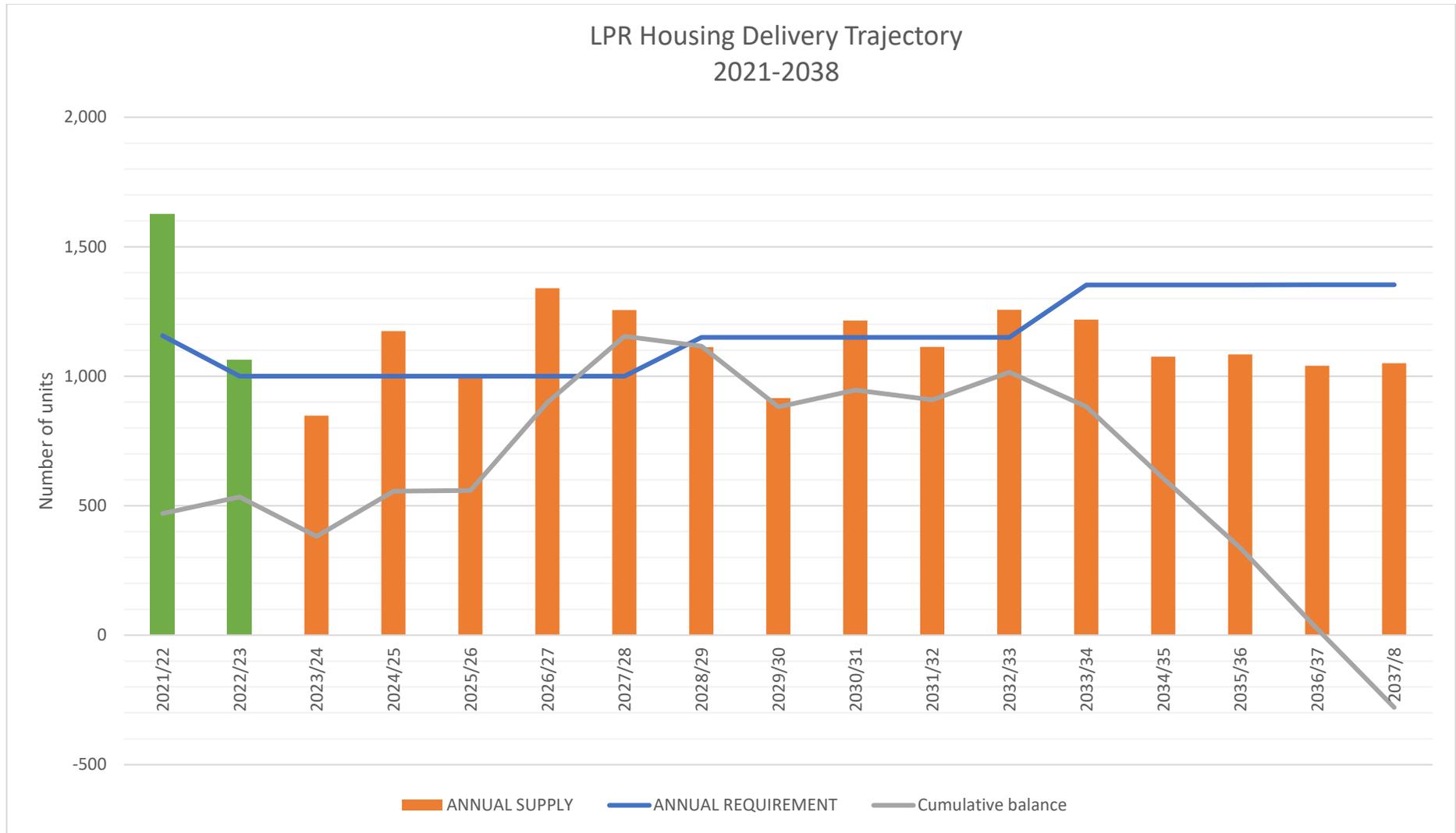
Appendix to the Main Modifications

Appendix 1: Housing Trajectory

Past years (completions)		Future trajectory (from expected plan adoption in 2023)														
2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/8
1,157	1,000	1,000	1,000	1,000	1,000	1,000	1,150	1,150	1,150	1,150	1,150	1,352	1,352	1,352	1,353	1,353
1,157	1,000	5,000					5,750					6,762				

Supply component	Supply balance	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/8	Total 2021/22-2037/38
ANNUAL REQUIREMENT		1,157	1,000	1,000	1,000	1,000	1,000	1,000	1,150	1,150	1,150	1,150	1,150	1,352	1,352	1,352	1,353	1,353	19,669
Completions	2,691	1,627	1,064																2,691
Extant permission 10+ Total	3,700	-	-	662	972	712	561	325	177	118	72	40	40	21	-	-	-	-	3,606
Extant permission <10 Total	518	-	-	186	191	132	9	-	-	-	-	-	-	-	-	-	-	-	518
LP17 Allocation Total	230	-	-	-	-	-	-	-	-	-	-	-	154	76	-	-	-	-	230
Lenham NP Total	895	-	-	-	-	40	40	40	16	-	240	190	115	80	80	54	-	-	895
Broad Location Total	567	-	-	-	-	-	34	34	33	33	33	-	-	60	60	90	90	100	567
TC 700 Total	215	-	-	-	-	-	-	-	-	-	-	-	-	43	43	43	43	43	215
Garden Settlement Total	2,890	-	-	-	-	-	-	-	60	100	180	300	355	360	375	380	390	390	2,890
Invicta Barracks Total	1,300	-	-	-	-	-	-	50	75	75	100	100	150	150	150	150	150	150	1,300
Broad Location - villages Total	365	-	-	-	-	-	-	-	-	-	-	-	-	73	73	73	73	73	365
Windfall large Total	1,355	-	-	-	-	-	-	-	90	90	90	90	90	181	181	181	181	181	1,355
Windfall small Total	1,356	-	-	-	-	-	113	113	113	113	113	113	113	113	113	113	113	113	1,356
LPR Allocation Total	3,308	-	-	-	11	119	583	693	548	386	387	280	239	62	-	-	-	-	3,308
ANNUAL SUPPLY	19,390	1,627	1,064	848	1,174	1,003	1,340	1,255	1,112	915	1,215	1,113	1,256	1,219	1,075	1,084	1,040	1,050	19,296
		470	64	-152	174	3	340	255	-38	-235	65	-37	106	-133	-277	-268	-313	-303	
Cumulative balance		470	534	382	556	559	899	1,154	1,116	881	946	909	1,015	882	605	337	24	-279	

LPR Housing Delivery Trajectory 2021-2038



Appendix 2: Glossary

Definition	Modifications to Regulation 19 LPR Appendix 2: Glossary	Reason
Article 4 Direction	<p>Restricts permitted development rights in relation to a particular area or site such as in a conservation area, or a particular type of development.</p> <p><u>A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which withdraws permitted development rights granted by that Order.</u></p>	To bring in line with NPPF (2021).
Garden settlements	<p>A holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy, and sociable communities. The main characteristics are:</p> <ul style="list-style-type: none"> • A purpose-built new settlement, or large extension to an existing town • A community with a clear identity and attractive environment • It provides a mix of homes, including affordable and self-build • Planned by local authorities or private sector in consultation with the local community. 	To rectify a typographical error.
Green and blue infrastructure	<p>The term is used in Maidstone borough to refer collectively to the active planning, creation, management and protection of multifunctional green spaces and water bodies (the blue element) in built and urban environments. The term includes but is not limited to parks and gardens, natural and semi natural open spaces, green corridors, outdoor sports facilities, allotments, and river corridors. The primary functions of GBI are to conserve and enhance biodiversity, create a sense of space and place, and support healthy living by increasing outdoor recreational opportunities for people.</p>	To bring in line with NPPF (2021), this definition is deleted and captured in a new definition of 'Green and blue infrastructure' below.
Green and blue infrastructure	<p>A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits and quality of life benefits for nature, climate, local and wider communities and prosperity.</p>	To bring in line with NPPF (2021) definition of 'Green infrastructure'.
Housing Delivery Test	<p>Measure's net additional dwellings provided homes delivered in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.</p>	To bring in line with NPPF (2021) and to rectify a typographical error.
Kent Medical Campus	<p>Permission granted for 98,000m2 A1, B1, C2 and D1 flexible accommodation for health, education, and life science companies.</p>	Clarification. The policy supporting text indicates that various permissions

	<u>Refer to Policy LPRRMX1(1) – Newnham Park (Kent Medical Campus)</u>	have been granted at the site.
Larger Villages	Most sustainable established settlements in Maidstone’s settlement hierarchy after the town centre, urban area and rural service centres: Coxheath East Farleigh , Eyhorne Street (Hollingbourne), Sutton Valence and Yalding	To accurately reflect the settlement hierarchy in the Local Plan Review.
<u>Major Development</u>	<u>For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.</u>	To bring in line with NPPF (2021) and relevant legislation.
National Planning Policy Framework	The NPPF was published in February 2019 July 2021 and it sets out the government’s planning policies for England and how these must be applied. Local plan policies must be in conformity with the NPPF.	Factual correction.
Primary Shopping Area	<u>Defined Area</u> where retail development is concentrated.	To bring in line with NPPF (2021).
Rural Service Centres	Most sustainable established settlements in Maidstone’s settlement hierarchy after the town centre and urban area: Coxheath , Harrietsham, Headcorn, Lenham, Marden and Staplehurst.	To accurately reflect the settlement hierarchy in the Local Plan Review.
Schools Capacity Survey	The school capacity survey is a statutory data collection that all local authorities must complete every year. Local authorities must submit data about: school capacity (the number of of places and pupils in a school year), pupil forecasts (an estimation of how many pupils there will be in future), capital spend (the money schools and local authorities spend on their buildings and facilities).	To rectify a typographical error.
Self-build and custom-build housing	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. <u>A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.</u>	To bring in line with NPPF (2021).
Sustainable Transport Modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low and zero emission vehicles, car sharing and public transport.	To bring in line with NPPF (2021).
<u>Windfall</u>	<u>A site which has not been specifically allocated in a development plan.</u>	To address an omission.

Appendix 3: Saved Policies

Appendix 3 is attached separately (owing to file size).

Maidstone Borough Council
Local Plan Review
Appendix 3

Policies from the
Maidstone Borough Local Plan 2017 that
are not superseded on adoption of the
Local Plan Review

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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

2017 LP17 policy:	What happened?	LPR policy:
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	Deleted	N/A
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

2017 LP17 'DM' policy:	What happened?	LPR policy:
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

2017 LP17 'H1' policy:	What happened?	LPR policy:
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

2017 LP17 'H1' policy:	What happened?	LPR policy:
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	Retain unchanged	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

2017 LP17 'H1' policy:	What happened?	LPR policy:
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

2017 'H2' LP17 policy:	What happened?	LPR policy:
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 Park Barracks strategic development location
H2(3) Lenham	Updated – major	LPRSP5(C) – Lenham broad location for housing growth

Employment and Mixed-use site allocation policies

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

2017 LP17 'EMP1' or 'RMX1' policy:	What happened?	LPR policy:
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 note:

Where there is a conflict between the supporting text (reasoned justification) to the below policies and the new policies contained within the Local Plan Review (LPR), the new LPR policies should take precedence. In addition, where reference is made in the below policies and supporting text to Local Plan 2017 (LP17) policies that are not saved, reference should instead be to any relevant new policies within the LPR.

For example: LP17 strategic policy H1, as referenced in all H1(x) detailed site allocation policies that follow is now deleted. All references to LP17 strategic policy H1 are superseded by relevant new policies contained in the LPR.

The Development Plan should be read as a whole.

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(24) Postley Road, Tovil

Policy H1 (24)

Postley Road, Tovil

Postley Road, as shown on the Policies Map, is allocated for development of approximately 62 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 western boundary of the site will be landscaped in order to screen the development from views from the west, and to protect the setting of the listed building, Bockingford House, and Loose Valley conservation area.
2. The western section of the site will be built at a lower density to reflect the existing open character of the countryside beyond.
3. The hedgerow along the eastern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and existing housing on Richmond Way to protect the amenity and privacy of residents.
4. The function of public footpath KB33A is to be retained, and consideration given to the safety of future users and occupiers of the development.

Access

5. Access will be taken from Postley Road only.

Air quality

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

Open space

7. Provision of a play/amenity area within the site, together with contributions towards improvements at the publicly accessible areas of the Loose Valley Local Wildlife Sites and additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM19.

Highways and transportation

8. Complementary improvements to public footpath KB33A, connecting Postley Road to Teasucer Hill and Cripple Street.

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
(2)	Langley Park, Sutton Road, Boughton Monchelsea	7.65	Informal open space (nature conservation area)
(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)
(5)	Cross Keys, Bearsted	2.40	Natural/semi-natural open space
(6)	South of Ashford Road, Harrietsham	1.37	Natural/semi-natural open space
		0.50	Allotments
(7)	Church Road, Harrietsham	0.91	Natural/semi-natural open space
(8)	The Parsonage, Goudhurst Road, Marden	2.16	Natural/semi-natural open space
(9)	North of Henhurst Farm, Staplehurst	1.22	Natural/semi-natural open space
(10)	North of Lenham Road, Headcorn	0.10	Amenity green space
(11)	South of Grigg Lane, Headcorn	1.18	Natural/semi-natural open space
(12)	North of Heath Road (Older's Field), Coxheath	1.12	Natural/semi-natural open space
(13)	Heathfield, Heath Road, Coxheath	0.50	Amenity green space
(14)	Boughton Mount, Boughton Monchelsea	0.15	Natural/semi-natural open space
(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 100,000m², a replacement retail centre of up to 14,300m² 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 100,000m² of specialist medical facilities set within an enhanced landscape structure of which 25,000m² will provide for associated offices and research and development.
2. Provision of a replacement garden centre and replacement retail premises of up to 14,300m² 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 14,300m², 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 1,400m² 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 1,400m² 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 5,500m² 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 6,800m² 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 49,000m² 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 10,000m² 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 to 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 5,000m² 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 2,500m² 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 500m². 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 (500m² 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 7,500m² of floorspace within Use Classes B1a and B1b will be provided. Land sufficient for at least 5,000m² 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 7,500m² 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 2,500m² 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.