

AGENDA

STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE MEETING



Date: Monday 18 April 2016
Time: 6.30 pm
Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Burton (Chairman), English,
Mrs Gooch, Mrs Grigg, D Mortimer,
Paine, Springett, de Wiggondene and
Mrs Wilson

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1. Apologies for Absence
2. Notification of Substitute Members
3. Urgent Items
4. Notification of Visiting Members

Continued Over/:

Issued on Friday 8 April 2016

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**Alison Broom, Chief Executive, Maidstone Borough Council,
Maidstone House, King Street, Maidstone Kent ME15 6JQ**

5. Disclosures by Members and Officers
6. Disclosures of Lobbying
7. To consider whether any items should be taken in private because of the possible disclosure of exempt information
8. Minutes of the Meeting held on 8 March 2016 1 - 8
9. Presentation of Petitions (if any)
10. Questions and answer session for members of the public
11. Report of the Head of Planning and Development - Maidstone Borough Local Plan: main outcomes of the Regulation 19 consultation and Proposed Changes 9 - 51
12. Report of the Head of Planning and Development - Infrastructure Delivery Plan (April 2016) 52 - 148

MAIDSTONE BOROUGH COUNCIL

STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE

MINUTES OF THE MEETING HELD ON TUESDAY 8 MARCH 2016

Present: Councillor Mrs Grigg (Chairman), and
Councillors Mrs Blackmore, English, Garland, Mrs
Gooch, D Mortimer, Paine, Mrs Stockell and Mrs
Wilson

Also Present: Councillors Boughton and Harper

1. APOLOGIES FOR ABSENCE

Apologies were received from Councillors:

- Burton
- Springett
- de Wiggondene

2. NOTIFICATION OF SUBSTITUTE MEMBERS

The following substitute Members were noted:

- Councillor Mrs Stockell for Councillor de Wiggondene
- Councillor Blackmore for Councillor Burton – from 6:35pm
- Councillor Garland for Councillor Mrs Springett – from 6:37pm

3. NOTIFICATION OF VISITING MEMBERS

It was noted that Councillor Boughton was in attendance to speak on items 14 and 15 and Councillor Harper was in attendance to speak on items 14 and 18.

4. URGENT ITEMS

The Chairman stated that, in her opinion, the update report of the Head of Planning for item 12 – North Loose Neighbourhood Plan, should be taken as an urgent item as it contained further information relating to the agenda item.

5. DISCLOSURES BY MEMBERS AND OFFICERS

It was noted that Councillor Mrs Stockell declared she was a member of the Highways Committee of Kent County Council.

There were no further disclosures by Members or Officers.

6. DISCLOSURES OF LOBBYING

It was noted that the following Members had been lobbied on the items detailed:

Councillor Mortimer – item 18 Scope and costs required to implement 20MPH speed limits within the Borough of Maidstone.

Councillor Mrs Grigg – items 13 Draft Low Emissions Strategy, item 14 Response to consultation on 'A new approach to rail passenger services in London and the South East' and Kent County Council's draft consultation on the new South Eastern Franchise and item 18 Scope and costs required to implement 20MPH speed limits within the Borough of Maidstone.

Councillor English – item 15 Response to consultation by Highways England on proposed Lower Thames Crossing and item 18 Scope and costs required to implement 20MPH speed limits within the Borough of Maidstone.

7. MINUTES OF THE MEETING HELD ON 9 FEBRUARY 2016

RESOLVED:

That the minutes of the meeting held on 9 February 2016 be approved as a correct record and signed by the Chairman subject to a correction to minute 224 – Teston and Aylesford Tow Path Scheme be changed to Barming and Aylesford Tow Path Scheme.

8. PRESENTATION OF PETITIONS (IF ANY)

There were no petitions.

9. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

There were no questions from members of the public.

10. EXEMPT ITEMS

RESOLVED:

That items on the agenda be taken in public as proposed.

11. COMMITTEE WORK PROGRAMME FOR NOTING

The Committee noted that the following items on the Committee's work programme had been moved to a meeting in the new municipal year 2016/17:

- Report to consider the resources needed to provide the planning service;
- CIL Draft Charging Schedule; and,
- Brunswick Road car park.

12. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - NORTH LOOSE NEIGHBOURHOOD PLAN

The Committee considered the Urgent Update Report of the Head of Planning and Development giving details of the result of the referendum for the North Loose Neighbourhood Development Plan (NLNDP) held on 3 March 2016.

The Committee noted the results as follows:

- Total number of votes cast were 1,410
- Of those 1,322 votes were 'Yes'; and,
- 77 were 'No'.

The Committee also noted the significance of the NLNDP being the first one in the Borough to reach this stage of the process and congratulated North Loose Neighbourhood Forum on their hard work.

RESOLVED:

The Committee noted the 'Yes' result of the North Loose Neighbourhood Development Plan referendum of 3 March 2016.

That the Committee recommends to Council that the North Loose Neighbourhood Development Plan be made and becomes part of the Development Plan for Maidstone.

Voting: For – 9 Against – 0 Abstentions – 0

13. REPORT OF THE HEAD OF HOUSING AND COMMUNITY SERVICES - DRAFT LOW EMISSION STRATEGY CONSULTATION RESPONSE

The Senior Scientific Officer and the Mid-Kent Environmental Protection Team Leader introduced the report and gave an overview of the current position of the strategy.

The Committee considered the report and noted the decision of the Communities, Housing and Environment Committee at their meeting of 16 February 2016.

Members raised concern over the low response rate to the public consultation for the strategy. Concern was also raised regarding the lack of consultation with parish councils, Borough Councillors and other interested groups.

The Committee heard that a workshop was planned for after the elections in May 2016. The workshop would be open to all Members of the council to look at what Members wanted to implement through the strategy and to develop the Action Plan. The Committee agreed the workshop should be held before the elections.

The Head of Planning and Development stated that air quality was an important aspect of the planning process. It was intended that a Supplementary Planning Document would be developed where detailed mitigation measures would be stated to improve air quality in the borough.

RESOLVED:

That the Communities, Housing and Environment Committee be recommended to fix a date for the Low Emission Workshop, as early as possible before the elections in May 2016, inviting all Borough Councillors to attend, to establish the parameters of the Low Emissions Action Plan.

Voting: For – 8 Against – 1 Abstentions – 0

14. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - RESPONSE TO CONSULTATION ON 'A NEW APPROACH TO RAIL PASSENGER SERVICES IN LONDON AND THE SOUTH EAST' AND KENT COUNTY COUNCIL'S DRAFT CONSULTATION ON THE NEW SOUTH EASTERN FRANCHISE

The Committee considered the revised Maidstone Borough Council responses to the consultation on 'A new approach to rail passenger services in London and the South East' and Kent County Council's Draft Consultation on the New South Eastern Franchise. The responses had been revised from the original report to the Committee on 9 February 2016 to clearly state the Council's priorities for rail transport for the Borough.

Councillors Harper and Boughton addressed the Committee.

The Committee generally agreed the responses were clearer.

During the discussion the Committee asked for the following additions and amendments to be included in the response to the consultation:

- Question 2 – add – that frequent services from Marden, Staplehurst and Headcorn to Canon Street and Kings Cross be continued and the maintenance of the journey time to less than one hour.
- In the interests of everyone - stations along the Medway Valley Line be staffed daily from 8am to 5pm.
- Question 6 – the forth bullet point be move up to become part of the third bullet point to clarify the point made in the third bullet point.

Decision Made

1. That the suggested responses to the prospectus document 'A New Approach to Rail Passenger Services in London and the South East', as set out in the report of 8 March 2016, be agreed subject to the inclusion of the points raised by the Committee and noted in the Minutes, and the report be forwarded to Transport for London prior to 18 March 2016.

Voting: For – 9 Against – 0 Abstentions - 0

2. That the suggested responses to the consultation by Kent County Council on the new Southeastern Franchise be agreed, subject to the inclusion of the points raised by the Committee and noted in the Minutes, and the document be forwarded to the Principal Transport Planner – Rail at Kent County Council.

Voting: For – 9 Against – 0 Abstentions – 0

15. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - RESPONSE TO CONSULTATION BY HIGHWAYS ENGLAND ON PROPOSED LOWER THAMES CROSSING

The Committee considered the proposed response set out in section 4 of the report to be forwarded to Highways England as the Council's formal response to the Lower Thames Crossing Consultation.

The Committee heard the proposed new Lower Thames Crossing would have no direct impact on the borough of Maidstone but could result in economic benefits.

Highways England had stated the environmental issues created by the new crossing could be mitigated.

Kent County Council supported the Western Southern Link as it was considered would create less impact. The proposed response from Maidstone Borough Council supported the Eastern Southern Link.

Councillor Boughton addressed the Committee.

The Committee agreed they were not against the Western Southern Link and requested that this be reflected in the Council's consultation response.

RESOLVED:

That the proposed response, set out in section 4 of the report dated 8 March 2016, be agreed subject to the amendment of the response to Question 5 (paragraph 4.8 of the report) to read 'tends to agree' in relation to the Western Southern Link. The responses then be forwarded to Highways England as the Council's formal response to the Lower Thames Crossing Consultation by the deadline of 24 March 2016.

Voting: For – 9 Against – 0 Abstentions – 0

16. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - CONSULTATION ON PROPOSED CHANGES TO NATIONAL PLANNING POLICY

The Committee considered the Council's response to the National Planning Policy Framework consultation which had been submitted by the deadline

of 22 February 2016 and which Councillor Burton had be involved in formulating.

RESOLVED:

That the response to the consultation on proposed changes to the National Planning Policy Framework, set out in Appendix 1 of the report dated 8 March 2016, and submitted to the Department of Communities and Local Government be noted.

17. **REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - RE-ESTABLISHMENT OF MAIDSTONE BOROUGH TRANSPORT USER GROUP**

The Committee considered the re-establishment of the Maidstone Transport Users Group. The Committee were reminded the recommendation for the group came from a Scrutiny Review of Transport in Maidstone during 2014/15. The recommendation came as a result of a suggestion from service providers during the review.

During discussions the following concerns were raised:

- Clear Terms of Reference would be needed for the Group.
- The group should not discuss specific service issues and should focus on strategic public transport issues.
- The suggested membership of the group was potentially weighted in favour of parish councils.
- Bus service operators should be included as members.
- Clear lines of communication for the group should be established.
- Duplication of work carried out by other groups should be avoided.
- The group should be a Transport Operators Group as opposed to a transport users group. Service users could be represented by parish councils via the membership of the Kent Association of Local Councils (KALC).

RESOLVED:

1. That a Maidstone Transport Operators Group be established.
2. That at the first meeting of the Maidstone Transport Operators Group the Terms of Reference be established to include the appointment of a Maidstone Borough Councillor as Chairman of the Group.
3. That in the initial year of the Maidstone Transport Operators Group quarterly meetings be held with a review of the Group's effectiveness carried out at the end of the first year and reported back to the Strategic Planning, Sustainability and Transportation Committee.

4. That invitations to establish the membership of the Maidstone Transport Operators Group be extended to the following:

- Maidstone Borough Council Officers
- Kent County Council Officers
- Arriva
- NuVenture
- Rail Services Providers for the Borough
- Highways England
- 1 representative from the Kent Association of Local Councils (KALC)

5. That quarterly reports to the Strategic Planning, Sustainability and Transportation Committee from the Maidstone Transport Operators Group be provided.

18. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - SCOPE AND COSTS REQUIRED TO IMPLEMENT 20 MPH SPEED LIMITS WITHIN THE BOROUGH OF MAIDSTONE

The Committee considered the report and whether to request officers undertake or commission further work on the 20 mile per hour scheme, and to consider the Maidstone Urban Area, the five Rural Service Centres and five Larger Villages as suitable scheme areas.

The Committee heard that support from Kent County Council would be required if it was decided to pursue the introduction of 20 MPH speed limits in the Borough.

Initial indications were that signage alone would cost in the region of £1m and an initial study carried out by a consultant would cost in the region of £20k.

Councillor Harper addressed the Committee.

The Committee raised concerns regarding the potential cost and the importance of Officer resources concentrating on the adoption of the Maidstone Borough Local Plan.

The Committee were informed by the Head of Planning and Development that there was a need for Officers to concentrate on the formulation of the Integrated Transport Strategy (ITS). The ITS was supporting evidence for the Local Plan. Pilot studies could be signposted in the ITS with specific locations named.

RESOLVED:

That in the Local Plan period pilot studies be undertaken of certain sections of highway in Maidstone where there is acknowledged pedestrian and vehicular conflict and where there is resident support in order to deliver 20 mph speed limit areas.

Voting: For - 9 Against - 0 Abstentions - 0

19. DURATION OF THE MEETING

6:30pm to 8:59pm.

**STRATEGIC PLANNING
SUSTAINABILITY &
TRANSPORT COMMITTEE**

18TH April 2016

Is the final decision on the recommendations in this report to be made at this meeting?

Yes

Maidstone Borough Local Plan: main outcomes of the Regulation 19 consultation and proposed changes

Final Decision-Maker	Strategic Planning, Sustainability & Transport Committee
Lead Head of Service	Rob Jarman, Head of Planning & Development
Lead Officer and Report Author	Sarah Anderton, Principal Planning Officer (Spatial Policy)
Classification	Public
Wards affected	All

This report makes the following recommendations to this Committee:

1. That the Schedule of Proposed Changes in Appendix A be agreed for submission to the Secretary of State with the Maidstone Borough Local Plan 2016 which was agreed by Council on 25th January 2016.

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all – the Local Plan aims to plan positively for future growth in a sustainable way and protect the borough’s environmental assets
- Securing a successful economy for Maidstone Borough – the Local Plan also aims to plan positively for growth of the local economy while also protecting the environmental assets which make the borough such an attractive place to work

Timetable

Meeting	Date
Strategic Planning Sustainability and Transport Committee	18 th April 2016

Maidstone Borough Local Plan: main outcomes of the Regulation 19 consultation and proposed changes

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report provides an overview of the most important representations objection to the Local Plan made in response to the publication of Regulation 19 submission draft of the Plan. It also recommends Proposed Changes to the Plan which, if agreed, will be submitted to the Secretary of State with the Maidstone Borough Local Plan 2016 agreed by Council on 25th January 2016.
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2. INTRODUCTION AND BACKGROUND

- 2.1 At its meeting on 25th January 2016 Council agreed the Maidstone Borough Local Plan for Regulation 19 stage publication and thereafter for submission to the Secretary of State for Independent Examination. Delegated authority was also given to this Committee to agree a schedule of proposed changes to the pre-submission Publication draft of the Plan arising from the representations duly made under Regulation 20 public consultation. For completeness, the Council resolution is reproduced in full below.

1. *That subject to the reclassification of Coxheath as a Larger Village and the insertion of the Indicative Housing Trajectory, the Council approves the Maidstone Borough Local Plan 2016 (attached as Appendix A to the report to the Strategic Planning, Sustainability and Transportation Committee dated 13 January 2016, revised to reflect (i) insertion of the words 'community and' at line 1 of Policy H1 paragraph 2 on page 78, before the word 'strategic'; and (ii) any previously agreed site-specific infrastructure criterion not covered by (i) which were agreed by the Strategic Planning, Sustainability and Transportation Committee or its decision-making predecessor, and (iii), except where decisions and resolutions of the Planning Committee and/or the Planning Referrals Committee already supersede (i) and (ii)) for Publication (Regulation 19) and Submission to the Secretary of State for Communities and Local Government (Regulation 22) for examination under section 20 of the Planning and Compulsory Purchase Act 2004.*
2. *That delegated powers be granted to the Strategic Planning, Sustainability and Transportation Committee to submit a schedule of proposed changes/main modifications to the pre-submission Publication version of the Maidstone Borough Local Plan 2016, arising from representations made (Regulation 20), to the Secretary of State.*

3. *That the Borough's full objectively assessed housing need of 18,560 dwellings be confirmed as the Council's Local Plan housing target.*

2.2 The Regulation 19 public consultation was held for 6 weeks¹ between 5th February and 18th March 2016. The pre submission Publication draft of the Local Plan, representation forms and explanatory information were deposited at libraries and at the Gateway, individual copies were sent to parish councils and the full documentation was also available on the Council's website. A public notice appeared in the local press and consultees on the Local Plan database were notified. Representations could be made using the on-line consultation portal, by email and in writing. In addition to the Local Plan itself, the Council published the following supporting documents: the Sustainability Appraisal; the draft Infrastructure Delivery Plan; the draft Integrated Transport Strategy (which was subject to its own public consultation process) and the documents comprising the Local Plan evidence base which have informed the content of the Plan. These documents were all made available on the Council's website.

2.3 By the deadline of 5pm on 18th March 588 representations had been received. Copies of these 'duly made' representations will be included within the submission documents which will accompany the Local Plan submitted to the Secretary of State for independent examination.

2.4 Officers have reviewed the duly made representations to identify the main objections questioning the soundness of the draft Plan; to assess whether these objections undermine its overall soundness; and to decide whether it is necessary and/or appropriate to recommend changes to the Plan at this time. To recap, the Inspector will determine if the Plan is sound using four tests:

"Positively prepared – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;

Justified – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;

Effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and

Consistent with national policy – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework."²

2.5 In addition, and equally as important to the successful progress of the Plan at Examination, is the Inspector's consideration as to whether the Council

¹ As specified in the Town and Country Planning (Local Planning) (England) Regulations 2012

² National Planning Policy Framework paragraph 182

has complied with the relevant legal and procedural requirements when preparing the Plan.

- 2.6 Finally, the Inspector must examine whether, in the preparation of the Local Plan, the Council has complied with the Duty to Co-operate³ which requires the Council to demonstrate that it has met its obligations to engage constructively, actively and in an on-going way with neighbouring and partner authorities in respect of strategic matters. Non-compliance with the Duty to Co-operate cannot be rectified through the examination process and would result in withdrawal of the Plan.
- 2.7 The most significant objections to the Regulation 19 Publication draft of the Local Plan are set out for the Committee in the following sub sections. Where a Proposed Change is recommended, the precise details of the change are set out in the schedule attached at Appendix A.

Legal compliance

- 2.8 The Inspector must determine whether, in the preparation of the Plan, the Council has complied with relevant legal and procedural requirements specified in section 19 of the 2004 Act and the 2012 Regulations and that public consultation during the Plan's preparation has been undertaken in accordance with the Council's adopted Statement of Community Involvement (SCI).
- 2.9 In respect of that latter point, some Representations (made by parish councils and CPRE) assert that the four-week public consultation in respect of the Regulation 18 public consultation undertaken during October 2015 was not legally compliant.
- 2.10 This is not the case; the Regulations and the Council's SCI do not prescribe any minimum time period for public consultation at the Regulation 18 ('preparation') stage.
- 2.11 Whilst other Representations state that the Plan is not legally compliant, in actuality, those assertions relate to the distinct and separate matters comprising the test of soundness and/or the Duty to Co-operate.

Duty to Co-operate

- 2.12 A Duty to Co-operate compliance statement must be submitted with the Plan, which will record how the Council has met its obligations to engage constructively, actively and on an ongoing way with neighbouring authorities on strategic matters. In advance of the Council making that compliance statement, some respondents have reserved their position as to whether the Council has complied with the Duty to Co-operate.
- 2.13 In particular, in their representations housebuilders opined that the Council had not explored accommodating unmet need from elsewhere, specifically, from the rest of the Housing Market Area and from London; or explored other areas accommodating 'unmet' need from this Borough. It is also

³ Planning and Compulsory Purchase Act 2004, section 33A

argued that the Council's economic needs assessment should have been undertaken over a wider area to take account of land supply in neighbouring authorities.

- 2.14 Each of the neighbouring authorities, with whom the Council has a duty to co-operate, have made Representations on the Regulation 19 Publication draft and have confirmed that on-going discussions on relevant strategic issues have been held. Prior to submission the Council will prepare and conclude a 'statement of common ground' with each of its neighbours, to be included as a component of the Duty to Co-operate compliance statement to further substantiate that the Duty has been met.

Kent County Council's representation – overview

2.15 KCC has commented on both the Regulation 19 Local Plan and the draft Integrated Transport Strategy. In summary:-

1. The Local Plan fails of tests of soundness primarily because the spatial strategy is not justified by proportionate evidence and inconsistent with national planning policy;
2. The recent appeal decision by the Secretary of State in dismissing residential/development at New Line Learning, Boughton Lane. KCC consider that this pays 'full regard to the significant and demonstrable constraints to growth' and therefore represents 'the proper application' of national policy;
3. That the draft Integrated Transport Strategy is based on transport improvements which have not been agreed by the Local Highway Authority (i.e. KCC);
4. The draft Integrated Transport Strategy does not provide an acceptable means of mitigating the impact of the planned growth in housing and employment and will result in a severe impact on parts of the highway network, most notably on the A229 and A274 in south and south east Maidstone;
5. The draft Integrated Transport Strategy and Local Plan 'do not reflect the resolution of the Maidstone Joint Transportation Board on 7 December 2015' in that a transport strategy up until 2022 needed to be taken forward first so that it would be reviewed simultaneously with the Local Plan by 2022 'once work on developing the justification for a Leeds Langley Relief Road has been completed';
6. Neither document positively contributes 'to the delivery of genuinely sustainable development that reflects the vision and aspiration of local communities' across the Borough.

2.16 In response;

1. Whilst it is not wholly clear as to why the County Council consider the Local Plan to be unsound, it is assumed that this is primarily because the transport network in the south east and south of Maidstone will become

increasingly 'severely congested'. In turn, I understand that this is based on strategic VISUM modelling.

Engagement continues with KCC in terms of agreeing areas of common ground around mitigation and having a comprehensive understanding of the assumptions behind the VISUM modelling etc. At a strategic level, it is understood that the 'solution' to the traffic problems is a relief road. This may be the case and to support this, there is positive signposting within both the Local Plan and the draft Integrated Transport Strategy. However, the relief road, as yet, cannot be included in policy because there is insufficient evidence and justification. To date there has been no sustainability appraisal, cost/benefit analysis, route option testing or consultation with key stakeholders including, crucially, Highways England. This could well be completed in time for a Local Plan Review. In conclusion 'signposting' as per the Regulation 19 Local Plan is the most that can be done because KCC has not evidenced that the relief road is necessary within the Plan period.

Based on detailed modelling and mitigation work undertaken by Mott McDonald together with a whole host of transport assessments accompanying planning applications, it is considered that the housing allocations, subject to accompanying mitigation, would not result in severe cumulative congestion. This is also the case for the rest of the Borough.

Work continues on detailed highways modelling and mitigation together with engagement with KCC and Highways England.

2. KCC (Highways Authority) 'chose not to appear at the inquiry, nor to make any direct written representations (although KCC was represented in its other role, as one of the appellants)'. Therefore, whilst the Inspector (and Secretary of State) clearly considered that the level of existing and future congestion was severe, there was no mitigation put forward by the Highway Authority for examination. I understand that KCC have commenced a corridor study of the A229 but progress on mitigation is unclear. It is assumed that KCC will propose positive mitigation because of the existing situation, the future situation (irrespective of new housing) and because they are promoting Boughton Mount with an increased yield.

The Secretary of State's decision is an important material consideration which would need to be overcome in any successful planning application.

3. As stated above, engagement continues with KCC. It had been understood that agreement in terms of road principles relating to priority junction improvements and the relief road had been agreed at the December Joint Transportation Board. Although this is an advisory Board, this was translated into the Regulation 19 Local Plan and Integrated Transport Strategy. Talks are ongoing to resolve the specific points of contention.
4. It is unclear as to why the mitigation put forward in both the Local Plan and Integrated Transport Strategy is considered to be unacceptable. As

previously stated, it was understood that there was much common ground emanating from the December 2015 Joint Transportation Board decision.

The proposed mitigation measures are derived, in part, from the existing adopted Maidstone Local Plan and KCC's own Local Transport Plan (LTP3) both of which are still extant.

Lastly, paragraph 32 of the NPPF sets out a sequential approach to development that generates significant amounts of movement. A safe and suitable site access is a detailed development management matter but we seek (in the Reg 19 Local Plan and Integrated Transport Strategy) to provide:-

- "The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure"; and that
- "Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development".

By doing so, it is considered that development should not be prevented on transport grounds as the residual cumulative impacts of development are not severe because they can be mitigated.

5. As stated above, engagement is continuing with KCC on resolving these matters. The justification and evidence for a relief road can start now and could be ready in time for a specific delivery policy inclusion as part of a future local plan review. However it has not been demonstrated that the relief road is necessary and the most appropriate form of highways mitigation.
6. This point is not understood as this authority has devoted much resource into solving transport problems and engagement and thus 'positively seek opportunities to meet the development needs' of Maidstone Borough (NPPF paragraph 14)

2.17 Further, specific points made in KCC's submission are picked up in the subsequent sections of this report.

Highways England

2.18 Highways England (HE) has made representations objecting to Policy DM24 on the grounds that the plan needs amendment to clarify and ensure that developments can be appropriately located to effectively mitigate their impacts on the Local and Strategic Road Network (SRN). In addition, HE has also expressed concern that the approach to the assessment of transport impacts that has been undertaken may have underestimated the full impact of the Local Plan on the SRN. HE has not however indicated precisely where it is considered shortcomings may be. In response, the Committee is advised that discussions are on-going with HE and that a further up-date will be given at the meeting. In terms of the Infrastructure Delivery Plan

(IDP), HE has also objected and recommend that the IDP lists all potential funding sources for improvements and the likelihood of acquiring funding from each source as well as establishing the delivery time-frame. In this regard it is considered that the IDP as currently drafted does contain the elements referred to by HE in their response.

2.19 No changes are proposed to the transport policies DM25, DM26 and DM27 in the plan.

The Strategy (Policy SS1) including housing land supply

2.20 **Local Plan period:** Two agents submitting representations on behalf of clients have objected to the length of the Local Plan period, seeking an extension to 2032 to maintain a 15 year plan period from the date of adoption; and to 2036 to include an additional five year period.

2.21 In response, the NPPF is clear that local planning authorities must demonstrate a deliverable five years' worth of housing land supply (from the date of adoption), and identify developable sites or broad locations for years six to 10 and, where possible, for years 11 to 15. A 14-year plan period from the date of adoption is sound, and the evidence base that supports the plan accords with the plan period of 2011 to 2031.

2.22 **The Strategic Housing Market Assessment and Objectively Assessed Need:** The Home Builders Federation (HBF) and the development industry have challenged the soundness of the Strategic Housing Market Assessment (SHMA) and consider that the objectively assessed housing need (OAHN) is insufficient to meet the needs of the borough. Challenges include the extent of the Housing Market Area and the methodology used to calculate objectively assessed housing needs. Adjustments are sought to the allowances for second homes/vacant properties, affordability, a higher migration from London, and market signals. The balance between the need for jobs and homes is also contested.

2.23 In response, these challenges to the SHMA have been considered by the Committee previously. Officers and the SHMA consultants have reviewed the objections and are confident that the SHMA has been prepared in accordance with national guidance and that the Assessment is sound.

2.24 The HBF and the development industry consider that the potential implications of unmet housing need from adjacent local authorities have not been adequately addressed, and cite Maidstone as having fewer nationally designated areas of constraint than adjoining local authorities. Their conclusion is that Maidstone can accommodate a higher housing target.

2.25 In response, Maidstone Borough Council has engaged with neighbouring local planning authorities (Swale, Tonbridge & Malling, Tunbridge Wells, Ashford and Medway councils) in an active, constructive and on-going basis on strategic, cross-boundary issues. As an example, Maidstone has worked collaboratively with Ashford and Tonbridge & Malling Borough Councils to prepare its Strategic Housing Market Assessment. None of the authorities has requested that Maidstone assists with meeting their housing needs. All

five adjacent planning authorities support the Local Plan, although some minor amendments are suggested.

- 2.26 The Home Builders Federation and the development industry seek an upward revision to objectively assessed housing need from 18,560 dwellings to: 19,380; 19,460; and 19,480.
- 2.27 In response, no changes to the objectively assessed housing need and Local Plan housing target are recommended.
- 2.28 Ward councillors, local MP, the Joint Parishes Group (JPG), CPRE, KALC, parish councils, residents associations and residents also challenge the soundness of the SHMA although, by contrast to the development industry, these groups consider the objectively assessed housing need is too high. The reasons cited include an imbalance between jobs and homes, leading to an increase in out-commuting to London; an anomaly in Maidstone's past delivery rates, so future population and household projections are based on skewed data; and a decreasing trend in household formation rates.
- 2.29 In response, again challenges to the SHMA have been considered by the Committee previously. Officers and the SHMA consultants have reviewed the latest objections and are confident that the SHMA has been prepared in accordance with national guidance and that the Assessment is sound.
- 2.30 Some respondents note that the projected population growth for the borough is greater than the projected increase in jobs with the likely outcome that there will be increased levels of out commuting. Some respondents (agents) argue that this fact should lead to the allocation of more employment land whilst others (residents, parish councils) promote it as a justification to reduce the housing target of 18,560 dwellings over the Plan period.
- 2.31 In response, the jobs forecast of 14,400 jobs upon which the Local Plan is based is taken from the Council's evidence and is acknowledged to be an ambitious level of growth⁴. The forecast should be regarded as a reasonable maximum figure and allocating additional employment land to exceed this level of demand is not considered to be justified. Further, the SHMA indicates that the level of housing proposed would be sufficient to house the working age population needed to fill the jobs which would be created. Whilst the NPPF⁵ recognises that the insufficient housing can be a barrier to economic investment and should be addressed, it does not advocate the opposite, i.e. housing targets being reduced to align with economic forecasts as sought in some of the representations. Indeed the clear intention of the NPPF⁶ is to boost significantly the supply of housing.
- 2.32 Ward councillors, local MP, JPG, CPRE, KALC, parish councils, residents associations and residents seek a downwards revisions to objectively assessed housing need from 18,560 dwellings to: 10,000; 14,000; and 16,560.

⁴ Economic Sensitivity Testing (January 2013), GVA, paragraph 5.65

⁵ Paragraph 21

⁶ Paragraph 47

- 2.33 In response, no changes to the objectively assessed housing need and the Local Plan housing target can be justified and consequently no changes to the Local Plan are proposed.
- 2.34 **Delivery of housing sites to meet objectively assessed need/housing target:** The Home Builders Federation and the development industry consider the council has failed to meet its objectively assessed need and to provide for delivery of a 20-year supply of housing land as required by the NPPF. The objections include proposals for alternative methods of calculating housing land supply; challenges to the deliverability of sites; a lack of delivery mechanisms in place for the broad locations, and no contingency should broad locations not come forward within the plan period. The allocation of omission sites are sought to address the need to meet a higher target or a different distribution of development.
- 2.35 CPRE, KALC, parish councils, resident associations and residents believe the council has a good past delivery rate of windfall sites and the allowance should be higher and be applied earlier in the plan period.
- 2.36 In response, the calculation to establish the housing land supply position in any particular area is not an exact science, not least because it involves an element of forecasting. Furthermore, there is no prescribed or universally established national or local methodology by which the assessment must be undertaken. The detailed survey to update housing land supply to a base date of 1 April 2016 is underway; finalised figures will be included in the Housing Topic Paper which will be included with the submission documents. No changes are proposed to the plan and the plan remains sound. Updated figures will be presented to the June Committee for information. Work undertaken to date confirms the availability/ deliverability of allocated housing sites; and master planning for the Lenham and Invicta Barracks broad locations is underway together with further work on the town centre broad location. Omission sites will be examined by the Inspector.
- 2.37 **Demonstration of a five-year supply of deliverable housing sites:** The Home Builders Federation and the development industry believe the council has failed to provide for a five-year supply of housing land as required by the NPPF: the housing target should provide for a 20% buffer due to persistent failure in housing delivery (as opposed to 5%); a non-implementation rate of 10% should be applied; one or more of the housing site allocations will not be deliverable within five years; and the previous under-delivery of housing land (2011 to 2016) should be delivered within in the next five years (2016 to 2021).
- 2.38 CPRE, KALC, parish councils, resident associations and residents believe the windfall allowance should not only be higher, but should also be included in five-year housing land supply calculations.
- 2.39 In response, again there is no prescribed national or local methodology for the calculation of five-year housing land supply. Historically the council's agreed position has been to exclude windfalls from five-year housing land supply but equally a non-implementation rate has not been applied. Updated figures will be presented to the June Committee for information.

- 2.40 **The housing strategy:** A local MP, JPG, CPRE, parish councils, residents associations and residents consider that the housing target has not paid due regard to Maidstone Borough's constraints, in particular, highway congestion, increased pollution levels and a lack of infrastructure. Objections also cite the adverse impact of development on best and most versatile agricultural land, greenfield sites, the landscape, the environment and village character. They raise concerns that the strategy erodes the strategic gap between Allington (Maidstone) and the Medway Gap (Tonbridge & Malling) resulting in the coalescence of settlements.
- 2.41 These respondents consider that a proportion of Maidstone's needs could be met by adjacent local authority areas that are less constrained; the local plan has not given due consideration to emerging neighbourhood development plans with regard to the amount and distribution of housing land allocations; and the council has failed to fully explore the development potential from brownfield sites. Specific objections seek the deletion of Harrietsham and Marden as rural service centres; Eyhorne Street (Hollingbourne), Sutton Valence and Yalding as larger villages; and Lenham as a growth area. Some objectors consider development to the south of Maidstone should be limited (including the south-east strategic development area, Coxheath, Staplehurst and Marden) and/or development to the north west. Furthermore, it is argued that Coxheath has an excessive target compared to other larger villages so development in the village should be restricted. There are also some calls for the housing target to be redistributed to smaller villages.
- 2.42 The development industry asserts that Coxheath should be designated a rural service centre as a secondary focus for housing, consistent with its range of services. Further, that the level of development at Harrietsham is too low compared to the other rural service centres; and the scale of development at the rural service centres and the Lenham broad location is too high. One objector considers that a strategy to deliver a garden suburb has been given insufficient consideration; and others that a strategy to deliver a new settlement (at Detling or Kingswood) would reduce development pressures at rural service centres.
- 2.43 In response, officers and the Committee have given full consideration to these points previously as they were raised during the preparation of the Local Plan. The Local Plan's housing strategy is considered to be sound.

Housing Allocations (Policy H1) and Mixed Use Allocations (Policy RMX1)

- 2.44 In the light of the dismissed appeal at **New Line Learning (Policy H1(29))**, it is recommended that the site capacity be reduced by 40 dwellings to 180 dwellings to enable a significantly improved layout and design for the site. With respect to highway safety issues, the proposed change are; a) emergency access on the southern boundary to decrease traffic on the bottom section of Boughton Lane, which the Inspector judged to be dangerous; b) provision of a dedicated pedestrian and cycle route along the south and west sides of the site connecting with the existing footway at the southern school exit to the north to prevent pedestrian/vehicles movements on Boughton Lane; and c) an improved

crossing point to link to public footpath KM98 to the SE and/or link with site to H1(53) to the south to provide access to KM98. In terms of congestion, a scheme of mitigation for the A229 corridor is currently being developed by the Council's highways consultants. This work is underway and an addition to the policy is proposed to specify that the scheme must contribute to improvements at the Wheatsheaf junction.

- 2.45 Consequential changes are proposed to the policies for the sites at **Boughton Lane (H1(53))** and **Boughton Mount (H1(54))** to also require improvements at the Wheatsheaf junction and to stipulate a pedestrian/cycle link from the Boughton Mount to the New Line Learning site to the north. This is to prevent pedestrians and cyclists using Boughton Lane in the interest of highway safety.
- 2.46 Tonbridge and Malling Borough Council has objected to **East of Hermitage Lane (H1(2))** and **Land at Oakapple Lane (H1(4))** on the grounds that implementation of criteria in the policies require land in the adjoining borough over which this Council has no authority. These measures are therefore not deliverable so it is recommended that the relevant criteria are deleted from the Plan. Criterion 14 in H1(2) concerns the retention of open character although, importantly, the Local Plan strategy (Policy SS1) still retains the safeguard against settlement coalescence by maintaining the separation between settlements, including between Maidstone and the Medway Gap area. Criterion 6 in H1(4), proposed for deletion, relates to land beyond the northern boundary of the allocation. Criterion 3 in the policy is still retained however which secures a landscape buffer to the ancient woodland.
- 2.47 **Policy H1(23) North Street, Barming** requires 0.77ha of open space within the site. This is an area greater than half the total site area, a requirement which is not justified and it is recommended that criterion 5 be deleted. Open space requirements for this site will be delivered in accordance with the terms of Policy DM22 – Publicly accessible open space and recreation.
- 2.48 **Policy H1(37) Ulcombe Road and Millbank, Headcorn** has planning consent. To ensure key details of the policy are consistent with the consent and the associated legal agreement, amendments are proposed to a) the site area, b) to stipulate that the primary access is from Ulcombe Rd with emergency/pedestrian/cycle access from Kings Rd and c) to specify that land shall be provided to allow for the expansion of Headcorn Primary School.
- 2.49 The site plan for **Policy H1(65) Land adjacent to the Windmill Public House, Eythorne Street, Hollingbourne** should be amended to exclude 3rd party land which is not available for development from the proposed access route into the site. The access will still be of sufficient width to serve the development so its deliverability is unaffected.
- 2.50 **Former Syngenta works, Hampstead Lane, Yalding RMX1 (4)**: The Environment Agency objects to residential use on this mixed use site on the grounds of flood risk. In response commissioning is underway for a specialist consultant to undertake a review and update to the 2008

Strategic Flood Risk Assessment. Specific work will be undertaken for this site to identify an appropriate scheme of mitigation and officers will work constructively with the EA on this, as on any other matters. In such circumstances, and with the expectation that an appropriate solution can be derived, no change to the Local Plan is proposed.

2.51 Newnham Park, Bearsted Road, Maidstone RMX1(1): specific changes are recommended to this policy to make it consistent with the legal agreement associated with the Maidstone Medical Campus consent and to clarify the requirements for the retail impact assessment, the landscape assessment and the secondary/emergency access to the site.

Broad Locations (Policy H2)

2.52 Representations objection to the Broad Locations contend that there is over-reliance on the three broad locations in terms of future housing supply. It is stated that there is no published evidence of a detailed assessment having been undertaken of the availability and housing capacity of these locations, nor of the specific consequential impacts of development on this scale. The policy places a number of conditions on the development of homes in the three broad locations and as a consequence it is said that the Plan is unclear if the Council supports the development of these three locations for homes. It is stated that this lack of clarity would be contrary to the NPPF. The representations question whether the anticipated number of dwellings will be delivered in the 3 locations over a 5 year period.

2.53 With respect to Maidstone town centre, representations raise concerns about the evidence and viability which sits behind the delivery of the 700 homes. The development industry believes that the Council cannot plan for growth in the apartment market with any certainty to justify the broad location, even one which is not expected to deliver until 2026-2031. There is limited remaining supply of brownfield sites and there is no evidence to demonstrate 700 additional homes will come forward in Maidstone town centre when those legitimate opportunities have already been identified and allocated within policy H1. It is stated that there is a risk of double counting with the windfall allowance.

2.54 Invicta Park Barracks has not been declared surplus to requirements by the MoD. In these circumstances, no reliance can be placed on the site being available for development. Therefore, there remains a lack of certainty regarding the long term future of Invicta Park Barracks and whether the site will become available for development within the plan period.

2.55 An additional 1500 dwellings at Lenham is disproportionate and would affect its village status. Respondents object to the impacts of development namely congestion on A20, loss of green space, impact on the AONB and local heritage, increase demand for public transport, medical facilities and primary school places, need for more shops and improvement to drainage and flood protection. The Lenham Neighbourhood Plan provides an alternative without the same adverse impacts. Respondents criticise a lack of information about the necessary requirements in terms of infrastructure, land assembly or any other level of necessary mitigation.

- 2.56 In response, and as stated earlier in the report, further background work will be prepared for the Examination to support the Council's case that 700 dwellings can be delivered in the town centre between now and 2031. The preparation of a masterplanning framework for Invicta Barracks is in train. The exercise will confirm, in broad spatial terms, how 1,300 new homes can be delivered on this site alongside the associated infrastructure requirements. It is noted that KCC's representation states that both this site and the Lenham Broad Location should provide for a primary school as part of on-site infrastructure and changes to Policy H2(2) and H2(3) are recommended in response. Officers are in active dialogue with the MoD to reaffirm its 'in principle' support for development on the site, subject its operational requirements.
- 2.57 For Lenham, the first phase of the masterplanning exercise is underway. A consultation event is planned with Lenham Parish Council and other key stakeholders on 15th April. Expected outputs include a refined set of options for further assessment. Highways consultants have also been engaged by the Council to test the scope of necessary highway improvements.
- 2.58 Lenham Parish Council additionally state that the Plan is not legally compliant because it is intending to allocate site/s at Lenham Broad Location through a Masterplan which would be a Supplementary Planning Document (SPD) and not as part of the Development Plan. This is not the case; the masterplan cited in Policy H2(3) will provide the overall picture of how development, including infrastructure requirements, in the broad location should be co-ordinated but it will not be a SPD and it will not allocate land. The allocation of specific sites will be a matter for the Local Plan review.

Infrastructure (Policy IDP1)

- 2.59 A number of respondents have cited existing infrastructure issues such as transport and utilities as reasons why development should not take place in certain parts of the borough. However, the Local Plan and accompanying Infrastructure Delivery Plan set out a comprehensive set of infrastructure requirements, which are considered to be based on a substantive evidence base, and will ensure that planned growth can be accommodated in a sustainable manner.
- 2.60 The County Council has clarified its requirements in respect of education infrastructure, and its position in respect of mitigating the impact of development on the delivery of its social and community infrastructure services. In particular, education requirements for the site West of Church Road, Otham (Policy H1 (8)) and the broad locations at Invicta Barracks and Lenham (Policy H2 (2) and (3)) are confirmed, and therefore proposed amendments to relevant Local Plan policies are set out in Appendix A.
- 2.61 The NHS and West Kent Clinical Commissioning Group has provided a comprehensive set of schemes to provide additional capacity at GP surgeries across the borough in response to planned growth. Specific schemes are reflected in the IDP schedules and key infrastructure requirements should also be included in the Local Plan itself and therefore

proposed amendments to relevant Local Plan policies are set out in Appendix A.

- 2.62 A number of respondents have criticised Policy ID (4) which sets out the proposed infrastructure priorities by type, to apply in cases where there are competing demands for developer contributions. Various comments were received which question the ranking of priorities and the validity of the approach to establishing priorities in this manner and there are fundamental questions as to whether the policy is justified and based on robust evidence.
- 2.63 In response, this is a significant challenge to the policy as no evidence has been prepared to justify either the specific ranking of priorities or the approach of prioritising certain infrastructure types more generally. This raises the further question of the compliance with national policy as any requirements for developer contributions towards infrastructure provision which meet the S106 tests must be secured otherwise the development will not be acceptable in planning terms and should be refused. There would also be no mechanism to enact such priorities once the Community Infrastructure Levy (CIL) is in place. Given these soundness concerns it is proposed that Policy ID1 (4) is deleted together with accompanying text at paragraph 20.7.
- 2.64 Southern Water contends that Policy ID1 is not in conformity with the NPPF paragraph 157 as it does not proactively support the delivery of infrastructure by service providers. The current policy is silent on the delivery of schemes by service providers and it is therefore proposed that an additional criterion is included at ID1 and an amendment is made to Policy SS1 to proactively support the provision of infrastructure schemes where they are in accordance with other policies in the Local Plan.
- 2.65** A further change is proposed to ensure that development connects to the sewerage network at the nearest point of adequate capacity in order to avoid inappropriate connections to the network. This change is proposed to the overarching Policy H1 – Housing site allocations but needs also to be made Policy ID1 to ensure the requirement will apply to commercial and mixed use development proposals as well.

Overall Employment Land Strategy (Policy SS1) and Employment Allocations (Policy EMP1)

- 2.66 Agents have criticised the overall employment land strategy stating that employment development at junction 8 of the M20 motorway is critical to meeting quantitative and qualitative employment needs but the local plan is reliant on the delivery of a single site which does not provide flexibility and is a high risk approach.
- 2.67 Natural England , AONB Unit, KCC, ward councillors, the local MP, residents and parish councils have objected to the allocation at Woodcut Farm (Policy EMP1(5)) for offices, warehousing and industrial uses. The matters raised relate to the overall landscape sensitivity of the site, in particular the impacts of the development on the setting of the Kent Downs AONB and on views to and from the AONB, impact on the overall character of the countryside, development pressure on nearby sites, that the location is not

sustainable, that there will be adverse impacts on the listed building, that lower skilled jobs will be created and that the Council's assessment of needs and supply should take account of available floorspace in adjoining boroughs. Objectors cite the recent dismissed appeals at the Waterside Park site to the south of Junction 8 of M20.

- 2.68 The arguments both in favour and against this allocation have been previously considered by this Committee and its predecessors⁷. The matters raised in the latest consultation, which have all been raised previously, do not alter officers' view that the balance of considerations weigh in favour of the allocation of this site, subject to the safeguards set out in the criteria of Policy EMP1(5). A minor alteration to the site plan is proposed to overcome a drafting error.
- 2.69 The promoters of Waterside Park propose it as an additional allocation which could provide approximately 25,000sqm of B class floorspace. The development footprint would be smaller than that previously proposed in the planning applications for this site and would be focused at the eastern part of the site. It is argued that the additional allocation would provide necessary additional flexibility, particularly if other sites do not come forward and/or the demand for business floorspace is greater than anticipated by the Council's economic evidence.
- 2.70 In response, it is considered that the suite of employment and mixed use sites allocated in the Plan, in conjunction with the additional capacity identified within existing business estates and outstanding planning permissions, provides a sufficient and flexible portfolio of land to accommodate future business requirements both in terms of quality and quantity. The objectors' submissions do not alter this view, particularly as the economic evidence underpinning the Local Plan explicitly recognises that the proposed jobs growth figure of 14,400 jobs represents a relatively ambitious scale of economic growth. This being the case, the additional environmental harm that would result from the development of the Waterside Park site is not considered to be justified on economic grounds.
- 2.71 The landowners of the site Land at Mote Road (Policy EMP1(1)), which is allocated in the Plan for office use, consider that the site should be allocated for mixed use to include residential. It is argued that the immediate character of the location has changed as the adjacent office block (Miller House) is being converted to flats and that new office development is not currently viable.
- 2.72 In response the Council's economic evidence points to the increased demand for office based employment over the whole Plan period (3, 050 jobs 2011-31) which translates into a net need to allocate 24,000sqm in the Local Plan. The NPPF applies a sequential approach to office development whereby town centre locations should be explored first. That said, the Council's economic evidence also highlights that there are distinct markets for town centre and out of centre offices. The Plan makes provision for both. Out of centre demand is provided for at Junction 8 (EMP1(5)), coupled with the extant planning consents at Eclipse Park. The Mote Road allocation

⁷ Most recently, Strategic Planning, Sustainability & Transport Committee 18/19th August 2015

would enable a significant level (up to 8,000sqm) of modern standard office space to be delivered in the town centre. Whilst the town centre office market is not strong currently, indicated by the levels of vacant floorspace, the economic evidence of jobs growth points to demand for office space returning in the future and before the end of the Plan period. As the NPPF requires Local Plans to “set criteria or identify strategic sites .. to meet anticipated needs over the Plan period” (paragraph 21, emphasis added), the allocation should be retained.

Open Space Allocations (Policy OS1)

2.73 The limited responses received in respect of open space allocations were principally from developers seeking alternative or more flexible open space requirements. Others have commented that the policy will not secure a sufficient quantity of open space however the policy should be read alongside policy DM22, which sets the overall standards for open space, and will therefore secure additional quantities and/or qualitative open space provision to mitigate the impacts of new development. Accordingly, no changes are proposed to Policy OS1.

Gypsy & Traveller needs, supply and site allocations (Policy SS1, Policy GT1)

2.74 Respondents state that the Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTTSAA) is unsound because it should be updated to reflect the changes to the definition of Gypsies and Travellers published in September 2015. There is a concern that a reliance on windfall sites will lead to continued uncertainty about how Travellers will be accommodated in the borough (Local MP; Kent Downs AONB Unit; CPRE; parish councils; residents associations; residents).

2.75 The reasons not to update the Council’s Gypsy and Traveller evidence at this point have previously been reported to this Committee⁸ and these reasons still stand. A key reason is that the Council’s GTTSAA explicitly took account of travelling habits in its assessment of needs, unlike other equivalent assessments in Kent. Including an allowance for unidentified sites is appropriate and pragmatic as some such ‘windfall’ sites will inevitably come forward in the future.

Countryside (Policy SP17)

2.76 Representations advocate that the boundaries of the Low Weald Landscape of Local Value (LLV) should be extended and that additional land in the vicinity of Cowbeck Woods should be designated. It is also proposed that the Kent Downs AONB should be a LLV as should its setting. A housebuilder questions the evidential support for the Low Weald LLV and another proposes that two specific sites should be excluded from the Medway valley LLV.

2.77 In response the extent of the LLVs was given detailed consideration by the Committee last year and it is not considered that these representations

⁸ 18th/19th August 2015

raise new issues which merit a change to the Plan. AONBs and their settings have specific national policy protection such that any additional local designation would be entirely superfluous.

Development Management Policies (Policies DM1 - DM45)

- 2.78 Natural England object to Policy DM3 – Historic and natural environment on the grounds that the policy does not fully accord with paragraph 113 of the NPPF which requires Local Plans to take a hierarchical policy approach to international, national and locally designated nature conservation sites. An addition to the policy to address this inconsistency with national guidance is recommended.
- 2.79 Affordable housing (Policy DM13); Objections state that the 40% affordable housing requirement in non-urban areas will create serious social pressures as these areas will be remote from urban centres and major centres of employment and without access to sustainable transport. It is also stated that the viability appraisal appears to have only tested scheme of 10 units and over and the Council needs to demonstrate that its rates are viable for small schemes. Respondents also state that the impact of changes to the Planning system (including the requirement for Starter Homes) should be reviewed.
- 2.80 In response the Council's viability testing evidence indicates that affordable housing is achievable across the borough on sites of five or more homes. The affordable housing targets differentiate across the borough by geographical area and existing land use to reflect the site values whilst also ensuring that on a borough-wide basis, affordable housing delivery rates are maintained.
- 2.81 In order to respond to the identified need for different housing tenures and possible changes in government policy the indicative target of affordable rented or social rented and intermediate affordable housing (shared ownership) provides a level of flexibility. This can be reviewed once the Government has finalised the legislation and clarified its policy for housing delivery.
- 2.82 Policy DM13 also provides level for flexibility for the delivery of affordable housing where there is economic viability evidence to indicate that proportion of affordable housing delivery is not viable on specific sites. No changes are recommended as a result of the representations.

Other matters including site plan proposed changes

- 2.83 A representation has been received suggesting that as a result of the allocation of the two sites at Barty Farm (H1 (21)) and Cross Keys (H1 (32)), and the consequent change to the urban boundary to incorporate these sites, the boundary should be further refined in the vicinity of Sutton Street. It is considered that a revision is indeed justified, having regard to the character of the area and the need for the boundary to be reasonable and defensible. A plan showing the revised alignment is included as one of the proposed changes appended to this report.

- 2.84 The Representation made by KCC also refers to Minerals Safeguarding stating that the Regulation 19 Publication version of the Local Plan is silent on mineral safeguarding matters, and is therefore not consistent with national policy (paragraph 143). KCC also state that the Local Plan does not include any minerals safeguarding assessment of the allocations that affect mineral reserves as identified by the British Geological Society (BGS) and as incorporated into the emerging Kent Minerals and Waste Local Plan (KMWLP). KCC assert that without an assessment it is not possible to conclude whether the minerals could potentially be sterilised or whether there are specific characteristics that exempt the sites from mineral safeguarding requirements.
- 2.85 KCC refers to emerging KWMLP Policy DM 7, which sets out what KCC considers to be reasonable grounds for an exemption from the presumption to safeguard the identified potential mineral resources. Noting that the KWMLP Examination Inspector's Report is expected in April 2016, KCC asserts that, unless the Inspector concludes otherwise, any incompatible development to the presumption of mineral safeguarding on Local Plan site allocation will need to comply with KMWLP Policy DM 7 and, accordingly, mineral safeguarding should be fully considered to ensure the Local Plan is effective and consistent with national policy.
- 2.86 In response, it is important to note that the emerging KMWLP is a strategic development plan document that will be followed by the Kent Minerals Sites Plan and Waste Sites Plan, which are being prepared by KCC in tandem but are to follow adoption of the KMWLP strategic document. At this stage, the Council has concerns about the nature of KCC's mineral safeguarding policy, which adopts a blanket approach to safeguarding that reflects the geological map and has not realistically assessed the deliverability of some resources which overlap with development allocations in the Regulation 19 Publication draft of the Local Plan.
- 2.87 Minerals are not a Local Plan policy topic but clarity will need to be sought on precisely which resources need to be safeguarded and their potential to impact on the Local Plan development allocations. The Council considers that the KMWLP Policy DM7 on minerals safeguarding does not adequately identify key strategic sites of potential resources. At this stage the Council does not consider it appropriate to propose any changes to the Regulation 19 Publication version of the Local Plan but will keep the matter under review and will carefully consider the KMWLP Examination Inspector's Report once published.
- 2.88 KCC have not raised any issues in respect of the Duty to Co-operate with the Council in respect of the preparation of the Local Plan and have not specifically objected to proposed site allocations on these ground in response to previous Regulation 18 public consultations. Engagement will continue with KCC in terms of agreeing areas of common ground.
- 2.89 Also included in the schedule in Appendix A are proposed changes of lesser significance which are being recommended to improve the clarity and consistency of the Plan and to correct drafting or typographical errors.

3. AVAILABLE OPTIONS

- 3.1 At its 25th January 2016 meeting, Council determined that the Local Plan should be submitted to the Secretary of State for independent examination. This Committee was given delegated authority specifically to agree a schedule of proposed changes to be submitted with the Local Plan. Alternative decisions for the Committee are set out below.
- 3.2 Alternative A: The Committee could decide to agree a Schedule of Proposed Changes to be submitted with the Local Plan. This would accord with the Council's decision. Importantly this option would enable the Inspector to have early sight of amendments which could address soundness concerns for individual site allocations and in response to formal objections from statutory agencies which the Inspector will view with particular importance.
- 3.3 Alternative B: The Committee could decide that the Plan should be submitted without a schedule of Proposed Changes. This option would miss the opportunity for the Council act pro-actively and to overcome challenges to individual aspects of the Plan at an early stage which may in turn help to address some of the Inspector's questions. This could help to (marginally) shorten the Examination.
- 3.4 Alternative C: The Committee could decide that the issues raised in the Regulation 19 consultation are so substantial and/or that much more radical changes should be made to the Plan that neither Alternative A or B are sufficient at this stage. This would be contrary to Council's decision in January to submit the Plan.
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4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 For the reasons set out in sections 3 above, Alternative A is strongly recommended and is reflected in the report's recommendations.
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5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 5.1 The Local Plan has been subject to repeated and extensive consultation during its preparation. This report sets out the headline outcomes from the latest 'Regulation 19' public consultation. All the duly made representations received will be passed to the Inspector appointed to examine the Plan.
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6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 The Plan will be submitted to Secretary of State on 20th May. In the intervening period the relevant supporting documents which must be submitted with the Plan, such as the compliance statements, will be prepared and collated. Officers will also prepare Topic Papers on key subjects for submission alongside the Plan. These topic papers do not make

or amend the Plan's policies; their purpose is to set out clearly and assertively for the Inspector the Council's position on key matters and to explain how the evidential documents have been used to determine the content of the Plan.

- 6.2 Officers will also work actively with the key statutory agencies prior to the examination to try to resolve any areas of difference. The Inspector will give particular consideration to points made by these expert national bodies, such as the Environment Agency, Natural England and Heritage England, in his/her deliberations on the soundness of the Local Plan.
- 6.3 Subject to the Committee's decision, one of the supporting documents will be the Proposed Changes attached at Appendix A.
- 6.4 At a point of his/her choosing during the Examination, the Inspector will request that the Council undertakes public consultation on the Schedule of Major Modifications.

7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The Maidstone Borough Local Plan will deliver the spatial objectives of the Sustainable Community Strategy and the Strategic Plan. It will also have regard to objectives set out in other council documents, such as the Economic Development Strategy and the Housing Strategy. The Local Plan aims to plan positively for future growth, including economic growth, in a sustainable way and protect the borough's environmental assets which is central to both the Council's key corporate priorities.	Rob Jarman, Head of Planning & Development
Risk Management	The adoption of the Maidstone Borough Local Plan will reduce the risk of inappropriate development.	Rob Jarman, Head of Planning & Development
Financial	Resources for the preparation of the local plan have been made available within the Council's revenue budget. This resource is provided from an earmarked reserve and	Head of Finance & Resources

	therefore ring-fenced to this activity.	
Staffing	Additional short-term resources have been employed to assist with consultation representations.	Rob Jarman, Head of Planning & Development
Legal	Advice has been provided in relation to the soundness of the Plan and the procedure to be followed by local authorities.	Legal Team
Equality Impact Needs Assessment	None identified	[Policy & Information Manager]
Environmental/Sustainable Development	The Local Plan is fundamentally concerned with delivering sustainable development objectives.	Rob Jarman, Head of Planning & Development
Community Safety	N/A	[Head of Service or Manager]
Human Rights Act	N/A	Rob Jarman, Head of Planning & Development
Procurement	N/A	[Head of Service & Section 151 Officer]
Asset Management	N/A	[Head of Service & Manager]

8. REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

- Appendix A: Schedule of Proposed Changes.

9. BACKGROUND PAPERS

None

Appendix A: Schedule of proposed changes to the Maidstone Borough Local Plan 2016

Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change																
3. Spatial portrait																			
PC/1	Paragraph 3.5	Amend “two” local nature reserves to “three” local nature reserves	To factually update the Plan.																
4. Spatial Strategy																			
PC/2	Policy SS1 Maidstone Borough spatial strategy, Table 4.4	<p>Amend paragraph 4.8 and Table 4.4 as follows;</p> <p>4.8 Part of the office, industry and warehousing floorspace provision have been <i>can be</i> met through <i>the occupation of vacant buildings and land, redevelopment and</i> planning permissions granted since 2011-14.</p> <table border="1" data-bbox="741 922 1680 1294"> <thead> <tr> <th></th> <th>Offices</th> <th>Industry</th> <th>Warehousing</th> </tr> </thead> <tbody> <tr> <td>Gross requirement sqm</td> <td>39,830</td> <td>20,290</td> <td>49,911</td> </tr> <tr> <td>Supply</td> <td>24,247</td> <td>16,595</td> <td>36,964</td> </tr> <tr> <td>Net requirement sqm (2014-31)</td> <td>24,000</td> <td>-15,600</td> <td>6,500</td> </tr> </tbody> </table> <p>Table 4.4 Net floorspace requirement for offices, industry and warehousing</p>		Offices	Industry	Warehousing	Gross requirement sqm	39,830	20,290	49,911	Supply	24,247	16,595	36,964	Net requirement sqm (2014-31)	24,000	-15,600	6,500	To correct a drafting error.
	Offices	Industry	Warehousing																
Gross requirement sqm	39,830	20,290	49,911																
Supply	24,247	16,595	36,964																
Net requirement sqm (2014-31)	24,000	-15,600	6,500																
PC/3	Policy SS1 Maidstone	Amend Policy SS1 criterion 11 to read “ Supporting infrastructure will be ”	To ensure the policy and																

31

Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change
	Borough spatial strategy	<p>brought forward in a timely way to <u>Infrastructure schemes that</u> provide for the needs arising from development <u>will be supported. New residential and commercial development will be supported if sufficient infrastructure capacity is either available or can be provided in time to serve it.</u></p> <p>Amend paragraph 4.14 to read “Rural service centres have constraints to development. All the rural service centres sit within landscape which is in good condition and has high landscape sensitivity with the exception of the Harrietsham to Lenham Vale. The location of Lenham and Harrietsham within the setting of the Kent Downs Area of Outstanding Natural Beauty makes this an area sensitive to change. Headcorn is surrounded on three sides by the functional floodplain of the River Beult and its tributaries and <u>additional capacity will be required in the sewer network and may be required at the wastewater treatment works in the period to 2031.</u> has limitations in respect of sewer and sewerage treatment capacity.”</p>	supporting text makes clear that the planning authority cannot bring forward infrastructure alone, and to ensure that the text is factually correct.
5. Spatial policies			
PC/4	Policy SP1 Maidstone urban area	Additional criterion at (3) to read: <u>“Improvements to health infrastructure including extensions and/or improvements at Barming Medical Practice, Blackthorn Medical Centre, Aylesford Medical Centre and Allington Park or Allington Clinic”</u>	To reflect updated IDP requirements
PC/5	Policy SP1 Maidstone urban area	Amend urban boundary in Sutton Street area to define a more logical urban boundary as shown in the plan at the end of this document.	For clarity and to define a logical urban boundary.
PC/6	Policy SP2 Maidstone urban area: north west strategic development location	Additional criterion at (3) (v) to read: <u>“Improvements to health infrastructure including extensions and/or improvements at Brewer Street Surgery, Bower Mount Medical Centre, The Vine Medical Centre, New Grove Green Medical Centre, Bearsted Medical Practice and Boughton Lane Surgery”</u>	To reflect updated IDP requirements
PC/7	Policy SP3 Maidstone urban area: south east	Additional criterion at (3) to read: <u>“Improvements to health infrastructure including extensions and/or improvements at The Mote Medical Practice,</u>	To reflect updated IDP requirements

Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change
	strategic development location	<i>Orchard Medical Centre, Wallis Avenue Surgery and Grove Park Surgery</i>	
PC/8	Policy SP3 Maidstone urban area: south east strategic development location	Amend criterion (3) (ii) to read: “New two form entry primary schools on sites H1 (5) and H1 (10) and the expansion of Greenfields Community Primary School.”	To reflect updated IDP requirements
PC/9	Policy SP5 Rural service centres, Paragraph 5.47	Amend para 5.47 , first sentence, to read: “The Water Cycle Study indicates that a number of the rural service centre catchment areas have at least some known problems with surface water <u>which have a subsequent impact on the sewerage network and sewer flooding</u> . It is therefore important that surface water run-off from...”	To add clarity and accuracy to the Plan.
PC/10	Policy SP5 Rural service centres	Amend criterion 1 (i) to read: “An allocated site <u>or broad location</u> in the local plan”.	To add clarity and accuracy to the Plan.
PC/11	Policy SP6 Harrietsham Rural Service Centre	Additional criterion at (3) to read: “ <u>Improvements to health infrastructure including extension and/or improvements at Glebe Medical Centre.</u> ”	To reflect updated IDP requirements
PC/12	Policy SP7 Headcorn Rural Service Centre	Additional criterion at (4) to read: “ <u>Improvements to health infrastructure including extension and/or improvements at Headcorn Surgery.</u> ”	To reflect updated IDP requirements
PC/13	Policy SP8 Lenham Rural Service Centre	Additional criterion at (4) to read: “ <u>Improvements to health infrastructure including extension and/or improvements at The Len Valley Practice.</u> ”	To reflect updated IDP requirements
PC/14	Policy SP9 Marden Rural Service Centre	Additional criterion at (4) to read: “ <u>Improvements to health infrastructure including extension and/or improvements at Marden Medical Centre.</u> ”	To reflect updated IDP requirements
PC/15	Policy SP9 Marden Rural Service Centre	Amend site allocation plan to show: Existing economic development area in the NE of Marden extended to the east and a small square to the north west of the site. The Marden Settlement boundary is also changed to encompass the expansion as shown in the plan at the end of this document.	To correct a drafting error.

Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change
PC/16	Policy SP10 Staplehurst Rural Service Centre	Additional criterion at (4) to read: <i>“Improvements to health infrastructure including extension and/or improvements at Staplehurst Medical Centre.”</i>	To reflect updated IDP requirements
PC/17	Policy SP13 Coxheath Larger Village	Additional criterion at (3) to read: <i>“Improvements to health infrastructure including extension and/or improvements at Orchard Medical Centre and Stockett Lane Surgery.”</i>	To reflect updated IDP requirements
PC/18	Policies SP7, SP8, SP9, SP10 and SP13	Amend the key for the settlement maps for Headcorn (SP7), Lenham (SP8), Marden (SP9), Staplehurst (SP10) and Coxheath (SP13) as follows: Local <i>District</i> Retail Centre	To correct a drafting error.
PC/19	Policy SP15 Sutton Valence Larger Village	Additional criterion (3) to read: <i>“Key infrastructure requirements for Sutton Valence include: (i) Improvements to health infrastructure including extension and/or improvements at Sutton Valence Surgery and Cobtree Medical Practice.”</i>	To reflect updated IDP requirements
PC/20	Policy SP16 Yalding Larger Village	Combine criteria 2 and 3, as per other SP policies and include health infrastructure criterion so that the policy reads as below: <i>“Key infrastructure requirements for Yalding include:</i> <ul style="list-style-type: none"> (i) Improvements to highway and transportation infrastructure will be made in accordance with individual site criteria set out in policies H1 (67) and RMX1 (4). Key schemes include junction improvements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access. (ii) <i>Improvements to health infrastructure including extension and/or improvements at Yalding GP Practice.</i> (iii) A minimum of 4.4 hectares of publically accessible open space will be provided.” 	To reflect updated IDP requirements and provide a consistent format across the SP policies.
PC/21	Policy SP16 Yalding Larger Village	Key to SP16 Yalding Map – add “Local Retail Centre” to legend	To correct a drafting error.
6. Housing site allocations			
PC/22	Policy H1 Housing site	Insert a new clause in criterion 1 to read: <i>“iii. Development proposals will be</i>	To reflect the service

Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change
	allocations	<i>required to provide a connection to the local sewage system at the nearest point of adequate capacity to the development site in collaboration with the service provider.</i> Re-number remaining criteria accordingly	providers requirements.
7. Detailed site allocations policies for housing			
PC/23	Policy H1(2) East of Hermitage Lane, Maidstone	Delete Policy H1(2) criterion 14 “14. Maintenance of the open character between Allington in Maidstone Borough and the Medway Gap settlements in Tonbridge and Malling Borough.”	The criterion purports to control land outside of the application site and Borough boundary. This criterion has no bearing on securing appropriate development on the site itself.
PC/24	Policy H1(4) Oakapple Lane, Barming	Delete Policy H1(4) criterion 6 “6. Creation of habitat corridor will be required along the northern boundary of the field (of which this allocation occupies the south eastern portion), between Fullingpits Wood and Oaken Wood.”	The criterion seeks to provide a habitat corridor on land outside of the site and Borough boundary. Criterion 3 would secure the equivalent within the site and Borough boundary.
PC/25	Policy H1(8) West of Church Road, Otham	Additional Policy H1(8) criterion to read: <i>“Community infrastructure - Contributions will be provided towards the expansion of Greenfields Community Primary School to mitigate the impact of the development on primary school infrastructure.”</i>	To reflect updated IDP requirements
PC/26	Policy H1(23) North Street, Barming	Delete Policy H1(23) criterion 5 “5. Provision of approximately 0.77ha of open space within the site, together with additional on/off-site provision and/or contributions towards off-site	This amount of open space cannot be provided within the site and an off-site

Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change
		provision/improvements as required in accordance with policy DM22."	contribution would be appropriate in this case, which would be covered by policy DM22.
PC/27	Policy H1(29) New Line Learning, Boughton Lane, Maidstone	<p>Amend Policy H1(29) criterion 3 to read: 'Access will be taken from Boughton Lane <u>from the western/north western boundary of the site</u> only.'</p> <p>Amend 'Access' criterion to include additional criterion to read, '<u>Emergency access only shall be taken from Boughton Lane on the south boundary of the site.</u>'</p> <p>Amend 'Access' criterion to include additional criterion to read: '<u>Provision of a dedicated pedestrian and cycle route along the south and west sides of the site connecting with the existing footway at the southern school exit to the north.</u>'</p> <p>Amend criterion 5 to read: '<u>Provision of a safe pedestrian/cycle access will be made to footpath KM98 on the southern boundary of the site crossing point on the southern boundary of the site to link to public footpath KM98 and/or to link to site H1(53) Boughton Lane, Boughton Monchelsea and Loose to the south to provide access to public footpath KM98.</u></p>	These changes will reduce the potential for pedestrian/cycle conflicts with vehicles, along the section of Boughton Lane which an appeal Inspector and the Secretary of State considered to be dangerous in its present state (see APP/U2235/A/14/2227839). This will provide a crossing point at a suitable location to provide a safe crossing to link to public footpath KM98, considered a pedestrian desire line for future occupants by the appeal Inspector.
PC/28	Policy H1(29) New Line Learning, Boughton Lane, Maidstone	Amend Policy H1(29) 'Strategic highways and transportation' criterion to include additional criterion to read: ' <u>Improvements to capacity at the A229/A274 Wheatsheaf junction.</u> '	These changes will ensure improvement to the identified junction to mitigate the impact of the development.
PC/29	Policy H1(29) New Line Learning, Boughton	Amend Policy H1(29) introduction text amended to read: 'New Line Learning, as shown on the policies map, is allocated for development of approximately	Following the Inspector's comments regarding the

Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change
	Lane, Maidstone	<p>180 220 dwellings at an average density of 28.5 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.'</p> <p>Amend criterion 1 to read: 'The character of this development will be <u>Development proposals will be of a high standard providing a spacious development</u> complementary to its semi-rural location at the edge of the urban area.'</p>	anonymity and overall design and spaciousness of the development a reduced yield and revised criterion will ensure a more spacious layout and enable the provision of a higher quality design to overcome the reason for dismissal.
PC/30	Policy H1(30) West of Eclipse, Maidstone	<p>On the allocations plan (P33 of Appendix F) it is clear that the site cannot physically be accessed from Bearsted Road, and that it is Sittingbourne Road that is the only viable access. Amend criterion 4 to read "<u>Access 4. Access will be taken from Sittingbourne Road only</u>".</p> <p>Amend site address in policy: 'Old Sittingbourne Road', to '<u>Sittingbourne Road</u>'.</p>	Access is not achievable from Bearsted Road and to correct a drafting error
PC/31	Policy H1(37) Ulcombe Rd & Millbank, Headcorn	Amend Policy H1(37) criterion 3 to read: 'Primary access will be taken from <u>Ulcombe Road</u> either Kings Road or Mill Bank. '	Primary access is not achievable from Kings Rd or Mill Bank and an application for planning permission has been approved with access from Ulcombe Rd with no highway objections raised.
PC/32	Policy H1(37) Ulcombe Rd & Millbank, Headcorn	<p>Amend Policy H1(37) to add additional criterion under 'Access' to read: '<u>Emergency/pedestrian and cycle access will be taken from Kings Road.</u>'</p> <p>Amend site plan at the end of this document to include emergency/pedestrian and cycle access to be taken from Kings Road.</p>	To provide more sustainable links to the settlement and reflect the approved planning application.

Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change
PC/33	Policy H1(37) Ulcombe Rd & Millbank, Headcorn	Amend Policy H1(37) to add additional criterion under ' <i>Community Infrastructure</i> ' heading to read: ' <i>Sufficient land shall be provided to allow expansion of Headcorn Primary School and transferred to the Local Education Authority (Kent County Council) for primary education use, the details of which will be agreed with the local education authority.</i> '	To provide sufficient land to allow the primary school to expand to meet the primary education needs of development sites and to reflect the approved planning application.
PC/34	Policy H1(53) Boughton Lane, Boughton Monchelsea and Loose	Amend Policy H1(53) 'Access' criterion to include additional criterion to read: ' <i>Provision of a pedestrian and cycle route within the open space area to provide a link from site H1(54) Boughton Mount, Boughton Lane, Boughton Monchelsea to the east, to link with a pedestrian crossing point to site to H1(29) New Line Learning, Boughton Lane, Maidstone to the north, and to provide access to public footpath KM98.</i> '	To ensure a safe route through the site and link with neighbouring developments to prevent pedestrian and vehicle movements on Boughton Lane.
PC/35	Policy H1(53) Boughton Lane, Boughton Monchelsea and Loose	Amend Policy H1(53) 'Strategic highways and transportation' criterion to include additional criterion to read: " <i>Improvements to capacity at the A229/A274 Wheatsheaf junction.</i> "	To ensure improvement to the identified junction to mitigate the impact of the development.
PC/36	Policy H1(54) Boughton Mount, Boughton Lane, Boughton Monchelsea	Amend Policy H1(54) 'Strategic highways and transportation' criterion to include additional criterion to read, " <i>Improvements to capacity at the A229/A274 Wheatsheaf junction.</i> "	To ensure improvement to the identified junction to mitigate the impact of the development.
PC/37	Policy H1(65) Adjacent to The Windmill PH, Eyhorne Street, Hollingbourne	Amend site area to exclude third party land as shown in the plan at the end of this document.	To correct a drafting error and exclude third party land which is not known to be available for development.
10. Detailed policies for broad locations for housing growth			
PC/38	Policy H2(2) Invicta Park	Amend criterion 3 of Policy H2(2) to read "Ensuring requisite community	To reflect updated IDP

Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change
	Barracks	facilities, which may include neighbourhood shopping and health and education facilities, <i>and the provision of land for a primary school</i> , are delivered <i>where proven necessary and</i> in conjunction with housing; “	requirements
PC/39	Policy H2(3) Lenham	Amend criterion 5 of Policy H2(3) to read “ <i>provision of land for a primary school and</i> provision of, or contributions towards, other community infrastructure (e.g. medical facilities, youth facilities) where proven necessary, <i>to be delivered in conjunction with housing</i> ”	To reflect updated IPD requirements
14. Detailed site allocation policies for retail and mixed use			
PC/40	Policy RMX1(1) Newnham Park, Bearsted Road, Maidstone	Amend criterion 3 to read: “creation of a parkland <i>woodland</i> nature reserve of approximately 3 hectares on land to the south east of the site as shown on the policies map and through a legal agreement transferred to a Trust <i>secured through a legal agreement.</i> ”	To be consistent with the terms of the s106 legal agreement for the Maidstone Medical Campus.
PC/41	Policy RMX1(1) Newnham Park, Bearsted Road, Maidstone	Amend criterion 5(i) to read “the provision of new structural and internal landscaping to be phased in advance of development <i>to accord with an approved Landscape and Ecological Management Plan for the site.</i> ”	To align policy with the terms in the S106 agreement executed for the Maidstone Medical Campus planning consent (MA/13/1163).
PC/42	Policy RMX1(1) Newnham Park, Bearsted Road, Maidstone	Amend criterion 8 to read “... no significant adverse impact on town, <i>district</i> and local centres <i>including those in adjoining boroughs</i> ”	To add clarity and accuracy to the Plan.
PC/43	Policy RMX1(1) Newnham Park, Bearsted Road,	Amend criterion 11 to read “submission of a full landscape assessment <i>which includes assessment of the impact of the development on views to and from the Kent Downs AONB</i> ”	To add clarity and accuracy to the Plan.

Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change
	Maidstone		
PC/44	Policy RMX1(1) Newnham Park, Bearsted Road, Maidstone	Amend criterion 12 to read “Vehicular access to the site from the New Cut roundabout with bus and emergency access from the A249 Sittingbourne Road <i>if required</i> ”	To add clarity and accuracy to the Plan.
PC/45	Policy RMX1(1) Newnham Park, Bearsted Road, Maidstone	Amend the site plan for Policy RMX1(1) to show extent of the Woodland Nature Reserve as shown in the plan at the end of this document.	To add clarity and accuracy to the Plan.
16. Detailed site allocations for employment			
PC/46	Policy EMP1(5) Woodcut Farm, Ashford Road, Bearsted	Amend the site plan for Policy EMP1(5) to exclude the farm buildings from the landscape area as shown in the plan at the end of this document.	To add clarity and accuracy to the Plan.
17. Development management policies for Maidstone Borough			
PC/47	Policy DM1 Principles of good design	Amend criterion iv to read: “Respect the amenities of occupiers of neighbouring properties and uses and provide adequate residential amenities for future occupiers of the development by ensuring that development does not result in, <i>or is exposed to</i> , excessive noise, vibration, odour, air pollution, activity or vehicular movement, overlooking or visual intrusion, and the built form would not result in unacceptable loss of privacy or light enjoyed by the occupiers of nearby properties”.	To add clarity and accuracy to the Plan.
PC/48	Policy DM3 Historic and Natural environment	Amend Policy DM3 criterion 1(ii) to read: “Avoid damage to and inappropriate development considered likely to have significant <i>direct or indirect</i> adverse effects on:”	To add clarity and accuracy to the Plan.
PC/49	Policy DM3 Historic and	Amend Policy DM3 criterion 5 to read: “ Development proposals will not be	To reflect objection from

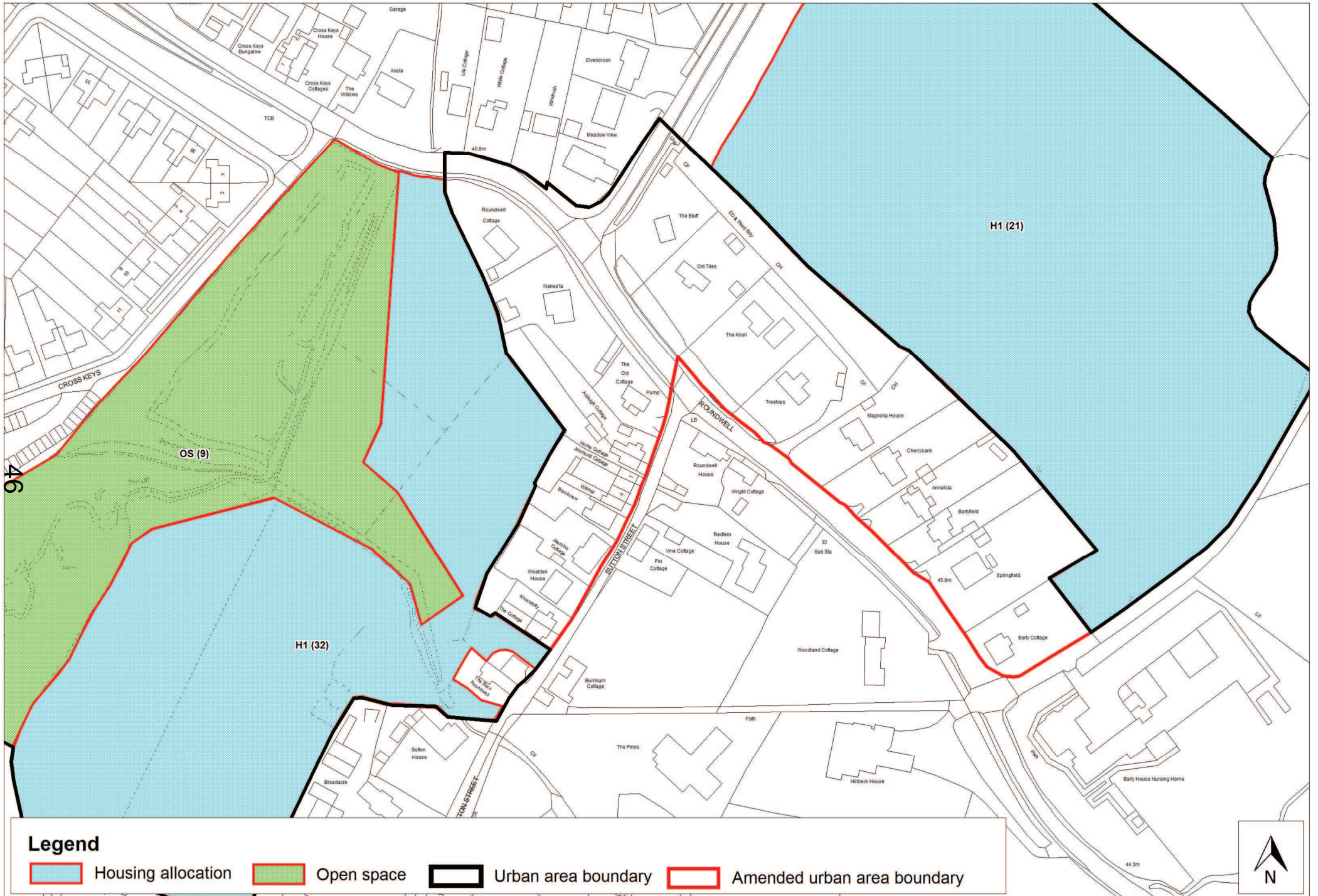
Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change
	Natural environment	<p>permitted where they lead to adverse impacts on natural and heritage assets for which mitigation measures or, as a last resort, compensation appropriate to the scale and nature of the impact cannot be achieved.</p> <p><u>When significant harm cannot be avoided through consideration of alternative sites or adequate mitigation provided on-site or within the immediate locality, compensatory measures will be achieved within the relevant Biodiversity Opportunity Area, or other location as agreed by the Local Planning Authority.</u></p> <p>Add criterion 6 to read: <u>Development proposals will give weight to the protection of the following designated sites for biodiversity, as shown on the Policies Map, which will be equal to the significance of their biodiversity/geological status, their contribution to wider ecological networks and the protection/recovery of priority species as follows:</u></p> <p>i) <u>For internationally designated sites (including candidate sites), the highest level of protection will apply. The council will ensure that plans and projects proceed only when in accordance with relevant Directives, Conventions and Regulations. When the proposed development will have an adverse effect on the integrity of a European site, planning permission will only be granted in exceptional circumstances, where there are no less ecologically damaging alternatives, there are imperative reasons of overriding public interest and damage can be fully compensated.</u></p> <p>ii) <u>For nationally designated sites (including candidate sites), development will only be permitted where it is not likely to have an adverse effect on the designated site or its interests (either individually or in combination with other developments) unless the</u></p>	Natural England requiring policy to be refined and to take account of NPPF Paragraph 113.

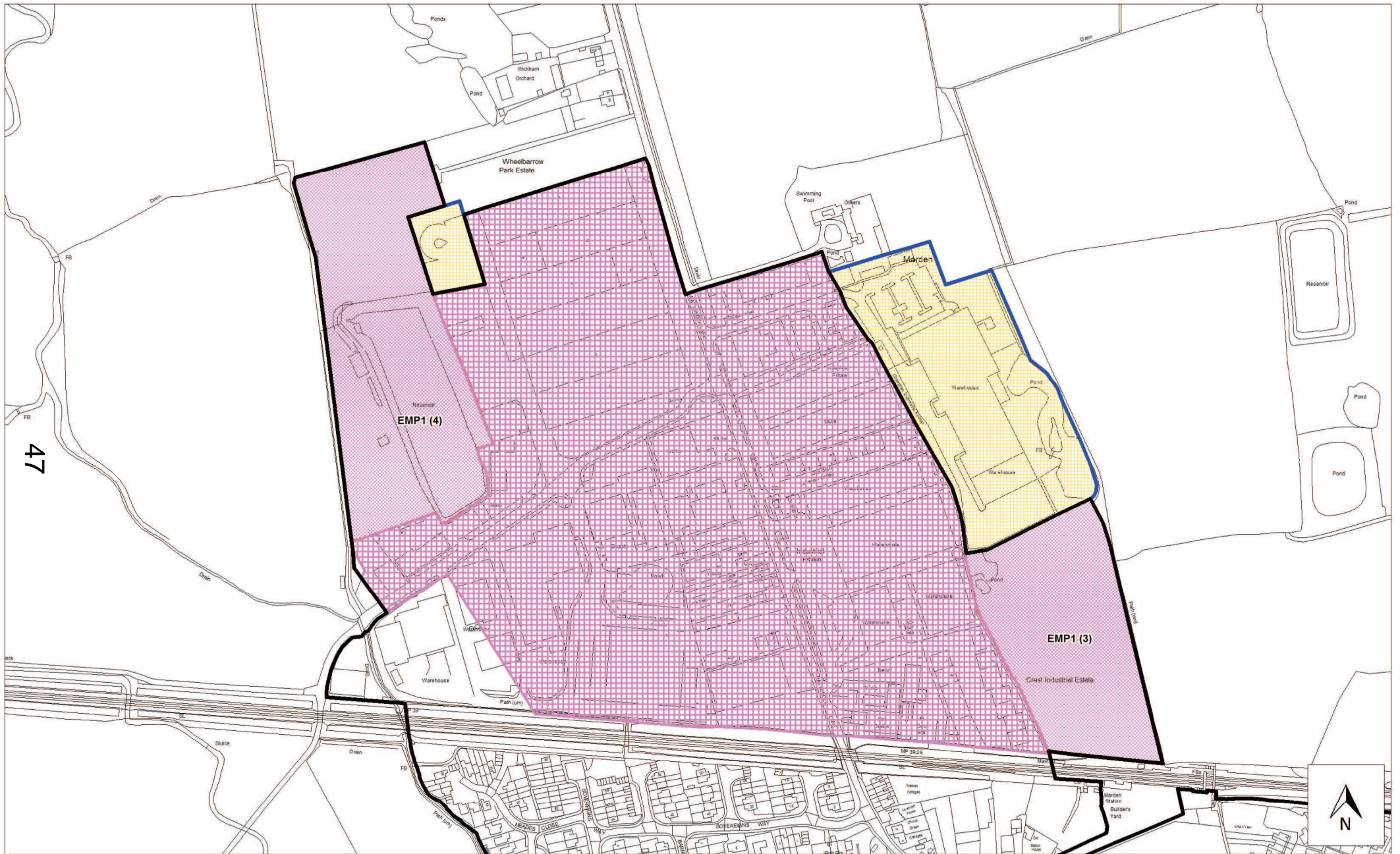
Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change
		<p><i><u>benefits of the development at this site clearly outweigh both the impacts that it is likely to have on the features of the designated site that make it of national importance and any broader impacts on the national network of Sites of Special Scientific Interest. Where damage to a nationally designated site cannot be avoided or mitigated, compensatory measures will be sought. Development will also accord with and support the conservation objectives of any biodiversity site management plans;</u></i></p> <p>iii) <i><u>For locally designated sites (including draft published sites), development likely to have an adverse effect will be permitted only where the damage can be avoided or adequately mitigated or when its need outweighs the biodiversity interest of the site. Compensation will be sought for loss or damage to locally designated sites.</u></i></p>	
PC/50	Policy DM7 External Lighting	Amend Policy DM7 criterion 2 to read: "Lighting proposals that <u>are within</u> , neighbour or are near enough to significantly affect areas of nature conservation importance, e.g. Sites of Special Scientific Interest, National Nature Reserves and Country Wildlife Sites will only be permitted in exceptional circumstances."	To improve the accuracy of the Plan add clarity and accuracy to the and to reflect Kent Downs AONB guidance.
PC/51	Policy DM16 Gypsy, Traveller and Travelling Showpeople accommodation	Amend criterion 2 to read: "...would not result in inappropriate harm <u>to</u> the landscape and rural character...."	To correct a drafting error.
PC/52	Policy DM23 Community Facilities	Amend Policy DM23 criterion 1 to read: "Residential development which would generate a need for new community facilities, or for which spare capacity in such facilities does not exist, will not be permitted unless the provision of new, extended or improved facilities (or a contribution towards such provision) is secured <u>as appropriate</u> by planning conditions, or through legal agreement <u>or through the Community Infrastructure Levy</u> . unless the	To add clarity and accuracy to the Plan.

Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change
		specific facilities are identified for delivery through the Community Infrastructure Levy”.	
PC/53	Policy DM24 Sustainable transport, paragraph 17.126	Amend paragraph 17.126 to read: “...at the first review of the local plan (which will commence in <u>by</u> 2022).”	To factually update the Plan
PC/54	Policy DM24 Sustainable transport	Amend criteria 1 to read: “1. Working in partnership with Kent County Council (the local highway authority), Highways England, infrastructure providers and public transport operators, the Borough Council will <i>support schemes for mitigating the impact of development where appropriate on the local and Strategic Road Network and</i> facilitate the delivery of transport improvements to support the growth proposed by the local plan. An Integrated Transport Strategy, prepared by the council and its partners, will have the aim of facilitating economic prosperity and improving accessibility across the borough and to Maidstone town centre, in order to promote the town as a regionally important transport hub.”	To add clarity and accuracy to the Plan.
PC/55	Policy DM28 Renewable and low carbon schemes	Amend criterion 2 to read: “The landscape and visual impact of development, with particular regard to any impact on, or the setting of the Kent Downs AONB <u>or its setting</u> or the setting of the High Weald AONB.”	To correct a drafting error.
20. Delivery Framework			
PC/56	Policy ID1 Infrastructure Delivery	Amend Policy ID1 (2) third sentence to read: “Dedicated Planning Agreements (S.106 of the Town and Country Planning Act, 1990) will be used to provide the a range of site specific facilities <i>mitigation, in accordance with the S106 tests</i> , which will normally be provided on-site but may where appropriate be provided in an off-site location or via an in-lieu financial contribution.	To clarify that section 106 planning obligations will only be used where requirements meet the strict legal tests.
PC/57	Policy ID1 Infrastructure Delivery	Delete Policy ID1 (4) and accompanying text at para 20.7 “ 20.7 Where there are competing demands for contributions towards the delivery of infrastructure, secured through section 106 legal agreements, the	No evidence has been provided to justify the policy.

Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change
		<p>council will prioritise these demands in the manner listed below: Infrastructure priorities for residential development:</p> <ol style="list-style-type: none"> 1. Affordable housing 2. Transport 3. Open Space 4. Public realm 5. Health 6. Education 7. Social services 8. Utilities 9. Libraries 10. Emergency services 11. Flood defence <p>Infrastructure priorities for business and retail development:</p> <ol style="list-style-type: none"> 1. Transport 2. Public realm 3. Open space 4. Education 5. Utilities 6. Flood defences” <p>“4. Where there are competing demands for contributions towards the delivery of infrastructure, secured through section 106 legal agreements, the council will prioritise these demands in the manner listed below: Infrastructure priorities for residential development:</p> <ol style="list-style-type: none"> 12. Affordable housing 13. Transport 14. Open Space 	

Proposed change reference number	Policy/paragraph number/site reference	Proposed change	Reason for proposed change
		15. Public realm 16. Health 17. Education 18. Social services 19. Utilities 20. Libraries 21. Emergency services 22. Flood defence Infrastructure priorities for business and retail development: 7. Transport 8. Public realm 9. Open space 10. Education 11. Utilities 12. Flood defences"	
PC/58	Policy ID1 Infrastructure Delivery	Additional criterion to read: <i><u>"Infrastructure schemes that are brought forward by service providers will be encouraged and supported, where they are in accordance with other policies in the local plan. New residential and commercial development will be supported if sufficient infrastructure capacity is either available or can be provided in time to serve it. Development proposals will be required to provide a connection to the local sewage system at the nearest point of adequate capacity to the development site in collaboration with the service provider"</u></i>	To ensure that the policy proactively supports the delivery of infrastructure schemes by service providers, and to avoid inappropriate connections to the sewerage network as a result of new development.
21. Monitoring and Review			
PC/59	Paragraph 21.30	Amend paragraph 21.30 to read: "...in a timely manner and a review of the Local Plan will commence in <u>by</u> 2022."	To factually update the plan.

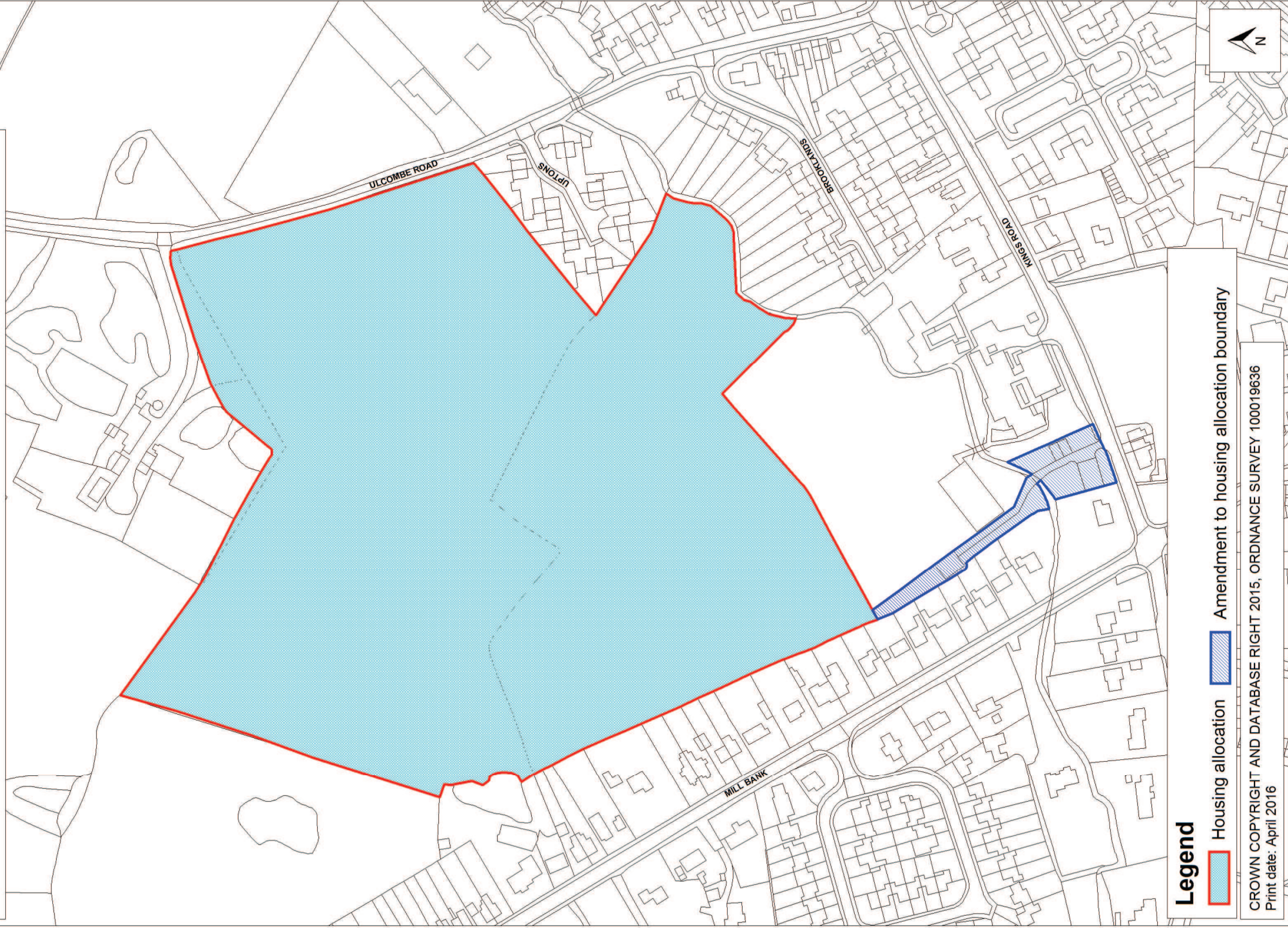




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- Legend**
- Settlement boundary
 - Amendment to settlement boundary
 - Economic development area
 - Amendment to economic development area
 - Employment allocation

H1 (37) - Ulcombe Road and Mill Bank, Headcorn



Legend

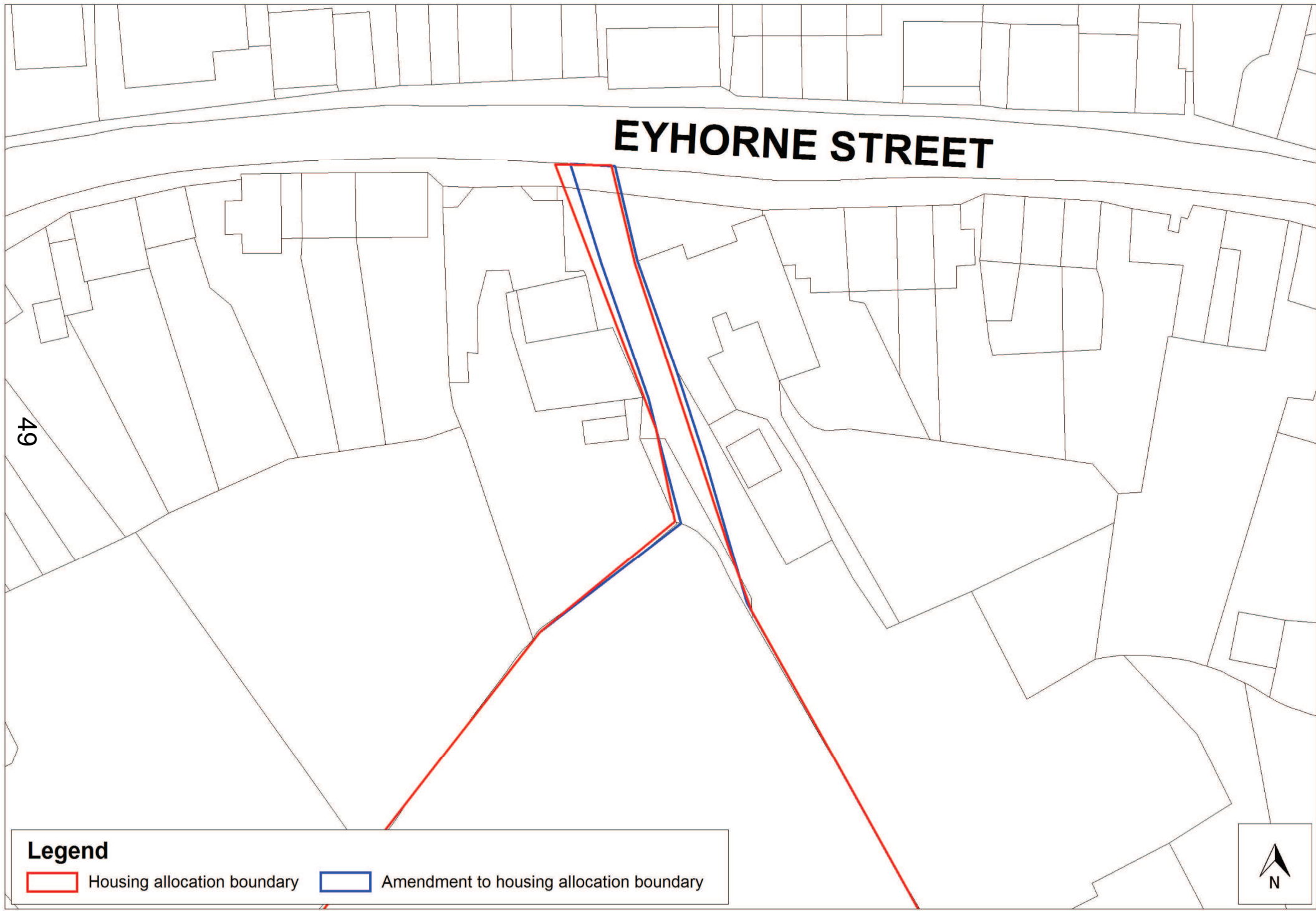
-  Housing allocation
-  Amendment to housing allocation boundary

EYHORNE STREET

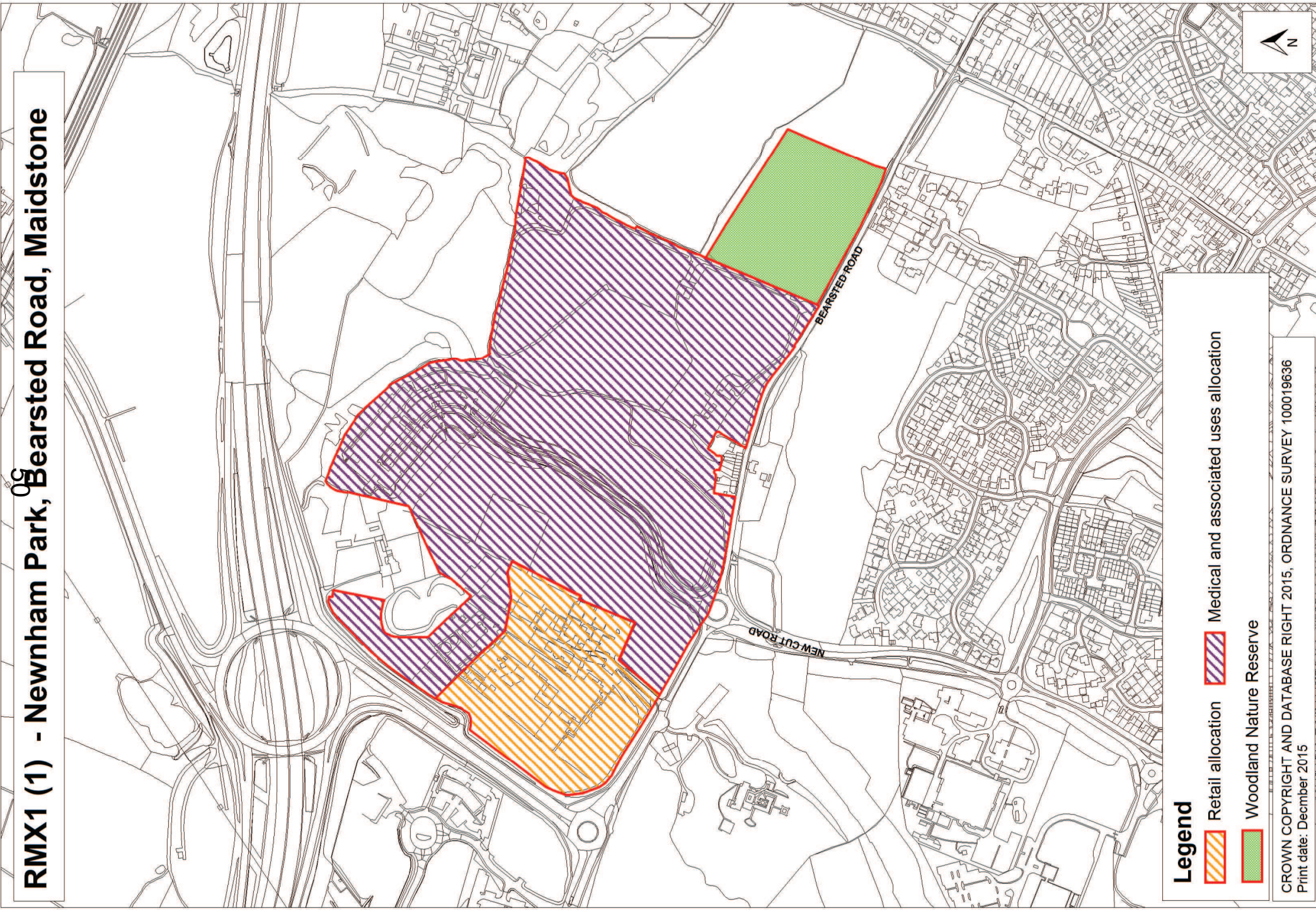
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Legend

-  Housing allocation boundary
-  Amendment to housing allocation boundary



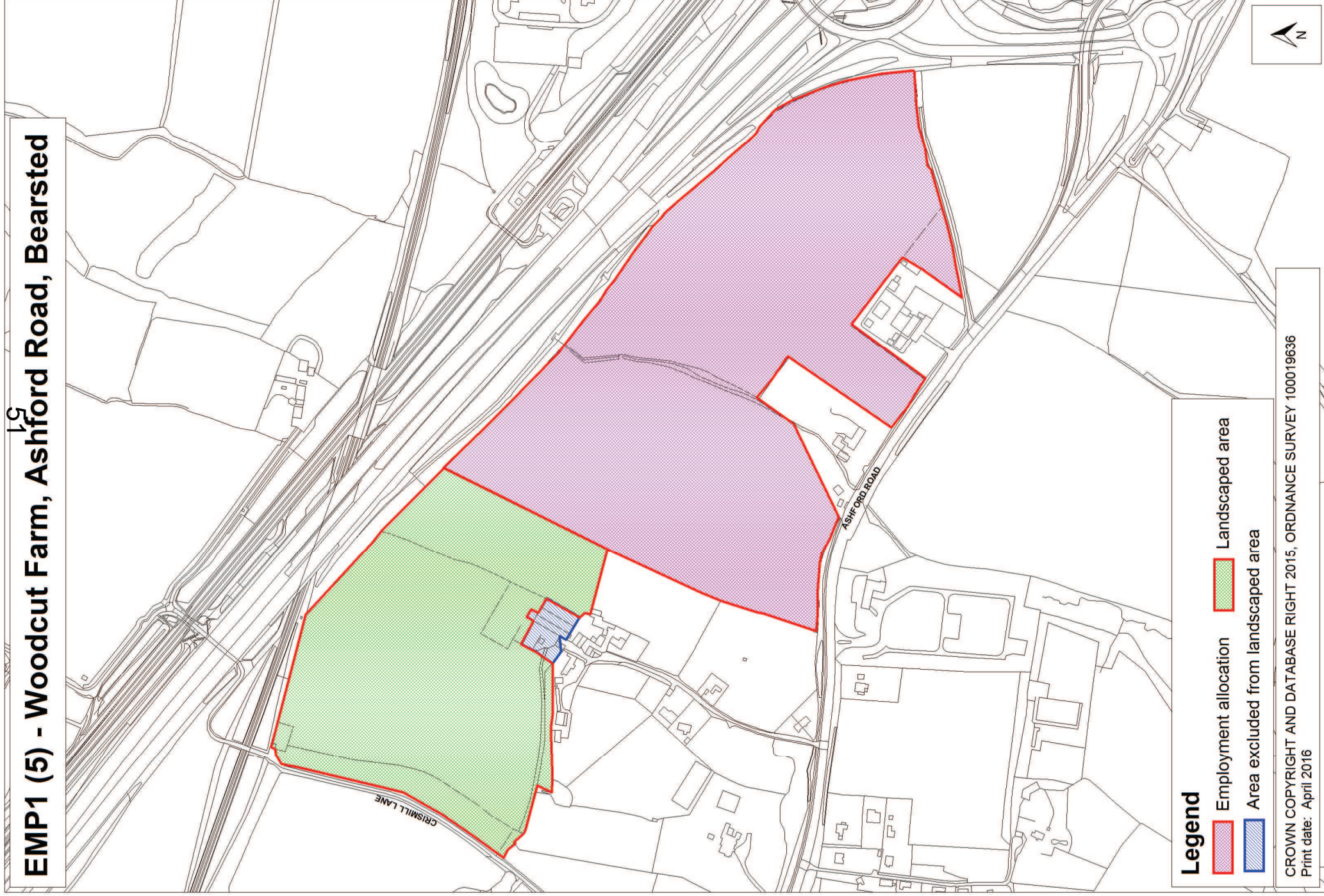
RMX1 (1) - Newnham Park, Bearsted Road, Maidstone






Legend

-  Retail allocation
-  Medical and associated uses allocation
-  Woodland Nature Reserve

EMP1 (5) - Woodcut Farm, Ashford Road, Bearsted



Legend

-  Employment allocation
-  Landscaped area
-  Area excluded from landscaped area

Agenda Item 12

Strategic Planning, Sustainability & Transportation Committee

18 April 2016

Is the final decision on the recommendations in this report to be made at this meeting?

Yes

Infrastructure Delivery Plan (April 2016)

Final Decision-Maker	Strategic Planning, Sustainability & Transportation Committee
Lead Head of Service	Rob Jarman: Head of Planning and Development
Lead Officer and Report Author	Andrew Thompson: Principal Planning Officer
Classification	Public
Wards affected	All

This report makes the following recommendations to the final decision-maker:

That Committee:

1. Approve the Infrastructure Delivery Plan for submission to the Secretary of State for Communities and Local Government as supporting evidence to the Maidstone Borough Local Plan;
2. Give delegated authority to the Head of Planning to update the Infrastructure Delivery Plan prior to submission, recognising that it is a "living document".

This report relates to the following corporate priorities:

Keeping Maidstone Borough an attractive place for all and Securing a successful economy for Maidstone Borough

- Securing provision of and improvements to infrastructure in our Borough

Timetable	
Meeting	Date
Strategic Planning, Sustainability & Transportation Committee	18 April 2016

Infrastructure Delivery Plan (April 2016)

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Infrastructure Delivery Plan (IDP) identifies the infrastructure schemes necessary to support the development proposed in the Local Plan and outlines how and when these will be delivered. The IDP is therefore a key evidence base document and infrastructure planning tool which will support the examination and implementation of the Local Plan.
- 1.2 The IDP was comprehensively reviewed during autumn/winter 2015 and, at its meeting on 13 January 2016, this Committee approved the updated version for publication as supporting evidence to the Local Plan, recognising that the IDP is a “living document” and may require further updating prior to its publication. On 13 January it was also decided that the IDP should return to this Committee for approval to submit the document to the Secretary of State for Communities and Local Government as supporting evidence to the Maidstone Borough Local Plan, so that any amendments required as a result of consultation responses, factual updates and/or further evidence being made available by infrastructure providers, could be considered by this Committee.
- 1.3 Since February additional information has been made available from key infrastructure providers such as the NHS and Kent County Council. The updated IDP schedules therefore set out a number specific schemes identified by the NHS to improve GP surgeries in response to planned growth, and outline KCC’s confirmed approach to mitigating the impact of new development on the delivery of its youth services, adult social care services and community learning services. Factual updates have also been incorporated where appropriate, taking account of consultation responses and the progression/development of individual schemes.
- 1.4 Additionally, the introductory sections of the IDP have been supplemented to provide some further context as regards how schemes have been identified, and the evidence which underpins them. Altogether the changes between January and April enhance the robustness of the IDP and ensure that the document is as up-to-date as possible for Committee’s approval to submit the document alongside the Local Plan. The IDP is attached at Appendix A.
- 1.5 Councillors will note that the IDP makes numerous references to ongoing technical work – particularly in respect of transport infrastructure – and it is possible that the completion of additional work in the coming days and weeks may necessitate further factual updates to the IDP prior to submission. This report therefore seeks Committee’s approval to submit the IDP to the Secretary of State, recognising that further factual updates may be required prior to submission of the document.

2. INTRODUCTION AND BACKGROUND

- 2.1 Strategic Planning, Sustainability and Transportation Committee considered a revised IDP at the meeting in January, and the accompanying report summarised the key schemes in each of the IDP schedules. The majority of the IDP schedules remain largely unchanged since January, and therefore this report sets out the key changes to the IDP, and does not reiterate the summaries provided at the January meeting.

Health provision

- 2.2 Perhaps the most significant change to the IDP is the inclusion of a series of schemes to improve and/or expand GP Surgery capacity in response to planned growth. MBC officers have been in regular contact with NHS Property Services (South East) throughout the development of the Local Plan, and outline requirements were set out in the IDP published alongside the Draft Local Plan (Regulation 18) in spring 2014. A revised set of requirements, taking account of development proposed in the Publication (Regulation 19) version of the Local Plan, has recently been made available from NHS Property Services, and these are included in the IDP Health Provision schedule. The West Kent Clinical Commissioning Group (CCG) took on this responsibility from NHS Property Services earlier this month and therefore the CCG has also verified the submission.
- 2.3 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.
- 2.4 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. 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.
- 2.5 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.
- 2.6 As was anticipated, the updated set of schemes builds on those previously identified, and reflects NHS requests for developer contributions sought through the development management process. Accordingly, significant financial contributions have already been secured towards delivery of many of these schemes through consents granted on sites proposed for allocation in the emerging Local Plan.

- 2.7 Although many planning consents are already in place, the delivery of these new homes will take place over a number of years, as indicated in the Local Plan 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 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.

Social and community infrastructure

- 2.8 The County Council is responsible for the provision of services for adult social care, community learning, youth services and library provision, which form the substantive part of the schedule. As part of KCC's response to the Local Plan publication, the County Council outlined its intended approach to mitigate the impact of new development on the delivery of these services, and this is reflected in the IDP.
- 2.9 Significantly, KCC has confirmed that it does not 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.
- 2.10 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 Local Plan 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. 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 Local Plan. 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.
- 2.11 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. 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.

Education provision

- 2.12 The County Council has also clarified its approach to the delivery of requisite primary school places to accommodate proposed development in the South East Maidstone Strategic Development Area. The need for a new primary school within site H1 (10) South of Sutton Road will be wholly generated by development within that site, meaning that the new school will be site specific infrastructure. The size of the school is now identified as “up to 2FE” (forms of entry) reflecting the Education Authority’s position that a 2FE school would be required should the development generate in excess of 210 primary pupils, but that a 1FE school would be required should a lower number of pupils be generated.
- 2.13 For site H1 (8) West of Church Road, Otham, the IDP now clarifies that the primary school mitigation will be an expansion of the nearby Greenfields Community Primary School by up to 1FE. Again this is site specific mitigation and the scale of the expansion will be determined by the number of pupils generated by the development.
- 2.14 For clarity, and given that there is an established need, the schemes to provide new 2FE primary schools to serve the broad locations at Lenham and Invicta Barracks are now included in the IDP education schedule, together with the scheme to expand Staplehurst Primary School by 0.5FE. These schemes had previously only been referenced in the preamble to the IDP schedules. However, KCC has confirmed that these are key infrastructure requirements necessary to support planned growth.

Additional changes

- 2.15 Further changes to the IDP schedules are more limited in nature; primarily to reflect the progression of schemes such as the commencement of works on the Bridges Gyratory schemes. Southern Water has identified a series of proposed development sites which will require a connection to the local sewerage network at the nearest point of adequate capacity, and this is also reflected in the IDP.
- 2.16 The IDP is an important component of the supporting evidence base submitted to the Secretary of State alongside the Local Plan, and therefore provides a key opportunity to aid the Inspector’s understanding of how individual infrastructure schemes have been identified and the timescales for their delivery. The introductory sections of the IDP (Parts 1 – 4) therefore set out a more comprehensive explanation of how the IDP has been developed, its relationship with other evidence documents and how the IDP will be implemented and reviewed over the course of the Local Plan period. It is considered that this additional contextual information will enhance the robustness of the IDP as a whole, to demonstrate that the necessary infrastructure can be delivered in a timely manner to support growth.

Updating the IDP pre-submission

2.17 The IDP makes numerous references to ongoing technical work – particularly in respect of transport infrastructure – and it is possible that the completion of additional work in the coming days and weeks may necessitate further factual updates to the IDP prior to submission. Technical assessments are currently underway to establish more detail on the need for transport schemes at Lenham and Invicta Barracks broad locations, and the output of this work will need to be considered for inclusion in the IDP. To ensure that the IDP is as up-to-date as possible for submission, it is recommended that any necessary factual updates are incorporated within the IDP prior to its submission.

3. AVAILABLE OPTIONS

Option A: Approve the IDP for submission to the Secretary of State for Communities and Local Government as supporting evidence to the Maidstone Borough Local Plan, and give delegated authority to the Head of Planning to update the Infrastructure Delivery Plan prior to submission, recognising that it is a “living document”.

Option B: Reject the IDP for submission to the Secretary of State for Communities and Local Government as supporting evidence to the Maidstone Borough Local Plan. This option should be selected if the IDP is not considered to be fit for purpose.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

4.1 Option A is recommended. The IDP is informed by an extensive evidence base and by significant input from infrastructure providers. The IDP is an important component of the supporting evidence base submitted to the Secretary of State alongside the Local Plan. The IDP is a “living document” and it is important that the document submitted to the Secretary of State is based upon the most up to date evidence available. The granting of delegated powers to the Head of Planning will ensure that any necessary factual updates can be incorporated in the to the IDP prior to its submission.

5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

5.1 Engagement with infrastructure providers has been continuous throughout the development of the Local Plan, both through formal consultation exercises and more informal engagement and liaison. In preparation for submission of the Local Plan, the IDP has been comprehensively reviewed to take account of the latest available evidence and information provided by many infrastructure providers have provided detailed responses to the request for input to the IDP, taking account of the revisions to the Local Plan.

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

6.1 The IDP will be updated as necessary to take account of any factual updates and then submitted alongside the Local Plan to the Secretary of State.

7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The IDP will support the Local Plan and will assist in the delivery of the Council's corporate priorities	Head of Planning and Development
Risk Management	A key risk to the Local Plan programme relates to the Council's ability to demonstrate sound infrastructure planning necessary to support planned growth	Head of Planning and Development
Financial	A number of schemes identified in the IDP are to be funded wholly or partly by the Council through its Capital Programme and New Homes Bonus. The IDP will inform the future allocation of CIL receipts, decisions on which will be made by the Council.	Head of Finance & Resources
Staffing	The IDP will need to be regularly reviewed if it is to provide an up-to-date evidence base and infrastructure planning tool.	Head of Planning and Development
Legal	The IDP is prepared as part of the evidence base for the Local Plan, supporting its soundness, required to facilitate its progression through Examination in Public, to adoption.	Team Leader (Planning), Mid Kent Legal Services
Equality Impact Needs Assessment	The IDP identifies the infrastructure necessary to support development in a sustainable manner, and therefore seeks to minimise the potential equality impacts of new development in the borough. Access to new and improved local community infrastructure should benefit those equality groups most in need.	Policy & Information Manager
Environmental/Sustainable Development	The IDP identifies the infrastructure required to minimise the environmental and social impacts of new development, whilst facilitating economic development and growth within the borough.	Head of Planning and Development
Community Safety	The IDP identifies interventions required to mitigate the safety impacts of new development such as transport schemes. Kent Police have been consulted on the IDP.	Head of Planning and Development
Human Rights Act	N/A	Head of Planning and Development

Procurement	Consultants are used to prepare specialist or technical evidence to support the Local Plan and are appointed in accordance with the Council's procurement procedures.	Head of Planning and Development Section 151 Officer
Asset Management	N/A	Head of Planning and Development

8. REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

- Appendix A: Maidstone Borough Local Plan: Infrastructure Delivery Plan (April 2016)

9. BACKGROUND PAPERS

None

Maidstone Borough Local Plan Infrastructure Delivery Plan (April 2016)



Infrastructure Delivery Plan (April 2016)

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1. Introduction

Purpose of the Infrastructure Delivery Plan

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.

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.

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.

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

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.

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.

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.

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)

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.

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

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.

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 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.

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

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.

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.

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, the 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).

MBC officers have worked closely with NHS Property Services throughout the development of the MLP 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.

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

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.

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.

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.

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.

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

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.

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.

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.

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.

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.

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.

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 Gyratory 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.

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.

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.

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.

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

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.*

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

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.

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.

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.

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

The need for a scheme to improve the convoluted arrangements at the Bridges Gyrotory 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.

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.

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, has secured funding from the MBC capital budget, and delivery is expected in 2017. A business case has been submitted to the SELEP for funding to deliver works to improve the accessibility of the Maidstone East Rail Station and localised pedestrian environment, 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

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).

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.

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.

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.

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.

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.

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.

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.

For the longer term the MBLP and ITS confirm the intention to investigate and assess the justification for a Leeds-Langley Relief Road, with a view to identifying the potential timescales for such a scheme 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.

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).

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 is now underway to develop an outline scheme and additional detail will be included in the IDP when this becomes available to demonstrate that the proposed allocations can be delivered within the MBLP plan period.

The evidence prepared to date has not identified the need for significant highway infrastructure improvements to support delivery of the broad locations at Invicta Barracks and Maidstone Town Centre. A technical study is currently underway however to confirm any highway requirements for Invicta Barracks and the outcome of this work will be considered in due course for inclusion in the IDP.

Rural areas

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.

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.

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.

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.

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.

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 will be developed as part of the Lenham masterplanning project, which is due for completion during summer 2016, and the outcome of this work will be taken into account as the IDP is reviewed in the future. Further assessment work will be required to support the review of the MBLP, timetabled to commence by 2022, which will consider in greater detail the delivery of the broad locations.

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.

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

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.

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.

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

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.

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.

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.

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.

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.

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.

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.

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.

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.

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

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.

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.

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

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.

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

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.

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.

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.

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.

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. It is not 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

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.

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.

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.

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.

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.

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

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.

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.

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.

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.

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.

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.

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

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, through 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.

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.

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.

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 confirmed 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

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

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.

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.

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.

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

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.

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.

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

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.

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.

UK Power Networks, who are responsible for the provision of electricity infrastructure in Maidstone, have been made aware of the scale and distribution of growth proposed in the MBLP and have 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

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.

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

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 June 2016.

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.

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.

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.

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.

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.

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 through the MBLP review due to commence by 2022.

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

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.

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 it is anticipated that SFRA evidence will be update during summer 2016.

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 measures these can be taken into account as the IDP is reviewed in the future.

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.

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 spring/summer 2016.

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

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.

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 prior to examination of the MBLP.

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.

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.

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 (APRIL 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
93 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 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

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTTC4	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	£1.5m	MBC Capital Programme	Outline scheme and costings developed. Funding secured from capital programme for delivery in 2017.	Short term	Essential	Low
HTTC5	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
HTTC6	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

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 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
HTTC7	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	£1.178m	CIL	Outline scheme and costings developed	Medium term	Essential	Moderate
HTTC8	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
HTTC9	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
HTTC10	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	Detailed design and a funding bid is with SELEP for consideration.	Short term	Essential	Moderate
HTTC11	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

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 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
HTTC12	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
HTTC13 97	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
HTTC14	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 BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 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
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
06 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
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

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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
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
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 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	£7.3m	Existing s106 contributions CIL	Study underway to refine outline scheme	Short term	Essential	High

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 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							
100	HTSE2 Highway improvements Works to provide additional capacity.	Improvements to capacity at the junction of Willington and 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	KCC	c£1.5m	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							
				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														
				H1 (5) Langley Park, Maidstone								KCC	c£1.3m	Existing s106 contributions CIL Local Growth Fund (Potential for some forward funding to secure early delivery)	Outline design developed.	Short term	Critical	Moderate
				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																		

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 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
				H1 (28) Kent Police Training School, Maidstone							
HTSE4	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
HTSE5	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
101											
HTSE6	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
HTSE7	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 MA/12/0987 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 H1 (27) Kent Police HQ, Maidstone	KCC	£483k plus statutory undertakings and potential land acquisition	Existing s106 contributions CIL Local Growth Fund (Potential for some forward funding to secure early delivery)	Outline design developed	Short term / Medium term	Critical	Moderate

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 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
			MA/14/503167	H1 (28) Kent Police Training School, Maidstone H1 (29) New Line Learning, Maidstone							
HTSE8	Highway improvements Works to provide additional capacity.	Improvements to the approaches to the Bridge Gyrotory 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
102											
HTSE9	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 H1 (9) Bicknor Farm, Maidstone H1 (10) South of	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
				Sutton Road, Maidstone H1 (27) Kent Police HQ, Maidstone H1 (28) Kent Police Training School, Maidstone							
HTSE10	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
HTSE11 03	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
HTSE12	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
HTSE13	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	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

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			Planning application MA/15/509015 Planning application MA/14/506264 Planning permission MA/13/1149								
MAIDSTONE URBAN AREA – North West Maidstone Strategic Development Area											
104	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
	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	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	£383k plus statutory undertakings and potential land acquisition	Existing S106 contributions CIL Local Growth Fund (Potential for some forward funding to secure early delivery)	Outline design developed.	Medium term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate 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 MA/14/503735 Planning application MA/14/503786	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	£2.6m	Existing S106 contributions CIL	Outline design developed	Medium / Long term	Essential	Moderate
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	H1 (1) Bridge Nurseries, Maidstone H1 (2) East of Hermitage Lane, Maidstone H1 (3) West of Hermitage Lane, Maidstone H1 (4) Oakapple Lane,	KCC	£400k	Existing S106 contributions CIL	Outline design developed	Short term	Critical	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			Planning application MA/14/503786 Planning application MA/13/2079	Maidstone							
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 Local Growth Fund (Potential for some forward funding to secure early delivery)	Outline design developed.	Short term / Medium term	Essential	Moderate
106 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
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	Provision of a footway on the western side of Hermitage Lane and pedestrian crossing	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

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
	accessibility.	facilities, together with a footway to link to the existing pedestrian island on Hermitage Lane.									
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
107											
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 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	Unknown	Existing S106 contributions CIL	Outline design currently under development	Short term	Critical	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low	
108	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 Local Growth Fund (Potential for some forward funding to secure early delivery)	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
	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

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate 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
RURAL AREAS - Coxheath											
109	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 Study June 2015 SHEDLAA 2014 Planning permission MA/14/0836 Planning permission MA/14/0566	H1 (59) Heathfield, Heath Road, Coxheath	KCC	£650k plus statutory undertakings	Existing S106 contributions CIL	Outline design completed	Short term / Medium term	Critical	Moderate
				H1 (60) Forstal Lane, Coxheath							
	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

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
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
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

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate 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 MA/13/1823 Planning application MA/14/0095 JMP A20 Stage 2 Report April 2014	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
HTHA2	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

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
RURAL AREAS – Headcorn											
HTHE1	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
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

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate 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
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
113 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

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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 14	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 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 extension of 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
		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

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 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
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 117	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

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 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 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	Valley Invicta Academy Trust have 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.	Short term	Essential	Moderate
EDM2 118	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

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 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/13/1585 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

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 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
			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

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MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 2016)

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										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
121											
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

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 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
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 123	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

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 2016)											
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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
124	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

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 2016)											
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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								
125	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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										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 27	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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										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 29	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
130	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
	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
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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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	
			Development in the Local Plan will result in c447 new homes in an area which SECamb currently cannot provide adequate emergency cover									
133	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

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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
1306	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
	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
	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 137	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
146		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.						
	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 141	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

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 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
	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
GB24	Provision of Open Space Measures to	In addition to open space secured through OS1 allocations,	Open Space DM11 Qualitative Open	Residential allocations in the Local Plan.	Developers MBC	Unknown	S106	The need for open space provision is established	Varies	Essential	Low

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 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
146	improve accessibility and quantity of open space	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.	Space Study 2014 Quantitative Open Space Study 2015		Parish Councils			through the Quantitative Open Space Study 2015			
	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 High

MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (APRIL 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
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	High
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

