

Steve Scott-Brown  
Planning Department  
Maidstone Borough Council  
5-11 Tonbridge Road  
Maidstone, Kent  
ME16 8HR

20 December 2007

Dear Mr Scott-Brown,

**TOWN AND COUNTRY PLANNING ACT 1990  
CONSULTATION UNDER SCHEDULE 1, PARAGRAPH 7(3)**

**RE: PLANNING APPLICATION LOCAL AUTHORITY REFERENCE –  
MA/07/2092 - KENT INTERNATIONAL GATEWAY, LAND WEST OF  
JUNCTION 8, M20 MAIDSTONE, KENT**

**OUR REFERENCE: A/07/106**

Thank you for your consultation on the above planning application.

Members of the Regional Planning Committee have considered the application proposals against the current adopted regional spatial strategy (RPG9 and Alterations) and the emerging RSS (the draft South East Plan) and agreed the following response.

The South East England Regional Assembly makes the following observations in relation to the application:

The borough council should only grant planning permission if it is satisfied that:

- The proposal will deliver increased rail freight movements and reduce the modal share of road freight movements to be consistent with the objectives of Policies T15 and T16 of the RTS and Policies T11 and T13 of the draft South East Plan;
- This site is the most appropriate location for such a proposal and provides the greatest operational value, particularly by way of proximity to the CTRL, the M25, London, and where it is proven to assist access to proposed markets to be consistent with the objectives of Policies T15 and T16 of the RTS and Policies T11 and T13 of the draft South East Plan;
- That the release of this greenfield site for the proposed development will contribute to meeting the current and future requirements of the local economy and workforce in accordance with Policies RE2 and CC8c of the draft South East Plan;

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- Appropriate measures can be secured to mitigate any detrimental impact on the setting of this part of the Kent Downs AONB in accordance with Policy E1 of RPG9 and Policy C2 of the draft South East Plan;
- There is no significant adverse impact on the landscape and integrity and purpose of the North Downs Strategic Gap in accordance with the objectives of Policies C3 and CC10b of the draft South East Plan;
- Appropriate measures, including an agreed travel plan, can be secured to promote alternatives to the car and encourage walking, cycling and the use of public transport in accordance with Policies T1, T10 and T13 of RPG9 (as altered) and Policies T1, T5 and T8 of the draft South East Plan.

If the borough council is minded to grant permission, it should address the following, through appropriately worded conditions and/or legal agreements to secure:

- The phasing and delivery of new or improved infrastructure to meet the needs of the development in accordance with Policy CC5 of the draft South East Plan;
- An appropriate level of car and cycle parking to comply with Policy T12 of RPG9 (as altered) and Policy T7 of the draft South East Plan;
- The incorporation of water and energy efficiency measures and the promotion of renewable energy and sustainable construction in accordance with Policies INF2 and INF4 of RPG9 (as altered) and Policies CC2, CC3, CC4, NRM1, EN1, EN2, W2 and M1 of the draft South East Plan;
- Mitigation measures in relation to flood risk, air quality, noise and impacts on groundwater and archaeological remains and measures to protect and enhance the biodiversity assets of the site in accordance with Policies E1, E2, E7, INF1 and INF2 of RPG9 and Policies NRM1, NRM3, NRM4, NRM7, NRM8 and BE7 of the draft South East Plan.

I attach a copy of the report presented to members of the Regional Planning Committee for your information. If you wish to discuss any aspect of our response, please contact Sue Janota on 01483 555224 or [suejanota@southeast-ra.gov.uk](mailto:suejanota@southeast-ra.gov.uk).

I would be grateful if I could be informed of the decision in due course and receive copies of the Decision Notice and Committee Report.

Yours sincerely,



**Paul Bevan**  
**Chief Executive**