

# LENHAM NEIGHBOURHOOD PLAN



## THE PLAN POLICIES PRE-REGULATION 14 CONSULTATION DRAFT

AUGUST 2017

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## INTRODUCTION

Much has happened since we produced our draft Lenham Neighbourhood Plan in February 2016. In fact, events beyond our control have forced us to re-write many of the policies in that draft as decisions by others have rendered them obsolete. Principally,

- 1) Despite opposition by the Parish Council, a Planning Inspector granted permission for 82 houses at the junction of Ham Lane with the A20, and
- 2) The Planning Inspector in charge of the review of the Maidstone Local Plan, despite extensive representations from Lenham, decided that
  - a. The building of 145 homes should go ahead on Tanyard Farm North;
  - b. Marley and Lenham Storage would remain in the Local Plan as employment sites (thus making it impossible for any of this land to be made available for housing);
  - c. Lenham should accommodate a further 1,000 homes in addition to existing allocations.

Each of the above decisions ran counter to the proposals of the then draft Neighbourhood Plan and the Inspector's decisions are final so there are no avenues open to us to challenge them. We must either seek to comply or simply hand the future planning of Lenham over to Maidstone Borough with the community having no say in future choices made.

The only positive changes which followed the inspection were that the Local Plan Inspector ruled against Maidstone Borough in deciding

- 1) Lenham should have the opportunity to plan housing to the south of the village and not just to the west and the east, and
- 2) Further development should take place at the rate of 100 houses per year over 10 years rather than 300 houses per year over 5 years originally proposed.

The policies contained within this document detail how this may be achieved while trying to protect our environment as much as possible. Of course, this involves much more than just housing. These new policies also reflect consideration of, and negotiation with the relevant authorities on, all aspects of infrastructure including roads, water and sewerage, education, recreational facilities and green spaces as well as seeking to maximise financial contributions from developers toward village improvements.

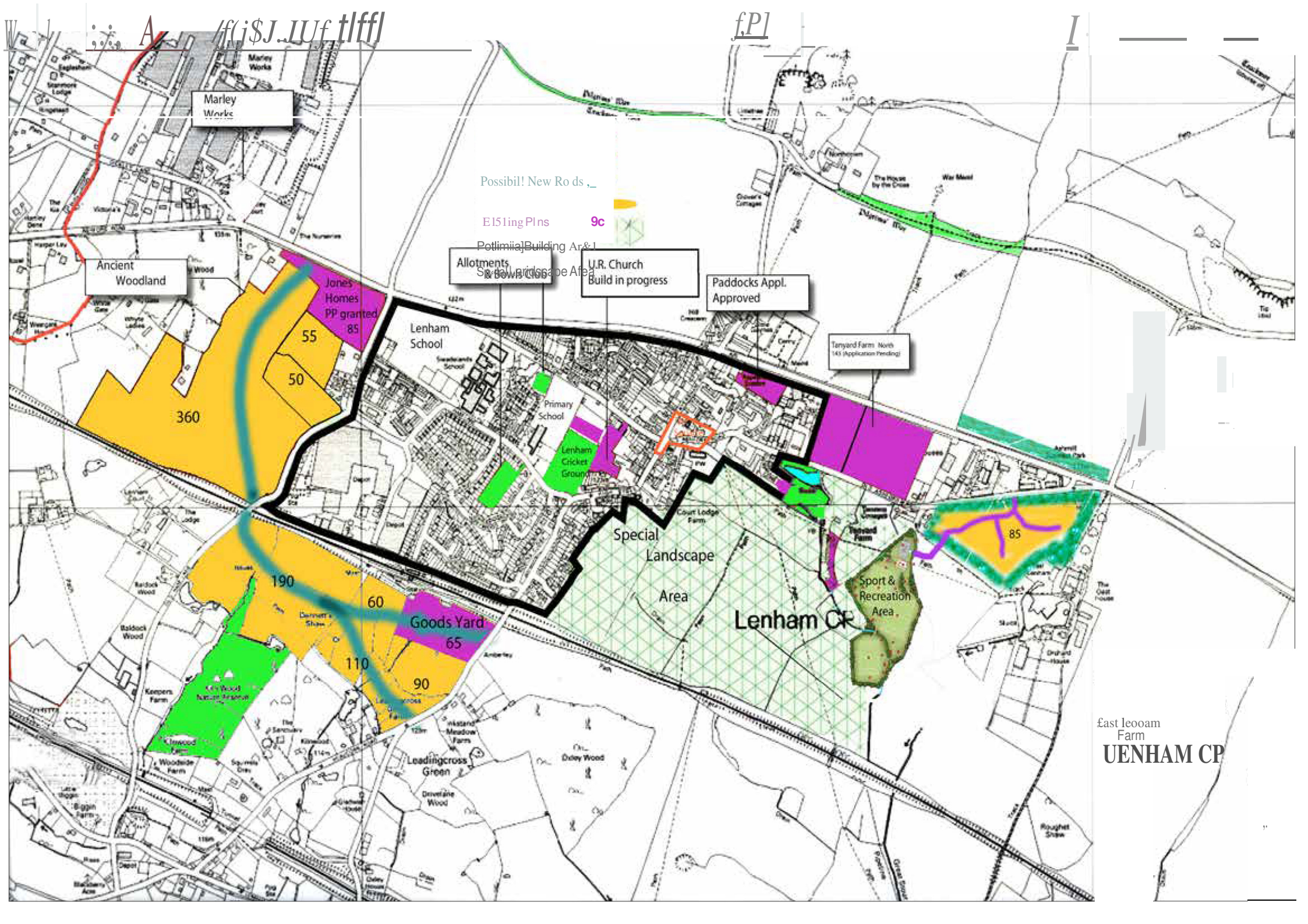
The policies proposed acknowledge the need to deal with the acute parking problems affecting the Square and the surrounding roads but cannot yet be specific on a solution. A committee has been formed within the Parish Council to investigate ways in which parking can be improved and better controlled and it is already in discussion with Maidstone Borough on this issue. The Plan includes an enabling policy to permit additional parking to serve the Square and the surrounding area subject to certain environmental criteria being met. We are well aware of the concerns within the community about parking and traffic management and encourage you to use this consultation to put forward your suggestions for car park locations and traffic control measures that you think appropriate.

The Neighbourhood Plan Group and the Parish Council are also aware of the current shortage of playing fields for sports relative to demand and this will increase with the growth of Lenham in future. The policies propose a transfer of the existing facilities at William Pitt Playing Fields to larger and significantly improved facilities on the east of the village. Funds raised from the sale of the current playing fields will not only cover any costs to provide new facilities but will also significantly enhance the funds available to the community to pay for further village enhancements.

Ultimately, the Neighbourhood Plan must be voted upon in a formal referendum by residents of Lenham Parish so it is vitally important that you consider, question and understand the proposed policies. We will take your feedback and use it to update the Plan so that it may go to the next stage of the process when you'll get the chance to consider and comment again.

Richard Greenwood  
Chair  
Lenham Parish Council

Sandy MacKenzie  
Chair  
Lenham Neighbourhood Plan Group



Marley Works

Possible New Roads

E151ing Plns

9c

Potential Building Area  
Allotments & Town Centre

U.R. Church  
Build in progress

Paddocks Appl.  
Approved

Ancient Woodland

Jones Homes  
PP granted 85

Lenham School

Tonyard Farm North  
143 (Application Pending)

360

55

50

Lenham Cricket Ground

Special Landscape Area

Lenham CP

Sport & Recreation Area

85

190

60

Goods Yard  
65

110

90

East Leooam Farm  
UENHAM CP

## THE PLAN POLICIES

Maidstone Borough Local Plan (MBLP) will be adopted later in 2017, having gone through a lengthy and, so far as Lenham is concerned, tortuous set of plan making procedures. The adopted MBLP will contain provisions for Lenham to accommodate 1000 additional dwellings over the years from 2021 to 2031. This number is in addition to existing major committed sites which are in the planning pipeline as follows:

Old Goods Yard (appeal)	65 dwellings
Ham Lane, Lenham (appeal)	82 dwellings
Tanyard Farm North (allocation)	145 dwellings
The Paddock (allocation and permission)	23 dwellings
Tanyard Farm South (permission)	6 dwellings
Maidstone Road (under construction)	23 dwellings
Ridings Farm (permission)	1 dwelling
Parapet Field (permission)	3 dwellings
Glebe Gardens (permission)	10 dwellings
Lenham Heath Forstall (permission)	6 dwellings
COMMITTED SITES	<u>364 dwellings</u>

Lenham will, therefore, need to accommodate some 1364 additional dwellings by 2031, a level of growth which will approximately double the size of the village.

The Localism Act in combination with the Maidstone Borough Local Plan gives Lenham Parish the opportunity to prepare a Neighbourhood Plan (the Plan) which can play a decisive role in determining both where the growth is to occur and how this level of growth may be incorporated into the existing community.

Lenham Neighbourhood Plan will have the following characteristics:

- It will become part of the development plan for Lenham which gives the Plan a very important status in planning law and procedure;
- It will determine which sites are considered suitable to accommodate the required level of growth;
- It will determine which areas of open space (green infrastructure) are necessary in order to support the required level of growth. The land for open space will be transferred to Lenham Parish Council or another local organisation with the full agreement of Lenham Parish Council.
- It will determine what physical infrastructure (i.e. roads and drains) are necessary to support the required level of growth and it will contain policies to ensure that this infrastructure is provided in a timely manner;
- It can have a say in what levels of social infrastructure (such as schools and local medical facilities) are necessary. Although the Plan can have a say in such provision it cannot control investment decisions which will be made by other authorities (such as KCC as education authority).

Most importantly, having gone through a process of public consultation at all stages in its preparation, before it can finally be 'made', the Plan will be the subject of a Referendum within the Parish to be held in 2018 so that the entire voting population can decide whether they wish to support the Plan or not.

If it is to comply with MBLP (which is one of the basic conditions of any Neighbourhood Plan) the Plan will need to identify sites for approximately 1000 additional dwellings. The infrastructure requirements associated with the 1000 houses proposed in the Plan are set out in the policies below. The sites themselves are shown on the policies map and are described in Policies SHDS2-8.

## **Strategic Housing Delivery Sites - Policy SHDS1**

The Neighbourhood Plan allocates land for housing development in the period from 2021 to 2031. The sites allocated under policies SHDS2 to SHDS8 will deliver approximately 1000 homes of varying sizes and types including open space. In addition to the site specific requirements, all development proposals will need to demonstrate that they will provide for the number of dwellings indicated and should meet the following criteria:

- (i) Development proposals will be subject to the results and recommendations of a phase one ecological survey prepared to the satisfaction of Maidstone Borough Council and Lenham Parish Council.
- (ii) Appropriate surface water and flood mitigation measures will be demonstrated on all development proposals which shall incorporate sustainable drainage systems to the satisfaction of the Maidstone Borough Council and Lenham Parish Council.
- (iii) Development proposals will make provision for affordable housing incorporating a suitable mix of dwellings sizes and types in accordance with the policies of the Maidstone Borough Local Plan.
- (iv) Open space will be provided on-site and/or through contributions towards off-site provision/improvements elsewhere in Lenham Parish in accordance with the policies of the Maidstone Borough Local Plan. All open spaces will be fully equipped and laid out and will be offered for adoption by Lenham Parish Council or similar local organisation with the full agreement of Lenham Parish Council and will be offered together with an appropriate commuted sum calculated to finance their on-going maintenance as openspaces.
- (v) Applications for development before 2021 will be refused.
- (vi) Before planning permission is granted to any of SHD Sites 5, 6 and 7 a Masterplan showing how the development will be coordinated and phased will be prepared or approved by Lenham Parish Council.

## **Land west of Ham Lane and North of the Railway - Policy SHDS 2**

Land west of Ham Lane and North of the Railway, as shown on the policies map, is allocated for development of approximately 360 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements set out in other policies of this Plan, planning permission will be granted if the following criteria are met:

### **Access, Highway and Transportation**

1. Access improvements will include the following:
  - (i) A new junction with the A20 Ashford Road as shown on the policies map. Not more than 300 dwellings shall be occupied within the development until the new access onto the A20 Ashford Road to the north of the site has been provided and is open to traffic linking through the site to Ham Lane to the south.
  - (ii) Contributions will be made towards the provision of enhanced pedestrian and cycle links with existing retail, transportation and health facilities in Lenham village.
  - (iii) The scheme will make proportionate contributions with sites SHDS3 and SHDS4 towards an improvement scheme for the existing junction of Ham lane with the A20 Ashford Road. Not more than 50% of the dwellings within the site shall be occupied until such time as that scheme has been approved by KCC as highway authority and is open to traffic.

### **Open Space**

2. The provision of a minimum of 6.6 ha of Strategic Open Space to incorporate:
  - (i) a landscape and wildlife corridor of approximately 3.3 ha to the west of the site designed to prevent coalescence with Harrietsham.
  - (ii) an area of open space of approximately 3.3 ha to the east of the site designed to be able to accommodate a potential future 2.1 ha site to allow for the option of the provision of a new Two Form Entry Primary School.

(iii) at least 0.5 ha of play provision for children and young people.

(iv) at least 0.5 ha of allotments.

Not more than 250 dwellings shall be occupied within the site until the above four areas of open space have been laid out in accordance with an approved scheme and transferred to Lenham Parish Council or other appropriate local organisation, together with a commuted sum to secure on-going future maintenance.

#### Design and Layout

3. The design and layout of the site will be informed by a detailed landscape and ecological analysis and Masterplan reflecting that analysis and will incorporate the following features:

(i) Provision of a landscape and wildlife corridor to the west of the site to maintain the integrity of Dickley Wood and to prevent visual coalescence with Harrietsham.

(ii) The amenity and character of Ham Lane to the east of the site will be maintained.

(iii) Appropriate vehicular, footpath and cycleway linkages with the allocated development sites to the north and east. [SHDS3 and SHDS4]

#### Land West of Loder Close, Lenham - Policy SHDS3

Land west of Loder Close Lenham as shown on the policies map is allocated for approximately 55 dwellings at 30 dph. In addition to the requirements set out in other policies of this Plan, planning permission will be granted if the following criteria are met:

#### Access

1. (i) Access will be provided via Loder Close with the access being designed to the approval of Kent County Council as highway authority.

(ii) Contributions will be made towards the provision of enhanced pedestrian and cycle links with existing retail, transportation and health facilities in Lenham village.

(iii) The scheme will make proportionate contributions with sites SHDS2 and SHDS4 towards an improvement scheme for the existing junction of Ham lane with the A20 Ashford Road. Not more than 50% of the dwellings within the site shall be occupied until such time as that scheme has been approved by KCC as highway authority and is open to traffic.

#### Open Space

2. A structural landscape corridor at least 15 metres wide will be provided to the north-east of the site of at least 0.15 ha to provide a visual protection for the dwellings in Westwood Close. Not more than 30 dwellings shall be occupied within the development until this area of open space has been laid out in accordance with an approved scheme and transferred to Lenham Parish Council or other appropriate local organisation together with a commuted sum to secure on-going future maintenance.

#### Design and Layout

3. The development should be designed to incorporate appropriate footpath/cycleway and vehicular accesses to adjoining allocated and committed development sites to the north, west and south. [SHDS2 and SHDS4]

#### William Pitt Playing Fields - Policy SHDS4

William Pitt Playing Fields as shown on the policies map is allocated for approximately 50 dwellings at a density of 30 dph. In addition to the requirements set out in other policies of this Plan, planning permission will be granted if the following criteria are met:

## Access

1. (i) Access will be taken from Ham Lane.
- (ii) Contributions will be made towards the provision of enhanced pedestrian and cycle links with existing retail, transportation and health facilities in Lenham village.
- (iii) The scheme will make proportionate contributions with sites SHDS2 and SHDS3 towards an improvement scheme for the existing junction of Ham Lane with the A20 Ashford Road. Not more than 50% of the dwellings within the site shall be occupied until such time as that scheme has been approved by KCC as highway authority and is open to traffic.

## Open Space

2. The existing children's play area will be retained or replaced.
3. Provision for replacement playing pitches of equivalent or better size and standard will be made within Lenham Parish before the release of William Pitt Field for development.

## Design and Layout

4. The development should be designed to incorporate potential future footpath/cycleway and vehicular accesses to the adjoining allocated development sites to the north, west and south. [SHDS2 and SHDS3]

## Land east of Ham Lane and South of the Railway - Policy SHDS5

Land east of Ham Lane and South of the Railway, as shown on the policies map, is allocated for development of approximately 190 dwellings at a density of 30 dwellings per hectare. In addition to the requirements set out in other policies of this Plan, planning permission will be granted if the following criteria are met:

### Access, Highways and Transportation

1. Access will be via a new junction with Ham Lane and will include the provision of a new road incorporating a pedestrian/cycle link to the boundary with adjoining allocated development sites to the east, as shown on the policies map, capable of accommodating traffic movements from A20 Ashford Road to the Headcorn Road when all the sites allocated in the Plan are completed. No dwellings within the site shall be occupied until such time as provision has been made to secure an appropriate adoptable access from Ham Lane in the west to the Headcorn Road to the east.
2. The development will provide contributions towards the provision of enhanced footpath and cycleway links linking Ham Lane to the west with Kiln Wood to the south, other allocated development sites to the east and with Lenham Station and other facilities within Lenham village to the north. Provision of enhanced pedestrian crossing facilities over the railway line will be achieved before the end of the Neighbourhood Plan period in 2031.
3. Public access for vehicles and pedestrians will be provided to that part of the site which lies immediately to the south of Lenham Station before the occupation of the 40<sup>th</sup> dwelling within the development.
4. That part of the site which lies immediately to the south of Lenham Station is allocated for car parking, retail and business use. A public car park providing not less than 50 spaces will be provided on this land before the occupation of the 40<sup>th</sup> dwelling within the development.
5. Provision will be made within that part of the site which lies to the south of Lenham Station to allow for an extension of the footbridge at the Station to cross over all three railway lines, facilitating pedestrian access to the station from the south. The land which facilitates this access will be handed over to Lenham parish Council, or similar local organisation, at no cost, before the occupation of the 40<sup>th</sup> dwelling within the development.

### Open Space

6. Provision of a minimum of 3.43 ha to provide a wildlife and landscape corridor to the south of the site, 0.5 ha of



allotments and 0.5 ha of play provision for children and young people. Not more than 100 dwellings shall be occupied within the site until all the above areas of open space have been laid out in accordance with an approved scheme and transferred to Lenham Parish Council or other appropriate local organisation together with a commuted sum to secure on-going future maintenance.

#### **Design and Layout**

7. The design and layout of the site will be informed by a detailed landscape and ecological analysis and Masterplan reflecting that analysis and will incorporate the following features:
  - (i) the provision of a robust wildlife and landscape corridor to the south of the site to protect the ecological integrity of Kiln Wood;
  - (ii) appropriate footpath/cycleway linkages, including the provision of a footpath/cycleway along the Ham Lane frontage of the site, incorporating the retention of as much of the existing frontage hedgerow as possible.
  - (iii) a demonstration of how the proposals are consistent with the provision of a satisfactory road link between Ham Lane and the Headcorn Road.

#### **Land west of Headcorn Road and south of the Old Goods Yard - Policy SHDS 6**

Land west of Headcorn Road and South of the Old Goods Yard as shown on the policies map is allocated for approximately 150 dwellings. In addition to the requirements set out in other policies of this Plan, planning permission will be granted if the following criteria are met:

#### **Access, Highways and Transportation**

1. Access will be taken from a new link from Headcorn Road to Ham Lane as shown on the policies map. No dwellings within the site shall be occupied until such time as provision has been made to secure an appropriate adoptable access from the Headcorn Road in the east to Ham Lane in the west.
2. The development will provide contributions towards the provision of enhanced footpath cycleways linking Ham Lane to the west with Kiln Wood to the south, other allocated sites to the south and west with Lenham Station and other facilities within Lenham Village to the north. The development will make a proportionate financial contribution to secure the provision of enhanced crossing facilities over the railway line which will be achieved during the Neighbourhood Plan period (before 2031).

#### **Open Space**

3. The provision within the site of 0.5 ha of play provision for children and young people.

#### **Design and Layout**

4. The design and layout of the site will be informed by a detailed landscape and ecological analysis and Masterplan reflecting that analysis and will incorporate the following features:
  - (i) The provision of a robust landscape buffer to the east of the site to protect views from open countryside to the east of the Headcorn Road;
  - (ii) Appropriate footpath/cycleway linkages, including the provision of a footpath/cycleway along the Headcorn Road frontage to the site, incorporating the retention of as much of the existing frontage hedgerow as possible;
  - (iii) A demonstration of how the proposals are consistent with the provision of a satisfactory road link between Ham Lane and the Headcorn Road.

#### **Land west of Headcorn Road and north of Leadingcross Green - Policy SHDS7**

Land west of Headcorn Road and north of Leadingcross Green as shown on the policies map is allocated for

approximately 110 dwellings. In addition to the requirements set out in other policies of this Plan, planning permission will be granted if the following criteria are met:

#### Highways, Access and Transportation

1. Access will be via a new junction with the Headcorn Road and will include the provision of a new road incorporating a pedestrian/cycle link to the boundary with the adjoining allocated development sites to the north [LNP 6] and west [LNP 5] as shown on the policies map, capable of accommodating traffic movements from the A20 Ashford Road to the Headcorn Road when all the sites allocated in this Plan are completed. No dwellings within the site shall be occupied until such time as provision has been made to secure an appropriate adoptable access from Ham Lane in the west to the Headcorn Road in the east.
2. The development will provide contributions towards the provision of enhanced footpath/cycleway links linking Ham Lane to the west with Kiln Wood to the south, the other development sites to the east and with Lenham Station and other facilities within Lenham village to the north. Provision of enhanced crossing facilities over the railway line will be achieved before the end of the Neighbourhood Plan period in 2031.

#### Open Space

3. The provision within the site of 0.5 ha of play provision for children and young people.

#### Design and Layout

4. The design and layout will be informed by a detailed landscape and ecological analysis and Masterplan reflecting that analysis and will incorporate the following features:
  - (i) The provision of a robust wildlife corridor landscape to the south incorporating the public footpath and providing a commodious footpath/cycleway link at least 15m wide between the Headcorn Road and site LNP5 to the west;
  - (ii) A demonstration of how the proposals are consistent with the provision of a satisfactory road link between Ham Lane and the Headcorn Road;
  - (iii) The provision of a footpath/cycleway along the Headcorn Road frontage to the site incorporating as much of the existing frontage hedgerow as possible.

#### Land South of Old Ashford Road - Policy SHDS8

Land South of Old Ashford Road, as shown on the policies map is allocated for development of approximately 85 dwellings at a density of 30 dwellings per hectare. In addition to the requirements set out in other policies of this Plan, planning permission will be granted if the following criteria are met:

#### Highways, Access and Transportation

1. Access will be via a new junction with Old Ashford Road and will include provision of a new road providing access to the recreation area to the south.
2. The development will provide for a footpath/cycleway link along the entire Old Ashford Road frontage to the site; incorporating the retention of as much of the existing frontage hedgerow as possible.

#### Open Space

3. The provision of a site of 0.5 ha for play provision for children and young people.
4. The provision of an area of not less than 4.0 ha of Strategic Open Space as shown on the policies map to provide for recreation facilities including a car park serving the recreation area of not less than 1.0 ha which shall be laid out with an appropriate and approved form of surfacing and with provision of services. Not more than 20 dwellings shall be occupied within the site until the area of Strategic Open Space has been laid out to provide the car park and one full-size soccer pitch in accordance with an approved scheme and transferred to Lenham Parish Council or other

appropriate local organisation together with a commuted sum to secure on-going future maintenance.

5. The design and layout of the site will be informed by a detailed landscape and ecological analysis and Masterplan reflecting that analysis and will incorporate the following features:
- (i) the provision of a robust tree-planted wildlife landscape corridor to the east of the site including a demonstration of the mechanism whereby such corridor will be permanently retained.
  - (ii) appropriate footpath/cycleway linkages incorporating existing public footpaths within the site (diverted if necessary) to link in with a new footpath/cycleway link along the Old Ashford Road frontage to the site and a new footpath/cycleway link along the eastern boundary of the housing area.
  - (iii) the provision of a robust tree-planted wildlife landscape corridor at least 15 m wide along the north side of the A20 Ashford Road as shown on the policies map. Which corridor shall include appropriate breaks to provide for views to Lenham Cross which lies to the north.

## Education

Developer contributions will be paid to KCC to fund the provision of the additional requirement for school places arising from the development of the Strategic Housing Delivery Sites. These contributions will be calculated on the basis of the number of children which will arise from each dwelling (child product). There is a well-established methodology for calculating that requirement.

KCC will decide how to allocate such funds as are collected to upgrade Secondary Education on the basis of the educational requirements which exist at the time the decision is made.

As regards Primary Education, KCC has calculated that the construction of the Strategic Housing Delivery Sites will require the equivalent of a new Two Form of Entry Primary School. Provision is made in Policy SHDS2 for the option of providing a new Two Form of Entry Primary School on land provided by the developer of that site near Ham Lane. If it is decided not to progress with a completely new school, then Education Policy ED1 allows for equivalent provision to be made towards expansion at another education location within Lenham. Two obvious options for such provision are as an expansion of the existing Lenham Primary School or by the construction of a new primary school within the grounds of the existing Lenham Secondary School (formerly named Swadelands). The Plan leaves the possibility of each of the following three options open:

1. New Two-Form Entry Primary School at Ham Lane;
2. Expansion of Lenham Primary School to provide two additional Forms of Entry;
3. Expansion of Lenham Secondary School (formerly named Swadelands) to provide two additional Forms of Entry.

The reason the Plan has to leave each of these options open is because as a land use development plan, the Neighbourhood Plan cannot pre-empt or forecast how future investment decisions will be made by KCC.

### Education - Policy ED1

**The Strategic Housing Delivery Sites will make appropriate and proportionate contributions towards Secondary Education and will make appropriate and proportionate contributions towards the cost of providing either a new two-form entry primary school or the equivalent of the addition of two forms of entry either as an expansion of Lenham Primary School or within the grounds of Lenham Secondary School (formerly named Swadelands).**

## Health

Consultation with existing health providers at Lenham indicates that the construction of the Strategic Housing Delivery Sites will require an up-grade including the provision of one additional Doctor's consulting room. The cost of such provision will be allocated to each site in proportion to the number of houses being constructed on each site.

### Health Infrastructure - Policy HE1

**The Strategic Housing Delivery Sites will make proportionate contributions toward the cost of upgrading local doctors' facilities in Lenham to provide one additional consulting room and associated facilities.**

## **Transportation Infrastructure**

It is proposed that the Strategic Housing Delivery Sites are served by a new road which will link the Headcorn Road to the south with the A20 Ashford Road to the west of Lenham village. An indicative route for the new road link is shown on the policies map.

The new road link will be served by a new junction with the A20 to the west of Lenham village and by an improvement to the existing junction of Ham Lane with the A20 Ashford Road. Widening of the existing carriage way of Ham Lane will be required.

The new road link will run through site SHDS2 to join Ham Lane immediately to the south of the bridge crossing the railway (Smokey Bridge). It is likely that traffic light controls will be provided on Smokey Bridge to facilitate alternate one-way movement because of the restricted width of the Bridge. It is not considered necessary or appropriate to require a new bridge crossing the railway at this time.

The new road link will form a junction with Old Ham Lane to the south of Smokey Bridge and run in an easterly direction across site SHDS5. The new road will then link sites with SHDS6 and 7 before forming a new junction or junctions with the Headcorn Road.

The requirement to provide the necessary transportation infrastructure is described in Policy TR1.

### **Transport Infrastructure Strategic Highway Network - Policy TR1**

**The highway network proposed to serve the Strategic Housing Delivery Sites is shown on the policies map. Each site will be expected to provide the highway network as shown indicatively on the policies map for that site and to provide access to adjoining sites to facilitate the construction of the network as shown. The highway network will be designed to adoptable standards to the satisfaction of KCC as Highway Authority. It will be capable of accommodating the traffic flows arising when all the SHDS Sites are built and occupied and the strategic link from the A20 Ashford Road to the Headcorn Road is built and open to traffic. Where a Strategic Housing Delivery Site has a particular additional transportation requirement that will be detailed in the relevant site-specific policy.**

Associated with the development of sites SHDS 5, 6 and 7 it is proposed that the footbridge serving Lenham Station be extended over all three rail lines to facilitate pedestrian access to Lenham Station from the south. The total cost of the provision of the new rail bridge will be shared by these three sites in proportion to the number of dwellings to be provided on each one.

The requirement to provide the extended footbridge over the railway is described in Policy TR2.

### **Transport Infrastructure Access to Lenham Station - Policy TR2**

**The Strategic Housing Delivery Sites which lie to the south of the railway (SHDS5, 6 and 7) will make proportionate contributions towards the cost of upgrading the footbridge over the railway so that pedestrian access to Lenham Station may be obtained from the south side.**

The Plan proposes that a scheme be prepared to provide an enhanced footpath/cycleway link within the existing highway boundary along the entire length of the A20 from the boundary with Charing to the east to that with Harrietsham in the west. The cost of this scheme will be shared in proportion to the number of dwellings provided on each site. The requirement to provide the enhanced footpath/cycleway link along the A20 is described in Policy TR3.

### **Transport Infrastructure Strategic Footpath/Cycleway - Policy TR3**

**Each of the Strategic Housing Delivery Sites will be expected to make a proportionate contribution towards the cost of providing a dedicated footpath/cycleway on highway land along the A20 from the boundary with Charing Parish in the east to that with Harrietsham Parish in the west.**

In order to demonstrate how the detail of the Transportation Infrastructure described in the Plan will work in practice, Policy TR4 requires the prior submission and approval of individual transport assessment for each site.

### **Transport Infrastructure: Transport Assessment - Policy TR4**

**Before any planning permission is granted to any of the Strategic Housing Delivery Sites, individual**

**transport assessments will be required for all development proposals to demonstrate how the proposed transportation measures address the cumulative impacts of all sites taken together. The transport assessment will be submitted to and approved by Maidstone Borough Council in consultation with Kent County Council as highway authority, Highways England and Lenham Parish Council.**

## **Foul Drainage**

Consultation with the relevant foul drainage provider (Southern Water Services) indicates that there is insufficient capacity within the Lenham foul drainage system to accommodate the development proposed. Policy FD1, therefore, seeks to ensure that a scheme is in place to secure an adequate sewerage network (including sufficient capacity in Sewage Treatment Works) before planning permission is granted to any of the sites.

### **Foul Drainage Infrastructure - Policy FD1**

**Before planning permission is granted to any of the Strategic Housing Delivery Sites, material will be presented to demonstrate to the satisfaction of Lenham Parish Council, Maidstone Borough Council and Southern Water Services that an appropriate mechanism is in place to secure the timely delivery of a comprehensive sewerage network serving those sites which mechanism shall include delivery of sufficient capacity at Lenham Sewage Treatment Works.**

## **Green Infrastructure**

Green Infrastructure includes children's play spaces, allotments, facilities for sports and recreation and strategic landscape and wildlife corridors. Policies within the Maidstone Borough Local Plan establish how much of each type of facility should be provided. Policy GR1 seeks to secure that where Green Infrastructure is provided on site it is appropriately laid out and equipped and transferred either to Lenham Parish Council or to another appropriate local organisation, together with an appropriate commuted sum to provide for its on-going future maintenance as open space.

Where it is not possible to meet the requirements of Maidstone Borough Local Plan in its entirety on site, Policy GR1 provides a mechanism whereby financial (or land) contributions may be made to provide the correct amount of green infrastructure off-site. The sum will be calculated on the basis of how much it would have cost to provide the residual outstanding requirement had it been provided on-site including land costs, costs for laying out and equipping the open space and an appropriately calculated commuted sum to allow for on-going future maintenance as open space.

### **Green Infrastructure - Policy GR1**

**The Strategic Housing Delivery Sites will make contributions towards the provision of green infrastructure (play areas, allotments, wildlife and landscape corridors and facilities for sports and recreation) in accordance with the policies of the Maidstone Borough Local Plan. Land which is provided on-site should be laid out for the required purpose and transferred to the ownership of Lenham Parish Council or other appropriate local organisation together with an appropriate commuted sum to provide for its long-term maintenance. To the extent that such provision cannot be fully made within the site, each development proposal will be expected to make a financial contribution towards the provision, upgrading, laying out and maintenance of facilities elsewhere within Lenham Parish. The contribution required in lieu of on-site provision will be calculated on the basis of what the cost would have been to provide the full provision of open space, including land and commuted sum for maintenance had it been provided on site.**

## **Community Infrastructure Levy (CIL)**

The Community Infrastructure Levy (CIL) provides a mechanism whereby infrastructure may be provided locally to serve the additional need for facilities arising from the development proposed. When the Neighbourhood Plan is in place, Lenham will receive a greater proportion of the CIL money collected (25%) than it would have received otherwise if the Neighbourhood Plan were not in place (15%). Community projects which are candidates for investment in Lenham are listed in Policy CIL1.

### **Community Infrastructure Levy - Policy CIL1**

Funds collected from the Community Infrastructure Levy (CIL) will be used for the upgrading of facilities within the Parish including the following:

- Environmental Upgrade of Lenham Square
- Provision of additional parking to serve Lenham Square
- Enhancement of facilities for Sport and Recreation
- Purchase, laying out and maintenance of important countryside amenity sites within Lenham Parish
- Contributions towards the provision of new and upgraded footpath/cycleways within the Parish
- Upgrade to Lenham Community Centre.

### **Design Quality - Policy DQ1**

The design of new development shall be mindful of Lenham's location in the immediate foreground of the North Downs Area of Outstanding Natural Beauty (AONB).

The size of buildings should be such that the buildings are almost screened by trees and other vegetation when viewed from the scarp of the AONB.

Building materials ought to be non-reflective. Care should be taken that solar panels blend into the horizon when viewed from the AONB. Preferably they ought to face south, away from the AONB.

There shall not be a presumption against innovative, contemporary design.

Design which is largely 'traditional' shall be of the place and be based on historic detailed forms in the Parish.

Applicants shall demonstrate how they have addressed the following key aspect in their Design & Access Statements:

- (i) Interest and subtlety in site layout regards aspects such as street alignments, closes and small squares, rather than the straight roads and sweeping geometries which commonly may be seen in a town setting.
- (ii) Frontage boundary treatments, which may include low hedges, low fences, low walls, or a combination of these rather than less well considered boundary treatments which commonly may be seen in a town setting.
- (iii) Location and design of car parking shall be such that the street scape is not dominated by car parks.
- (iv) Relationship between buildings and the street.
- (v) Building massing regards height and form.
- (vi) Construction facing materials.
- (vii) Details such as fenestration, dormers and chimneys, hung wall tiles, ship lap cladding, open eaves, use of half hips in the roof, white windows and timber work. If and when elements such as outside beams and chimneys are used they ought to be structural and not only ornamental.
- (viii) Landscape design and species. Native, eventually large trees shall be planted alongside roads and in areas which are kept as communal areas in order to achieve maximum screening of the development when viewed from the AONB.
- (ix) New development shall incorporate habitat features such as bird boxes and bat boxes, which shall be built in as an integral part of the construction development.

- (x) Lighting shall be kept to a minimum in order not to disturb nocturnal wildlife and reduce glare and light pollution. Guidance shall be obtained from the campaign for Dark Skies and policies associated with the AONB management plan.

A high standard of design is expected of all tenures in order that new development across the whole Parish is of high quality and that development is “tenure-blind”.

### **Provision for Self Build - Policy SB1**

Subject to other policies in this Plan and the development plan within accepted development sites, favourable consideration will be given to the provision of plots for self-builders. Wherever possible these shall comprise serviced plots to accommodate a wide range of house sizes, including smaller dwellings, with all necessary highways, drainage and utility services provided to each plot, with a housing developer constructing such infrastructure as part of a wider development and setting aside a number of such plots as an integral part of the planning agreement and contributions.

### **North of the Railway Station - Policy RSN1**

The development of sites to the north of the Railway Station will be supported, where such proposals can demonstrate that they would lead to improvements to the public realm in the area. Proposals for new commercial development including any retail floor space, will be supported subject to an assessment of any potential impact upon existing retail provision in the Village centre.

### **Community Centre - Policy LRC1**

The Community Centre will be maintained and enhanced, including the development of new and improved facilities at the site.

### **Local Green Space - Policy LGS1**

The following areas, as shown on the policies map, are identified as Local Green Space:

- (i) the Cricket Ground;
- (ii) the allotments;
- (iii) the village pond and associated open land;
- (iv) the Bowling Green;
- (v) Pilgrims Way Footpath and Associated Enclosed Land from Marley Lane to Hubbards Hill;
- (vi) land at Groom Way;
- (vii) the Cross Area, Pilgrims Way;
- (viii) Woodside Green.

Areas defined as Local Green Space will be given long term protection and priority will be given to preserving their openness over other planning considerations.

### **Lenham Square - Policy LS1**

The Plan supports development proposals which reinforce the pre-eminence of Lenham Square as defined on the policies map as the retail, commercial, employment and entertainment hub of the Parish. Proposals will be supported which assist in the implementation of a scheme of environment enhancement and improved traffic management within Lenham Square and which provide for additional parking to serve the Square at accessible locations where the parking can be provided without undue harm arising from noise or visual intrusion or disturbance by noise.

### **Special Landscape Area - Policy SLA1**

The land to the east of Lenham Church and Tithe Barn, as shown on the policies map, is designated as a Special Landscape Area.

This area forms a visual and footpath link between the village centre and open countryside beyond, and creates an excellent setting for the church and Tithe Barn when looking back toward the village. Within this area development will be resisted and priority will be given to the protection of the landscape over other planning objectives.

### **Countryside Protection - Policy CP1**

Proposals for new development in the countryside beyond the extended village envelope will be assessed in terms of the potential impact of the development upon the visual setting and landscape features of the site and its surrounds, the potential impact upon the biodiversity of the area and the development plan policies of Maidstone Borough Council. Proposals which fail to demonstrate these impacts can be satisfactorily addressed will not be supported.