

Maidstone Borough Local Plan Infrastructure Delivery Plan





Affordable housing,
Armstrong Road, Maidstone



Scania Depot, Brooklyn Yard



Lenham Village Square



Kent Institute of Medicine
and Surgery, Maidstone



Langley Park, Maidstone



Sandling Lane, Penenden
Heath, Maidstone



Captain Nolan Sculpture,
Old Ophthalmic Hospital



Mote Park, Maidstone



Marden



Fremlin Walk

Infrastructure Delivery Plan (May 2016)

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1. Introduction

Purpose of the Infrastructure Delivery Plan

1.1 This Infrastructure Delivery Plan (IDP) accompanies the submission version of the Maidstone Borough Local Plan (MBLP) 2011 – 2031. The IDP is a “living document”, subject to regular review, and therefore builds upon and updates the IDPs published alongside the MBLP (Regulation 18) March 2014 and the MBLP (Regulation 19) February 2016.

1.2 Parts 1, 2 and 3 of this IDP outline how the IDP has been developed, and provide an overview of the key infrastructure improvement identified and the underpinning evidence base. Part 4 outlines how the IDP will be implemented and reviewed in the future. Part 5 contains a series of schedules which set out the comprehensive set of infrastructure schemes and more detailed information regarding delivery.

1.3 The primary purpose of the IDP is to identify the infrastructure schemes considered necessary to support the development proposed in the MBLP and to outline how and when these will be delivered. The IDP therefore plays a key role in demonstrating that planned growth can be accommodated in a sustainable manner, through the timely and coordinated delivery of critical and strategic infrastructure.

1.4 The IDP is also an infrastructure planning tool, which can be used as a framework to guide decision making on infrastructure delivery, including the future allocation of monies from the Community Infrastructure Levy (CIL). The IDP provides a strategic overview of how and when the delivery of key infrastructure projects will be required, highlighting those schemes which may be required to unlock development, and provides the basis for further detailed work to support delivery and implementation of the MBLP.

Policy context

1.5 The National Planning Policy Framework (NPPF) establishes that Local Plans should include strategic policies for the provision of infrastructure, based upon evidence of the quality and capacity of existing infrastructure, and its ability to meet forecast demands. Planning for the delivery of necessary infrastructure is therefore central to achieving the three dimensions of sustainable development; economic, social and environmental, and to ensuring that the overall costs of infrastructure do not threaten the viability and deliverability of planned growth.

1.6 MBLP Policy ID1 sets out the proposed approach to the delivery of infrastructure at a strategic level. The policy recognises that some forms of infrastructure provision have historically not kept pace with development; contributing towards issues such as traffic congestion and poor access to community infrastructure. Given the scale of growth proposed in the MBLP, it is clear that investment in infrastructure will be required to ensure that development can be accommodated in a sustainable manner. Policy ID1 therefore establishes that development will be expected to provide, or contribute towards the provision of, infrastructure necessary to support sustainable development.

1.7 National planning guidance sets out that key infrastructure requirements on which delivery of the Local Plan depends should be included in the Local Plan, whilst recognising that more detailed information regarding delivery will sit more appropriately within an IDP. MBLP Spatial Policies SP1 – SP16 therefore identify the key infrastructure projects required to support growth across the borough, highlighting the key strategic infrastructure schemes within each settlement/area. Where infrastructure requirements relate more specifically to an individual development site these are identified within relevant site policies. Policy H1 meanwhile applies broad requirements for site specific assessments, such as flood risk assessments and transport assessments, where appropriate, to ensure that any additional mitigation required to support development is secured.

1.8 Whilst the MBLP provides the policy basis for the infrastructure requirements sought through the planning process, the IDP provides greater detail as regards the delivery of infrastructure schemes, and outlines more aspirational schemes which are not necessarily critical to the delivery of development sites identified in the MBLP, but which may support the overall strategy and its objectives.

The Community Infrastructure Levy (CIL)

1.9 The Council is developing a CIL Charging Schedule alongside the MBLP, and consultation on the Draft CIL Charging Schedule is scheduled for summer 2016. Accordingly, policies in the MBLP establish the broad approach to the use of CIL as a means to collect contributions towards infrastructure, and also where section 106 planning obligations will continue to be used. Policy ID1 establishes that the CIL will be used to fund strategic infrastructure requirements, whilst site specific infrastructure requirements will be delivered either directly by developers, or through section 106 or 278 agreements.

1.10 Further detail on the collection and allocation of CIL receipts will form part of the consultation exercise, and the Regulation 123 List will establish which infrastructure types and/or projects may be funded wholly or partly through the CIL. The IDP however supports both the MBLP and the CIL, and therefore sets out which funding route it is anticipated will be applied to infrastructure schemes, based on the policy approach outlined in ID1. Until the CIL is introduced in Maidstone Borough however, section 106 agreements will continue to be used as they are at present, operating within the strict tests for use and in conformity with pooling restrictions.

2. Development of the Infrastructure Delivery Plan

2.1 Infrastructure issues have been a key focus throughout the development of the MBLP, and the infrastructure evidence base has been reviewed and updated through multiple iterations of the IDP and MBLP. An outline IDP was prepared to support consultation on the Draft MBLP in spring 2014, identifying a number of key strategic infrastructure schemes considered necessary to deliver the overall strategy.

2.2 Between spring 2014 and February 2016, when the Local Plan reached Publication stage, the MBLP moved on significantly, with a number of additional evidence base studies completed, and various proposed allocations receiving planning consent through the development management process. The IDP was therefore comprehensively reviewed in late 2015 and early 2016 to ensure it was up-to-date and to provide greater clarity on the range of measures required to support planned growth, and the evidence which underpins the identified schemes.

2.3 The IDP has now been reviewed again to support the submission version of the MBLP, taking account of the latest available evidence and information, including the responses received in response to the publication of the MBLP.

Collaborative working with infrastructure providers

2.4 Given the iterative nature of plan making, and the particular issues arising out of the infrastructure evidence base, Maidstone Borough Council (MBC) officers have established strong working relationships with key infrastructure providers over a number of years. In addition to responses to the statutory consultations, which provide formal responses to the MBLP and supporting evidence, more informal discussions and working groups have been established for key areas, to ensure a robust and coordinated approach to the identification and delivery of infrastructure necessary to support planned growth.

2.5 As the borough sits within a two-tier local government structure, the County Council is a key infrastructure provider in Maidstone, and plays a significant role in the planning and delivery of infrastructure necessary to support the MBLP. In addition to Kent County Council's (KCC) responsibilities as Highway Authority and Education Authority, the KCC is also responsible for a range of other infrastructure, including for libraries, waste management and other social and community infrastructure.

2.6 MBC and KCC have worked closely and constructively across this spectrum to develop evidence and to ensure the alignment of strategies where appropriate. In the case of transport, a key output of this work is the Maidstone Integrated Transport Strategy (ITS) which identifies a strategy to address the key transport issues affecting the borough, and outlines the appropriate interventions to mitigate the impacts of new development. For education and other County infrastructure, MBC and KCC officers have maintained ongoing and constructive dialogue to inform the development of the MBLP, and to ensure the IDP takes account of the latest KCC plans and strategies, including the School Commissioning Plan for Kent (SCP).

2.7 MBC officers have worked closely with NHS Property Services throughout the development of the MBLP to share information on the implications of planned growth, and to develop a strategy to respond. The West Kent Clinical Commissioning Group (CCG) assumed responsibility for NHS estates from NHS Property Services in April 2016, and therefore a working group has been established to ensure a collaborative approach to planning for health infrastructure through and beyond this transitional period.

2.8 Regular discussions with a range of other infrastructure providers have ensured that providers are kept up-to-date with the development of the MBLP, and are able to assess the implications for the delivery of their services. Crucially for the IDP, infrastructure providers have therefore been in a position to develop a strategic response to anticipated pressure, and provide details of the interventions required to ensure the impact of planned growth can be mitigated.

Infrastructure evidence base

2.9 Whilst infrastructure providers themselves play a key role in developing solutions to respond to future development, the evidence underpinning the interventions comes from a variety of sources.

2.10 Strategic documents including the ITS, SCP and Water Resources Management Plan (WRMP), themselves supported by detailed technical assessments of infrastructure capacity and future pressure, provide a robust framework for the identification of infrastructure schemes necessary to support planned growth. Documents such as these provide key evidence to inform the MBLP and IDP, and it is important that the IDP is aligned where possible with the content of key strategic documents.

2.11 In some cases it has been necessary to supplement this evidence with more specific assessments to provide further detail on the need for improvements, and/or how these will be delivered. For transport infrastructure, detailed studies have been undertaken for a number of the key junction schemes identified through the ITS and MBLP, to establish outline scheme designs and assess the performance of these through technical assessment work. For health infrastructure, NHS Property Services have undertaken a thorough assessment of the potential of GP facilities within the borough to expand or reorganise internal space to create additional capacity in order to accommodate increased demand from new residents.

2.12 Additionally, infrastructure evidence is often refined through the development management process, where developers prepare detailed Transport Assessments, and infrastructure providers are invited to formally assess the impact of specific proposals on their services and potentially seek contributions towards any required mitigation. Many of the proposed MBLP allocations have already received consent, and therefore technical assessment work undertaken to inform the determination of planning applications provides an additional source of evidence to support the IDP. Through this process, developer contributions have been secured towards a range of infrastructure schemes identified in the IDP and analysis of section 106/278 contributions provides key evidence in respect of the timing and delivery of schemes.

2.13 Evidence underpinning the infrastructure schemes identified within the IDP is therefore cross referenced within the IDP schedules, to ensure a clear audit trail between the schemes and the supporting evidence. Further detail on the specific evidence relevant to each type of infrastructure is set out with Part 3 of the IDP.

Infrastructure delivery information

2.14 The identification of key infrastructure schemes is only part of the role of the IDP; much of this information is set out in other documents, including the MBLP itself. The emphasis of the IDP is in regards to the delivery of infrastructure projects, and therefore additional information relating to the timing, costings, funding, importance and risk is set out within the IDP schedules.

2.15 The timing of the delivery of infrastructure schemes is dependent upon a number of key factors including when development sites come forward, the point at which an infrastructure project is actually required and the timing of funding being made available. Given this complexity, the IDP breaks down the timescale for delivery into three tranches – short term (<5 years), medium term (5 – 10 years) and long term (10> years). In some instances, the timing of delivery may straddle two of these periods whilst, for other items, the timing of infrastructure delivery could be more variable and may take place periodically throughout the life of the MBLP.

2.16 The IDP takes account of when development is expected to come forward, and indicates broadly when schemes are likely to be required, based on the available evidence, to ensure that infrastructure can be delivered in a timely and coordinated manner to support growth. This information will therefore guide where more detailed infrastructure planning work should be focussed in the short term, and will provide a framework for monitoring to ensure that the provision of infrastructure does not act as a constraint to development.

2.17 Another key function of the IDP is to outline the known costs of infrastructure required to support delivery of the MBLP, to provide an understanding of the overall costs of infrastructure provision, and how this relates to individual development sites. Cost estimates outlined within the IDP originate from a variety of sources, including directly from infrastructure providers, from information provided by developers and from specific technical studies undertaken to support the MBLP. Costings are based on the latest available evidence however it is acknowledged that more detailed design work is required for some schemes which may lead to costs being refined closer to the point of delivery. For some schemes, predominantly site specific transport interventions, costings remain unknown as outline design work is yet to be completed and, in some cases, may not be developed until such time as evidence to support the determination of planning applications is prepared.

2.18 Infrastructure costs can, in some circumstances, present significant challenges to development viability and therefore the Revised Plan and CIL Viability Study (2015) considers the combined costs of policy requirements, including forecast infrastructure costs and affordable housing, to demonstrate

that the MBLP as a whole is deliverable in economic viability terms. The Study concludes that development across the borough is viable, allowing for significant levels of affordable housing and developer contributions towards infrastructure provision, with a substantial buffer to address any unknown site specific issues.

2.19 Taking account of the Council's commitment to introducing the CIL, and the framework provided through MBLP Policies ID1 and H1, the IDP also indicates the route by which developers will be expected to fund infrastructure; whether through the Levy or through the continued use of section 106 planning obligations following the adoption of the CIL Charging Schedule in Maidstone. Further work is required however to support the development of the Draft Charging Schedule and Regulation 123 List, and so the funding sources identified in the IDP will be kept under review as the CIL moves forward. In the interim period, prior to the adoption of the CIL, section 106 planning obligations will continue to be the primary mechanism by which contributions towards infrastructure are secured through the planning process however the IDP provides evidence to support both the MBLP and the CIL through examination.

2.10 Where relevant, other funding sources available or potentially available to fund infrastructure have also been identified in the IDP schedules. Key schemes including the Bridges Gyrotory improvements and the River Medway Towpath Cycle scheme have received funding from the South East Local Enterprise Partnership (SELEP) whilst monies from the Local Sustainable Transport Fund (LSTF) have been secured towards small scale improvements at a number of rail stations in the borough. MBC itself has committed capital towards the delivery of public realm improvements within Maidstone town centre.

2.11 One potentially significant source of funding is the Local Growth Fund (LGF) which is administered by the SELEP. Monies totalling some £8.9m were allocated to the Maidstone Integrated Transport Package (MITP) to deliver two Park and Ride schemes on the edge of the town between 2016 and 2020; specifically at M20 J7 and at Linton Crossroads, Coxheath, given the traffic issues at these locations. These schemes have now been deleted from the MBLP due to deliverability issues, and therefore MBC is working with KCC and the SELEP to explore the potential for re-directing the funding towards other key schemes, as a means to forward fund works and secure early delivery of critical transport projects to achieve similar objectives. It is understood that KCC have now received approval from SELEP for the provisional reallocation of some £1.3m towards the junction improvements of Willington Street and Wallis Avenue with the A274 Sutton Road. Work to assess the potential for reallocation of the LGF monies towards other improvements remains ongoing.

2.12 The IDP also establishes the relative importance of each infrastructure item to the delivery of the MBLP strategy as a whole. For instance, there are some items which are critical to "unlock" development sites, including items which must be delivered in advance of development taking place or being occupied. Other infrastructure items are essential to the delivery of the MBLP however the point at which the need for the infrastructure arises may not be immediate, and so there may be a lag between commencement of a development and the need for infrastructure delivery. Finally, some items in the IDP may not be required to accommodate development sites identified in the MBLP, but will facilitate the

delivery of overall spatial strategy objectives. Broad definitions of each category are outlined below:

Critical infrastructure: Infrastructure that must happen to enable physical development to take place. Critical infrastructure items may be required in order to “unlock” development sites and are most common in relation to transport and utilities infrastructure. Failure to provide these pieces of infrastructure could result in significant delays in the delivery of development.

Essential infrastructure: Infrastructure that is required if development is to be achieved in a timely and sustainable manner. Although infrastructure in this category is unlikely to prevent physical development in the short term, failure to invest in it could result in delays in development in the medium or long term. This type of infrastructure needs to be provided in a coordinated manner alongside development to ensure that the impacts of development are mitigated and to avoid unacceptable overuse of existing facilities, or leaving developments without necessary facilities. The most common type of essential infrastructure is education, health and open space provision.

Desirable infrastructure: Infrastructure that is required to deliver the overall spatial strategy objectives but is unlikely to prevent development in the short or medium term. Although infrastructure identified within this category may have a lower level of priority than critical or essential infrastructure, its importance to the delivery of sustainable development and the MBLP strategy should not be underestimated.

2.13 The IDP also identifies, in broad terms, the risk to delivery for each infrastructure item. This information focusses on the risk that the infrastructure will not be delivered, not the wider risk to the MBLP if infrastructure improvements don't take place and development associated with it doesn't come forward. Broad definitions of each category are outlined below:

High: Fundamental constraints attached to the delivery of the scheme, e.g. no clear funding stream, no site identified, land/site assembly issues.

Moderate: Some constraints or uncertainty attached to the delivery of the scheme.

Low: Strong certainty of delivery e.g. costs identified, funding in place, political and community support.

2.14 As with much of the IDP content, the level of risk identified is clearly subject to change throughout the period of the MBLP, and will need to be kept under review. In identifying the indicative level of risk in the IDP however, the document provides an additional layer of information to inform future decision making on infrastructure delivery and will, alongside the timescale and importance to strategy information, indicate where resources may need to be prioritised or where further work is required.

3. Infrastructure required to support the MBLP

3.1 The IDP schedules are arranged by infrastructure type and, where appropriate, by settlement or area. This allows for infrastructure schemes to be viewed as a package of measures which together respond to the pressures of growth in a particular area, and/or on a specific service. The content of each schedule is summarised below.

Schedule A: Highways and Transportation – Such as schemes relating to walking, cycling, public transport, road network or strategic road network.

Schedule B: Education Provision – *Such as schemes relating to primary education, secondary education, further education or higher education;*

Schedule C: Health Provision – *Such as schemes relating to GP facilities, hospital provision or specialist facilities;*

Schedule D: Social and Community Infrastructure - *Such as schemes relating to community facilities, community learning, adult services or youth services.*

Schedule E: Public Services – *Such as schemes relating to libraries, police services, fire services, waste management or ambulance services;*

Schedule F: Utilities – *Such as schemes relating to waste water treatment, sewerage infrastructure, fresh water supply, gas network, electricity network or broadband provision;*

Schedule G: Green and Blue Infrastructure – *Such as schemes relating to new and existing open space and recreation facilities or river enhancement;*

Schedule H: Flood Prevention and Mitigation – *Such as schemes relating to site specific or strategic flood mitigation schemes.*

3.2 The following sections provide an overview of the evidence supporting the identification of infrastructure requirements, the key schemes identified as necessary to ensure successful delivery of the MBLP, and progress to date towards delivery.

Schedule A: Highways and Transportation

3.3 It was recognised at an early stage that the delivery of significant levels of growth would require a coordinated approach to the development of a strategy to respond to existing and future pressures on the highway network. MBC has therefore worked closely with KCC in its role as Highway Authority, and in consultation with Highways England, to develop an Integrated Transport Strategy for Maidstone Borough.

3.4 Similarly to the MBLP, multiple iterations of the ITS have been published, taking account of updated evidence and revisions to the MBLP, and MBC's Strategic Planning, Transportation and Sustainability Committee approved the draft ITS for consultation in January 2016. Further information on the ITS and its underpinning technical evidence is set out in the Transport Topic Paper.

3.5 The ITS outlines a strategy to respond to the particular transport issues affecting the borough, and identifies a series of measures to support the delivery of planned growth. Whilst some of these measures are not directly relevant to the IDP (for instance "softer" measures such as parking charges), key tangible interventions to improve the quality and accessibility of sustainable transport modes, and schemes to address key traffic congestion issues, including improvements to critical junctions, are fundamental to the delivery of planned growth, and the MBLP more generally, and are therefore reflected in the IDP.

3.6 The evidence prepared to date has not indicated the need for any regional or nationally significant transport infrastructure within Maidstone. Major schemes are anticipated in the wider region, including the Lower Thames Crossing, the new M20 J10a and potentially a new lorry park within Shepway District to respond to the issues generated by Operation Stack. The need for improvements at the M2 J5 is established and Highways England have now timetabled commencement of the scheme for 2019. The need for and timing of regional or nationally significant transport infrastructure will therefore be kept under review, and will be taken into account as the IDP is updated in the future.

Maidstone Town Centre

3.7 The need for a scheme to improve the convoluted arrangements at the Bridges Gyratory has been identified through multiple studies, stretching back a number of years. The ITS confirms that the scheme to provide a section of bypass for traffic heading northbound on the A229 is critical to the delivery of the MBLP, and this is reflected in the IDP. Funding has been secured from the SELEP, supplemented by MBC capital, and the scheme is currently under construction for delivery within 2016. Delivery of this improvement is expected to have a significant positive impact on traffic congestion within the town centre.

3.8 The ITS seeks to ensure that pedestrian access becomes the primary mode of movement within the town centre, and recognises that improvements to the pedestrian environment and public realm can help to achieve this. Additionally, evidence prepared to support MBLP policies on the town centre, including the Maidstone Town Centre Assessment (2013) and the Town Centre Study (2010) identify the positive impact these essential improvements for the town centre more generally.

3.9 Phase 1 of the Maidstone Town Centre Public Realm Improvements has already been completed, with improvements in and around Jubilee Square. Phase 2 of the project, to improve the pedestrian environment on Week Street and at Gabriel's Hill, has secured funding from the MBC capital budget, and delivery is expected in 2017. Works to improve the accessibility of the Maidstone East Rail Station and localised pedestrian environment have recently received funding from SELEP, match funded by Network Rail, and there is a realistic prospect that this and other key town centre schemes could be delivered in the short and medium term to support the MBLP.

Maidstone Urban Area

3.10 In respect of the key growth areas within the Maidstone Urban Area, where the majority of growth is to be located, the ITS identifies a comprehensive set of measures to respond to additional development. To support significant mixed use development adjacent to the M20 J7 (MBLP Policy RMX1 (1)), the ITS identifies the need for signalisation of the motorway junction and the widening of the coast bound off-slip. Capacity enhancements at the New Cut and Bearsted Roundabouts, and the dualling of the Bearsted Road between these roundabouts, are also essential to the delivery of this important development site. Of these schemes, all but the dualling have already been secured through the planning process, as key requirements of the section 106 planning obligation attached to the grant of outline planning permission (MA/13/1163) for the development of a medical campus on the substantive part of site RMX1 (1).

3.11 The dualling scheme is yet to be secured as planning permission for the redevelopment of the retail element of the site has not been granted. The transport evidence submitted in support of the refused planning application (MA/13/1931) supports the need for the scheme, and it is anticipated that the improvement will be secured as part of that development when it comes forward.

3.12 The improvement of bus services to connect RMX1 (1) with Maidstone Town Centre is another key objective of the ITS. Contributions towards the scheme have also been secured through planning permission MA/13/1163, and MBC will work closely with KCC and Arriva to ensure a suitable scheme is developed and delivered in a timely manner to support growth in this area of Maidstone.

3.13 In the north west of Maidstone, the ITS identifies a series of schemes required to support the delivery of development across the strategic development area. Key schemes include signalisation of J5 of the M20 and localised widening, capacity improvements at key junctions including the Coldharbour roundabout and the junction of the A26 and Fountain Lane, and the provision of a circular bus loop to connect the strategic development area to the town centre. Together with complementary sustainable transport schemes, including a new cycle lane along Hermitage Lane, this package of measures has been shown to provide adequate mitigation through the determination of planning applications of 3 of the 4 development sites which comprise the strategic development area. Significant contributions have already been secured towards delivery of the schemes, and it is anticipated that the infrastructure can be delivered in a coordinated manner to support growth.

3.14 Through the detailed assessment of planning applications in this area, it was recognised that solutions are required to enable development to proceed in the short term, however more significant upgrades to the motorway junction and Coldharbour roundabout may be required in the longer term, potentially taking account of the impacts of additional growth in Tonbridge and Malling Borough. Accordingly, the IDP identifies two schemes for delivery in the short term, and two more comprehensive schemes which, it is considered, can deliver a more strategic response to growth in this area over the longer term.

3.15 The ITS identifies a range of measures for the South East Maidstone strategic development area, taking account the quantum of growth proposed in this part of Maidstone. Key improvements at the junctions of the A274 with Willington Street, Wallis Avenue and with the A229 are all included, and the IDP reflects the fact that developer contributions have already been secured towards these schemes, and that evidence considered during the determination of planning applications supports the need for the improvements.

3.16 Through the planning consents at sites H1 (5) and H1 (6) significant financial contributions have been secured towards the delivery of bus priority measures along the A274 corridor. The IDP also identifies the need for investment to support the increased frequency of bus services along the A274 corridor, and these measures together reflect the ITS objective of improving the quality and accessibility of public transport networks, in particular along key radial routes into the town.

3.17 Site specific mitigation within the South East strategic development area is already being delivered. The new roundabout required to serve site H1 (5) is in place and site H1 (6) will facilitate the provision of a new road between Gore Court Road and the A274. The provisional re-allocation of LGF money towards the junction scheme at A274/Willington Street provides the prospect that this scheme could be delivered during 2017. Planning applications for 3 of the remaining 4 sites have now been submitted, so there is a realistic prospect that a significant package of highway and sustainable transport infrastructure measures could be delivered in the short term.

3.18 For the longer term the MBLP and ITS confirm the intention to investigate and assess the justification for a Leeds-Langley Relief Road at the first review of the MBLP. KCC have advised that strategic traffic modelling indicates that a link between the A20 and A274 could have a significant beneficial impact upon traffic levels in the south and south east sectors of the urban area. A significant amount of work is required however to develop the detailed case, including full traffic and environmental impact studies, strategic alternatives, a preferred route and funding methods, and progress will be taken into account as the IDP is reviewed in the future.

3.19 Elsewhere within the Maidstone Urban Area, transport schemes are more limited in nature, and are often site specific rather than strategic. A key scheme at the junction of the A20 and Willington Street is identified in the ITS, supported also by evidence considered through the planning application (MA/15/503288), and it is anticipated that the improvement can be delivered in conjunction with the development of site EMP1 (5).

3.20 There is an established need for improvements at Boughton Lane, and at its junction with the A229 (including with Cripple Street) to accommodate growth in this part of Maidstone and this is recognised within the IDP and MBLP. Technical work has recently been completed to identify an appropriate scheme and this is included in the IDP to demonstrate that the proposed allocations can be delivered within the MBLP plan period.

3.21 MBC is also commissioning capacity assessments of the key motorway junctions: M20 J5 - J8. MBC is engaging with both Highways England and KCC to ensure a robust and coordinated approach to this additional work. The outputs of the assessments are anticipated in summer 2016, and can be reflected in the IDP and MBLP as appropriate.

3.22 Further work has been undertaken to assess the need for transport infrastructure improvements to support delivery of the broad location at Invicta Barracks. The study concludes that part signalisation of the A229 Royal Engineers Roundabout could not only mitigate the impacts of the development but also improve conditions for background growth. This scheme is therefore reflected in the IDP although it is acknowledged that further work will be required to support delivery of the broad location in the longer term.

Rural areas

3.23 Outside of the Urban Area, the MBLP strategy proposes proportionate development in the rural parts of the borough and, in particular, in the Rural Service Centres (RSCs) of Staplehurst, Marden, Headcorn, Harrietsham and Lenham. Growth is also identified for the Larger Villages including Coxheath and Yalding. The ITS therefore sets out a number of highways and transportation measures identified as necessary to accommodate additional pressure on key junctions, and a range of improvements to sustainable transport infrastructure.

3.24 Given the scale and location of growth identified in Staplehurst, there is a need to improve the key junction of the A229, Headcorn Road, Station Road and Marden Road. Land assembly issues have presented challenges to the design of the scheme, however an outline design has been developed to maximise the capacity of the junction within these constraints. Complementary measures to improve passenger facilities at the Staplehurst Rail Station, and to increase the frequency of bus services along the A229 corridor, are identified in order to promote take up of sustainable transport modes and reduce pressure on the highway network, reflecting objectives in the ITS. Planning applications have been submitted for development at sites H1 (49) and H1 (50) and it is anticipated these improvements can be delivered in the short term to support growth.

3.25 All four of the housing allocations in Marden have already received planning consent, and the supporting technical evidence does not identify the need for significant works to improve highway capacity. Developer contributions have however been secured towards improvements at Marden Rail Station, with works to provide improvements to sustainable transport infrastructure including improved crossings and bus stop infrastructure have been secured through section 278 agreements. Delivery of these improvements is therefore anticipated within the short term.

3.26 A similar picture is evident in Headcorn where the majority of development sites have already received planning consent. Technical evidence prepared to support planning applications for the housing sites has identified the need for the signalisation of the Kings Road/Mill Bank junction, and improvements at the junction of Oak Lane and Wheeler Street. These key schemes are already secured through the planning consents and therefore there is some confidence that the improvements can be delivered in a timely manner to support growth.

3.27 The key highways scheme for Harrietsham is the improvement to the section of the A20 Ashford Road running through the village, to reduce the speed of through traffic and improve pedestrian crossings. All three development sites in Harrietsham have now received planning consent, and contributions have been secured towards the scheme for which outline design work was undertaken in 2014. Delivery of much of the development is dependent upon the works being completed, and therefore it is anticipated that the scheme will come forward in the short term.

3.28 Traffic modelling for Lenham confirms that the proposed housing allocations can be accommodated without the need for significant improvements to highway capacity. Additional modelling undertaken to assess the implications of the Lenham Broad Location however indicates that capacity improvements will be required at key junctions to ensure that the significant scale of growth proposed can be accommodated in highway terms. Further work to establish potential mitigation schemes has been developed as part of the Lenham masterplanning project, which identifies a series of concept interventions to support alternative development options. The need for transport infrastructure improvements is therefore reflected in the IDP although it is acknowledged that further work will be required to support delivery of the broad location in the longer term.

3.29 A number of development sites in Coxheath have already received planning consent, and significant developer contributions have been secured towards delivery of the key highways scheme: improvements to the junction of the Linton Crossroads. An outline design has been developed and there is a realistic prospect that the scheme can be delivered in the short/medium term. In addition to a range of site specific measures, the scheme to increase the frequency of bus services through Coxheath will support the delivery of objectives in the ITS, however it is recognised that delivery of the bus scheme may not take place until the medium term, with no section 106 planning obligations secured to date towards its delivery.

3.30 Development sites in Yalding are yet to come forward, however schemes to provide a right turn lane at the junction of Hampstead Lane and Maidstone Road, and safety improvements at the level crossing are identified to support the delivery of the large mixed use development at site RMX1 (4). Given the position of the site, relative to the village centre, proposed Policy RMX1 (4) recognises the need to maximise opportunities for use of sustainable transport modes, and it may be the case that evidence prepared to support a planning application for development of the site could identify additional measures to achieve this objective.

Schedule B: Education Provision

3.31 Given the scale and distribution of growth proposed in the MBLP, there is a need to provide significant additional capacity within the borough's education infrastructure. In its role as Education Authority, KCC has a statutory duty to provide primary and secondary school places, and therefore plays a central role in planning for education provision. MBC officers have worked closely with KCC colleagues, through multiple iterations of the MBLP and IDP, to ensure that the impact of planned growth on education infrastructure is understood, and that a robust strategy for providing additional capacity can be delivered.

3.32 KCC reviews and publishes a five year plan for the provision of education infrastructure across Kent on an annual basis. The SCP for 2016-2020 was published in December 2015, and provides an up-to-date picture of existing capacity within primary and secondary education facilities within the borough, and a series of measures, including the provision of new schools and the expansion of existing facilities, to ensure sufficient capacity exists within the school infrastructure to respond to existing and anticipated pressures.

3.33 It is recognised however that the period of the new MBLP will extend significantly beyond the time horizon of the current SCP, and therefore the need for additional, longer term responses to planned growth is reflected in the IDP, taking account of additional assessment work undertaken by KCC to consider the longer term implications of the MBLP.

Primary education

3.34 With a significant quantum of new housing development directed towards the strategic development areas to the north west and south east of Maidstone, there is an established need for new primary schools to serve these developments. New homes are already being completed within sites H1 (5) and (6) and therefore delivery of a new primary school to provide two forms of entry (2FE) within the Langley Park development is required in the short term. Contributions towards build costs and land acquisition have been secured and the school is due to open for 60 reception places from September 2016. Planning applications have now been submitted for sites H1 (7) and H1 (9) and it is considered that the Langley Park school, when completed, will provide adequate mitigation for these four development sites.

3.35 The largest single development in south east Maidstone is site H1 (10), which is proposed for around 800 new homes. The development, in itself, will generate the need for at least an additional 1FE primary school, and this is reflected in the IDP. Should the development generate in excess of 210 pupils, KCC has confirmed that a 2FE school would be required. Development at site H1 (8), which sits some way north of the rest of the strategic development area, would generate the need for additional capacity of at least 0.5FE. KCC have confirmed that its current intention would be to expand the nearby Greenfields Community Primary School from its current 1.5FE to 2FE to respond to pressure from H1 (8). KCC have recently indicated that a more comprehensive scheme to provide a further 0.5FE (1FE total) may be required however so this will be kept under review.

3.36 Although three of the four development sites which comprise the north western strategic development area have already obtained planning consent, the need for the new 2FE primary school on site H1 (2) may not arise until 2019. Contributions towards build costs and land acquisition have already been secured through the planning permissions however, and the school is expected to be delivered within the short/medium term.

3.37 Elsewhere in the urban area, there is an identified need for a 1FE expansion at South Borough Primary School in the short term. The SCP confirms that the expansion has already been commissioned and delivery of the scheme is anticipated for September 2016.

3.38 The SCP identifies the need for an additional 2FE of primary provision to be made within the northern part of Maidstone Urban Area. KCC acknowledge that this is largely required to accommodate indigenous growth and previously consented development in the area, rather than in direct mitigation for specific development sites proposed in the MBLP. The Education Authority considers that additional provision is required, more generally, to support the growth arising from the Plan and directly release pressures on schools in other areas of the town which are accommodating pressures from northern Maidstone.

3.39 However, specific proposals to deliver this increase in capacity are yet to be identified, and it is doubtful whether the requirement, in its current form, would meet the legal tests to justify seeking contributions from development proposed in the MBLP. Although this item is not currently included in the IDP education schedule, this position will be kept under review, and further work towards developing a solution to this issue can be taken into account as the IDP is updated in the future.

3.40 In the longer term there is an anticipated need to provide an additional 2FE to serve the Invicta Barracks Broad Location. It is expected that a new 2FE primary school will be required within site H2 (2) and that this would be secured by way of a section 106 planning obligation for development at the site. This will be kept under review however, and any further work will be taken into account as the IDP is reviewed in the future.

3.41 Development in the rural areas of the borough will also generate the need for additional primary school capacity, and the SCP identifies schemes to expand existing schools within most of the Rural Service Centres. In Headcorn there is a need to create an additional 1FE capacity at Headcorn Primary School, and contributions towards land and build costs have already been secured through the development management process. The SCP forecasts that delivery will be required for September 2017 to serve growth in Headcorn, and in neighbouring Staplehurst. In the medium term however, given the scale of development proposed at Staplehurst, there is an anticipated need for an additional 0.5FE to ensure adequate capacity within the village itself.

3.42 In Marden the SCP identifies the need for an additional 0.6FE at Marden Primary School and contributions towards the expansion have been secured through the consents granted for each of the four proposed allocations. Delivery of an additional 20 Reception Year places is expected for September 2017.

3.43 The SCP establishes a need for an additional 1FE primary school capacity to serve development at Harrietsham and Lenham. Although some contributions have already been secured towards an expansion at Harrietsham, the SCP acknowledges that further feasibility work is required to determine the precise timing and location of this additional capacity. To serve the Lenham Broad Location there is an anticipated need for a new 2FE primary school in the longer term. Both of these items will be kept under review therefore, and any further work will be taken into account as the IDP is reviewed in the future.

Secondary education

3.44 The SCP forecasts a need for significant additional secondary education capacity to serve development proposed in the MBLP. Three 1FE expansions to existing secondary schools are identified by the Education Authority: at Maplesden Noaks and Maidstone Grammar within the Urban Area, and at Cornwallis Academy near Loose. Developer contributions have been secured towards each of these schemes and there is a realistic prospect that the expansions will be delivered within the short term, as indicated in the SCP.

3.45 Significantly, the Valley Invicta Academy Trust are currently preparing a planning application for a new six form entry secondary school on land adjacent to the Invicta Grammar School and Valley Park, Maidstone, having received approval from the Department for Education for a new Free School. The March 2014 iteration of the IDP had identified the need for a new eight form entry secondary school within Maidstone although it was unclear where and how this would be delivered. The Free School proposal effectively removes the need for a new County Council led secondary school, with the residual need being mitigated through extensions to existing schools.

3.46 The Valley Invicta Academy Trust has indicated an intention to deliver the first phase of the school for September 2017 and the SCP reflects this anticipated provision within its forecasting. Progress on this development will be kept under review and will be taken into account as the IDP is updated in the future.

Higher and further education

3.47 MBC officers have also held discussions with Mid Kent College and the University of the Creative Arts at key stages through the development of the MBLP. In recent months both organisations have confirmed that they have no plans for significant development or expansion in response to the growth proposed in the MBLP.

3.48 Mid Kent College is due to complete a major scheme to refurbish and reorganise the campus in spring 2016. These works have been undertaken to improve the "offer" for students, and the College anticipates that student numbers will remain relatively stable in the short to medium term. Both Mid Kent College and the University of the Creative Arts will keep this position under review however, as the situation may change later in the period of the MBLP. Should the circumstances change, this will be taken into account as the IDP is reviewed in the future.

Schedule C: Health Provision

3.49 Responsibility for health infrastructure planning is currently overseen by a number of organisations including the NHS West Kent Clinical Commissioning Group (CCG), the Maidstone and Tunbridge Wells Hospitals Trust and NHS Property Services South East. Some of the most direct impacts on health infrastructure are likely to be felt in local GP surgeries, and it was recognised at an early stage that additional GP capacity would be required in key areas to ensure adequate provision for new residents.

3.50 MBC officers have worked closely with NHS Property Services, throughout the development of the MBLP and IDP, to understand the potential impacts of proposed growth, and to develop a strategic response to providing adequate capacity to support new development. The IDP health schedule therefore sets out a series of schemes identified by NHS Property Services, in partnership with individual GP surgeries, to respond to anticipated pressures on the borough's GP infrastructure; predominantly through works to expand and/or improve existing surgeries. From April 2016 however, overall responsibility for planning for GP infrastructure passed from NHS Property Services to the CCG. The latest iteration of input from the NHS has therefore been subject to verification by the West Kent CCG as it is the CCG which will deliver the identified schemes, together with its partners.

3.51 The West Kent CCG's Strategic Blueprint identifies an aspiration to transform services to enable appropriate care to be provided closer to home in the community. Work to develop a strategy to deliver this objective remains ongoing and to date no specific associated schemes have been identified by the CCG as necessary to support development proposed in the MBLP. There is an anticipated need for a rehabilitation centre at some point during the period of the MBLP however the timing and location of the facility remains uncertain.

3.52 Given the need to ensure an effective approach through this transitional period, and the likelihood of additional schemes being identified as CCG strategy work develops, a working group comprising MBC officers and colleagues at the CCG has been established to provide a framework for collaborative working to deliver new and improved health infrastructure in the borough. This ongoing dialogue will ensure that further work undertaken by the CCG can be taken into account as the IDP is reviewed in the future.

3.53 Discussions have also been held with the Maidstone and Tunbridge Wells Hospital Trust to establish their position in regards to existing capacity, and plans for future development of the site at Hermitage Lane, Maidstone. Extensive works to refurbish existing wards are already partially completed and will significantly improve the hospital environment and ensure compliance with updated guidance. There will be a need however to provide additional bed space in the short to medium term, to compensate for the loss of bed space as a result of these works. The Trust is also considering options to improve access, provide additional car parking and is looking to take forward plans to provide a new theatre complex. It is not currently anticipated that contributions towards these improvements will be sought through the planning process, however MBC will maintain ongoing dialogue with the Trust to ensure that progress with these

schemes, and the outcome of its Strategic Review process (anticipated summer 2016), is taken into account as the IDP is reviewed in the future.

GP surgeries

3.54 A total of 24 schemes are identified to improve and/or provide additional capacity at GP surgeries across the borough, in response to the growth proposed in the MBLP. The spatial distribution of these takes full account of the location of development, and there is a clear emphasis around growth areas including the town centre, the north west Maidstone and south east Maidstone strategic development areas and the Rural Service Centres.

3.55 Many of the existing GP surgery sites in these areas are constrained, and in some cases additional consulting space and patient facilities can only be provided through the internal reorganisation of existing space. Other surgeries however have some capacity to extend, and therefore extensions of varying scales are identified as a means to provide additional capacity to respond to the need generated by new residents.

3.56 Seven schemes are identified to support growth in the central, northern and north western parts of Maidstone, including extensions at Brewer Street and Barming surgeries and internal reorganisations at The Vine Medical Centre and Blackthorn Medical Centre. Substantial contributions have already been secured through the development management process for a number of these schemes, which are identified for delivery within the short/medium term.

3.57 In the southern, eastern and south eastern parts of Maidstone an additional nine schemes are identified including extensions at The Mote Medical Practice, Orchard Medical Centre and Bearsted Medical Practice and internal reorganisations at Grove Park, Sutton Valance and Cobtree Medical Practice. Again, substantial contributions have already been secured towards a number of these schemes, and delivery is expected within the short/medium term.

3.58 In the rural areas, schemes for each of the Rural Service Centres are identified, through extensions of varying scales at Headcorn, Staplehurst, Lenham, Marden and Harrietsham. Improvements are also identified at surgeries within the Larger Villages of Coxheath and Yalding. Many of the proposed allocations in the rural areas have already come forward through the development management process and therefore substantial contributions have been secured towards delivery of the majority of these schemes.

3.59 Although consents are already in place for many of the proposed MBLP housing allocations, the delivery of these new homes will take place over a number of years, as indicated in the MBLP housing trajectory. This means that the point at which the need for GP surgery improvements/expansions arises may not be until the latter part of the short term, or into the medium term. The ability to deliver these schemes will also be affected by the timing of funding becoming available – including when the relevant trigger points are reached, and developer contributions are paid. MBC will therefore work closely with the CCG, including through the working group, to share information and to ensure that a coordinated approach to delivering new health infrastructure can be realised to mitigate the impact of new development in a timely manner.

Schedule D: Social and Community Infrastructure

3.60 Although infrastructure such as education and health can be considered to be community infrastructure, these are set out separately through the IDP, given the scale and nature of the schemes identified. New development will also place increased pressure on other types of community infrastructure; including community learning, social care services and library provision, and the IDP sets out how improvements to these services will be delivered.

3.61 Kent County Council is responsible for many of these services and MBC officers have maintained ongoing dialogue with colleagues at KCC, throughout the development of the MBLP and IDP, to understand how development proposed may affect delivery of these services, with a view to establishing a coordinated and strategic response. New development is only one element of anticipated pressure however, and a variety of factors may influence how KCC plans for delivery of these services, including budget constraints. KCC has acknowledged that service delivery models are evolving and will continue to evolve over the period of the MBLP, which makes it challenging to plan for service delivery over the medium to long term.

3.62 Notwithstanding this uncertainty, the County Council has confirmed that it does not currently anticipate the need for large new pieces of tangible infrastructure, such as new buildings. Instead a more flexible approach has been adopted, to provide additional capacity and/or improvements to existing facilities, where the need is generated by new development. For adult social care, community learning and youth services, the County Council has not identified any specific schemes as part of its input to the IDP and MBLP but instead outlines an intention to seek small scale improvements, for instance through improved accessibility or additional equipment, as a means to cope with additional demand.

3.63 KCC has identified that increased capacity will be required at all of Maidstone's libraries and the mobile library service. Twelve libraries are specifically identified for capacity improvements, together with the mobile service, however no specific schemes to provide additional capacity have been identified though KCC's input to the IDP and MBLP. A similarly flexible approach is therefore proposed to provide additional capacity in response to increased demand from new residents, which may include physical works to buildings, or through provision of additional equipment or bookstock.

3.64 KCC currently seeks developer contributions towards specific capacity and/or improvement schemes for these services through the development management process, where such requests are compliant with the section 106 tests. Given the number of proposed allocations which have already obtained planning consent, developer contributions have been secured to provide increased bookstock at key libraries and towards a variety of improvements to support the County Council's other community and social services in areas where growth is proposed. It is anticipated therefore that these small scale schemes can be delivered as developer contributions are paid, and in a timely manner to support growth.

3.65 Moving forward the restrictions on the use of section 106 planning obligations will continue to present challenges to the funding of new and improved community infrastructure through the planning process. Should the need for more strategic community infrastructure arise in the future, the CIL is likely to be the most appropriate route to fund projects, and this is reflected in the IDP. Further work is required however to support the development of the Draft Charging Schedule and Regulation 123 List, and so the funding sources identified in the IDP will be kept under review as the CIL progresses towards examination.

3.66 In addition to KCC community infrastructure, the need for new community facilities, to provide multi-purpose spaces as part of significant new neighbourhoods, has been established through the planning applications within the strategic development areas in north west and south east Maidstone. New community buildings have therefore been secured through planning permissions at sites H1 (5) and H1 (2), the latter being a multi-functional community centre measuring approximately 600 sqm. A substantial element of non-residential development is proposed as part of the planning application for development at site H1 (10) and additional community facilities may be secured through that scheme.

Schedule E: Public Services

3.67 Kent Police have a significant infrastructure presence within Maidstone, including its Headquarters on Sutton Road. MBC officers have engaged with Kent Police at key stages of the development of the MBLP, though both formal consultation and more informal meetings and discussions. At a recent meeting Kent Police confirmed that full strategic review of its services is ongoing, and that they will not be in a position to identify whether there is a need for any specific requirements until later in 2016. Kent Police's formal response to the Publication version of the MBLP did not update this position. Although no requirements for police infrastructure are currently identified in the IDP, this will be kept under review and the IDP may be updated in the future to take account of any emerging infrastructure requirements.

3.68 Similarly the Kent Fire and Rescue Service have been frequently updated on progress with the MBLP, and recently reviewed the potential impact of proposed growth on their services. The Service has confirmed that the development proposed in the MBLP does not generate the need for any additional infrastructure.

3.69 The South East Coast Ambulance Service has reviewed the impacts of development proposed in the MBLP on their services, and has identified that a number of the proposed development sites would not be covered by their Community First Responder (CFR) scheme. The CFR scheme provides training and equipment to members of the community to facilitate a faster response in emergency situations. Several schemes are identified, predominately in the Rural Service Centres, and it is anticipated that the schemes can be delivered through the CIL over the short/medium term.

3.70 As both Waste Planning Authority and Waste Disposal Authority, the County Council plays a key role in assessing the need for new and improved waste management facilities, and delivering waste management infrastructure. KCC has recently advised that its existing waste management facilities within Maidstone are operating close to capacity, and that additional capacity will be required to accommodate increased demand as a result of development proposed in the MBLP. KCC is currently undertaking a forecasting exercise to assess the additional demand generated by housing growth, with a view to identifying appropriate schemes to mitigate any identified impact. MBC will continue to engage with KCC on this area and further work can be taken into account as the IDP is reviewed in the future.

Schedule F: Utilities

3.71 The availability of appropriate utilities infrastructure is normally critical to the delivery of new development and therefore utilities infrastructure providers have played a key role throughout the development of the MBLP and IDP. In addition to responses to formal consultation exercises, more informal meetings and discussions have been held at regular intervals, to ensure that the MBLP and IDP provides a framework for a coordinated approach to the planning for new and improved infrastructure needed to support growth.

Waste water and sewerage

3.72 At an early stage of the MBLP it was recognised that drainage and surface water management issues were creating problems for existing residents in a number of the Rural Service Centres, leading to flooding and subsequent impacts on local sewerage networks. Details regarding the emerging Surface Water Management Plans are summarised under Schedule H, however, in response to the foul drainage issues identified, Southern Water is undertaking a series of measures including sewer jetting, the installation of non-return valves and the upgrading of pumping stations. Catchment wide Drainage Area Plans (DAPs) are also being developed for the Headcorn and Staplehurst catchments, and the DAPs are expected to be finalised later in 2016 to inform investment decisions over the coming years.

3.73 In terms of accommodating new development however Southern Water's consistent position is that new development can be accommodated, provided the current situation is not exacerbated. Through the use of appropriate planning conditions, the planning system can ensure that development does not proceed until the requisite infrastructure is in place to support development, and/or that connections to the existing network is made at the nearest point of adequate capacity. Unlike many other forms of infrastructure, developers are not expected to make contributions through section 106 planning obligations or the CIL and, instead, developers will enter specific agreements with Southern Water to deliver necessary infrastructure after planning permission has already been secured.

3.74 In the main Southern Water has not identified specific schemes to respond to development proposed in the MBLP. Significant modelling work would be required to determine a technical solution for each development site and the results of any such exercise would only be indicative, given that any number of factors may change before the time that development sites are in a position to seek a connection to the network. A high level review has been undertaken however for the purposes of assessing the potential impact of the MBLP, and Southern Water has not identified any specific constraints to delivery of development sites within the MBLP. Investment in waste water treatment capacity may be required in some areas to support development, and this can be planned and funded through Southern Water's Price Review process.

3.75 There is, however, an established need for potentially significant waste water treatment capacity to serve the Lenham Broad Location in the longer term. A feasibility study is required to determine whether the additional capacity can be accommodated at the Lenham Waste Water Treatment Works (WWTW), or if an alternative solution is required. Southern Water have advised that should

the solution be to provide additional capacity at the Lenham WWTW, the existing environmental permit is likely to require amending to enable expansion to take place. MBC will continue to actively engage with Southern Water to ensure a coordinated approach to the delivery of infrastructure necessary to support the MBLP, including through the development of its next Price Review process, which is due to commence in 2019.

Fresh water supply

3.76 South East Water is responsible for water supply within Maidstone and has provided regular input to the MBLP and IDP through the development of the Local Plan. The latest iteration of the Water Resources Management Plan (WRMP) was approved in 2014 and the technical work required to inform the WRMP has provided the basis for South East Water's assessment of the impacts of development proposed in the MBLP.

3.77 South East Water has identified the need for new mains from Charing to Headcorn, and from Loose to Linton; both of which are for delivery over the medium term. A series of transfer mains are also identified to support development within the Maidstone Urban Area, and these schemes are likely to be required over the short term. South East Water has confirmed that the identified schemes are included within their strategic plan and it is anticipated that the requisite infrastructure can be delivered in a timely and coordinated manner to support growth.

3.78 Similarly to waste water and sewerage infrastructure, developer contributions towards fresh water infrastructure will not be secured through the use of section 106 planning obligations or the CIL. Instead specific agreements are negotiated between the infrastructure provider and developers, which provides for anticipated revenue to be taken into account.

Gas and electricity infrastructure

3.79 Southern Gas Networks (SGN) has undertaken a high level review of the development proposed in the MBLP and has indicated that a series of reinforcement works are likely to be required to support development. SGN has confirmed, however, that the precise details of each infrastructure scheme are usually determined after individual sites have received planning permission, where the precise details and expected loads can be more accurately calculated.

3.80 Given the strategic nature of the assessment, the actual loads are likely to differ from those applied in the assessment, and the results can be considered indicative only. With this level of uncertainty, specific schemes are not identified in the IDP schedule and instead, works related to connectivity and, where necessary, reinforcement of the network, should be identified and delivered alongside development. As with preceding utilities infrastructure types, developer contributions towards delivery of gas infrastructure are negotiated directly with the infrastructure provider, and are not secured through either section 106 planning obligations or the CIL.

3.81 UK Power Networks, who is responsible for the provision of electricity infrastructure in Maidstone, has been made aware of the scale and distribution of growth proposed in the MBLP and has not identified any specific schemes required to accommodate new development. It is anticipated that any connections and associated infrastructure improvements will be identified and delivered alongside development, without the need for section 106 planning obligations or the CIL.

Broadband infrastructure

3.82 The County Council is continuing to work with BT Openreach to roll out superfast broadband across Kent and to provide minimum speeds of 2mbps within its project area. The first phase of the roll out sought to provide superfast broadband to at least 91% of premises across Kent by the end of 2015. The second phase, which commenced in January 2016, should improve this coverage to 95% of homes and businesses within Kent and Medway by the summer of 2018.

3.83 Policy DM28 in the emerging MBLP supports the provision of broadband infrastructure within Maidstone and, where appropriate, conditions are secured through planning permissions to ensure that provision is made within development sites to enable unproblematic installation of broadband infrastructure by commercial providers.

Schedule G: Green and Blue Infrastructure

3.84 Alongside the development of the MBLP, MBC has been preparing a Green and Blue Infrastructure (GBI) Strategy, to establish a series of high level objectives for GBI within the borough, and to guide policy and investment decisions. Consultation on an early draft of the GBI Strategy took place in 2013 and, following extensive stakeholder engagement, it is anticipated that a final version of the Strategy will be considered by the Council's Strategic Planning, Sustainability and Transportation Committee in summer 2016.

3.85 One of the key outputs of the GBI Strategy will be its accompanying Action Plan, which will set out a number of specific schemes and interventions to support delivery of the overall strategy. Some of these schemes may be relevant to the delivery of development sites identified in the MBLP, and/or more strategic elements of the Local Plan. When the GBI Strategy and Action Plan are agreed by the Council, this may provide the basis for relevant schemes to be included in the IDP and this will be taken into account as the IDP is reviewed in the future.

3.86 Through the development of the GBI Strategy, an extensive evidence base has been prepared to establish the quantity and quality of existing open space provision within the borough, and to determine how accessible existing spaces are. This work, together with a telephone survey and a review of neighbouring authorities' policies, provided the basis for the setting of open space standards in the MBLP, as set out in proposed Policy DM22. Further work to develop a Playing Pitch and Built Facilities Strategy for Maidstone remains ongoing however, with the support of Sport England. This work is expected to be completed later in 2016.

3.87 Policy DM22 informs the overall quantum of new open space which is expected to be provided through residential development sites, and also provides the basis for the open space allocations in proposed Policy OS1. The IDP reflects each of the proposed open space allocations and sets out which of the development sites is expected to deliver the open space allocation. The spatial distribution of new open space therefore follows that of new development and new provision is identified in the north west and south east Maidstone strategic development areas, and in the Rural Service Centres at Harrietsham, Marden, Staplehurst and Headcorn. Provision is also identified in the Larger Villages of Coxheath, Yalding and Boughton Monchelsea. It is anticipated that the OS1 allocations will to be provided through section 106 planning obligations, and therefore delivery will occur as the development sites are built out.

3.88 For sites which do not have an OS1 allocation identified, open space provision will be determined in accordance with DM22, which may result in either on or off-site provision and/or specific financial contributions towards quality improvements. The total quantum of open space provision will therefore be in excess of the total identified through OS1, and this is reflected in the IDP schedule.

3.89 Where sites are unable to provide their full quantitative requirements this has the potential to exacerbate existing deficiencies for certain types of open space typologies in some areas. MBC will therefore look for opportunities to

address these issues through the implementation of the GBI Strategy and Action Plan, and potentially through the use of the CIL to deliver strategic open space provision.

3.90 Significant new open space provision is expected as part of the broad locations although this is not quantified in the MBLP. Further work on indicative open space provision will be developed through the broad location masterplanning exercises and requirements will be formalised following additional work undertaken to support delivery of the broad locations.

3.91 In addition to providing input to the GBI Strategy, the Environment Agency has identified a number of strategic schemes for river restoration and biodiversity improvements, including schemes to remove barriers to fish passages along the River Medway. Although these schemes are not necessarily required to support development sites identified in the MBLP, these improvements will support delivery of the MBLP strategy, including key strategic policies and objectives, and are therefore included within the IDP.

Schedule H: Flood Prevention and Mitigation

3.92 A Strategic Flood Risk Assessment (SFRA) was prepared in 2008, as part of early work on the emerging MBLP. The SFRA therefore played a key role through the development of other evidence base documents, including the Strategic Housing Land Availability Assessment (SHLAA), and subsequent iterations of the MBLP.

3.93 Following significant flooding events on the River Medway in late 2013, the Environment Agency (EA) undertook to recalibrate its flood modelling map data which would necessitate an update to the SFRA. The revised mapping became available in early 2016 however this was quickly followed by revisions to the National Planning Policy Guidance (PPG) which has amended the margin required to account for the future impact of climate change. Further mapping work is now being undertaken by the EA in response to the PPG requirements and an SFRA refresh has been commissioned for completion in summer 2016.

3.94 As a consequence, no site specific flood mitigation measures are currently identified in the MBLP or IDP and instead Policy H1 requires for individual flood risk assessments to be undertaken where appropriate, and for the implementation of any necessary mitigation measures to enable development to proceed. Should the SFRA update reveal the need for specific mitigation measures, these can be taken into account as the IDP is reviewed in the future.

3.95 The EA has however identified major flood defence proposals for the River Medway to reduce the risk of flooding in Collier Street and communities from Yalding to Maidstone. The EA has confirmed that Defra have agreed to supply 50% of the total £25m cost, and they anticipate that contributions will be provided from the County Council, and from Maidstone and Tonbridge and Malling Borough Councils. The EA has recently confirmed that an outline design for the scheme is currently being developed, and it expects to submit a business case for the project in 2018. MBC will continue to work collaboratively with its partners to ensure this key infrastructure scheme is delivered in a timely manner.

3.96 As referenced under Schedule F, drainage and surface water management issues have been a key theme through the development of the MBLP and, in addition to the DAPs prepared by Southern Water, KCC has been leading on the development of Surface Water Management Plans (SWMPs), with input from key stakeholders including the EA, MBC and Parish Councils. SWMPs are now being developed for Staplehurst, Headcorn and Marden and it is anticipated that the final documents will be approved by KCC in summer 2016.

3.97 The SWMPs will identify any specific measures required to address existing issues affecting these settlements, and it is not currently anticipated that measures will be identified to accommodate new development. There is potential for some overlap however and the technical analysis underpinning the SWMPs may inform the assessment of mitigation packages required to support the delivery of growth in these settlements. The output of the SWMPs will be closely monitored and will be taken into account as the IDP is reviewed in the future.

4. Implementation and Review of the Infrastructure Delivery Plan

4.1 The IDP is a “living document” and will be kept under regular review throughout the lifetime of the MBLP. As a minimum, the IDP will be updated annually alongside the Annual Monitoring Report (AMR) however reviews are likely to take place more regularly, and particularly during the early years of the MBLP plan period.

4.2 Although the IDP currently sets out a comprehensive package of infrastructure requirements identified through evidence gathering and analysis work to date, a number of technical studies and strategy documents remain under development. There is an expectation that this work will provide further detail in respect of existing infrastructure items, but also that additional schemes may be identified which could merit inclusion in the IDP. It is not however anticipated that any additional schemes identified will be critical or essential infrastructure items as the evidence base already assembled is intended to identify the need for any such schemes. Depending on the outputs of this additional work there may be a need to update the IDP again through the course of the MBLP examination.

4.3 Once approved, more detailed work on the implementation of strategic documents such as the ITS and GBI Strategy may identify additional schemes which would merit inclusion in the IDP at a later date. The adoption of Neighbourhood Development Plans may also provide evidence to justify inclusion of additional schemes in the future. The IDP therefore recognises that further work is required to determine how, for instance, additional sustainable transport infrastructure interventions can be delivered in key areas to support the overall ITS and MBLP strategy, and this can be taken into account as the IDP is reviewed in the future.

4.4 Schemes identified in the IDP will be kept under review as additional planning permissions are granted, and as developer contributions are secured and subsequently paid towards their delivery. Together with ongoing collaborative working with infrastructure providers, this will enable MBC to monitor the progression of individual schemes and prepare towards readiness for delivery. This monitoring will also indicate where any schemes are not progressing to the anticipated timescales and identify if non-delivery of infrastructure is becoming a constraint to development.

4.5 Further work on the IDP will also support development of the CIL, and the IDP, together with the Regulation 123 List, will provide a framework for decision making on the future allocation of CIL receipts. It may be necessary therefore to update the IDP to support the submission version of the CIL Draft Charging Schedule. The CIL is expected to play a significant role in the delivery of infrastructure required to support planned growth and the flexibility that the CIL provides will prove a valuable asset in delivering key infrastructure schemes in a timely manner.

5. Infrastructure Delivery Plan Schedules

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (MAY 2016)											
Item Reference	Service and Issue	Output Scheme location, description and overall output	Justification Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding arrangements CIL, S106, S278 or other	Scheme status Study, concept, detailed design or committed	Timescale for delivery Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
SCHEDULE A: HIGHWAYS AND TRANSPORTATION											
MAIDSTONE TOWN CENTRE											
HTTC1	Highway improvements Works to reduce traffic congestion.	Provision of a bridge gyratory bypass through Fairmeadow to reduce congestion in the Town Centre.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Town Centre Study 2010 SELEP Business Case – Maidstone Gyratory Bypass	Development across the Borough may exacerbate the existing congestion issues without the intervention.	KCC / MBC	£5.74m	Local Enterprise Partnership / MBC (New Homes Bonus)	Works commenced in February 2016.	Short term	Critical	Low
HTTC2	Public transport and highway improvements Works to improve the functionality of the public transport network.	Provision of a bus lane on Romney Place.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 KCC Local Transport Plan Town Centre Study 2010	Maidstone Town Centre SP4	KCC	£60k	Local Transport Plan	Detailed design work is complete. Funds have been secured. Construction anticipated in 2016.	Short term	Essential	Low
HTTC3	Public transport improvements Works to improve the functionality of the public transport network.	Improvements to the Maidstone Bus Station	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Town Centre Study 2010	Maidstone Town Centre SP4	KCC / Arriva	£2.0m	CIL	Outline design work currently underway	Short term / Medium term	Essential	Moderate

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (MAY 2016)											
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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTTC4	Public transport Works to provide additional capacity.	Improvements to secure cycle parking at Maidstone West Railway Station.	Sustainable Transport DM24 Cycle Parking Project Grant Agreement 2015 Integrated Transport Strategy 2011-31	The scheme will benefit new and existing users.	MBC	Overall project cost £15k. This scheme is one of four within the project.	Local Sustainable Transport Fund	Scheme committed through Grant Agreement	Short term	Desirable	Low
HTTC5	Pedestrian environment Measures to improve accessibility and appearance.	Package of measures to improve the pedestrian environment and public realm along Week Street	Integrated Transport Strategy 2011-31 Maidstone Economic Development Strategy 2015 - 2031 Maidstone Town Centre Assessment 2013 Town Centre Study 2010	Maidstone Town Centre SP4	MBC	Combined cost of HTTC5 & HTTC8 estimated at £3.1m	MBC Capital Programme	Outline scheme and costings developed. Funding secured from capital programme for delivery in 2017.	Short term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTTC6	Pedestrian environment Measures to improve accessibility and appearance.	Package of measures to improve pedestrian linkages from the Town Centre to the riverside, including the pedestrianisation of Earl Street, from Pudding Lane to Week Street.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Maidstone Economic Development Strategy 2015 - 2031 Maidstone Town Centre Assessment 2013 Town Centre Study 2010	Maidstone Town Centre SP4	MBC	£972k	CIL	Outline scheme and costings developed	Medium term	Essential	Moderate
HTTC7	Pedestrian environment and cycle provision Measures to improve accessibility and permeability.	Provision of a shared use pedestrian/ cycle footbridge linking St Peter's Street and Earl Street	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Town Centre Study 2010 Maidstone Town Centre Assessment 2013	Maidstone Town Centre SP4	MBC / KCC	Unknown	CIL	Study completed but further work required	Long term	Desirable	High
HTTC8	Pedestrian environment and public realm Measures to improve accessibility, safety and appearance.	Footpath improvements and improved public realm on Gabriel's Hill.	Maidstone Economic Development Strategy 2015 - 2031 Integrated Transport Strategy 2011-31	Maidstone Town Centre SP4	MBC	Combined cost of HTTC5 & HTTC8 estimated at £3.1m	MBC Capital Programme	Outline scheme and costings developed. Funding secured from capital programme for delivery in 2017.	Medium term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTTC9	Pedestrian environment Measures to improve access and safety for pedestrians	New section of riverside towpath and improvements to existing riverside towpath from Scotney Garden to Whatman Park.	Sustainable Transport DM24 Maidstone Borough Local Plan 2000 Integrated Transport Strategy 2011-31 Town Centre Study 2010 Planning permission MA/13/0297 Planning permission MA/02/0820	Maidstone Town Centre SP4	MBC / KCC	Unknown	S278 and S106	Committed through planning permissions MA/02/0820 and MA/13/0297	Short term	Essential	Low
HTTC10	Pedestrian and cycle environment Measures to improve access and safety for pedestrians and cyclists	Improvements to the existing towpath on the eastern and western banks of the River Medway.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Walking and Cycling Strategy 2011-31 Town Centre Study 2010 SELEP Business Case – River Medway Cycle Path Destination Management Plan 2015	Maidstone Town Centre SP4	MBC / KCC	£2.5m	SELEP and MBC (New Homes Bonus)	Draft designs and costings developed. Detailed design work now underway and construction anticipated in summer 2016.	Short term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTTC11	Public transport and pedestrian environment Measures to improve accessibility and appearance.	Improvements to Maidstone East Rail Station forecourt and ticket office, together with improvements to the public realm at the northern end of Week Street.	SELEP Business Case - Maidstone East Maidstone Town Centre Assessment 2013 Town Centre Study 2010 SHEDLAA 2014	Maidstone Town Centre SP4	South Eastern Trains / Network Rail / MBC / KCC	£2.0m	SELEP and Network Rail	Funding secured and scheme expected to be delivered in 2016/17	Short term	Essential	Moderate
HTTC12	Pedestrian environment and public realm Measures to improve accessibility and appearance.	Improvements at Sessions House Square and Week Street to provide an enhanced public open space and public realm.	Maidstone Town Centre Assessment 2013 Town Centre Study 2010 SHEDLAA 2014	Maidstone Town Centre SP4	MBC / KCC	Unknown	S106	Outline design developed.	Medium term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTTC13	Public transport Measures to improve functionality and accessibility	Provision of multi-storey commuter car parking to serve Maidstone East Rail Station	DM24 Sustainable Transport RMX1 (2) Maidstone East and Maidstone Sorting Office	RMX1 (2) Maidstone East and Maidstone Sorting Office	Network Rail / South Eastern Trains / KCC	£9.0m	CIL	Network Rail has confirmed that a minimum of 550 spaces will be required.	Short term / Medium term	Essential	Moderate
HTTC13	Pedestrian environment and public realm Measures to improve accessibility, safety and appearance.	Package of measures to improve linkages, accessibility and the quality of the public realm on Rose Yard, Pudding Lane and Market Buildings.	Maidstone Economic Development Strategy 2015 - 2031 Integrated Transport Strategy 2011-31 Town Centre Study 2010	Maidstone Town Centre SP4	MBC / KCC	£1.52m	CIL	Initial costings estimate developed.	Medium term	Desirable	High
HTTC14	Pedestrian environment Measures to improve town centre legibility.	Package of measures to introduce themed trails and quarters in the town centre to improve legibility.	Destination Management Plan 2015 Town Centre Study 2010	Maidstone Town Centre SP4	MBC / KCC	Unknown	CIL	Concept identified in DMP Action Plan. Further detailed work required.	Medium term	Desirable	High

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTTC15	Pedestrian environment and cycle provision	Footpath and public realm improvements on King Street between the junction of Wyke Manor Road and site RMX1 (3)	Sustainable Transport DM24 Town Centre Study 2010	Maidstone Town Centre SP4 RMX1 (3) King Street	MBC / KCC	Unknown	S106	Further work required to establish outline scheme	Short term	Essential	Low
MAIDSTONE URBAN AREA – M20 Junction 7 Strategic Development Area											
HTJ71	Highway improvements Works to provide additional capacity.	Capacity improvements and signalisation of Bearstead 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.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permission MA/13/1163	RMX1 (1) Newnham Park, Maidstone	KCC	£809k - £1.09m	S106	Committed scheme under MA/13/1163.	Short term / Medium term	Critical	Low
HTJ72	Highway improvements Works to improve the functionality of the strategic road network.	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.	Sustainable Transport DM24 Planning permission MA/13/1163	RMX1 (1) Newnham Park, Maidstone	Highways England	£200k	S106	Committed scheme under MA/13/1163.	Short term / Medium term	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTJ73	Highway improvements Works to improve the functionality of the strategic road network.	Capacity improvements at M2 J5 (located in Swale Borough)	Sustainable Transport DM24 Planning permission MA/13/1163	RMX1 (1) Newnham Park, Maidstone	Highways England	Unknown	DfT / S106	DfT have agreed funding in principle. Options Study to commence in 2016.	Medium term	Critical	Low
HTJ74	Highway improvements Works to provide additional capacity.	Upgrading of Bearstead Road to a dual carriageway between Bearstead roundabout and New Cut roundabout.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning application MA/13/1931	RMX1 (1) Newnham Park, Maidstone	KCC	£2.7m - £3.3m	S106	Detailed design prepared as part of planning application	Medium term	Critical	Low
HTJ75	Public transport and highway improvements Works to improve the functionality of the public transport network.	Increased frequency of 333 / 334 route to provide a bus service with 15 minute intervals between site RMX1 (1) 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.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Arriva Consultation 2015 Planning application MA/13/1931 Planning permission MA/13/1163	RMX1 (1) Newnham Park, Maidstone	KCC / Arriva	c£2.7m	Existing S106 contributions CIL	Bus extension scheme options considered under planning applications at site RMX1 (1).	Short term / Medium term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
MAIDSTONE URBAN AREA – South East Maidstone Strategic Development Area											
HTSE1	Highway improvements Works to provide additional capacity.	Capacity improvements on the A274 Sutton Road between the junctions of Wallis Avenue and Loose Road, incorporating bus prioritisation measures from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 SHEDLAA 2014 Mott McDonald A274 Corridor Study April 2016 Planning permission MA/13/1149 Planning permission MA/13/0951 Planning permission MA/13/1523 Planning permission MA/12/0986 Planning permission MA/12/0987	H1 (5) Langley Park, Maidstone H1 (6) North of Sutton Road, Maidstone H1 (7) Land north of Bicknor Wood, Maidstone H1 (8) West of Church Road, Maidstone H1 (9) Bicknor Farm, Maidstone H1 (10) South of Sutton Road, Maidstone H1 (27) Kent Police HQ, Maidstone H1 (28) Kent Police Training School, Maidstone	KCC	£3.2m - £3.8m	Existing s106 contributions CIL	Outline design work completed	Short term	Essential	High
HTSE2	Highway improvements Works to provide additional capacity.	Improvements to capacity at the junctions of Willington Road and Wallis Avenue with Sutton Road	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 SHEDLAA 2014 Planning permission MA/13/1149 Planning permission MA/13/0951 Planning permission MA/13/1523	H1 (5) Langley Park, Maidstone H1 (6) North of Sutton Road, Maidstone H1 (7) Land north of Bicknor Wood, Maidstone H1 (8) West of Church Road, Maidstone H1 (9) Bicknor Farm, Maidstone H1 (10) South of Sutton Road, Maidstone	KCC	£1.8m	Existing s106 contributions Local Growth Fund	Outline design developed and provisional re-allocation of £1.3m of LGF monies approved. Detailed design work now underway with construction anticipated late 2016.	Short term	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
				H1 (27) Kent Police HQ, Maidstone H1 (28) Kent Police Training School, Maidstone							
HTSE3	Highway improvements Works to provide additional capacity.	Provision of a new road between Gore Court Road and Sutton Road through site H1 (6)	Sustainable Transport DM24 SHEDLAA 2014 Planning permission MA/13/0951	H1 (6) Land north of Sutton Road, Maidstone	KCC	Unknown	Developer funded	Scheme committed through MA/13/0951	Short term	Critical	Low
HTSE4	Highway improvements Works to provide additional capacity.	Widening of Gore Court Road between the new road and White Horse Lane	Sustainable Transport DM24 SHEDLAA 2014	H1 (7) Land north of Bicknor Wood, Maidstone H1 (8) West of Church Road, Maidstone	KCC	Unknown	S106	Further work required to establish outline scheme	Short term / Medium term	Critical	Moderate
HTSE5	Highway improvements Works to provide additional capacity.	Provision of a new roundabout to provide access to site H1 (5)	Sustainable Transport DM24 SHEDLAA 2014 Planning permission MA/13/1149	H1 (5) Langley Park, Maidstone	KCC	£220k	S278	Delivered as part of the Langley Park development	N/A	Critical	N/A
HTSE6	Highway improvements Works to provide additional capacity.	Improvements to capacity at the A229/A274 Wheatsheaf junction	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permission MA/12/0986 Planning permission	H1 (7) North of Bicknor Wood, Maidstone H1 (8) West of Church Road, Maidstone H1 (9) Bicknor Farm, Maidstone H1 (10) South of Sutton Road, Maidstone	KCC	£483k plus statutory undertakings and potential land acquisition	Existing s106 contributions CIL	Outline design developed	Short term / Medium term	Critical	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			MA/12/0987 Planning permission MA/14/503167	H1 (27) Kent Police HQ, Maidstone H1 (28) Kent Police Training School, Maidstone H1 (29) New Line Learning, Maidstone							
HTSE7	Highway improvements Works to provide additional capacity.	Improvements to the approaches to the Bridge Gyratory signal junctions from the Wheatsheaf junction.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permission MA/12/0986 Planning permission MA/12/0987 Planning permission MA/14/503167	H1 (7) North of Bicknor Wood, Maidstone H1 (8) West of Church Road, Maidstone H1 (9) Bicknor Farm, Maidstone H1 (10) South of Sutton Road, Maidstone H1 (27) Kent Police HQ, Maidstone H1 (28) Kent Police Training School, Maidstone H1 (29) New Line Learning, Maidstone	KCC	Unknown	Existing s106 contributions CIL	Schemes being developed through the Transport Assessment for site H1 (10)	Short term / Medium term	Critical	Moderate
HTSE8	Public transport Measures to improve opportunities for access to the public transport network and improve network functionality	Extension and/or improvements to the frequency of bus services along the A274 Sutton Road to connect the allocated sites with the Town Centre.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Arriva Consultation 2015	H1 (5) Langley Park, Maidstone H1 (6) North of Sutton Road, Maidstone H1 (7) North of Bicknor Wood, Maidstone H1 (8) West of Church Road, Maidstone	Arriva / KCC	c2.7m	CIL	Discussions ongoing with Arriva to determine the most appropriate scheme	Short term / Medium term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
				H1 (9) Bicknor Farm, Maidstone H1 (10) South of Sutton Road, Maidstone H1 (27) Kent Police HQ, Maidstone H1 (28) Kent Police Training School, Maidstone							
HTSE9	Pedestrian environment Works to improve safety and accessibility.	Provision of a new footway on the northern side of Sutton Road.	Sustainable Transport DM24 Planning application MA/15/509015	H1 (10) South of Sutton Road, Maidstone	KCC	£550k	S106	Outline design developed	Short term	Critical	Low
HTSE10	Pedestrian environment and cycle provision Works to improve safety and accessibility	Provision of a Toucan crossing on A274 to connect site H1 (6) to site H1 (5).	Sustainable Transport DM24 Planning permission MA/13/0951	H1 (6) North of Sutton Road, Maidstone	KCC	Unknown	S106 / S278	Committed scheme under MA/13/0951.	Short term	Critical	Low
HTSE11	Cycle provision Works to improve safety and accessibility	Provision of a cycle route through sites H1 (5) and H1 (10) from the A274 in the vicinity of Langley Church to Brishling Lane.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Walking and Cycling Strategy 2011-31 Planning application MA/15/509015	H1 (5) Langley Park, Maidstone H1 (10) South of Sutton Road, Maidstone	KCC / Developer	Unknown	S106 / S278	Outline design developed	Short term	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTSE12	Cycle provision Works to improve safety and accessibility	Connections to the existing cycle network from Park Wood to the town centre	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Walking and Cycling Strategy 2011-31 Planning application MA/15/509015 Planning application MA/14/506264 Planning permission MA/13/1149	H1 (5) Langley Park, Maidstone H1 (9) Bicknor Farm, Maidstone H1 (10) South of Sutton Road, Maidstone	KCC	Unknown	S106 / S278	Outline design developed	Short term	Critical	Low
MAIDSTONE URBAN AREA – North West Maidstone Strategic Development Area											
HTNW1	Highway improvements Works to improve the functionality of the strategic road network	Interim improvement to M20 J5 roundabout including white lining scheme (located in Tonbridge and Malling Borough)	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permission MA/13/1749 Planning permission MA/13/1702 Planning permission MA/14/501209	H1 (1) Bridge Nurseries, Maidstone H1 (2) East of Hermitage Lane, Maidstone H1 (3) West of Hermitage Lane, Maidstone H1 (4) Oakapple Lane, Maidstone	Highways England / KCC	£43k	Existing S106 contributions	Scheme committed through MA/13/1749	Short term	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTNW2	Highway improvements Works to improve the functionality of the strategic road network	Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway (located in Tonbridge and Malling Borough).	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning application MA/14/503735 Planning application MA/14/503786 Planning permission MA/13/1702 Planning permission MA/14/501209	Scheme will support growth in and around north western Maidstone	Highways England / KCC	£383k plus statutory undertakings and potential land acquisition	Existing S106 contributions CIL	Outline design developed.	Medium term	Essential	Low
HTNW3	Highway improvements Works to provide additional capacity.	Reduction of the central island and regularisation of circulation areas at the Coldharbour roundabout (located in Tonbridge and Malling Borough).	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permission MA/13/1749	H1 (1) Bridge Nurseries, Maidstone H1 (2) East of Hermitage Lane, Maidstone H1 (3) West of Hermitage Lane, Maidstone H1 (4) Oakapple Lane, Maidstone	KCC	Unknown	Existing S106 contributions CIL	Outline design developed	Short term	Critical	Moderate
HTNW4	Highway improvements Works to provide additional capacity.	Provision of an additional lane at the Coldharbour roundabout (located in Tonbridge and Malling Borough).	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permission MA/14/501209 Planning permission MA/13/1749 Planning permission MA/13/1702 Planning application	Scheme will support growth in and around north western Maidstone	KCC	£2.6m	Existing S106 contributions CIL	Outline design developed	Medium / Long term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			MA/14/503735 Planning application MA/14/503786								
HTNW4	Highway improvements Works to provide additional capacity.	Capacity improvements at the junction of Fountain Lane and A26	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permission MA/13/1702 Planning application MA/14/503735 Planning application MA/14/503786 Planning application MA/13/2079	H1 (1) Bridge Nurseries, Maidstone H1 (2) East of Hermitage Lane, Maidstone H1 (3) West of Hermitage Lane, Maidstone H1 (4) Oakapple Lane, Maidstone	KCC	£400k	Existing S106 contributions CIL	Outline design developed	Short term	Critical	Moderate
HTNW5	Highway improvements Works to provide additional capacity.	Capacity improvements at the junction of Hermitage Lane and London Road, and widening of the A20 between the Hermitage Lane and Mills Road junctions (located in Tonbridge and Malling Borough).	Sustainable Transport DM24 Maidstone Joint Transport Board Report – October 2015	Development in north western Maidstone will place additional pressure on this junction.	KCC	£499k plus statutory undertakings and potential land acquisition	CIL	Outline design developed.	Short term / Medium term	Essential	Moderate
HTNW6	Highway improvements Works to provide additional capacity.	Capacity improvements at the 20/20 roundabout.	Sustainable Transport DM24	Development in north western Maidstone will place additional pressure on this roundabout.	KCC	Unknown	CIL	Further work required to develop scheme	Medium term	Desirable	High

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTNW7	Public transport Works to provide additional capacity.	Provision of a circular bus route to serve the north west Maidstone strategic development area.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permission MA/13/1702 Arriva Consultation 2015	H1 (2) East of Hermitage Lane, Maidstone	KCC / Arriva	£455k	Existing S106 contributions	Scheme committed through MA/13/1749	Short term	Essential	Low
HTNW8	Pedestrian environment Works to improve safety and accessibility.	Provision of a footway on the western side of Hermitage Lane and pedestrian crossing facilities, together with a footway to link to the existing pedestrian island on Hermitage Lane.	DM24 Sustainable Transport Planning permission MA/13/1702	H1 (3) West of Hermitage Lane	KCC	Unknown	S278	Scheme committed through MA/13/1702	Short term	Critical	Low
HTNW9	Pedestrian environment Works to improve safety and accessibility.	Provision of pedestrian crossing facilities on Hermitage Lane to the north of site H1 (2)	DM24 Sustainable Transport Planning permission MA/13/1749	H1 (2) East of Hermitage Lane	KCC	£16.5k	Existing S106 contributions	Scheme committed through MA/13/1749	Short term	Essential	Low
HTNW10	Cycle provision	Provision of a new cycle lane along B2246 Hermitage Lane	Sustainable Transport DM24 Walking and Cycling Strategy 2011-31 Integrated Transport Strategy 2011-31 Planning permission MA/13/1749	H1 (2) East of Hermitage Lane, Maidstone	KCC	£22k	Existing S106 contributions	Scheme committed through MA/13/1749	Short term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
MAIDSTONE URBAN AREA - Other											
HTUA1	Highway improvements Works to provide additional capacity	Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.	Sustainable Transport DM24 Mott McDonald A229 / Boughton Lane – Junction Review April 2016 SHEDLAA 2014 Planning application MA/13/2197 Planning application MA/14/503167 Planning permission MA/14/503167	H1 (29) New Line Learning, Loose H1 (53) Land at Boughton Lane, Loose H1 (54) Land at Boughton Mount	KCC	£150k plus statutory undertakings	Existing S106 contributions CIL	Outline design developed	Short term	Critical	Moderate
HTUA2	Highway improvements Works to provide additional capacity	Improvements to capacity at the A20/Willington Street junction	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning application MA/15/503288	EMP1 (5) Woodcut Farm, Bearsted	KCC	c£350k	S106 / S278	Outline design developed.	Short term	Critical	Low
HTUA3	Pedestrian and public transport improvements	Package of measures to provide bus stops, pedestrian refuges and improvements to the footway on the northern side of the A20 Ashford Road.	Sustainable Transport DM24 Planning application MA/15/503288	EMP1 (5) Woodcut Farm, Bearsted	KCC	Unknown	S106 / S278	Outline design developed.	Short term	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTUA4	Highway improvements Works to improve accessibility and provide additional capacity	Highway and footway improvements to North Street, Barming	Sustainable Transport DM24 SHEDLAA 2014 Planning application MA/14/506419	H1 (23) North Street, Barming	KCC	Unknown	S106 / S278	Committed scheme under planning application MA/14/506419	Short term	Critical	Low
HTUA5	Public transport Works to provide additional capacity.	Improvements to secure cycle parking at Bearsted Railway Station.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Cycle Parking Project Grant Agreement 2015	The scheme will benefit new and existing users.	MBC	Overall project cost £15k. This scheme is one of four within the project.	Local Sustainable Transport Fund	Scheme committed through Grant Agreement	Short term	Desirable	Low
HTUA6	Public transport Works to provide additional capacity.	Provision of additional car parking spaces Bearsted Railway Station.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31	H1 (31) Bearsted Station Goods Yard, Bearsted	Developer / South Eastern Trains	Unknown	Developer	Scheme for min. 10 spaces required under Policy H1 (31)	Short term	Essential	Low
HTUA7	Highway improvements Works to provide additional capacity	Part signalisation of the A229 Royal Engineers Roundabout, Maidstone	Sustainable Transport DM24 Mott McDonald Invicta, Maidstone: Junction Review May 2016	H2 (2) Invicta Barracks Broad Location	KCC	Unknown	Future s106 contributions	Concepts scheme developed	Long term	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
RURAL AREAS - Coxheath											
HTC1	Highway improvements Works to provide additional capacity and improve safety	Linton Crossroads junction improvements	DM24 Sustainable Transport Integrated Transport Strategy 2011-31 Mott McDonald Technical Note: Linton Crossroads Junction Capacity Assessment Results May 2016 Mott McDonald Linton Crossroads Study June 2015 SHEDLAA 2014 Planning permission MA/14/0836 Planning permission MA/14/0566	H1 (59) Heathfield, Heath Road, Coxheath H1 (60) Forstal Lane, Coxheath H1 (60) Junction of Church Street and Heath Road, Boughton Monchelsea H1 (61) North of Heath Road, Coxheath H1 (62) Clockhouse Farm, Coxheath Other development sites in Coxheath and Loose/Boughton Monchelsea are likely to have an impact on the junction.	KCC	£650k plus statutory undertakings	Existing S106 contributions CIL	Outline design completed	Short term / Medium term	Critical	Moderate
HTC2	Highway improvements Works to provide additional capacity and improve safety	Improvements at the junction of B2163 Heath Road and Stockett Lane	DM24 Sustainable Transport SHEDLAA 2014	H1 (58) Linden Farm, Coxheath H1 (60) Forstal Lane, Coxheath	KCC	Unknown	CIL	SHEDLAA identifies potential need for the scheme	Short term / Medium term	Desirable	High
HTC3	Public transport Measures to improve opportunities for sustainable transport and improve network functionality	Increased frequency of the No. 89 route	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Arriva Consultation 2015	Improvements will benefit new and existing users in and around the Coxheath area.	KCC / Arriva	c£900k	CIL	Discussions ongoing with Arriva	Short term / Medium term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTC4	Pedestrian environment Measures to improve safety and accessibility.	Provision of a formal footway link between site H1 (35) and Mill Lane.	DM24 Sustainable Transport SHEDLAA 2014	H1 (60) Forstal Lane, Coxheath	KCC	Unknown	S106	SHEDLAA identifies the need for the footway	Short term	Critical	Low
HTC5	Pedestrian environment and public transport Measures to improve safety and accessibility.	Package of measures including bus stop improvements on Heath Road, new footways and pedestrian crossings	DM24 Sustainable Transport Planning permission MA/14/0566	H1 (62) Clockhouse Farm, Coxheath	KCC	Unknown	S278	Scheme committed through MA/14/0566	Short term	Critical	Low
HTC6	Pedestrian environment Measures to improve safety and accessibility.	Extension of the footway on the western side of Stockett Lane to the access of site H1 (33)	DM24 Sustainable Transport SHEDLAA 2014	H1 (58) Linden Farm, Coxheath	KCC	Unknown	S278	Need for the scheme identified in the SHEDLAA	Short term	Critical	Low
HTC7	Pedestrian environment Measures to improve safety and accessibility.	Extension of the footway on the northern side of Heath Road to site H1 (61)	DM24 Sustainable Transport SHEDLAA 2014	H1 (61) North of Heath Road, Coxheath	KCC	Unknown	S278	Need for the scheme identified in the SHEDLAA	Short term	Critical	Low
RURAL AREAS - Harrietsham											
HTHA1	Highway improvements Works to improve safety	A20 Ashford Road highways improvements to include carriageway narrowing, reduction of the speed limit and pedestrian crossing facilities	DM24 Sustainable Transport Integrated Transport Strategy 2011-31 Planning permission MA/14/0828 Planning application	H1 (33) South of Ashford Road, Harrietsham H1 (34) Mayfield Nursery, Harrietsham H1 (35) Church Road, Harrietsham	KCC	£1.1m	Existing s106 contributions CIL	Detailed design work completed and costings developed	Short term	Critical	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			MA/13/1823 Planning application MA/14/0095 JMP A20 Stage 2 Report April 2014								
H2HA2	Pedestrian environment Measures to improve safety and accessibility.	Package of measures including the upgrading and realignment of part of Church Road, localised repositioning of white lining on the A20 and provision of a ghost island right turn lane; provision of new and improved footways and improvements to the existing "splitter island" to provide a pedestrian crossing point.	DM24 Sustainable Transport Planning application MA/14/0095	H1 (35) Church Road, Harrietsham	KCC	Unknown	S278	Scheme committed through planning permission MA/14/0095	Short term	Critical	Low
RURAL AREAS – Headcorn											
H2HE1	Highway improvements and pedestrian environment Works to improve safety and accessibility	Package of measures at Grigg Lane and Oak Lane, Headcorn including the provision of footways on Oak Lane, footway works on Grigg Lane and improvements at the junction of Oak Lane /Wheeler Street (A274)	DM24 Sustainable Transport Integrated Transport Strategy 2011-31 Planning permission MA/12/1949 Planning permission MA/13/1943 Planning application MA/15/501342	H1 (38) Grigg Lane and Lenham Road, Headcorn	KCC	Unknown	S106	Outline design work completed and scheme committed through planning permissions MA/12/1949 and MA/13/1943	Short term	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTHE2	Highway improvements Works to improve safety	Signalisation of the Kings Road / Mill Bank junction, Headcorn.	DM24 Sustainable Transport Integrated Transport Strategy 2011-31 Planning application MA/15/503325 Planning application MA/14/505162	H1 (37) Ulcombe Road and Millbank, Headcorn H1 (41) North of Lenham Road, Headcorn	KCC	Unknown	S106	Scheme committed under planning permission MA/15/503325	Short term	Critical	Low
HTHE3	Highway improvements Works to improve safety	Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn	DM24 Sustainable Transport Planning application MA/15/503325	H1 (37) Ulcombe Road and Millbank, Headcorn	KCC	Unknown	S278	Scheme committed under planning permission MA/15/503325	Short term	Critical	Low
HTHE4	Highway improvements and pedestrian environment Works to improve safety	Package of measures on Lenham Road, Headcorn including extension of the 30 mph limit, construction of appropriate visibility sightlines and new dropped kerb crossings.	DM24 Sustainable Transport Planning application MA/14/505162	H1 (41) North of Lenham Road, Headcorn	KCC	Unknown	S278	Scheme committed under planning permission MA/14/505162	Short term	Critical	Low
HTHE5	Pedestrian environment Measures to improve accessibility and safety	Provision of a footway along the A274 from the access to site EMP1 (2) to connect with the existing footway to the south, and provide pedestrian access to existing bus stops.	DM24 Sustainable Transport SHEDLAA 2014	EMP1 (2) West of Barradale Farm, Headcorn	KCC	Unknown	S106	Need for the scheme identified in the SHEDLAA.	Short term	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTHE6	Public transport Works to provide additional capacity.	Improvements to secure cycle parking at Headcorn Railway Station.	Sustainable Transport DM24 Cycle Parking Project Grant Agreement 2015 Integrated Transport Strategy 2011-31	The scheme will benefit new and existing users.	MBC	Overall project cost £15k. This scheme is one of four within the project.	Local Sustainable Transport Fund	Scheme committed through Grant Agreement	Short term	Desirable	Low
LENHAM											
HTL1	Highway improvements and pedestrian environment Works to improve safety and accessibility	Extension of the 30 mph limit on the Old Ashford Road to site H1 (42) and extension of the footway on the northern side of the road.	DM24 Sustainable Transport SHEDLAA 2014	H1 (42) Tanyard Farm, Lenham	KCC	Unknown	S106	SHEDLAA identifies potential need for the scheme.	Short term	Essential	Moderate
HTL2	Highway improvements Works to provide additional capacity and improve accessibility.	Package of junction improvements in Lenham to accommodate the broad location	DM24 Sustainable Transport Mott McDonald Lenham – Transport Mitigation Study April 2016 Mott McDonald Lenham Addendum to Technical Note: Junction capacity assessment results August 2015 Mott McDonald Lenham Technical Note: Junction capacity assessment results July 2015	H2 (3) Lenham Broad Location	KCC	Unknown	CIL	Study identifies need for junction improvements and identifies potential concept solutions	Long term	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
MARDEN											
HTM1	Public transport Measures to improve functionality	Package of improvements to Marden Rail Station including provision of a new shelter, additional seats, CCTV and lighting as part of one scheme, and provision of a cycle park as part of another scheme.	DM24 Sustainable Transport Integrated Transport Strategy 2011-31 Planning permission MA/13/1291 Planning permission MA/13/1585 Planning permission MA/13/0693 Planning application MA/13/1928	H1 (44) Howland Road, Marden H1 (45) Stanley Farm, Marden H1 (46) The Parsonage, Marden H1 (47) Marden Cricket and Hockey Club H1 (48) Land south of The Parsonage, Marden	Unknown	South Eastern Trains	Existing S106 contributions CIL	Outline design work completed	Short term	Essential	Low
HTM2	Pedestrian environment and public transport Measures to improve functionality, safety and accessibility.	Package of measures including the upgrading of the zebra crossing on Goudhurst Road to a pelican crossing, the provision of a pedestrian crossing on Church Green, traffic calming measures and improvements to bus infrastructure.	DM24 Sustainable Transport Planning permission MA/13/1585 Planning permission MA/13/0693 Planning application MA/13/1928	H1 (45) Stanley Farm, Marden H1 (46) The Parsonage, Marden H1 (47) Marden Cricket and Hockey Club	KCC	Unknown	S278	Committed through planning permissions MA/13/1585, MA/13/0693 and MA/13/1928	Short term	Critical	Low
HTM3	Pedestrian environment Measures to improve safety and accessibility.	Footpath widening and traffic calming on Howland Road, Marden	DM24 Sustainable Transport Planning permission MA/13/1291	H1 (44) Howland Road, Marden	KCC	Unknown	S278	Committed through planning permission MA/13/1291	Short term	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
STAPLEHURST											
HTS1	Highway improvements Works to provide additional capacity	Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road, Staplehurst.	DM24 Sustainable Transport Integrated Transport Strategy 2011-31 Planning application MA/14/502010 Planning application MA/14/505432 SHEDLAA 2014 Mott McDonald Staplehurst Study 2015	H1 (49) Hen and Duckhurst Farm, Staplehurst H1 (50) Fishers Farm, Staplehurst	KCC	£172k plus statutory undertakings	Existing S106 contributions CIL	Outline design work completed	Short term	Critical	Moderate
HTS2	Pedestrian environment, public transport, highway safety and cycle provision Measures to improve safety and accessibility.	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.	DM24 Sustainable Transport Planning application MA/14/505432	H1 (50) Fishers Farm, Staplehurst	KCC	Unknown	S278	Scheme to be committed through planning application MA/14/505432	Short term	Critical	Low
HTS3	Pedestrian environment, public transport and highway safety. Measures to improve functionality, safety and accessibility.	Package of measures in north western Staplehurst including the provision of pedestrian and cycle links to the railway station, provision of a pedestrian and cycle crossing on Marden Road. bus infrastructure improvements, traffic calming and the	DM24 Sustainable Transport Planning application MA/14/502010	H1 (49) Hen and Duckhurst Farm, Staplehurst	KCC	Unknown	S278	Scheme to be committed through planning application MA/14/502010	Short term	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
		extension of the 30 mph limit on Marden Road.									
HTS4	Public transport Measures to improve functionality and provide additional capacity.	Improvements to public and passenger facilities at Staplehurst Rail Station.	DM24 Sustainable Transport Integrated Transport Strategy 2011-31 Planning application MA/14/502010 Planning application MA/14/505432	H1 (49) Hen and Duckhurst Farm, Staplehurst H1 (50) Fishers Farm, Staplehurst H1 (51) North of Henhurst Farm, Staplehurst	Network Rail / South Eastern Trains	£1.1m	Existing S106 contributions CIL	Outline design developed	Short term	Essential	Moderate
HTS5	Public transport Measures to improve functionality and provide additional capacity.	Increased frequency of the No. 5 route to provide a half hourly service	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Arriva Consultation 2015 Planning application MA/14/502010 Planning application MA/14/505432	Improvements will benefit new and existing users in and around the Staplehurst area.	KCC / Arriva	£439k	Future S106 contributions	Discussions ongoing with Arriva	Short term / Medium term	Essential	Moderate
YALDING											
HTY1	Pedestrian environment Measures to improve safety and accessibility.	Extension of the footway along Vicarage Road to site H1 (46)	DM24 Sustainable Transport SHEDLAA	H1 (67) Vicarage Road, Yalding	KCC	Unknown	S106	Further work required to develop outline scheme.	Short term	Critical	Low
HTY2	Highway improvements Works to improve safety	Safety improvements to level crossing at Hampstead Lane, Yalding	DM24 Sustainable Transport SHEDLAA 2014	RMX1 (4) Former Syngenta Works, Yalding	Network Rail / South Eastern Trains	Unknown	S106	Further work required to develop outline scheme.	Short term / Medium term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTY3	Highways improvements Measures to improve accessibility and safety	Provision of a right turn lane on Hampstead Lane at its junction with Maidstone Road	DM24 Sustainable Transport Integrated Transport Strategy 2011-31 SHEDLAA 2014	RMX1 (4) Former Syngenta Works, Yalding	KCC	Unknown	S106	Further work required to develop outline scheme.	Short term / Medium term	Critical	Low
OTHER RURAL AREAS											
HTR1	Public transport Works to provide additional capacity.	Improvements to secure cycle parking and installation of CCTV at Hollingbourne Railway Station.	Sustainable Transport DM24 Cycle Parking Project Grant Agreement 2015	The scheme will benefit new and existing users.	MBC	Overall project cost £15k. This scheme is one of four within the project.	Local Sustainable Transport Fund	Scheme committed through Grant Agreement	Short term	Desirable	Low
BOROUGH-WIDE											
HTB1	Pedestrian environment, cycle provision and public transport Measures to improve quality, functionality and accessibility of sustainable transport networks.	Measures to improve sustainable transport infrastructure across the borough to deliver strategic objectives of the Local Plan, the Integrated Transport Strategy and the Walking and Cycling Strategy. Further work is required to determine and/or prioritise individual schemes.	DM24 Sustainable Transport SP4 Maidstone Town Centre Integrated Transport Strategy 2011-31 Walking and Cycling Strategy 2011-31 Neighbourhood Development Plans	Improvements will benefit new and existing users and encourage further use of sustainable transport options.	KCC / MBC / Parish Councils / South Eastern Trains / Voluntary and community bodies	Unknown	Existing S106 contributions CIL DfT Sustainable Travel "Access" Fund DfT Integrated Transport block funding	Various schemes at different stages of development.	Varies	Essential / Desirable	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
SCHEDULE B: EDUCATION PROVISION											
MAIDSTONE URBAN AREA											
EDM1	Secondary education Measures to provide additional capacity	Provision of a 6FE secondary school on land adjacent to Invicta Grammar School and Valley Park School, Maidstone	The Valley Invicta Academy Trust has confirmed that the application for Free School status has been approved, funding is provisionally secured and they are preparing a planning application. KCC School Commissioning Plan 2016 – 2020.	Housing development across the borough will generate the need for additional secondary school places	VIAT / DfE	Unknown	DfE have provisionally agreed to fund the school	Planning application is being prepared and due for submission summer 2016.	Short term	Essential	Moderate
EDM2	Secondary education Measures to provide additional capacity	1FE expansion of The Maplesden Noakes School, Maidstone	KCC School Commissioning Plan 2016 – 2020. Planning permission MA/14/501209 Planning permission MA/13/1749 Planning permission MA/14/504795	Housing development across the borough will generate the need for additional secondary school places	KCC	£3.0m	Existing S106 contributions CIL	Need for the scheme established through the planning permissions	Short term	Essential	Moderate
EDM3	Secondary education Measures to provide additional capacity	1FE expansion of The Maidstone Grammar School, Maidstone	KCC School Commissioning Plan 2016 – 2020. Planning permission MA/13/1149 Planning permission MA/13/0951 Planning permission MA/13/1523 Planning	Housing development across the borough will generate the need for additional secondary school places	KCC	£3.0m	Existing S106 contributions CIL	Identified in the Commissioning Plan for delivery by 2018-19	Short term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			permission MA/13/1585 Planning permission MA/15/503325								
EDM4	Primary education Measures to provide additional capacity	Provision of a new 2FE primary school on site H1 (2) Land East of Hermitage Lane, Maidstone	KCC School Commissioning Plan 2016 – 2020. Planning permission MA/14/501209 Planning permission MA/13/1749 Planning permission MA/14/503735	Housing development in north western Maidstone, in particular, will generate the need for additional primary school places in this area	KCC	£6.0m	Existing S106 contributions CIL	Identified in the Commissioning Plan for delivery between 2019 and 2022.	Short term / Medium term	Critical	Moderate
EDM5	Primary education Measures to provide additional capacity	Provision of a new 2FE primary school on site H1 (5) Langley Park, Maidstone	KCC School Commissioning Plan 2016 – 2020. Planning permission MA/13/1149 Planning permission MA/13/0951 Planning permission MA/13/1523 Planning permission MA/12/0986 Planning permission MA/12/0987	Housing development in south eastern Maidstone, in particular, will generate the need for additional primary school places in this area	KCC	£6.0m	Existing S106 contributions CIL	Identified in the Commissioning Plan for delivery by 2016-17	Short term	Critical	Moderate
EDM6	Primary education Measures to provide additional capacity	Provision of a new primary school up to 2FE on site H1 (10) South of Sutton Road, Maidstone	KCC School Commissioning Plan 2016 – 2020. Planning application MA/15/509015	Development at site H1 (10) will generate the need for a new primary school. The capacity required is dependent upon the number of	KCC	1FE = £4.5m 2FE = £6.0m	Future S106 contributions	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020.	Medium term	Critical	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			KCC R19 Representation on MBLP.	pupils generated by the development: >210 pupils = 1FE school; 210> pupils = 2FE school.							
EDM7	Primary education Measures to provide additional capacity	Up to 1FE expansion of Greenfields Community Primary School, Maidstone	KCC School Commissioning Plan 2016 – 2020. KCC R19 Representation on MBLP.	Development at site H1 (8) will generate the need for additional primary school places.	KCC	£1.77m	Future S106 contributions	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020.	Medium term	Essential	Moderate
EDM8	Primary education Measures to provide additional capacity	1FE expansion of South Borough Primary School, Maidstone	KCC School Commissioning Plan 2016 – 2020. Planning permission MA/14/504795 Planning permission MA/13/2038	Housing development within Maidstone urban area will generate the need for additional primary school places in this area	KCC	£2.6m	Existing S106 contributions	Identified in the Commissioning Plan for delivery by 2016-17	Short term	Essential	Moderate
EDM9	Primary education Measures to provide additional capacity	Provision of a new 2FE primary school within Broad Location H2 (2) Invicta Barracks, Maidstone	KCC School Commissioning Plan 2016 – 2020. KCC R19 Representation on MBLP.	Development at site H2 (2) will generate the need for a new primary school.	KCC	£6.0m	Future S106 contributions	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020.	Long term	Critical	Moderate
RURAL AREAS											
EDR1	Secondary education Measures to provide additional capacity	1FE expansion of Cornwallis Academy, Loose, Maidstone	KCC School Commissioning Plan 2016 – 2020. Planning permission MA/14/502010 Planning permission MA/14/0566 Planning	Housing development across the borough will generate the need for additional secondary school places	KCC	£3.0m	Existing S106 contributions CIL	Identified in the Commissioning Plan for delivery by 2018-19	Short term	Essential	Moderate

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (MAY 2016)											
Item Reference	Service and Issue	Output Scheme location, description and overall output	Justification Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding arrangements CIL, S106, S278 or other	Scheme status Study, concept, detailed design or committed	Timescale for delivery Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			permission MA/13/1149 Planning permission MA/13/0951 Planning permission MA/13/1523								
EDR2	Primary education Measures to provide additional capacity	1FE expansion of either Harrietsham Primary School or Lenham Primary School.	KCC School Commissioning Plan 2016 – 2020. Planning permission MA/14/0828 Planning permission MA/13/1823 Planning permission MA/14/0095 Planning permission MA/14/0475	Housing development in Harrietsham and Lenham, in particular, will generate the need for additional primary school places in this area	KCC	£1.77m	Existing S106 contributions CIL	The timing and location of this scheme is currently under review pending the outcome of feasibility studies.	Short term / Medium term	Essential	Moderate
EDR3	Primary education Measures to provide additional capacity	0.6FE expansion of Marden Primary School.	KCC School Commissioning Plan 2016 – 2020. Planning permission MA/13/1291 Planning permission MA/13/1585 Planning permission MA/13/0693 Planning permission MA/13/1928	Housing development in Marden, in particular, will generate the need for additional primary school places in this area	KCC	£1.439m	Existing S106 contributions CIL	Identified in the Commissioning Plan for delivery by 2017-18	Short term	Essential	Moderate

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Item Reference	Service and Issue	Output Scheme location, description and overall output	Justification Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding arrangements CIL, S106, S278 or other	Scheme status Study, concept, detailed design or committed	Timescale for delivery Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
EDR4	Primary education Measures to provide additional capacity	1FE expansion of Headcorn Primary School.	KCC School Commissioning Plan 2016 – 2020. Planning permission MA/14/502010 Planning permission MA/15/503325	Housing development in Headcorn, in particular, will generate the need for additional primary school places in this area	KCC	£4.0m	Existing S106 contributions CIL	Identified in the Commissioning Plan for delivery by 2017-18	Short term	Essential	Moderate
EDR5	Primary education Measures to provide additional capacity	0.5FE expansion of Staplehurst Primary School	KCC School Commissioning Plan 2016 – 2020.	Housing development in Staplehurst, in particular, will generate the need for additional primary school places in this area	KCC	£885k	CIL	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020.	Medium term	Essential	Moderate
EDR6	Primary education Measures to provide additional capacity	Provision of a new 2FE primary school with Broad Location H2 (2), Lenham	KCC School Commissioning Plan 2016 – 2020. KCC R19 Representation on MBLP.	Development at site H2 (3) will generate the need for a new primary school.	KCC	£6.0m	CIL	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020.	Long term	Critical	Moderate

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Item Reference	Service and Issue	Output Scheme location, description and overall output	Justification Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding arrangements CIL, S106, S278 or other	Scheme status Study, concept, detailed design or committed	Timescale for delivery Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
SCHEDULE C: HEALTH PROVISION											
MAIDSTONE URBAN AREA											
HPU1	GP Surgeries Measures to improve quality and/or provide additional capacity	Brewer Street Surgery, Maidstone. Works including extension to provide additional consulting and administration areas together with improvements to patient access and facilities and storage.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/13/1749	Development within central and northern Maidstone, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£224k	Existing S106 contributions CIL	Study	Short term / Medium term	Essential	Moderate
HPU2	GP Surgeries Measures to improve quality and/or provide additional capacity	Bower Mount Medical Centre, Maidstone Works including refurbishment and internal reorganisation to provide additional consultation space.	Analysis undertaken by NHS/WKCCG – March 2016	Development within central and northern Maidstone, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£97k	CIL	Study	Short term / Medium term	Essential	Moderate
HPU3	GP Surgeries Measures to improve quality and/or provide additional capacity	The Vine Medical Centre, Maidstone Works including refurbishment and internal reorganisation to provide additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016	Development within central and northern Maidstone, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£150k	CIL	Study	Short term / Medium term	Essential	Moderate
HPU4	GP Surgeries Measures to improve quality and/or provide additional capacity	Barming Medical Practice, Maidstone Works including a small scale extension and internal reorganisation to provide additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/13/1702 Planning permission MA/13/2079	Development within north western Maidstone, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£150k	Existing S106 contributions CIL	Study	Short term / Medium term	Essential	Moderate

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Item Reference	Service and Issue	Output Scheme location, description and overall output	Justification Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding arrangements CIL, S106, S278 or other	Scheme status Study, concept, detailed design or committed	Timescale for delivery Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HPU5	GP Surgeries Measures to improve quality and/or provide additional capacity	Blackthorn Medical Centre, St Andrew's Road, Maidstone Works including internal redesign and reorganisation to provide additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/13/1749 Planning permission MA/13/1702	Development within north western Maidstone, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£150k	Existing S106 contributions CIL	Concept	Short term / Medium term	Essential	Moderate
HPU6	GP Surgeries Measures to improve quality and/or provide additional capacity	Aylesford Medical Centre (located in Tonbridge and Malling Borough) Works including refurbishment and internal reorganisation to provide additional consulting and administration areas together with improvements to patient access and facilities and storage.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/14/501209 Planning permission MA/13/1749 Planning permission MA/13/1702	Development within north western Maidstone, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£224k	Existing S106 contributions CIL	Study	Short term / Medium term	Essential	Moderate
HPU7	GP Surgeries Measures to improve quality and/or provide additional capacity	Allington Park Surgery or Allington Clinic, Maidstone Works including refurbishment and internal reorganisation to provide additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/13/1749 Planning permission MA/13/1702	Development within north western Maidstone, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£73k	Existing S106 contributions CIL	Concept	Short term / Medium term	Essential	Moderate
HPU8	GP Surgeries Measures to improve quality and/or provide additional capacity	The Mote Medical Practice, St Saviours Road, Maidstone Works including extension to provide additional consulting areas	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/13/1523 Planning	Development within south eastern Maidstone, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£275k	Existing S106 contributions CIL	Concept	Short term / Medium term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
		together with improvements to patient access and facilities.	permission MA/13/0951 Planning permission MA/13/1149 Planning permission MA/12/0986 Planning permission MA/12/0987								
HPU9	GP Surgeries Measures to improve quality and/or provide additional capacity	Orchard Medical Centre, Horseshoes Lane, Langley (located just outside of urban boundary) Works including extension to provide additional consulting areas together with improvements to patient access and facilities.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/13/1523 Planning permission MA/13/0951 Planning permission MA/13/1149 Planning permission MA/14/0475	Development within south eastern Maidstone, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£224k	Existing S106 contributions CIL	Concept	Short term / Medium term	Essential	Moderate
HPU10	GP Surgeries Measures to improve quality and/or provide additional capacity	Wallis Avenue Surgery, Maidstone Works including a small scale extension to provide additional consulting and nursing areas together with improvements to access, reception and waiting areas.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/13/1523 Planning permission MA/13/0951 Planning permission MA/13/1149	Development within south eastern Maidstone, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£170k	Existing S106 contributions CIL	Study	Short term / Medium term	Essential	Moderate

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Item Reference	Service and Issue	Output Scheme location, description and overall output	Justification Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding arrangements CIL, S106, S278 or other	Scheme status Study, concept, detailed design or committed	Timescale for delivery Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HPU11	GP Surgeries Measures to improve quality and/or provide additional capacity	Grove Park Surgery, Sutton Road, Maidstone Works including refurbishment and internal reorganisation to provide additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/13/1523 Planning permission MA/13/0951 Planning permission MA/13/1149	Development within south eastern Maidstone, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£93k	CIL	Study	Short term / Medium term	Essential	Moderate
HPU12	GP Surgeries Measures to improve quality and/or provide additional capacity	New Grove Green Medical Centre, Maidstone Works including refurbishment and internal reorganisation to provide additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016	Development within eastern Maidstone, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£243k	CIL	Study	Short term / Medium term	Essential	Moderate
HPU13	GP Surgeries Measures to improve quality and/or provide additional capacity	Bearsted Medical Practice Works including a small scale extension, refurbishment and internal reorganisation to provide additional consulting space.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/14/504795 Planning permission MA/14/0475	Development within eastern Maidstone, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£264k	Existing S106 contributions CIL	Study	Short term / Medium term	Essential	Moderate
HPU14	GP Surgeries Measures to improve quality and/or provide additional capacity	Sutton Valence Surgery Works including refurbishment and internal reorganisation to provide additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/14/504556	Development in and around Sutton Valence, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£100k	Existing S106 contributions CIL	Study	Short term / Medium term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HPU15	GP Surgeries Measures to improve quality and/or provide additional capacity	Cobtree Medical Practice, Sutton Valence Works including refurbishment and internal reorganisation to provide additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/13/1523 Planning permission MA/13/0951 Planning permission MA/13/1149 Planning permission MA/14/504556	Development in and around Sutton Valence, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£100k	Existing S106 contributions CIL	Study	Short term / Medium term	Essential	Moderate
HPU16	GP Surgeries Measures to improve quality and/or provide additional capacity	Boughton Lane Surgery, Loose Works including refurbishment and internal reorganisation to provide additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016	Development in and around Loose, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£50k	CIL	Study	Short term / Medium term	Essential	Moderate
RURAL AREA (INCL. RURAL SERVICE CENTRES AND LARGER VILLAGES)											
HPR1	GP Surgeries Measures to improve quality and/or provide additional capacity	Marden Medical Centre Works including extension and internal reorganisation to create additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/13/1585 Planning permission MA/13/1928 Planning permission MA/13/1291 Planning permission MA/13/0693	Development in and around Marden, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£378k	Existing S106 contributions CIL	Concept	Short term / Medium term	Essential	Moderate

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Item Reference	Service and Issue	Output Scheme location, description and overall output	Justification Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding arrangements CIL, S106, S278 or other	Scheme status Study, concept, detailed design or committed	Timescale for delivery Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HPR2	GP Surgeries Measures to improve quality and/or provide additional capacity	Glebe Medical Centre, Harrietsham Works including extension and internal reorganisation to provide additional consulting space together with improved patient facilities.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/14/0828 Planning permission MA/13/1823 Planning permission MA/14/0095 Planning permission MA/14/0475	Development in and around Harrietsham, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£339k	Existing S106 contributions CIL	Concept	Short term / Medium term	Essential	Moderate
HPR3	GP Surgeries Measures to improve quality and/or provide additional capacity	The Len Valley Practice, Lenham Works including extension and internal reorganisation to create additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/14/0095	Development in and around Lenham, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£207k	Existing S106 contributions CIL	Study	Short term / Medium term	Essential	Moderate
HPR4	GP Surgeries Measures to improve quality and/or provide additional capacity	Headcorn Surgery Works including extension and internal reorganisation to create additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/12/1949 Planning permission MA/13/1943	Development in and around Headcorn, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£370k	Existing S106 contributions CIL	Study	Short term / Medium term	Essential	Moderate
HPR5	GP Surgeries Measures to improve quality and/or provide additional capacity	Staplehurst Medical Centre Works including large extension and internal reorganisation to create additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/13/0693 Planning permission MA/14/502010	Development in and around Staplehurst, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£847k	Existing S106 contributions CIL	Study	Short term / Medium term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HPR6	GP Surgeries Measures to improve quality and/or provide additional capacity	Orchard Medical Centre, Coxheath Works including extension and internal reorganisation to create additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/13/2008 Planning permission MA/14/0836 Planning permission MA/13/1979 Planning permission MA/14/0566	Development in and around Coxheath, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£308k	Existing S106 contributions CIL	Detailed design	Short term / Medium term	Essential	Moderate
HPR7	GP Surgeries Measures to improve quality and/or provide additional capacity	Stockett Lane Surgery, Coxheath Works including internal reorganisation to provide additional consulting space.	Analysis undertaken by NHS/WKCCG – March 2016 Planning permission MA/13/2008 Planning permission MA/14/0836 Planning permission MA/13/1979 Planning permission MA/14/0566	Development in and around Coxheath, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£224k	Existing S106 contributions CIL	Detailed design	Short term / Medium term	Essential	Moderate
HPR8	GP Surgeries Measures to improve quality and/or provide additional capacity	Yalding GP Practice Works including extension and internal reorganisation to create additional capacity.	Analysis undertaken by NHS/WKCCG – March 2016	Development in and around Yalding, in particular, will generate the need for additional GP capacity within this area.	West Kent CCG and partners	£223k	CIL	Study	Short term / Medium term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
SCHEDULE D: SOCIAL AND COMMUNITY SERVICES											
SC1	Community Facilities Measures to provide additional facilities	Provision of a new community facility within site H1 (2) East of Hermitage Lane, Maidstone	Planning permission MA/13/1702	H1 (2) East of Hermitage Lane, Maidstone	Developer	Unknown	S106	Scheme committed through planning permission MA/13/1702	Short term	Critical	Low
SC2	Community Facilities Measures to provide additional facilities	Provision of a new community facility within site H1 (5) Langley Park, Maidstone	Planning permission MA/13/1149	H1 (5) Langley Park, Maidstone	Developer	Unknown	S106	Scheme committed through planning permission MA/13/1149	Short term	Critical	Low
SC3	Adult social care Measures to improve accessibility and provide additional capacity	Small scale improvements to existing infrastructure may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP.	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the Borough may place increased pressure on adult social care infrastructure.	KCC	Unknown	Existing S106 contributions CIL	Schemes to be developed through the lifetime of the MBLP.	Varies	Essential	Moderate
SC4	Community learning Measures to improve accessibility and provide additional capacity	Small scale improvements to existing infrastructure may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP.	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the Borough may place increased pressure on community learning infrastructure.	KCC	Unknown	Existing S106 contributions CIL	Schemes to be developed through the lifetime of the MBLP.	Varies	Essential	Moderate
SC5	Youth services Measures to improve accessibility and provide additional capacity	Small scale improvements to existing infrastructure and/or additional equipment may be required to support the delivery of new development	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the Borough may place increased pressure on youth services infrastructure.	KCC	Unknown	Existing S106 contributions CIL	Schemes to be developed through the lifetime of the MBLP.	Varies	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
		and specific schemes will be developed through the lifetime of the MBLP.									
SC6	Library provision Measures to provide additional capacity	Small scale improvements to existing infrastructure and/or additional equipment may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP.	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the Borough may place increased pressure on library infrastructure.	KCC	Unknown	Existing S106 contributions CIL	Schemes to be developed through the lifetime of the MBLP.	Varies	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
SCHEDULE E: PUBLIC SERVICES											
PS1	Ambulance service Measures to increase coverage	Expansion of existing Community First Responder (CFR) Scheme required in the Bearsted area.	Mapping and analysis undertaken by SECAmb – October 2015 Development in the Local Plan will result in c170 new homes in an area which SECAmb currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Bearsted area	SECAmb	£7k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	Moderate
PS2	Ambulance service Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Harrietsham area.	Mapping and analysis undertaken by SECAmb – October 2015 Development in the Local Plan will result in c242 new homes in an area which SECAmb currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Harrietsham area	SECAmb	£14k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	Moderate
PS3	Ambulance service Measures to increase coverage	Expansion of existing Community First Responder (CFR) Scheme required in the Lenham area.	Mapping and analysis undertaken by SECAmb – October 2015 Development in the Local Plan will result in c164 new homes in an area which SECAmb currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Lenham area	SECAmb	£7k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	Moderate
PS4	Ambulance service Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Marden area.	Mapping and analysis undertaken by SECAmb – October 2015	The scheme will benefit new and existing residents in the Marden area	SECAmb	£17.5k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			Development in the Local Plan will result in c447 new homes in an area which SECAMB currently cannot provide adequate emergency cover								
PS5	Ambulance service Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Staplehurst area.	Mapping and analysis undertaken by SECAMB – October 2015 Development in the Local Plan will result in c710 new homes in an area which SECAMB currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Staplehurst area	SECAMB	£28k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	Moderate
PS6	Ambulance service Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Headcorn area.	Mapping and analysis undertaken by SECAMB – October 2015 Development in the Local Plan will result in c417 new homes in an area which SECAMB currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Headcorn area	SECAMB	£17.5k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	Moderate
PS7	Ambulance service Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Yalding area.	Mapping and analysis undertaken by SECAMB – October 2015 Development in the Local Plan will result in c275 new homes in an area which SECAMB currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Yalding area	SECAMB	£10.5k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	Moderate

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (MAY 2016)											
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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
PS8	Ambulance service Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Hollingbourne area.	Mapping and analysis undertaken by SECAMB – October 2015 Development in the Local Plan will result in c39 new homes in an area which SECAMB currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Hollingbourne area	SECAMB	£7k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
SCHEDULE F: UTILITIES											
UT1	Water Supply Measures to increase capacity	8km of 300mm dia main from Charing to Headcorn area	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Marden, Staplehurst and Headcorn	SEW and contractors	£4.7m	Developer contributions off set by revenue and business plan funding.	Concept	Medium term	Critical	Moderate
UT2	Water Supply Measures to increase capacity	4km of 400mm dia main from Loose to Linton	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Coxheath	SEW and contractors	£2.5m	Developer contributions off set by revenue and business plan funding.	Concept	Medium term	Critical	Moderate
UT3	Water Supply Measures to increase capacity	Transfer main Kingshill to Allington	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Boughton Monchelsea, Chart Sutton, Downwood, Otham, Harrietsham and Lenham.	SEW and contractors	£1.6m	Developer contributions off set by revenue and business plan funding.	Concept	Short term	Critical	Moderate
UT4	Water Supply Measures to increase capacity	Transfer main Maidstone to Boughton	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Boughton Monchelsea, Chart Sutton, Downwood, Otham, Parkwood and Maidstone.	SEW and contractors	£1.9m	Developer contributions off set by revenue and business plan funding.	Concept	Short term	Critical	Moderate
UT5	Water Supply Measures to increase capacity	Transfer main at Penenden Heath	Hydraulic modelling using demand projections and resource availability from WRMP	EMP1 (5) Woodcut Farm, Maidstone	SEW and contractors	£1.4m	Developer contributions off set by revenue and business plan funding.	Concept	Short term	Critical	Moderate
UT6	Water Supply Measures to increase capacity	Local reinforcement at Yalding	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Yalding	SEW and contractors	£120k	Developer contributions offset by revenue	Awaiting application from developer	Short term	Essential	Moderate
UT7	Water Supply Measures to increase capacity	Local reinforcement at at Ulcombe Road, Headcorn	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Ulcombe Road, Headcorn.	SEW and contractors	£10k	Developer contributions off set by revenue	Awaiting application from developer	Medium term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
UT8	Waste Water Treatment Measures to provide additional capacity	Provision of additional waste water treatment capacity to serve development	Southern Water has advised that additional waste water treatment capacity may be required to accommodate development proposed in the MBLP but that this requirement should not be a constraint to development. Development in Harrietsham may require additional infrastructure however, other than capacity enhancements at Lenham (UT9) no further specific requirements have been identified.	All development must be adequately serviced by waste water treatment infrastructure.	Southern Water	Unknown	Southern Water through Periodic Review process.	Schemes will be developed through the Southern Water through Periodic Review process and in response to approaches from developers.	Varies	Critical	Low
UT9	Waste Water Treatment Measures to provide additional capacity	Provision of additional waste water treatment capacity to serve Lenham broad location development	Southern Water has advised that additional waste water treatment capacity will be required to serve the overall development of 1500 homes in Lenham. A new or amended environmental permit will be required from the Environment Agency in order to accommodate the capacity enhancements at Lenham WTW.	Policy H2 (3) Lenham broad location.	Southern Water	Unknown	Southern Water through Periodic Review process.	A feasibility study is required to determine whether the capacity can be provided at Lenham WTW in accordance with Environment Agency treatment standards or whether alternative solutions will be required.	Long term	Critical	Moderate
UT10	Sewerage infrastructure Works to provide connectivity and additional capacity where required	Each development site will generate the need for connectivity to the existing sewerage infrastructure network. Many of these	Southern Water has advised that connectivity and capacity enhancements to the sewerage infrastructure network will be required for many of the sites	Development across the Borough will generate the need for connectivity to the sewerage network which may also require capacity	Southern Water	Unknown	Southern Water Developers	Schemes to provide connectivity and potentially capacity enhancements will usually be developed either during or following	Varies	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
		connections will require off site works. Where there is insufficient capacity in the network to accommodate new development, new or improved sewerage infrastructure will also be required.	identified in the Local Plan Although in some cases adequate capacity may exist at this time, it is not possible to guarantee future reservation of this capacity	enhancements to accommodate the new development. Significant new or improved sewerage infrastructure will be required for H1 (10) South of Sutton Road, H1 (11) Springfield, H2 (2) Invicta Barracks and H2 (3) Lenham.				the development management process.			
UT11	Sewerage infrastructure Connectivity to the nearest point of adequate capacity	Southern Water has identified the following sites will require a connection to the local sewerage system at the nearest point of adequate capacity: H1 (1), H1 (2), H1 (3), H1 (4), H1 (5), H1 (6), H1 (7), H1 (8), H1 (9), H1 (10), H1 (11), H1 (17), H1 (21), H1 (27), H1 (29), H1 (32), H1 (35), H1 (37), H1 (38), H1 (39), H1 (41), H1 (42), H1 (44), H1 (45), H1 (46), H1 (47), H1 (48), H1 (49), H1 (50), H1 (51), H1 (53), H1 (54), H1 (55), H1 (56), H1 (58), H1 (59), H1 (60), H1 (61), H1 (62), H1 (67), RMX1 (4)	The delivery of development proposed in the MBLP is dependent upon connection to the nearest point of adequate capacity, as set out in Policy H1.	Development across the Borough will generate the need for connectivity to the sewerage network.	Southern Water	Unknown	Southern Water Developers	Schemes to provide connectivity will usually be developed either during or following the development management process.	Varies	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
SCHEDULE G: GREEN AND BLUE INFRASTRUCTURE											
GB1	Blue infrastructure improvements Works to improve fish passages	Yalding fish pass - This structure is 1 of 2 remaining obstructions to fish migration on the main stem of the river Medway. Yalding autosluice is a complete barrier to fish movement. 8.8 km of main river will be connected Yalding -TQ 6903 4977	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development. Will support Local Plan strategy incl. Policy SS1	Environment Agency	£300k	CIL Some match funding from DEFRA may be possible	Outline designs have been completed by EA awaiting funding to continue to project development	Short / Medium Term	Desirable	High
GB2	Blue infrastructure improvements Works to improve fish passages	East Farleigh fish pass - This structure is 1 of 2 remaining obstructions to fish migration on the main stem of the river Medway. East Farleigh lock is a complete barrier to fish movement. 10.5 km of main river will be connected. East Farleigh - TQ 7353 5356	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development. Will support Local Plan strategy incl. Policy SS1	Environment Agency	£300k	CIL Some match funding from DEFRA may be possible	Outline designs have been completed by EA awaiting funding to continue to project development	Short / Medium Term	Desirable	High
GB3	Blue infrastructure improvements Works to improve fish passages and river habitat	3 weir project – Gatehouse Farm (TQ7310746083) , New Lodge Farm (TQ7287046873) and Dairy House Farm (TQ7248047065) weirs are located on the Lesser Teise near Chainhurst. The weirs represent a total barrier to fish passage. Moreover, the weir contributes	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development. Will support Local Plan strategy incl. Policy SS1	EA, Teise Catchment Improvement Group, South East River Trust,	£150k	CIL Some match funding from DEFRA may be possible	Outline agreement from the angling club, landowner and EA has been received. Pending funding to continue	Short / Medium Term	Desirable	High

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
		to a lack of habitat diversity in the section of river upstream due to its impounding effect. 3.5 km of main river will be connected.									
GB4	Blue/Green infrastructure improvements Works to improve riparian habitats.	Sherway Stream Restoration Plan - From Headcorn North TQ8375143498 to Sherway Bridge TQ 8675944688 Design and deliver river restoration features which can improve the quality, quantity and connectivity of riparian habitats across key sites in this tributary of the Beult. Deliver workshops, landowner advice, site plans, community engagement, wetland creation, morphological improvements, increase the riparian buffer zone. 4.5 km of the Sherway Stream will be improved.	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development. Will support Local Plan strategy incl. Policy SS1	EA, Beult Catchment Improvement Group, Medway Valley Countryside Partnership, South East River Trust.	£150k	CIL Some match funding from DEFRA may be possible	Outline proposals and projects agreed. Funding required to further develop the project.	Short / Medium Term	Desirable	High
GB5	Blue/Green infrastructure improvements Works to improve riparian habitats.	Upper Loose Restoration Plan - From Langley TQ8050851552 to Loose TQ7565852214 Design and deliver river restoration features which	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development. Will support Local Plan strategy incl. Policy SS1	EA, Beult Catchment Improvement Group, Medway Valley Countryside Partnership, South East	£150k	CIL Some match funding from DEFRA may be possible	Outline proposals and projects agreed. Funding required to further develop the project.	Short / Medium Term	Desirable	High

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
		can improve the quality, quantity and connectivity of riparian habitats across key sites in this tributary of the Medway. Deliver workshops, landowner advice, site plans, community engagement, wetland creation, morphological improvements and eradication of invasive plant species. 5.2 km of the Loose Stream will be improved.			River Trust.						
GB6	Blue infrastructure improvements Fish monitoring	Introduction of a sustainable fish monitoring programme on the River Medway and its tributaries	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development. Will support Local Plan strategy incl. Policy SS1	Environment Agency	£30k	CIL	Outline designs have been completed by EA awaiting funding to continue to project development	Short / Medium Term	Desirable	High
GB7	Provision of open space Measures to improve accessibility and quantity of open space	Provision of 1.5ha of natural/semi natural open space at Oakapple Lane, Barming.	Open Space DM11 Open Space Allocations OS1 (1) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (4) Oakapple Lane, Maidstone	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
GB8	Provision of open space Measures to improve accessibility and quantity of open space	Provision of 7.65ha of informal open space (nature conservation area) on site H1 (5) Langley Park, Maidstone	Open Space DM11 Open Space Allocations OS1 (2) Planning permission MA/13/1149 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (5) Langley Park, Sutton Road, Maidstone	Developer	Unknown	S106	Committed through planning permission MA/13/1149	Short / Medium Term	Essential	Low
GB9	Provision of open space Measures to improve accessibility and quantity of open space	Provision 14ha of natural/semi-natural open space at South of Sutton Road, Langley	Open Space DM11 Open Space Allocations OS1 (3) Planning application MA/15/509015 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (10) South of Sutton Road, Langley	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
GB10	Provision of Open space Measures to improve accessibility and quantity of open space	Provision of 1.37ha of natural/semi-natural open space and 0.5ha allotments at South of Ashford Road	Open Space DM11 Open Space Allocations OS1 (4) Planning application MA/14/0828 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (33) South of Ashford Road, Harrietsham	Developer	Unknown	S106	Committed through planning permission MA/14/0828	Short / Medium Term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
GB11	Provision of Open space Measures to improve accessibility and quantity of open space	Provision of 0.91ha of natural/semi natural open space at Church Road, Harrietsham	Open Space DM11 Open Space Allocations OS1 (5) Planning application MA/14/0095 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (35) Church Road, Harrietsham	Developer	Unknown	S106	To be committed through planning application MA/14/0095	Short / Medium Term	Essential	Low
GB12	Provision of Open space Measures to improve accessibility and quantity of open space	Provision of 1.6ha of outdoor sports provision (3-5 sports pitches) at Kent Police HQ, Maidstone	Open Space DM11 Open Space Allocations OS1 (6) Planning applications MA/12/0986 and MA/12/0987 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (27) Kent Police HQ, Maidstone H1 (28) Kent Police training school, Maidstone	Developer	Unknown	S106	To be committed through planning application MA/12/0986	Short / Medium Term	Essential	Low
GB13	Provision of Open space Measures to improve accessibility and quantity of open space	Provision of 2.16ha of natural/semi natural open space at The Parsonage, Goudhurst Road, Marden	Open Space DM11 Open Space Allocations OS1 (7) Planning application MA/13/0693 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (46) The Parsonage, Goudhurst Road, Marden	Developer	Unknown	S106	Committed through planning permission MA/13/0693	Short / Medium Term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
GB14	Provision of Open space Measures to improve accessibility and quantity of open space	Provision of 0.5ha amenity green space at Heathfield, Coxheath	Open Space DM11 Open Space Allocations OS1 (8) Planning application MA/14/0836 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (59) Heathfield, Coxheath	Developer	Unknown	S106	To be committed through planning application MA/14/0836	Short / Medium Term	Essential	Low
GB15	Provision of Open space Measures to improve accessibility and quantity of open space	Provision of 2.4ha of natural/semi-natural open space at Cross Keys, Bearsted	Open Space DM11 Open Space Allocations OS1 (9) Planning application MA/14/504795 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (32) Cross Keys, Bearsted	Developer	Unknown	S106	To be committed through planning application MA/14/504795	Short / Medium Term	Essential	Low
GB16	Provision of Open space Measures to improve accessibility and quantity of open space	Provision of 1.22ha of natural/semi natural open space at North of Henhurst Farm, Staplehurst	Open Space DM11 Open Space Allocations OS1 (10) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (51) North of Henhurst Farm, Staplehurst	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
GB17	Provision of Open space Measures to improve accessibility and quantity of open space	Provision of 0.1ha amenity green space at Land at Lenham Road, Headcorn	Open Space DM11 Open Space Allocations OS1 (11) Planning application MA/14/505162 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (41) North of Lenham Road, Headcorn	Developer	Unknown	S106	To be committed through planning application MA/14/505162	Short / Medium Term	Essential	Low
GB18	Provision of Open Space Measures to improve accessibility and quantity of open space	Provision of 1.18ha Natural/semi natural open space at South of Grigg Lane, Headcorn	Open Space DM11 Open Space Allocations OS1 (12) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (39) South of Grigg Lane, Headcorn	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
GB19	Provision of Open space Measures to improve accessibility and quantity of open space	Provision of 1.12ha natural/semi natural open space at North of Heath Road, Coxheath	Open Space DM11 Open Space Allocations OS1 (13) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (61) North of Heath Road, Coxheath	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
GB20	Provision of Open space Measures to improve accessibility and quantity of open space	Provision of 4.4ha of natural/semi natural open space at Former Syngenta Works, Hampstead	Open Space DM11 Open Space Allocations OS1 (14)	RMX1 (4) Former Syngenta Works, Yalding	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
	space	Lane, Yalding	Qualitative Open Space Study 2014 Quantitative Open Space Study 2015								
GB21	Provision of Open space Measures to improve accessibility and quantity of open space	Provision of 1.49ha of natural/semi natural open space at Boughton Lane, Loose and Boughton Mon Chelsea	Open Space DM11 Open Space Allocations OS1 (15) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (53) Boughton Lane, Boughton Monchelsea and Loose	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
GB22	Provision of Open space Measures to improve accessibility and quantity of open space	Provision of 0.15ha of natural/semi natural open space.	Open Space DM11 Open Space Allocations OS1 (16) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (54) Boughton Mount, Boughton Lane, Boughton Monchelsea	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
GB23	Provision of Open space Measures to improve accessibility and quantity of open space	Provision of 0.15ha of natural/semi natural at Lyewood Farm, Boughton Monchelsea	Open Space DM11 Open Space Allocations OS1 (17) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (56) Lyewood Farm, Green Lane, Boughton Monchelsea	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
GB24	Provision of Open Space Measures to improve accessibility and quantity of open space	In addition to open space secured through OS1 allocations, on site open space will be sought through residential developments where this can be appropriately accommodated within the site. Where the full needs cannot be accommodated on site financial contributions towards improvements at existing facilities will be sought for any residual deficit in provision.	Open Space DM11 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	Residential allocations in the Local Plan.	Developers MBC Parish Councils	Unknown	S106	The need for open space provision is established through the Quantitative Open Space Study 2015	Varies	Essential	Low
GB25	Provision of Open Space Measures to improve accessibility and quantity of open space	Where development sites are unable to fully mitigate their quantitative impact on open space provision through provision of on-site open space, this may exacerbate existing deficiencies for certain open space typologies in some areas. Though the implementation of the GBI Strategy the Council will look for opportunities to address these deficiencies.	Open Space DM11 Green and Blue Infrastructure Strategy 2016. Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	Residential allocations in the Local Plan. Will support Local Plan strategy incl. Policy SS1 and implementation of the GBI Strategy 2016.	MBC Parish Councils	Unknown	CIL	Further work required through implementation of the GBI Strategy.	Varies	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
GB26	Green and Blue Infrastructure Improvements Measures to improve accessibility, connectivity, biodiversity and quality of green and blue infrastructure in the borough.	The Green and Blue Infrastructure Strategy 2016 identifies a series of measures in its Action Plan. Through the implementation of the GBI Strategy the Council will look for opportunities to deliver these actions, including through the use of developer contributions where appropriate.	Green and Blue Infrastructure Strategy 2016.	Not necessarily directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1 and implementation of the GBI Strategy 2016.	MBC Parish Council Community and voluntary groups	Unknown	Various potential sources including CIL	Actions identified through the GBI Strategy 2016	Varies	Desirable	Moderate
SCHEDULE H: FLOOD PREVENTION AND MITIGATION											
FP1	Flood management improvements Works to reduce the potential impacts of flooding	Construction of a scheme of defences to reduce the risk of flooding in Collier Street and communities from Yalding to Maidstone	R Medway CFMP 2008 Middle Medway Strategy 2007 revised 2010	The scheme will benefit new and existing properties located on this part of the River Medway flood zone. The risk of flooding to 3202 properties will be reduced	Environment Agency, MBC, TMBC, KCC	£25m	CIL Currently Defra are supplying 50% of the projected cost. The remainder is anticipated to be supplied by KCC. In turn KCC have an expectation that MBC and TMBC will contribute	Outline design being developed. Business case to be submitted in 2018.	Short / Medium Term	Essential	Moderate
FP2	Flood management improvements Works to reduce the potential impacts of flooding	Property level protection for 30 houses and the school which are at risk of flooding from the moat stream in Headcorn. The properties are in Oak Farm Gardens, Kings Road, Moat Road and The Uptons also Headcorn primary school	River Medway Flood Mapping and Modelling 2008 and 2014 The impact of flooding to 30 properties will be reduced	The scheme will benefit existing properties in Headcorn	EA, MBC	£170k	Defra FDGIA The EA can provide matched funding for 50% total cost. CIL	Proposed means to reduce risk would be property level protection.	Short / Medium Term	Desirable	High

