

STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE MEETING

Date: Tuesday 11 January 2022
Time: 6.30 p.m.
Venue: Town Hall, High Street, Maidstone

Membership:

Councillors Clark, Cooper (Chairman), Garten, Mrs Grigg, McKay, Munford,
Russell, Spooner and Springett (Vice-Chairman)

The Chairman will assume that all Members will read the reports before attending the meeting. Officers are asked to assume the same when introducing reports.

AGENDA

Page No.

- | | |
|---|---------|
| 1. Apologies for Absence | |
| 2. Notification of Substitute Members | |
| 3. Urgent Items | |
| 4. Notification of Visiting Members | |
| 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 (Part I) of the meeting held on 7 December 2021 | 1 - 10 |
| 9. Presentation of Petitions (if any) | |
| 10. Question and Answer Session for Members of the Public | |
| 11. Questions from Members to the Chairman (if any) | |
| 12. Committee Work Programme | 11 - 12 |
| 13. Reports of Outside Bodies | 13 - 15 |
| 14. Medium Term Financial Strategy and Budget Proposals | 16 - 26 |
| 15. Gypsy & Traveller DPD - Call for Gypsy & Traveller Sites | 27 - 44 |

Issued on Friday 31 December 2021

Continued Over/:

Alison Broom

Alison Broom, Chief Executive

16. Infrastructure Delivery Plan (IDP) Annual Review and Update 2020/21	45 - 155
17. Strategic CIL Bidding Prospectus 2022-2025	156 - 183
18. S.106 Monies Spend by Dates	184 - 190
19. Local Plan Review Update	191 - 193

PART II

To move that the public be excluded for the item set out in Part II of the Agenda because of the likely disclosure of exempt information for the reason specified having applied the Public Interest Test.

	Head of Schedule 12A and Brief Description	
20. Minutes (Part II) of the meeting held on 7 December 2021	3 – Information re. Financial/Business Affairs	194 - 195

INFORMATION FOR THE PUBLIC

In order to ask a question at this meeting, please call **01622 602899** or email committee@maidstone.gov.uk by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Friday 7 January 2022). You will need to provide the full text in writing.

If your question is accepted, you will be provided with instructions as to how you can access the meeting.

In order to make a statement in relation to an item on the agenda, please call **01622 602899** or email committee@maidstone.gov.uk by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Friday 7 January 2022). You will need to tell us which agenda item you wish to speak on.

If you require this information in an alternative format please contact us, call **01622 602899** or email committee@maidstone.gov.uk.

To find out more about the work of the Committee, please visit www.maidstone.gov.uk.

Should you wish to refer any decisions contained in these minutes to the **Policy and Resources Committee**, please submit a Decision Referral Form, signed by **three** Councillors, to the **Head of Policy, Communications and Governance** by: **4 January 2022**.

Please note that the decision from Minute 129 has been referred to the Policy and Resources Committee for consideration on the 19 January 2022.

MAIDSTONE BOROUGH COUNCIL

STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE

MINUTES OF THE MEETING HELD ON TUESDAY 7 DECEMBER 2021

Present: Councillors Clark, Cooper(Chairman), English, Garten, Munford, M Rose, Russell, Spooner and Springett

105. APOLOGIES FOR ABSENCE

Apologies were received from Councillor Mrs Grigg.

106. NOTIFICATION OF SUBSTITUTE MEMBERS

Councillor English was present as Substitute Member for Councillor Mrs Grigg.

107. URGENT ITEMS

There was an urgent update to Item 21 – Maidstone Authority Monitoring Report which the Chairman had accepted as it contained further information to that presented in the report.

108. NOTIFICATION OF VISITING MEMBERS

There were no Visiting Members.

109. DISCLOSURES BY MEMBERS AND OFFICERS

Councillor English stated that he was a Council representative on the Medway Valley Line and the Kent Community Rail Partnership.

110. DISCLOSURES OF LOBBYING

All Committee Members had been lobbied on the following items:

- Item 20 – Local Plan Review Update
- Item 21 – Maidstone Authority Monitoring Report
- Item 22 – Infrastructure Funding Statement 2020/21

Councillor English had been lobbied on Item 18 – Fees and Charges 2022-23.

Councillor M Rose had been lobbied on Item 23 – Article 4 Direction covering the primary shopping area of Maidstone and the renewal of certain existing Article 4 Directions.

111. EXEMPT ITEMS

RESOLVED: That Item 24 – Park & Ride be taken in private due to the possible disclosure of exempt information.

112. MINUTES OF THE MEETING HELD ON 9 NOVEMBER 2021 ADJOURNED TO THE 19 NOVEMBER 2021

RESOLVED: That the minutes of the meeting held on 9 November 2021 adjourned to 19 November 2021 be approved as a correct record and signed.

113. PRESENTATION OF PETITIONS

There were no petitions.

114. QUESTION AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

There were three questions from Members of the Public.

Question from Councillor Peter Coulling to the Chairman of the Strategic Planning and Infrastructure Committee

'It is possible that the Government will amend its formula for calculating Assessed Housing Need. One possibility is that, instead of using 2014-based Housing Projections, 2018-based would be mandated and that would reduce our figure by some 2,500 homes. How would you ensure that Reg 19 could be amended to remove sufficient sites to compensate for any reduction in Assessed Housing Need as a result of Government re-think?'

The Chairman responded to the question.

Councillor Peter Coulling asked the following supplementary question:

'Do you not think that given the uncertainty, officers should be contingency thinking for the various possibilities that might arise from those re-thinks rather than the borough just ploughing ahead without any modification to Regulation 19 to enable any subsequent amendments?'

The Chairman responded to the supplementary question.

Question from Mr Duncan Edwards to the Chairman of the Strategic Planning and Infrastructure Committee

'In the last 10 years Maidstone's transport challenges have changed dramatically with the need to support 17,600 new dwellings and deliver sustainable transport solutions, and yet in the Reg 19 Local Plan Review,

Maidstone has re-published its 10-year-old integrated transport strategy and called it the Integrated Transport Strategy (September 2021). With transport and sustainability being an increasingly hot issue, is there a plan to fully update this document and the support documents including the Local Cycling and Walking Infrastructure Plan as a matter of urgency?’

The Chairman responded to the question.

Mr Duncan Edwards asked the following supplementary question:

‘The addendum is not really fulsome in its coverage as it focuses primarily on the Garden Villages and it doesn’t seem to do justice to the amount of update that is required over that period of time. Is it therefore not necessary to put some work in to at least provide an update for 2021 to cover those urgent points?’

The Chairman responded to the supplementary question.

Question from Councillor Peter Titchener to the Chairman of the Strategic Planning and Infrastructure Committee

‘Maidstone has a very disproportionate share of traveller caravans in Kent. As the need for traveller pitches in the Maidstone Local Plan 2017 appears to have been based on a historical link with agriculture, which is no longer true (DM15), have the consultants preparing their report to underpin the Gypsy, Traveller & Showpeople Development Planning Document been told to revise their assumptions of need accordingly, with consultation input from the settled community?’

The Chairman responded to the question.

Councillor Peter Titchener asked the following supplementary question:

‘As Maidstone has over 30 per cent of all traveller caravans in Kent, will Maidstone Borough Council be more rigorous in future in defining need as per its final appeals statement for the traveller application 16/503403 paragraph 4.2 which says that “personal circumstances do not outweigh the harm and conflict with policy”. In the past we have always been told that personal circumstances do appear to outweigh policy. I would like to know if this is going to be looked at more rigorously’.

The Chairman responded to the question.

The full responses were recorded on the webcast and made available to view on the Maidstone Borough Council website. The question-and-answer session took place between minutes 6:24 to 16:59 of the recording.

To access the webcast, please use the link below:

[Strategic Planning and Infrastructure Committee - 7 December 2021 - YouTube](#)

115. QUESTIONS FROM MEMBERS TO THE CHAIRMAN

There were no questions from Members to the Chairman.

116. COMMITTEE WORK PROGRAMME

An update would be requested on when the KCC 20mph Speed Limit Pilot – Summary of Conclusions could be made available.

Further consideration would be given to the management and presentation of the items shown within the work programme. If necessary, the Proper Officer would be requested to organise an additional meeting of the Committee.

RESOLVED: That the Committee Work Programme be noted.

117. REPORTS OF OUTSIDE BODIES

There were no reports of Outside Bodies.

118. APPOINTMENT TO KENT DOWNS LINE

The Democratic Services Officer referenced the advertisement of the two positions for Council representatives with the Kent Downs Line.

The nomination form received from Councillor Garten had been circulated to the Committee, with any other expressions of interest to be considered by the Committee.

RESOLVED: That Councillors Garten and Spooner be appointed as the Council's representatives on the Kent Downs Line.

119. APPOINTMENT TO MAIDSTONE CYCLE CAMPAIGN FORUM

The Democratic Services Officer referenced the advertisement of the remaining vacant position for a Council representative with the Maidstone Cycle Campaign Forum.

The interest expressed by Councillors Parfitt-Reid and M Rose were considered.

RESOLVED: That Councillor Parfitt-Reid be appointed to the Maidstone Cycle Campaign Forum effective from 8 December 2021 for a period of one year.

120. APPOINTMENT TO MEDWAY VALLEY LINE STEERING GROUP

The Democratic Services Officer referenced the advertisement of the remaining vacant position for a Council representative with the Medway Valley Line, following the Committee's request that the position be readvertised following the 6 July 2021 meeting.

The verbal nomination received was considered.

RESOLVED: That Councillor M Rose be appointed to the Medway Valley Line effective from 8 December 2021.

121. 2ND QUARTER FINANCIAL UPDATE & PERFORMANCE MONITORING REPORT

The Director of Finance and Business Improvement introduced the report and stated that a £360,000 favourable variance was projected against the Committee's revenue budget. The budget allocated for parking had been reduced due to the lower income expected from the Covid-19 pandemic but performance had actually been better than expected.

There had been an overspend within the Local Plan Review (LPR) budget, however additional financial support would be provided through the corporate contingency fund for the remainder of the financial year. The future allocation of funds for the LPR would be considered as part of the budget setting process.

The Senior Business Analyst stated that two of the Key Performance Indicators (KPIs) had missed the target set but had achieved within 10% of the value. These were the 'Percentage of Priority 2 enforcement cases dealt with in time' and the 'Processing of planning application: Major applications'. The former's significantly improved performance from quarter one was noted, whilst the team responsible for the latter had been providing support to the LPR through writing the Housing Allocations Policy.

The good performance of the other KPIs was highlighted.

RESOLVED: That

1. The Revenue position as at the end of Quarter 2 for 2021/22, including the actions being taken or proposed to improve the position, where significant variances have been identified, be noted;
2. The Capital position at the end of Quarter 2 be noted; and
3. The Performance position as at Quarter 2 for 2021/22, including the actions being taken or proposed to improve the position, where significant issues have been identified, be noted.

122. FEES AND CHARGES 2022-23

The Director of Finance and Business Improvement introduced the report which was presented to the Committee annually. The changes proposed to the discretionary fees had been considered in light of the Council's recovery to Covid-19 and included modest inflationary increases.

In response to questions, the Head of Planning and Development confirmed that the discretionary fees proposed in relation to the pre-

application advice charges for Householder Proposals and Major Development Proposals were based on the cost to the Council of providing the service, rather than income generation. A detailed review of the discretionary charges relating to planning had taken place in 2020 and the proposed charges for 2022-23 were felt to be justified.

In response to further questions, the Parking Services Manager confirmed that the fewer applications than expected had been received for the nightly 12-month season ticket despite its advertisement. This type of permit had been introduced last year to accommodate those residents living within the town centre, as opposed to the Residents Parking Scheme which was more suitable for residents living in the outskirts of the town centre where parking spaces were more readily available. The scheme would continue to be advertised. The proposed increase in season tickets were intended to reduce the disparity between the tickets price in relation to standard parking tariffs, which had arisen as the season ticket price had remained constant for several years.

The Parking Services Manager confirmed that in relation to season ticket prices, public consultation had taken place last year as part of the process in amending the Traffic Regulation Orders required. Issuing a greater number of permits than there was parking spaces was standard practice.

RESOLVED: That

1. The proposed discretionary fees and charges as set out in Appendix 1 to the report be agreed; and
2. The expected statutory fees and charges as set out in Appendix 2 to the report, be noted.

123. MEDIUM TERM FINANCIAL STRATEGY

The Director of Finance and Business Improvement introduced the report and highlighted the influence of the Council's four strategic priorities as part of the budget setting process.

The assumptions made in developing the budget were that Council Tax would be increased by two per cent and that the underlying inflation rate was also at two per cent. The inflationary assumption matched the long-term target set by the Government and the Bank of England. As the inflation rate was currently higher than the target, a £500,000 'Contingency for Future Pressures' had been included for the next financial year. It was noted that varying inflationary assumptions, with energy prices being an example, had been taken into account. The current financial assumptions provided for a surplus in the 2022/23 financial year, with a deficit to be experienced in 2023/24. This was due to issues such as the new waste contract and the loss of business rates growth.

Specific attention was drawn to the New Homes Bonus as the funding could be used as revenue expenditure towards the Local Plan, amongst other considerations. The results of the residents survey attached at

Appendix C to the report were highlighted, with the respondent's top three services being environmental enforcement, housing and homelessness and parks and open spaces.

In response to a query, the Director of Finance and Business Improvement confirmed that the report on the Medium-Term Financial Strategy that would be presented to the Committee in January 2022 would include an additional adverse inflationary scenario.

RESOLVED: That the Draft-Medium Term Financial Strategy be considered and that Committee's comments be taken into account.

124. LOCAL PLAN REVIEW UPDATE

Prior to the report's introduction, Councillor Peter Coulling addressed the Committee.

The Strategic Planning Manager introduced the report and stated that the ongoing Regulation 19 'draft for submission' documents public consultation would end on 12 December 2021. Approximately 670 representations had been received so far and the processing of the representations continued alongside the first stage of analysis. Significantly more representations were expected before the consultation's close.

The comments made within the representations included the amount of housing proposed, the proposals within the Regulation 19 document, concerns on the impact of growth on the environment, particularly in relation to the Heathlands and Lidsing Garden Communities and the provision of infrastructure.

In response to a query, the Head of Planning and Development stated that the responses received to the public consultations would be considered by the Inspector appointed by the Secretary of State.

In response to the public speaker, several Members of the committee expressed support for a reduced housing figure. However, the figure provided had been set by the Government. The importance of submitting a representation to the public consultation was highlighted.

RESOLVED: That the report be noted.

125. MAIDSTONE AUTHORITY MONITORING REPORT

The Planning Policy Officer introduced the report which covered the period 1 April 2020 to 31 March 2021. The purpose of the Authority Monitoring Report was to outline the implementation of policies within the 2017 adopted Local Plan, the engagement exercises undertaken as part of the Council's Duty to Co-operate and the progress of the Local Plan Review.

Specific attention was drawn to the Local Development Scheme 2021-2023 which was adopted by the Council in July 2021. Since 2011 a total of

9095 dwellings had been completed, with the shortfall experienced in previous years having been accounted for through a strong delivery of 1054 dwellings across the 2021 monitoring year.

Reference was made to the urgent update provided to the Committee, which outlined that there were several Maidstone Integrated Transport Package (MITP) Schemes that were at risk of being delivered outside of the time periods allocated within the Infrastructure Delivery Plan (IDP). A total of 48 schemes within the IDP had been delivered since its first iteration in 2016.

The significant effect indicators were briefly outlined, with the decrease in visits to Maidstone Borough noted although this contrasted with Kent County as a whole.

The importance of delivering the required schemes within the MITP was reiterated. The report would be displayed on the Council's website.

RESOLVED: That the Maidstone Authority Monitoring Report 2020-2021 be noted.

126. INFRASTRUCTURE FUNDING STATEMENT 2020/21

The Head of Planning and Development introduced the report which covered the period of 1 April 2020 to 31 March 2021. The Infrastructure Funding Statement attached as Appendix 1 to the report detailed the funding collected by the Council through Section 106 agreements and the Community Infrastructure Levy (CIL). The majority of the funding was provided to Kent County Council, with some directed towards the Council's services, such as Parks and Open Spaces.

The increased collection of commuted sums was highlighted, which directly contributed to the provision of affordable housing in a differing location to the original development, where the housing could not be provided for viability reasons. The Union and Brunswick Street developments had been facilitated through such means.

The Council currently held over £10 million from Section 106 legal agreements, with the funding to be retained and aggregated until suitable schemes were available for implementation. The types of survey required to implement schemes, such as junction improvements were mentioned. The Committee would be presented with a report on the CIL Bidding Prospectus in the new year.

The CIL project officer confirmed that the information concerning the Section 106 funds to be spent by the end of 2022/23 could be provided outside of the meeting.

In response to questions, the Head of Planning and Development confirmed that the traffic signalisation of the M20 Junction 7 roundabout had been included within the Infrastructure Delivery Plan since its creation. Following National Highways' objections to several developments

within that local area, three Section 106 agreements had been signed to secure a contribution from the relevant housebuilders to the scheme. The Director of Regeneration and Place provided reassurance that the Council would continue to bid for Government grants to contribute to the scheme's cost.

Several Members of the Committee expressed concern at the lack of transport infrastructure that had been provided.

RESOLVED: That the Infrastructure Funding Statement for the last financial year, 2020-2021, attached as Appendix 1 to the report, be noted.

127. ARTICLE 4 DIRECTION COVERING THE PRIMARY SHOPPING AREA OF MAIDSTONE AND THE RENEWAL OF CERTAIN EXISTING ARTICLE 4 DIRECTIONS

The Head of Planning and Development introduced the report and highlighted the recent amalgamation of various building use classes, including retail, business and leisure, into 'Use Class E' which afforded landowners with Class MA permitted development rights.

It was proposed that a non-immediate Article 4 Direction be served across the primary shopping area of the Town Centre, to restrict the exercise of permitted development rights which allowed a change of use from Class E to residential use. Property owners would be required to submit prior a planning application. Furthermore, this area included eight of the fourteen office buildings that had previously been subject to an Article 4 direction. The remaining six office buildings would be covered by the implementation of separate non-immediate Article 4 direction's, if agreed.

In relation to the quality of a building's conversion through permitted development rights, it was noted that the conditions applied, such as transport and access, were general conditions that were applied nationally rather than taking into account the requirements of a specific local area.

The direction should be served within a small geographical area and be supported by a robust evidence base. As the core primary shopping area had been included within the 2017 adopted Local Plan, it was likely that the associated evidence base would be suitable to support the direction's implementation.

The Committee expressed support for the proposal, to ensure that any conversions were of suitable quality. The importance of the Town Centre's future prosperity, particularly in relation to the Town Centre Strategy currently being developed by the Council, was highlighted.

RESOLVED: That

1. The six existing Article 4 directions be renewed by the serving of new non-immediate Article 4 directions that restrict Class MA permitted development;

2. A non-immediate Article 4 direction be served on the 'primary shopping area' as defined by the adopted Local Plan; and
3. Consideration be given to reviewing the hierarchy of development that will be in villages, starting with the smaller villages, finding the key services and considering the use of Article 4 directions for those key services within what were decided as sustainable locations.

128. EXCLUSION OF THE PUBLIC FROM THE MEETING

RESOLVED: That the public be excluded from the meeting for the following items of business because of the likely disclosure of exempt information for the reasons specified having applied the public interest test:

Head of Schedule 12A and Brief Description

Park & Ride	Paragraph 3 – Information relating to the financial or business affairs of any particular person (including the authority holding that information)
-------------	---

129. PARK & RIDE SERVICE

The Parking Services Manager introduced the report and outlined the contents of and reasoning behind the proposal.

The importance of and environmental benefits associated with public transport were highlighted. However, the Committee expressed concern at the proposal and it was felt that alternatives options should be considered.

RESOLVED: That

1. No further action be taken; and
2. Officers investigate alternative uses in the short and long term, to be presented to the Committee at a later date.

130. DURATION OF MEETING

6.30 p.m. to 9.07 p.m.

Note: The Committee adjourned for a short break between 7.40 p.m. to 7.55 p.m.

2021/22 WORK PROGRAMME

	Committee	Month	Origin	CLT to clear	Lead	Report Author
Refresh of the Council's Air Quality Management Area and Air Quality Action Plan	SPI	08-Feb-22	Officer Update		John Littlemore	Tracey Beattie
Local Plan Review Update	SPI	08-Feb-22	Officer Update		Philip Coyne/Rob Jarman	Mark Egerton
Q3 Budget and Performance Monitoring 2021/22	SPI	08-Mar-22	Officer Update	No	Mark Green	Ellie Dunnet
Local Plan Review Update	SPI	08-Mar-22	Officer Update		Phil Coyne/Rob Jarman	Mark Egerton
Local Plan Review Update	SPI	12-Apr-22	Officer Update		Phil Coyne/Rob Jarman	Mark Egerton
Update Report on the Maidstone Strategic Infrastructure Working Group	SPI	TBC	Committee Request		Alison Broom	Alison Broom
Potential Areas for Article 4 Direction(s) across the Borough	SPI	TBC	Committee Request		Rob Jarman	Rob Jarman
National Bus Strategy	SPI	TBC	Cllr Request		U/K	U/K
Other Local Authority Statements of Common Ground	SPI	TBC	Officer Update		Philip Coyne/Rob Jarman	Helen Garnett
Overview of the Draft Building Safety Bill and the Implications for the Council	SPI	TBC	Officer Update		William Cornall	Robert Wiseman
Report on the Use of Section 106 Monies around Lockmeadow (title tbc)	SPI	TBC	Officer Update		U/K	U/K
Update on the Potential Procurement of a Cycle and/or E-Scooter Hire Operator within the Borough	SPI	TBC	Officer Update		William Cornall	Alex Wells
Virtual Permit Management - Visitor Permits	SPI	TBC	Officer Update		Jeff Kitson	Alex Wells
First Homes	SPI	TBC	Officer Update		William Cornall/Rob Jarman	TBC
Working Protocols - MCCF	SPI	TBC	Committee Request		Rob Jarman	Rob Jarman

2021/22 WORK PROGRAMME

	Committee	Month	Origin	CLT to clear	Lead	Report Author
Updating the Community Infrastructure Levy Charging Schedule	SPI	TBC	Officer Update		Philip Coyne/Rob Jarman	Helen Smith

Strategic Planning and Infrastructure Committee

11 January 2022

Outside Body Report

Outside Body	Kent Downs AONB Joint Advisory Committee
Councillor(s) represented on the Outside Body	Patrik Garten
Report Author	Patrik Garten
Date of Outside Body Meeting Attended	JAC Meeting of 09 November 2021

Purpose of the External Board/Outside Body:

Joint Advisory Committee (JAC)

The Kent Downs relies on many stakeholders who have a role in managing the landscape, supporting local business and communities and enabling quiet recreation. The Joint Advisory Committee plays a pivotal role in helping realise the strategic vision for the Kent Downs AONB and oversee the Management Plan.

It's purpose is to provide advice to its members with statutory responsibilities for the effective management of the Kent Downs AONB. An Executive of representatives from the JAC, with some outside advisors, advises the work of the Kent Downs AONB Unit.

The Kent Downs AONB Unit is employed by Kent County Council and works on behalf of the JAC to carry out the preparation and review of the Management Plan, to advocate its policies and work in partnership to deliver a range of actions described in the Action Plan.

Funding partners & Members

Defra, Ashford Borough Council, Canterbury City Council, Dover District Council, Gravesham Borough Council, London Borough of Bromley, Medway Council, Maidstone Borough Council, Sevenoaks District Council, Folkestone & Hythe District Council, Swale Borough Council, Tonbridge & Malling Borough Council, Country Land and Business Association, Environment Agency, Kent Association of Local Councils, Action with Communities in Rural Kent, National Farmers Union, English Heritage

JAC Meeting of 09 November 2021

Farmers siting caravans to house workers in the AONB, with no controls on the placement, number and colour of the caravans. was raised. A member has written to Secretary of State regarding this, response from the government stated that it has no plans to restrict Permitted Development rights on farms.

The AONB Unit responds to government consultations on changes to Permitted Development and other planning controls, with varying success. Requirements for Prior Notification applications within AONBs has been secured for some agricultural and telecommunications developments, which allows influence over siting and design.

AONB Unit & Visit Kent led on **Kent's Heritage Coast** being listed as the 4th best Region in the World to visit in 2022. The accolade focuses particularly on sustainable tourism, recognising the work of the EXPERIENCE project and the potential of the UNESCO (USAC) project, as well as the past work of the AONB Unit and JAC partners in the sustainable tourism sector.

Farming in Protected Landscapes (FiPL) provides grants for projects and programmes, it is not an agri-environment scheme. A significant amount of work was completed by the AONB Unit to get FiPL underway. First grants have been awarded – including vineyard hedge planting, soil inoculation in a regenerative system, and a natural capital project for a farm cluster. 60 projects in the pipeline.

Planning

The AONB Unit provided 121 responses to 280 planning application consultations
Two significant planning applications were highlighted - Cuxton Winery and a proposed new garden community to the south and east of Sittingbourne.

Highways –

- M2 Junction 5 – possible additional funding in landscape enhancements from Highways England/ National Highways
- Lower Thames Crossing –potential funding for projects in this area.
- M20 Moveable Barrier Scheme – secured the removal of gantries from the scheme, using temporary lights instead which will have a much lower landscape impact

The **Landscape Design Handbook** had been reviewed and is in draft – I sent copies to SPI and Planning committee members, prior to wider consultation.

The issue was raised where hundreds of **trees with TPOs** have been felled in areas with tree felling licenses. Cases have gone to Magistrate instead of Crown Court. It was proposed that the AONB Unit draws attention to this issue and seeks to obtain a list of tree-felling license areas.

Litter around M2 Junction 5: help was requested to put pressure on the government and Highways England. District and borough councils have responsibility for this but there is an issue around gaining permission to safely litter-pick on the roadside at the right time of the year. In order to coordinate efforts on this KCC Highways will be requested to explain their policy in writing to the JAC.

All councils were urged to lobby **Southern Water** regarding the water nutrient pollution issue. At the next JAC members will be updated on the planning application relating to River Stour water treatment.

North Downs Way An alternative route is being looked at outside Dover to divert away from a proposed Inland Border Facility, additional funding for this including funding from Natural England

EXPERIENCE Project overview of the work the EXPERIENCE project has undertaken and is upcoming. Lonely Planet highlights the success of this project. 50 North Downs Way Ambassadors have been recruited.

Two Overhead Electricity Cables have been undergrounded through the National Grid Landscape Enhancement Initiative (LEI) project. There is a bid for further LEI projects.

Darent Valley Landscape Partnership Scheme overview was provided. Highlights include the Samuel Palmer Trail, culminating in 2023 with the Samuel Palmer Returns exhibition in Dartford

The Kent Downs AONB Management Plan has now been adopted. The 5-year review date falls on 16.11.2026. It is proposed to move to a web-based Management Plan. This would remain printable, but preference is to develop an accessible, web-based Plan as default.

JAC members noted a detailed report and supported the proposal to proceed to secure international **Global Geopark status** to include the Kent Downs AONB, Strait of Dover and the Parc Natural Regional des Cap et Marais d'Opale.

It has been a long run policy to seek support for **securing appropriate UNESCO status** for all or part of the Kent Downs. There was a discussion around the Lonely Planet and how this could link with the USAC/Geopark project. The USAC project was one of the last Interreg funding opportunities available. This would be the first international Global Geopark to include a Marine extent.

Kent Downs AONB activity in 2021/22 and headline budget 2021-22 – including brief update on the Glover or Landscape Review.

- The matched funding and Local Authority security that the AONB Unit has allows them to go out and seek much of their external funding. Support from the Local Authorities and KCC is vital to lever in funds from Defra.
- Much of the external funding the AONB Unit currently has is entering the final year, so there is a substantial delivery budget for 22/23
- The government response to the Glover Landscape Review is still awaited, over two years overdue. The expected best-case scenario would be doubling of DEFRA contribution over the course of this parliament. Even with this, funding will be reduced as EU funding ends in 2023.
- The Unit has an intention to make a special case for additional funding for the Kent Downs, due to the specific pressures on this landscape, as well as the loss of EU funding which has previously been a significant portion of the Unit's budget.
- Invoice for this year's financial contribution from Districts will be submitted soon.
- A very busy year ahead, but the following year could be challenging.
- All members agreed that they are happy with the current budget arrangements for the next financial year.

STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE

11 January 2022

Medium Term Financial Strategy and Budget Proposals

Final Decision-Maker	Council
Lead Head of Service/Lead Director	Mark Green, Director of Finance and Business Improvement
Lead Officer and Report Author	Mark Green, Director of Finance and Business Improvement
Classification	Public
Wards affected	All

Executive Summary

This report forms part of the process of agreeing a budget for 2022/23 and setting next year's Council Tax. Following consideration by this Committee at its meeting on 7 December 2021 of the draft Medium Term Finance Strategy for 2022/23 – 2026/27, this report sets out budget proposals for services within the remit of the Committee. These proposals will then be considered by Policy and Resources Committee at its meeting on 9 February 2022, with a view to determining a budget for submission to Council.

This report makes the following recommendations to this Committee:

1. That the revenue budget proposals for services within the remit of this Committee, as set out in Appendix A, be agreed for submission to Policy and Resources Committee.
2. That the capital budget proposals for services within the remit of this Committee, as set out in Appendix B, be agreed for submission to Policy and Resources Committee.

Timetable

Meeting	Date
Strategic Planning and Infrastructure Committee	11 January 2022
Policy and Resources Committee	9 February 2022
Council	23 February 2022

Medium Term Financial Strategy and Budget Proposals

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The Medium Term Financial Strategy and the budget are a re-statement in financial terms of the priorities set out in the strategic plan. They reflect the Council's decisions on the allocation of resources to all objectives of the strategic plan.	Section 151 Officer & Finance Team
Cross Cutting Objectives	The MTFS supports the cross-cutting objectives in the same way that it supports the Council's other strategic priorities.	Section 151 Officer & Finance Team
Risk Management	This has been addressed in section 5 of the report.	Section 151 Officer & Finance Team
Financial	The budget strategy and the MTFS impact upon all activities of the Council. The future availability of resources to address specific issues is planned through this process. It is important that the committee gives consideration to the strategic financial consequences of the recommendations in this report.	Section 151 Officer & Finance Team
Staffing	The process of developing the budget strategy will identify the level of resources available for staffing over the medium term.	Section 151 Officer & Finance Team
Legal	Under Section 151 of the Local Government Act 1972 (LGA 1972) the Section 151 Officer has statutory duties in relation to the financial administration and stewardship of the authority, including securing effective arrangements for treasury management. The legal implications are detailed within the body of the report which is compliant with statutory and legal regulations such as the CIPFA Code of Practice on Treasury Management in Local Authorities. The Council is required to set a council tax by the 11 March in any year and has a statutory obligation to set a balanced budget. The budget requirements and basic amount of Council Tax must be calculated in accordance	[Principal Solicitor Corporate Governance]

	<p>with the requirements of sections 31A and 31B to the Local Government Finance Act 1992 (as amended by sections 73-79 of the Localism Act 2011).</p> <p>The Council is required to determine whether the basic amount of council tax is excessive as prescribed in regulations – section 52ZB of the 1992 Act as inserted under Schedule 5 to the Localism Act 2011. The Council is required to hold a referendum of all registered electors in the borough if the prescribed requirements regarding whether the increase is excessive are met.</p> <p>Approval of the budget is a matter reserved for full Council upon recommendation by Policy and Resources Committee on budget and policy matters.</p>	
Privacy and Data Protection	<p>Privacy and Data Protection is considered as part of the development of new budget proposals. There are no specific implications arising from this report.</p>	<p>Policy and Information Team</p>
Equalities	<p>The MFTS report scopes the possible impact of the Council’s future financial position on service delivery. When a policy, service or function is developed, changed or reviewed, an evidence-based equalities impact assessment will be undertaken. Should an impact be identified appropriate mitigations will be identified.</p>	<p>Equalities and Communities Officer</p>
Public Health	<p>The resources to achieve the Council’s objectives are allocated through the development of the Medium Term Financial Strategy.</p>	<p>Public Health Officer</p>
Crime and Disorder	<p>The resources to achieve the Council’s objectives are allocated through the development of the Medium Term Financial Strategy.</p>	<p>Section 151 Officer & Finance Team</p>
Procurement	<p>The resources to achieve the Council’s objectives are allocated through the development of the Medium Term Financial Strategy.</p>	<p>Section 151 Officer & Finance Team</p>
Biodiversity and Climate Change	<p>The resources to achieve the Council’s objectives are allocated through the development of the Medium Term Financial Strategy.</p>	<p>Biodiversity and Climate Change Manager</p>

2. INTRODUCTION AND BACKGROUND

Medium Term Financial Strategy

- 2.1 At its meeting on 7 December 2021, this Committee considered a draft Medium Term Financial Strategy (MTFS) for the next five years. No material amendments were proposed to the Strategy by this Committee or the other Committees which considered it in December, so it will now go forward to Council for approval at its meeting on 23 February 2022.
- 2.2 The MTFS sets out in financial terms how the Strategic Plan will be delivered, given the resources available. The MTFS builds on the previous year's MTFS, but also reflects new priority initiatives including a Town Centre Strategy and a commitment to invest in 1,000 new affordable homes.
- 2.3 The financial projections underlying the MTFS were prepared under three different scenarios – adverse, neutral and favourable. All three scenarios assumed that budget proposals for future years which have already been agreed by Council will be delivered, and that Council Tax is increased by 2% in 2022/23. A further scenario will be considered that will incorporate the risk of inflation remaining at its current rate of around 5%.

Local Government Finance Settlement 2022/23

- 2.4 The Provisional Local Government Finance Settlement for 2022/23 was announced on 16 December 2021. This confirmed several of the key assumptions incorporated in the MTFS.
 - The Council Tax referendum limit will be 2%.
 - The existing Business Rates regime will remain in place. Whilst the business rates multiplier will be frozen for ratepayers, local authorities will be compensated for the consequent loss of an inflationary increase.
 - There will be no negative Revenue Support Grant
- 2.5 In addition, of the £1.5 billion increased funding previously announced in the Spending Review for local authorities, £822 million will be distributed directly to local authorities in the form of a new Services Grant. Maidstone will receive £225,000 in Services Grant.
- 2.6 There will be a new round of New Homes Bonus (NHB) payments in 2022/23, but payments will be made on the basis of two years' growth in housing numbers rather than three as in 2021/22. In Maidstone's case, because of the high number of housing completions in the borough last year, New Homes Bonus will nevertheless increase from £3.8 million in 2021/22 to £4.2 million in 2022/23. However, other authorities have seen significant reductions, so to prevent those authorities seeing an overall reduction in their Core Spending Power, the government is using the Lower Tier Services Grant (LTSG) to cushion the impact. Maidstone will receive an LTSG of £146,000.

- 2.7 The outcome for the Council's budget surplus / savings requirement of the above measures is to increase the projected budget surplus for 2022/23 previously reported to this Committee. Whilst this gives some scope for growth to accommodate new service priorities, it should be noted that much of this is one-off funding which will reverse out in 2023/24.

Revenue Budget Proposals

- 2.8 The draft MTFS describes a number of new priorities and budget pressures, as follows:
- The objective of delivering 1,000 new affordable homes may require a level of revenue subsidy, which would represent budget growth.
 - Waste collection costs are likely to increase arising from the forthcoming contract relet in October 2023.
 - The Serco leisure contract comes to an end in 2024. Depending on the scope of any new contract, budget growth may be required.
 - The objective of making Maidstone Town Centre a thriving place may also require budget growth, eg to provide leisure and cultural activities in the town centre.
 - In addition to core development management and spatial planning services, there is a requirement for more extensive planning policies and a Town Centre Strategy.
 - Additional expenditure is likely to be required to support the new governance structure and to meet the Council's aspirations for better quality data analysis.
 - Measures will be required to enable the Council's carbon reduction target to be met, including retrofitting and upgrading heating systems in Council buildings and electrifying the vehicle fleet.

Budget growth in relation to the Town Centre Strategy and new planning policies are within the remit of this Committee and are described below. Additionally, other potential budget changes for this Committee's portfolio of services have been identified and are described below under the heading 'Other savings and growth'. All proposed revenue budget savings and growth items are also set out in Appendix A.

2.9 Town Centre Strategy and new planning policies

As reported to this Committee at its meeting on 19th November 2021, it is proposed to develop a Town Centre Strategy for Maidstone, intended to deliver a 30 year vision to create new investment in jobs, infrastructure, housing, leisure and culture, within a framework which will seek to establish Maidstone as an exemplar of urban sustainability.

Alongside this, it is recognised that additional investment is required in the development of planning policies and the local plan process above and beyond that allowed for within existing budgets, for example, biodiversity improvement, design codes/guidance and specialist housing provision.

The draft Medium Term Financial Strategy, considered by this Committee at its meeting on 7th December 2021, envisaged that expenditure on the Town Centre Strategy and new planning policies would be funded from the New Homes Bonus. Accordingly, it will be proposed to Policy & Resources Committee that £1 million of the total £4.2 million New Homes Bonus for 2022/23 be transferred to an earmarked reserve, from which funds will be allocated as plans for delivering the Town Centre Strategy and other planning policies and initiatives are developed. Note that as this is one-off funding, not forming part of the ongoing revenue budget, it is not included in the schedule of growth and savings in Appendix A.

2.10 Other growth and savings

- Increase in planning staff resource - £80,000 growth

There has been substantial growth over the past year in the volume of work in the areas of non-major planning applications, enforcement and trees. This proposed increase in budget will allow staff recruitment to help accommodate this growth and build resilience.

- Migration of land charges register to HM Land Registry - £75,000 growth

The government has legislated to enable HM Land Registry (HMLR) to provide a single, standardised point of contact for provision of the Local Land Charges register. This means that the Council will no longer receive income from searches of the Local Land Charges Register, although we will continue to have responsibility for updating the register. The Council will receive one-off funding to facilitate the transition, but by the end of the transition period the Council will have suffered a cumulative ongoing loss of income of £75,000 per annum. Income will continue to be received for the CON29 elements of a standard search.

- Outsourcing of planning policy work - £55,000 saving

There is £55,000 of unutilised staffing budget within the Planning Policy team as a result of four longstanding vacancies. Local Plan Review work tends to be demand driven, so it is more appropriate for it to be funded flexibly rather than by gearing up with additional permanent staff. This budget is currently deployed to support work on the Local Plan Review through third parties. It is recognised that this type of work is likely to continue to be outsourced in the future, hence there will be a saving to the staff budgets of this amount.

- Park and Ride - £26,000 saving

This Committee considered a proposal in relation to the Park and Ride service at its meeting on 7th December 2021. It was agreed to take no further action, but this decision is subject to a call in request. To enable

members to consider potential budget options fully, it should be noted there would be a saving of £26,000 on operating costs from withdrawing the existing subsidy for the Park and Ride service.

Note that this figure does not include business rates on the two Park and Ride car parks or rent on the Allington site. If the service ceases and alternative uses are identified for the sites these costs could potentially also be saved.

- Neighbourhood grant - £20,000 saving

Government grant is available for work to support the preparation of Neighbourhood Plans. Hitherto the Council has not allocated the relevant proportion of in-house staff time against this grant. It is proposed to do so henceforth.

Budget proposals have been developed, following a similar approach, for services within the remit of the other Service Committees. Taken in total, it is projected that the savings proposals will allow the budget to be balanced in 2022/23.

Capital Budget Proposals

- 2.11 Capital investment helps the Council to deliver its strategic priorities. The biggest element of the capital programme concerns housing and regeneration, which is not directly within the scope of this Committee. However, there is one project focused on transportation and infrastructure, namely the Medway Street Flood Barrier. The Committee received a report on this project at its meeting on 9th November 2021 and it is anticipated that the project will be delivered in 2022/23. A capital budget of £206,000 is shown in Appendix B to this report (£86,000 to be carried forward from 2021/22 and £120,000 other unallocated resources from the Bridges Gyatory Scheme).

3. AVAILABLE OPTIONS

- 3.1 Agree the budget proposals relating to this Committee as set out in Appendices A and B for onward submission to the Policy and Resources Committee.
- 3.2 Propose changes to the budget proposals.
- 3.3 Make no comment on the budget proposals.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 The Policy and Resources Committee must recommend to Council at its meeting on 9 February 2022 a balanced budget and a proposed level of Council Tax for the coming year. The budget proposals included in this report will allow the Policy and Resources Committee to do this.

Accordingly, the preferred option is that this Committee agrees the budget proposals at Appendices A and B.

5. RISK

- 5.1 The Council's MTFS is subject to a high degree of risk and uncertainty. In order to address this in a structured way and to ensure that appropriate mitigations are developed, the Council has developed a budget risk register. This seeks to capture all known budget risks and to present them in a readily comprehensible way. The budget risk register is updated regularly and is reviewed by the Audit, Governance and Standards Committee at each of its meetings.
-

6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 6.1 Policy and Resources Committee received an initial report on the MTFS at its meeting on 21 July 2021 and it agreed the approach set out in that report to development of an MTFS for 2022/23 - 2026/27 and a budget for 2022/23.
- 6.2 Service Committees and Policy and Resources Committee then considered a draft MTFS at their meetings in November and December 2021.
- 6.3 Public consultation on the budget has been carried out. Details were reported to this Committee at its meeting in December 2021.
-

7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 7.1 The timetable for developing the budget for 2022/23 is set out below.

<i>Date</i>	<i>Meeting</i>	<i>Action</i>
January 2022	All Service Committees	Consider 22/23 budget proposals
9 February 2022	Policy and Resources Committee	Agree 22/23 budget proposals for recommendation to Council
23 February 2022	Council	Approve 22/23 budget

8. REPORT APPENDICES

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

- Appendix A: Revenue Budget Proposals 2022/23 – 2024/25
 - Appendix B: Capital Budget Proposals 2022/23 – 2026/27
-

9. BACKGROUND PAPERS

There are no background papers.

Revenue Budget Proposals 2022/23 - 2026/27

Service	Proposal	22/23	23/24	24/25	25/26	26/27	Total
		£000	£000	£000	£000	£000	£000
Planning	Increase in staff resource for other planning applications and enforcement	80					80
Land Charges	Migration of land charges register to HMLR	-6	-22	103			75
Planning	Outsourcing of planning policy work	-55					-55
Parking Services	Reduction in Operations Support re the management of security of Park & Ride	-26					-26
Planning	Neighbourhood Grant	-20					-20
OVERALL CHANGE IN BUDGET (£000)		-27	-22	103	0	0	54

Negative figures shown above represent a reduction in expenditure budgets, or increased income targets. Positive figures indicate increased expenditure, or a reduction in the income budget.

**Strategic Planning and
Infrastructure Committee
Capital Budget Proposals 2022/23 - 2026/27**

Appendix B

	21/22	Five Year Plan					Total
	Projected	22/23	23/24	24/25	25/26	26/27	
	£000	£000	£000	£000	£000	£000	£000
Bridges Gyratory Scheme	86	120					120
TOTAL	86	120					120

Strategic Planning and Infrastructure Committee

11th January 2022

Gypsy & Traveller DPD - Call for Gypsy & Traveller Sites

Final Decision-Maker	Strategic Planning and Infrastructure Committee
Lead Head of Service	Rob Jarman, Head of Planning and Development
Lead Officer and Report Author	Gavin Ball, Principal Planning Officer Anna Ironmonger, Planning Officer
Classification	Public
Wards affected	All

Executive Summary

The Council, as the Local Planning Authority has a statutory requirement to plan for the needs of all communities in the borough. The Gypsy and Traveller Development Plan Document (G&T DPD) is generally progressing on its timeframe as per the Local Development Scheme 2021-2024 approved by Full Council on 8th December 2021, with the G&T DPD expected to be consulted on in early 2023.

Evidence gathering is underway for this DPD, including an emerging Gypsy & Traveller Needs Assessment (G&TNA). The need for new pitches is not yet known, but early work and the time since the previous update suggest that this could be significant.

In order to complete a robust evidence base, the availability of land that has the potential to meet need is to be identified through a Gypsy & Traveller Call for Sites.

Once the Gypsy & Traveller Call for Sites and Gypsy & Traveller Needs Assessment are complete, a Pitch Delivery Assessment can be carried out to help identify what options are available to meet the current and forecast need from existing communities within the borough.

Purpose of Report

Decision

This report makes the following recommendations to this Committee:

1. That the Maidstone Call for Gypsy & Traveller Sites exercise takes place between 1st February 2022 and 31st March 2022.
2. That the guidance on making a submission (Appendix A) and the Call for Gypsy & Traveller Site submission template (Appendix B) are noted.

Timetable

Meeting	Date
Strategic Planning and Infrastructure Committee	11 th January 2022

Gypsy & Traveller DPD - Call for Gypsy & Traveller Sites

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>The four Strategic Plan objectives are:</p> <ul style="list-style-type: none"> • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place <p>Accepting the recommendations will 'add value' to the process of identifying sites for the Gypsy and Traveller DPD which in turn impacts positively across the full range of Strategic Plan Priorities.</p>	Strategic Planning Manager
Cross Cutting Objectives	<p>The four cross-cutting objectives are:</p> <ul style="list-style-type: none"> • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected <p>The report recommendations support the achievement of all four cross-cutting objectives.</p>	Strategic Planning Manager
Risk Management	<p>Already covered in the risk section there is a risk attached to losing appeals for failing to have a supply of suitable sites.</p>	Strategic Planning Manager
Financial	<p>There is provision in the budget for preparation of the Gypsy and Traveller DPD, as part of an overall suite of work including the Local Plan Review. This includes undertaking the Call for Sites exercise.</p>	Section 151 Officer & Finance Team
Staffing	<p>We will deliver the recommendations with our current staffing.</p>	Strategic Planning Manager
Legal	<p>The approach presented accords with national policy and guidance and will ensure conformity with the plan making requirements of the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning</p>	Cheryl Parks Mid Kent Legal Services (Planning)

	(Local Planning) Regulations 2012 specifically in regard to the development of the Gypsy and Traveller DPD	
Privacy and Data Protection	Accepting the recommendations will increase the volume of data held by the Council. We will hold that data in line with the General Data Protection Regulations and locally adopted policies.	Policy and Information Team - Equalities & Communities Officer
Equalities	Accepting the recommendations will ensure that an inclusive approach is taken as part of the Gypsy and Traveller DPD.	Equalities & Communities Officer
Public Health	We recognise that the recommendations will not negatively impact on population health or that of individuals.	Public Health Officer
Crime and Disorder	There are no implications for Crime and Disorder.	Strategic Planning Manager
Procurement	There are no procurement requirements.	Strategic Planning Manager & Section 151 Officer
Biodiversity and Climate Change	The implications of this report on biodiversity and climate change have been considered and accepting the recommendations is not considered to misalign with the Biodiversity and Climate Change Action Plan.	Biodiversity and Climate Change Manager

2. INTRODUCTION AND BACKGROUND

- 2.1 The Council, as Local Planning Authority has a statutory requirement to produce a Local Development Scheme and to identify the Development Plan Documents it will produce. Each Development Plan Document must be produced in accordance with the statutory, regulatory and National Planning Policy Frameworks. This includes planning for all development needs across the borough, including those of the Gypsy, Traveller, and Travelling Showpeople communities.
- 2.2 At the current time there are sites allocated for Gypsy and Traveller use within extant policies in the form of GT1 of the 2017 Local Plan, which are scheduled to be taken forward into the Local Plan Review.
- 2.3 The current Local Plan 2017 outlines a 187 pitch need-based target over the plan period (2011-2031). The Maidstone Annual Monitoring Report (1st April 2021), identifies that the number of pitches on which permanent permissions have been granted is 246.

- 2.4 This need figure is based on Maidstone's 2012 Gypsy and Traveller Needs Assessment and, in order to maintain up-to-date information in this regard, a new assessment is underway.
- 2.5 On allocated Gypsy & Traveller sites in the 2017 Plan, 15 permanent pitches have been delivered (at 1st April 2021) on allocated sites (37% of the 41 pitches allocated in LP17 Policy GT1).
- 2.6 As at 1st April 2021 the Council can demonstrate 6.2 years' worth of deliverable Gypsy and Traveller pitches. As such there may be latent potential supply to contribute to meeting emerging/future need on allocated sites.

The Gypsy & Traveller Needs Assessment

- 2.7 An impact of Covid-19 has been a delay in the completion of the ongoing Gypsy & Traveller Needs Assessment (G&TNA). This study (being prepared by Opinion Research Services) requires need to be identified through interviews with the relevant communities, and face-to-face meetings have been disrupted by the pandemic.
- 2.8 While not yet complete, it is apparent that there is likely to be a significant increase in the need figure for pitches in the borough.

The Gypsy and Traveller DPD

- 2.9 The Local Plan Review, currently between the Publication and Submission stages of plan making covers the majority of development types over the period 2022-2037. The exception to this is the allocation of land for Gypsy, Traveller, and Travelling Showpeople communities, which due to covid-based delays in the preparation of the evidence base, will be taken forward via the Gypsy and Traveller DPD. The timetable for this DPD was approved by Full Council on 8th December 2021 in the Local Development Scheme 2021-2024.
- 2.10 The DPD will sit alongside and build on the policies in the Local Plan Review and will provide the basis for Development Management decision making. The DPD will be informed by the preparation of suitable evidence. Matters to be reviewed include new site allocations to meet the need identified by the G&TNA.

The Gypsy & Traveller Call for Sites

- 2.11 During the Local Plan Review Call for Sites 2019, 11 sites were put forward as potential Gypsy and/or Traveller sites. It is unclear whether these are the best sites to meet the emerging need. They will, however, be considered as part of the potential supply for the Gypsy and Traveller DPD.
- 2.12 Taking the potentially significant emerging need from the G&TNA into account, the most appropriate way to establish the options for how an increased need can be met is to carry out a specific Gypsy & Traveller Call

for Sites exercise. The Call for Sites is aimed at landowners, developers, land promoters and their agents.

- 2.13 It is proposed that the same indicators as those that were used in the 2019 Call for Sites are used to determine whether the submitted sites are Suitable, Available, and Achievable. To ensure site submissions contain the appropriate and relevant information, two documents have been produced. A guidance document has been produced and is attached to this report as **Appendix A**. This will help respondents complete the Call for Gypsy & Traveller Site submission template, which is attached as **Appendix B**. These documents are tailored versions of the documents provided for the 2019 Call for Sites exercise.
- 2.14 The Call for Gypsy & Traveller Sites is an important component in understanding the choices available for meeting future need in the borough. The submitted sites will be assessed through a G&T Land Availability Assessment. Alongside the forthcoming Pitch Deliverability Assessment and Gypsy & Traveller Needs Assessment, it will inform the available options for meeting the identified need within the borough.
- 2.15 It is proposed for the Call for Sites to be open for a period of two months from 1st February 2022 to 31st March 2022. The results from this exercise will then be combined with the latent supply from existing allocations, and the sites received in 2019 (see comment above) for consideration in meeting future need.

3. AVAILABLE OPTIONS

- 3.1 Option A – that the Maidstone Call for Gypsy & Traveller Sites exercise takes place between 1st February 2022 and 31st March 2022.
- 3.2 Option B – That the Maidstone Call for Gypsy and Traveller Sites does not take place.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 Option A is recommended, that in order to ensure timely progression of the Gypsy & Traveller DPD that Committee agree the commencement of the Call for Gypsy & Traveller Sites. As the Local Planning Authority, the Council has a statutory duty to plan to meet all development needs in the borough. This is the first step in gathering the evidence to progress this. Failure to demonstrate progress poses a risk to the Local Plan Review.

5. RISK

- 5.1 The risks associated with these proposals, including the risks if the Council does not act as recommended, have been considered in line with the Council's Risk Management Framework. We are satisfied that the risks associated are within the Council's risk appetite and will be managed as per the Policy.

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 Subject to the Committee's decision, the Call for Sites documents will be finalised.

7. REPORT APPENDICES

- 7.1 A guidance note on making a submission to the Call for Gypsy & Traveller Sites, and a Call for Gypsy & Traveller Site submission template are included in the Appendices to this Report.

Appendix A: Guidance note on making a submission to the Call for Gypsy & Traveller Sites

Appendix B: Call for Gypsy & Traveller Site submission template

8. BACKGROUND PAPERS

None

Guidance on making a submission

In order for submissions to be considered fully, they should be submitted on the Call for Sites submission form, having regard to the associated guidance contained in this and other sections of the Call for Sites Information Pack.

For your site to be considered, please complete the dedicated Call for Sites form for each site you wish to submit. The form is available to download here;

<https://maidstone.gov.uk/g&tcallforsites>

Please ensure you include a map (preferably on an OS base and at 1:1250 scale) outlining the exact boundaries of the whole site and distinguishing the part(s) that you consider suitable for development.

Site size threshold: This Call for Sites is for sites capable of delivering 1 or more pitch; there is no minimum threshold in terms of site area.

Supporting Studies: You are strongly encouraged to submit relevant technical reports, akin to what might be required at outline planning application stage, in support of your submission. The studies should focus on the high level impacts of the site's development (based on an indicative scheme) and identify what measures will be put in place to address those impacts. The following are likely to be particularly relevant;

- **Transport Assessment** – Previous experience has shown that the impact of proposed developments on the existing highways network can often be the critical consideration.

For larger schemes where a Transport Assessment (TA) is required it is important to show that the cumulative impact of developments is transparently considered in the submission. This will normally involve, at least, localised modelling of impacts (particularly junctions) on a cumulative basis and the commensurate mitigation should the cumulative impact be above the design capacity of the network. Mitigation may well be a combination of capacity improvements (capable of passing the safety audits) and delivering robust sustainable transport.

For smaller sites of up to 100 dwellings a Transport Statement (TS) would provide the appropriate level of detail.

All TS/TA reports should be prepared in accordance with the planning practice guidance on 'Travel Plans, Transport Assessments and Statements' (March 2014, Ministry of Housing, Communities and Local Government). Consideration must be

given to whether a suitable and safe access can be created with the public highway (including additional emergency/secondary access points for larger sites in accordance with Manual for Streets and Kent Design Guide) in addition to investigation of road safety implications, accessibility to sustainable transport infrastructure and services and, particularly importantly, network capacity impacts.

Site promoters are encouraged to seek advice from the Highway Authority. A pre-application charge will apply for a formal written response (see link below).

<https://www.kent.gov.uk/waste-planning-and-land/planning-applications/planning-advice/highway-pre-application-advice>

Landscape & Visual Impact Assessment – A landscape and visual appraisal should be submitted in all cases where sites are in, or adjacent to, sensitive landscapes (land with an international, national, regional or local designation). In other cases, submissions should include an assessment of viewpoints.

The reports should focus on a baseline study and identification of constraints and opportunities with an appraisal of direct and indirect landscape and visual effects and consider the potential for mitigation and enhancement. Visual assessments should establish where the site is visible from, who the receptors are, and the nature of those views and visual amenity.

The scope and content will vary on a case by case basis but should broadly comply with the principles of the Guidelines for Landscape and Visual Impact Assessment, third edition (GLVIA 3).

Other assessments which may be relevant according to the specific characteristics of the site and/or the use proposed are;

- ***Flood Risk Assessment***
- ***Phase 1 habitat survey***
- ***Tree survey***
- ***Minerals Assessment*** – a site within a minerals safeguarding area which has the potential to sterilise the mineral shall be accompanied by a Minerals Assessment (unless it is covered by one of the exceptions in Policy DM 7 (as amended) of the Kent Minerals and Waste Local Plan 2013-30). Further information on the scope and content can be found in the Minerals and Waste Safeguarding Supplementary Planning Document which is available here: <https://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/planning-policies/minerals-and-waste-planning-policy#tab-1> . Proposals which would

adversely affect the continued lawful operation of minerals management, transportation and production facilities and waste management facilities are also covered (see Policy DM8 of the KMWLP).

- **Town centre uses** – sequential and impact assessments in accordance with the National Planning Policy Framework
- **Air Quality Impact Assessment**

Note on availability: It is important that the submission includes confirmation from the landowner (or the person in legal control of the site) that the site will be available for the development being proposed. This is key to demonstrating that the site is genuinely available.

Addressing barriers to development: Those submitting sites should take a pro-active approach to identifying possible barriers to the successful development of their site and how these can and will be addressed in conjunction with their proposal.

Please submit your site form, plan and supporting information by 5pm on Thursday 31st March 2022 to;

- By email to ldf@maidstone.gov.uk ; or
- By post to;
Strategic Planning – Call for Sites
Maidstone Borough Council
Maidstone House
King Street
Maidstone
ME15 6JQ

SUBMISSION FORM

Internal use only:	
Site reference:	Respondent id:

Section 1: Contact details

		Please tick
1. Name		
2. Organisation		
3. Address		
4. Telephone no.		
5. Email address		
6. Your status (please tick all that apply)	Land Owner Planning consultant Land agent Registered Social Landlord Developer Other (please specify below)	

If you are representing another person, please provide their name, address and contact details:

		Please tick
7. Name		
8. Organisation		
9. Address		

10.Telephone no.		
11.Email address		
12.Their status (please tick all that apply)	Land Owner Planning consultant Land agent Registered Social Landlord Developer Other (please specify below)	

13.Do you have the landowners permission to submit this site?	
---	--

14. If you are not the landowner, or are not working on behalf of the landowner, or the site is in multiple ownerships then please provide the name, address and contact details of the landowner(s):

Section 2: Site details

		Please tick
15.Site name		
16.Site address		
17.Grid reference (Easting/Northing)		
18.Site area (ha)		
19.Description of site characteristics (e.g existing buildings, points of access, boundaries)		
20.Current land use		
21.Is the site brownfield / greenfield		
22.Relevant planning history (please quote planning application references)		
23.What uses is the site being promoted for: (Please tick all that apply and for mixed use sites the percentage for each use)	<p>Gypsy and Traveller pitches</p> <p>Travelling Showpeople pitches</p>	
<p>Please attach a map (preferably on an ordnance survey base and at 1:1250 scale) outlining the exact boundaries of the whole site and the part(s) that may be suitable for development.</p>		

Section 3: Suitability

		Please tick
<p>24. Accessibility (please tick all that apply and provide known details)</p>	<p>Access (e.g. where does the site have access to the highway and what is the access)</p> <p>Public Transport (type and proximity)</p> <p>Services (e.g. education, health, shops)</p> <p>Utilities (e.g. gas, electric, water, sewage, broadband)</p> <p>Other (please specify below)</p>	
<p>25. Policy constraints (Please tick all that apply and provide details)</p>	<p>Area of Outstanding Natural Beauty</p> <p>Ancient Woodland</p> <p>Sites of Special Scientific Interest</p> <p>Green Belt</p> <p>MBLP Landscapes of Local Value (Policy SP17)</p> <p>Local Nature Reserves</p>	

	<p>Local Wildlife Sites</p> <p>Special Area of Conservation</p> <p>Heritage (e.g. Conservation Area, Listed buildings)</p> <p>Archaeology</p> <p>Tree Preservation Order(s) / Veteran Trees</p> <p>Air Quality Management Area</p> <p>Other (please specify below)</p>	
<p>26. Tangible and infrastructure constraints (please tick all that apply and provide details)</p>	<p>Flood risk</p> <p>Drainage</p> <p>Contamination /pollution</p> <p>Land stability</p> <p>Public Rights of Way</p>	

	<p>Utilities (underground)</p> <p>Pylons</p> <p>Hedgerows</p> <p>Ecology (including ponds)</p> <p>Neighbour/residential amenity</p> <p>Other (please specify below)</p>	
<p>27. Please provide details on how identified constraints will be overcome (e.g. through mitigation) Please attach studies as separate documents to this form</p>		

Section 4: Availability

<p>28. Is the site available for development now?</p>	
<p>29.If not, when will the site be available? (please specify year)</p>	
<p>30.What do you estimate the amount of development on the site to be? (please specify)</p>	
<p>31.When do you anticipate commencement on the site and completions? If completions are spread over a number of years please state the yield per year.</p>	<p>Commencement:</p> <p>Completions:</p>
<p>32.Is there a developer interested in the site? (please state name of the developer and the nature of interest)</p>	
<p>33. Are there any legal constraints on the site that may impede development? (please specify e.g. restrictive covenants, ransom strips)</p>	

Section 5: Achievability

34. Would the development be new build, involve a conversion or both?	
35. Would the development provide affordable housing? (Please state types)	
36. Are you aware of any exceptional issues that may affect site viability? (please specify)	
37. What, if any measures may be required to make the site viable for the development proposed?	

Section 6: Additional Information

This section of the submission form should be used to provide any other information in support of your site.

A large, empty rectangular box with a thin black border, intended for providing additional information in support of a site. The box is currently blank.

STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE

11 January 2022

Infrastructure Delivery Plan (IDP) Annual Review and Update 2020/21

Final Decision-Maker	Strategic Planning and Infrastructure Committee
Lead Head of Service	Rob Jarman, Head of Planning and Development
Lead Officer and Report Author	Helen Smith, Principal Planning Officer, Strategic Planning
Classification	Public
Wards affected	All

Executive Summary

The Infrastructure Delivery Plan (IDP) identifies the infrastructure schemes considered necessary to support the development proposed in the adopted Maidstone Borough Local Plan (2017) and outlines how, when and by whom these are expected to be delivered. The IDP plays a key role in demonstrating that planned growth in terms of the provision of new homes and jobs can be accommodated in a sustainable manner, through the timely and coordinated delivery of supporting infrastructure.

However, the limitation of producing an IDP is that it can only provide a snapshot of the infrastructure requirements as they are known at the time of production. As such, the IDP is annually reviewed in order to maintain its relevance. The published 2020 IDP has therefore been reviewed and updated for 2021 and is the subject of this report. It contains four new infrastructure schemes and removes a further seven completed infrastructure schemes.

Crucially to note, there are two separate version of the 2021 IDP currently published. The first – the subject of this report – relates solely to the delivery of the adopted Local Plan (2017). The second version includes further infrastructure identified to support the additional growth as set out in the Local Plan Review (LPR). The LPR IDP has been published as supporting evidence to the Regulation 19 public consultation. It is not for consideration as part of this report.

Purpose of Report

Noting.

This report makes the following recommendation to this Committee:

1. That the Maidstone Infrastructure Delivery Plan 2021 be noted.

Timetable	
<i>Meeting</i>	<i>Date</i>
Strategic Planning and Infrastructure Committee	11 January 2022

Infrastructure Delivery Plan (IDP) Annual Review and Update 2020/21

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>The four Strategic Plan objectives are:</p> <ul style="list-style-type: none"> • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place <p>We do not expect the recommendation will by itself materially affect achievement of corporate priorities. However, subsequent delivery of schemes within the IDP will support the Council's overall achievement of its objectives, particularly 'embracing Growth and Enabling Infrastructure'.</p>	Rob Jarman, Head of Planning and Development
Cross Cutting Objectives	<p>The four cross-cutting objectives are:</p> <ul style="list-style-type: none"> • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected <p>We do not expect the recommendation will by itself materially affect achievement of corporate priorities. However, subsequent delivery of schemes within the IDP will support the Council's overall achievement of its cross-cutting objectives.</p>	Rob Jarman, Head of Planning and Development
Risk Management	<p>There is a potential risk that some allocated housing sites are built without some of the associated infrastructure being delivered in a timely fashion.</p>	Rob Jarman, Head of Planning and Development
Financial	<p>The proposals set out in the recommendation are all within already approved budgetary headings and so need no new funding for</p>	Section 151 Officer &

	implementation.	Finance Team
Staffing	We will deliver the recommendation with our current staffing.	Rob Jarman, Head of Planning and Development
Legal	There are no legal implications arising from the report recommendation.	Cheryl Parks Mid Kent Legal Services (Planning)
Privacy and Data Protection	There are no implications for Privacy and Data Protection.	Policy and Information Team
Equalities	The recommendation does not propose a change in service therefore will not require an equalities impact assessment.	Equalities and Communities Officer
Public Health	We recognise that whilst the publication of the IDP document itself does not impact on population health, the delivery of schemes contained within the IDP may have a positive impact on population health or that of individuals.	Public Health Officer
Crime and Disorder	The recommendation will not have an impact on Crime and Disorder.	Rob Jarman, Head of Planning and Development
Procurement	No procurement matters arising from this report or its recommendation.	Rob Jarman, Head of Planning and Development
Biodiversity and Climate Change	<p>We recognise that whilst the publication of the IDP document itself does not impact on biodiversity and climate change, the delivery of schemes contained within the IDP may have a positive impact on biodiversity and climate change.</p> <p>In accordance with the Biodiversity and Climate Change Action Plan the IDP should prioritise pedestrians, active travel and EVs, enhance biodiversity, ensure adaptation and mitigation measures are integrated to reduce the risk to the impacts of climate change, and reduce CO2e through the procurement</p>	Biodiversity and Climate Change Manager

	process and contracting terms with developers.	
--	--	--

2. INTRODUCTION AND BACKGROUND

- 2.1 The original Maidstone Infrastructure Delivery Plan (IDP) May 2016 was produced as supporting evidence to accompany the submission of the Maidstone Borough Local Plan (MBLP). Thereafter followed a second iteration in 2017 submitted as evidence supporting the introduction of the Community Infrastructure Levy (CIL) Charging Schedule. The primary purpose of the IDP is to identify the infrastructure schemes considered necessary to support the development proposed in the adopted MBLP and to outline how, when and by whom these will be delivered. The IDP has three main roles:
- 1) Firstly, it demonstrates that planned growth in terms of the provision of new homes and jobs can be accommodated in a sustainable manner, through the timely and coordinated delivery of supporting infrastructure;
 - 2) Secondly, it is an infrastructure planning tool, which can be used as a framework to guide decision making on infrastructure delivery, including the future allocations of monies received from the Community Infrastructure Levy; and thirdly,
 - 3) It has become an important enabling tool to help the Council achieve its priorities as set out in the Strategic Plan 2019-2045.
- 2.2 However, the limitation of producing an IDP is that it can only provide a snapshot in time of the infrastructure requirements as they are known at the time of production. To ensure the IDP continues to reflect the correct infrastructure requirements throughout the lifetime of the adopted Local Plan, regular reviews are necessary, and this involves recontacting infrastructure providers, asking for updates. The council does this annually to coincide with the Authority Monitoring report process and to help fulfil the monitoring indicators in the Local Plan 2017.
- 2.3 To this end, the IDP has been reviewed, updated and republished in both 2019 and 2020. It has now undergone a further review, update and publication for 2021 and is the subject of this report, for noting.
- 2.4 Crucially to note, there are two separate version of the 2021 IDP currently published. The first – the subject of this report – relates solely to the delivery of the adopted Local Plan (2017). The second version includes further infrastructure identified to support the additional growth as set out in the Local Plan Review (LPR). The LPR IDP has been published as supporting evidence to the Regulation 19 public consultation. It is not for consideration as part of this report. Further detail in this regard is provided in paragraphs 2.23-2.25.

Annual Review process

- 2.5 National Planning Practice Guidance (NPPG)¹, states that a planning authority should pay careful attention to “identifying what infrastructure is required and how it can be funded and brought forward”. It is important to work alongside infrastructure providers, service delivery organisations and other strategic bodies to identify infrastructure deficits and requirements, and opportunities for addressing them. However, there is little national guidance as to how to undertake a review nor with what frequency. What is clear is that regular review is essential in order to update current scheme progress, acknowledge completed schemes, and to add new schemes where they are needed to support the sustainable delivery of the MBLP. As such, a review of the May 2016 IDP was undertaken in 2019 and again in 2020.
- 2.6 In undertaking this latest review, known infrastructure providers – both with and without projects currently listed in the IDP – were contacted by email in February 2021 and asked to provide updates on their schemes as well as to suggest new schemes for consideration where appropriate. The full list of those contacted and those who responded is provided in Appendix 1 of this report. It is important to contact infrastructure providers without schemes currently included in the IDP in case they have new schemes for consideration of inclusion as part of the review. Schemes which may not have been required or identified in earlier iterations of the IDP, perhaps due to changes in service delivery; for example, newly created bus routes or alternate healthcare service provision models delivered by partner organisations.
- 2.7 Given that this IDP is based on delivery of the adopted MBLP, the expectation is that very few new schemes would be identified as part of the review. However, it is recognised that organisational business plans and ways of working/delivering services change over time, particularly in a post-Covid world, and that schemes may come forward where they were previously not identified as necessary to support planned development.
- 2.8 As highlighted earlier in this report, newly identified infrastructure schemes required to support additional levels of growth proposed in the Local Plan Review are not included within this IDP. They are included within a separate LPR IDP that has been produced as part of the evidence base accompanying the Regulation 19 draft submission Local Plan Review document. See paragraphs 2.23-2.25 of this report.
- 2.9 Based on the responses received, plus further clarifying emails/discussions with infrastructure providers where required, a revised and updated IDP has been produced and is shown in Appendix 2 of this report. The overall content remains very similar to the 2020 IDP, however the structure is slightly different in that all infrastructure position statements are grouped together (Section B of the 2021 IDP), followed by a single Infrastructure Delivery Schedule table (Section C of the 2021 IDP). This provides an improved user experience and a more practical layout for the review process. Furthermore, all completed schemes from previous iterations of the

¹ Paragraph 059 Reference ID: 61-059-20190315 (revision date 15/03/2019)

IDP are now included in Appendix 1 of the 2021 IDP to demonstrate the progress being made on delivery of identified infrastructure.

Key facts/figures

2.10 There are a total of 132 infrastructure schemes included in this year’s IDP, across eight infrastructure categories. Projects range in scale and cost from the provision of multi-million-pound new schools, to the extension of 30mph limit and upgrading of road markings. The greatest number of projects relate to highways and transportation (42%, 55 schemes). This is followed by healthcare (16%, 21 schemes), green and blue infrastructure (14%, 18 schemes), utilities (9%, 12 schemes), education (8%, 10 schemes), public services (6%, 8 schemes), social and community (4%, 6 schemes), and flood prevention and mitigation (1%, 2 schemes). See figure 1, below.

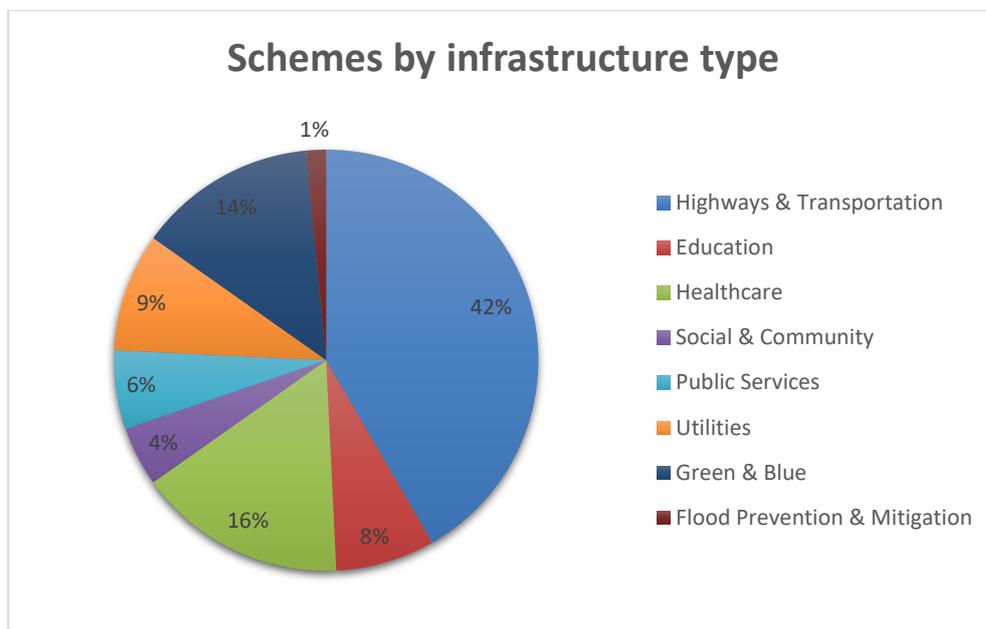


Figure 1: Infrastructure schemes, by broad type

2.11 In terms of where these schemes are located, almost half are within the Maidstone Urban Area and Town Centre (48%). This is to be expected given that the spatial strategy as set out in the 2017 Local Plan focuses development primarily in and around the edges of the urban area. The remaining schemes are located 24% within the Rural Service Centres, 12% in the Larger Villages, 4% in the countryside, and 11% borough wide. The borough wide schemes tend to be more generic in their description e.g., ‘SC5: youth services – measures to improve accessibility and provide additional capacity’. Individual projects under this broad category are expected to be identified and delivered over the lifetime of the plan, as and when development pressures necessitate their provision.

2.12 With regards to scheme delivery timescales, these are divided into short, medium and long term, based on 5-year time blocks (2017/18-2021/22; 2022/23-2026/27; 2027/28-2031/32). Similarly, each scheme has been categorised in terms of priority for delivery: either critical, essential or desirable. The ‘critical’ infrastructure must be delivered to enable physical development to occur. Failure to provide this infrastructure could result in

significant delays in the delivery of development. Table 1 shows the number of schemes within each timescale and priority category.

Prioritisation	Delivery timescales				Total
	Short term	Medium term	Long term	Varies	
Critical	30	7	5	3	45
Essential	18	46	5	6	75
Desirable	1	8	1	1	11
Varies	-	-	-	1	1
Total schemes	49	61	11	11	132

Table 1: Count of infrastructure schemes by delivery timescales and prioritisation.

2.13 Of the 132 schemes, 30 are prioritised as critical and are required in the short term. At the time of production, just under a quarter (23% or 7 total) of these schemes were under construction (all highways and transportation related). Of those, all but one are funded through direct legal agreements (Section 278 agreements) between Kent County Council and the developers. Two schemes (SC1 and SC2) are for the provision of community facilities as part of wider residential developments (H1(2) East of Hermitage Lane and H1(5) Langley Park, respectively). These are to be funded and constructed by the developers, as part of their planning permissions and are expected to be delivered on time alongside the new homes. Of the four utilities schemes, three (UT3, UT4 and UT5) relate to increasing water supply capacity at transfer mains in the urban area. They are to be funded via direct legal agreements (unilateral undertakings) between the developers and utilities company, plus the provider's business plan funding. The fourth utilities scheme (UT9) is the expansion of the Lenham Waste Water Treatment Works and is related to the planned level of growth at Lenham Broad location. Since the preparation of this IDP, the trajectory for delivery of new homes in this location has been moved towards the end of the plan period. This revised delivery timescale will be reflected in next years iteration of the IDP.

2.14 The remaining 17 schemes are all highways and transportation related. One scheme relates to pedestrian safety improvements and bus stop provision at Woodcut Farm and was the subject of a live planning application at the time of updating the IDP, therefore works had not commenced. It is anticipated that the scheme will be delivered via a Section 278 agreement with KCC. Five of the schemes are part of the Maidstone Integrated Transport Package (MITP): schemes HTNW3 – Coldharbour roundabout; HTSE2 – Willington St/Wallis Avenue with Sutton Rd junction; HTSE6/HTSE7 – Wheatsheaf junction and signal junctions to Bridge gyratory; HTUA1 – Boughton Lane and junction of Boughton Lane/A229 Loose Rd; and HTUA2 – A20/Willington St junction. At the time of compiling this IDP, the first works were expected to begin in the summer of 2021 and take 12-18 months to complete. Other works were programmed in for construction beginning in 2022. However, there is growing concern at the lack of delivery of the MITP schemes and they are now at risk of being delivered beyond the timeframes identified in the IDP. Progress on these will be updated in the next review. In the interim, MBC continue to engage with KCC regarding the delivery of these critical highways infrastructure schemes through regular duty to cooperate

meetings. Of the final 11 schemes, one (HTNW4 –capacity improvements at the junction of Fountain Lane and the A26/Tonbridge Road) is identified as having a potentially suitable scheme design but is lacking sufficient funding to undertake the works. Funding sources include Section 106 monies from Maidstone Borough Council and Tonbridge and Malling Borough Council, plus possible CIL funds.

2.15 The top ten most expensive schemes in this year’s IDP (where the estimated cost is known) are as follows (Table 2):

Scheme reference	Service Area	Scheme description	Estimated costs
HTJ71	Highways	Capacity improvements and signalisation of Bearsted roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts.	£11,399,000.00
HTTC13A	Public transport - rail	Provision of a multi-storey commuter car park to serve Maidstone East Rail Station	£9,000,000.00
UT12	Utilities - energy provision	The generation of heat and power, utilising ‘low carbon’ methods (including utilising latent heat within the River Medway and gas CHP) which is then piped via a subterranean piping network (to be installed as part of the project) to local council (offices, library, social housing) and HMT Maidstone estates.	£9,000,000.00
EDM4	Primary education	Provision of a new 2FE primary school on site H1 (2) Land East of Hermitage Lane, Maidstone	£6,800,000.00
UT1	Utilities - water supply	8km of 300mm diameter main from Charing to Headcorn area	£6,251,000.00
EDM2	Secondary education	2FE expansion of The Maplesden Noakes School, Maidstone	£6,200,000.00
EDM6	Primary education	Provision of a new 1FE primary school on site H1 (10) South of Sutton Road, Maidstone	£6,000,000.00
EDM9	Primary education	Provision of a new 2FE primary school within Broad Location H2 (2) Invicta Barracks, Maidstone	£6,000,000.00
HTJ72	Highways	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.	£4,667,000.00
HTUA9	Public transport - buses	Move to zero emission bus fleet for Maidstone and surrounds.	£4,000,000.00
Total:			£69,317,000.00

Table 2: Top 10 most expensive infrastructure schemes (where costs are known)

2.16 Of the above listed schemes, one was under construction (EDM2) at the time of preparing the IDP, nine were not started. Work was due to commence on scheme HTJ71 (Bearsted roundabout and New Cut

roundabout capacity improvements) in Spring 2021, however the scheme design is currently under review and work is yet to start. Of those seven remaining schemes, the three education schemes (EDM4, EDM6 and EDM9) are to be delivered in the later in the plan period, based on the rate of housing delivery and population growth required to trigger the need for the new school place provision. School place funding is primarily secured through S106 agreements related to development but may also include Department for Education grants and/or Community Infrastructure Levy fund allocations. Scheme UT1 is to be delivered in the medium term, again, based on the rate of housing delivery in the locality and is funded through south East Water business plan funding and unilateral undertakings directly with developers. There is currently a shortfall in funding identified for scheme HTJ72 due to increased costs since its original inclusion within the IDP, meaning that any secured S106 funds will need to be 'topped up' with funds from other sources. The final two schemes (UT12 and HTUA9) both relate to lowering carbon emissions, through construction of a combined heat and power network and upgrading the bus fleet respectively. Both schemes are identified for delivery in the short term, to 2022/23, however both currently lack the full funding required.

2.17 Overall, 24 of the 132 schemes (or 18%) were under construction at the time of preparing the IDP. 95 of the schemes (or 72%) were not yet started; however of these, over one third (36 schemes) are not due for delivery until the medium or long term. The remaining 59 schemes that were not yet started include projects under highways and transportation; health; green and blue; social and community; utilities; and public services. The reasons for not having commenced vary from scheme to scheme, but many relate to a lack of funding or development not having reached a sufficient level to trigger the need for the provision of the infrastructure.

2.18 Whilst the Council is holding an apparently significant amount of Section 106 monies, the provider (for audit reasons) has to provide details of the specific project on which the contribution is to be spent so that planning officers can be satisfied that the detail aligns with that set out in the applicable legal agreement before any money is transferred to an infrastructure provider (e.g. Kent County Council). These details include things such as costings and timelines. Business cases for infrastructure projects take time to be finalised. For example, whilst a road junction will have been identified for capacity improvements based on congestion and so is identified in local policies and the IDP, it takes time and resource to undertake detailed and comprehensive surveys. Furthermore, infrastructure providers are rarely in a position to forward fund infrastructure works. Where the development is to be phased or the contribution is being pooled with other developments, the infrastructure provider may only be able to carry out the works to which the contribution is to be paid once all the 'pooled contributions'/monies have been received (i.e. once all the funds comprising the pooled contributions from the other developments have been received). Accordingly, in practice, there are often 'lags' in delivery. In addition, most infrastructure providers cover a much wider area than Maidstone Borough and so there are competing demands. Officers will continue to engage with infrastructure providers and update the progress of projects through the annual IDP review.

Completed schemes

2.19 This year, the IDP includes an appended list of all schemes that have been successfully delivered. In total 48 schemes have been completed across a range of infrastructure types since the first iteration of the IDP in 2016. The schemes are grouped by geographic location to make it easy to see what has been delivered in each area.

2.20 In 2020/21, there were seven schemes completed. These were:

- New 6 form entry secondary school – Maidstone School of Science and Technology;
- New 2 form entry primary school – Maidstone North Primary Free School;
- Extension of the footway along Vicarage Road to site H1(65), Yalding;
- Signalisation of the Kings Road/Mill bank junction, Headcorn;
- Provision of open space associated with land South of Ashford Road;
- Provision of open space at Church road, Harrietsham; and
- Improvements to Maidstone East Rail Station forecourt and ticket office.

2.21 The successful refurbishment of Maidstone bus station was also completed in the 2021 calendar year however works were still ongoing during the preparation of the IDP. Its completion will therefore be reflected in the next IDP (2021/22).

Key revisions

2.22 In summary, the key revisions of the latest IDP review are as follows:

- Inclusion of all completed infrastructure schemes from previous iterations of the IDP (Appendix 1 of the 2021 IDP) and cross-reference to the relevant Local Plan indicator M3 as reported in the Authority's Monitoring Report (AMR) 2020/21 (see December SPI agenda item);
- Inclusion of a new section on Infrastructure Costs, setting out indicative overall costs, funds available or expected via CIL and Section 106, and the resultant infrastructure funding gap. Figures quoted are aligned with those in the Infrastructure Funding Statement (IFS) 2020/21 (see December SPI item);
- Amendments to existing schemes where changes may have occurred since 2020. Examples include:
 - Inclusion of reference to the March 2020 update of the former West Kent CCG GP Estates Strategy 2018;
 - Scheme status and delivery timescale updates for various GP surgery improvement projects;
 - Scheme status updates for the Maidstone Integrated Transport Package (MITP) projects to reflect anticipated commencement in Summer 2021 and delivery over a 12 month period;

- Updated costs for the Maidstone Bus Station improvements scheme (reference HTTC3), plus various utilities water supply scheme cost updates.
- Updates to the evidence/justification, for example, references made to planning applications which now have permission; and to the production of more recent evidence by infrastructure providers e.g. Schools Commissioning Plan;
- Addition of four new infrastructure schemes required to sustainably deliver the adopted MBLP:
 - HTTC16 – Public realm improvements at Archbishop’s Palace/ Carriage Museum/ All Saints Church/ Lockmeadow, Maidstone Town Centre;
 - SC7 – Provision of a new Leisure Centre at the site of Maidstone Leisure Centre, Maidstone;
 - PS9 – Expansion of Tovil Household Waste & Recycling Centre site; and
 - PS10 – Relocation and expansion of an ambulance Make Ready Centre (MRC) for Maidstone Borough; and
- Correction of any typographical errors.

Local Plan Review

2.23 Policy LPR1 of the adopted Local Plan commits the Council to undertaking a review of the Local Plan and sets out the matters such a review should address including housing needs; broad locations for development; employment land provision; spatial strategy; and transport matters.

2.24 To support this Local Plan Review (LPR), a new Infrastructure Delivery Plan was produced as part of the evidence base to accompany the Regulation 19 draft submission Local Plan Review document. Unlike the IDP appended to this report, the LPR IDP includes additional infrastructure required to sustainably support the additional levels of growth and development as set out in the LPR, over the extended plan period to 2037.

2.25 The two IDPs therefore serve different purposes; relate to different levels of growth and development as set out in either the adopted Local Plan or LPR; and should not be used interchangeably. Once the LPR is adopted, it will replace the current Maidstone Borough Local Plan and there will be only one IDP produced to support the newly adopted LPR. This consolidated IDP will include all projects associated with delivering the original Local Plan growth, plus further projects to support the additional growth contained in the LPR. This single, consolidated IDP will then be reviewed in the same way that the existing IDP is.

3. AVAILABLE OPTIONS

3.1 The content of this report and appended items are for noting only.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

4.1 This report is for noting only.

5. RISK

5.1 This report is presented for information only and has no risk management implications.

6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

6.1 As set out in section 2 of this report, infrastructure providers known to operate and/or deliver infrastructure in the borough were contacted as part of the review process. The responses received have informed the update of the schemes within the IDP, including the removal of a further seven completed schemes and the inclusion of four new schemes.

7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

7.1 This report is for noting only. The 2021 Infrastructure Delivery Plan was published on the Council's website in November 2021. It replaced the previous 2020 IDP and is to be used to aid in the timely delivery of infrastructure required to support planned development as set out in the adopted Local Plan.

7.2 Infrastructure providers and other relevant service delivery organisations were contacted via email to inform them of the publication of the 2021 IDP.

7.3 Subsequent to this committee meeting, the annual process of reviewing the published IDP will begin around March time.

8. REPORT APPENDICES

- Appendix 1: List of infrastructure providers contacted
 - Appendix 2: Draft Infrastructure Delivery Plan 2021
-

9. BACKGROUND PAPERS

None

Appendix 1

Infrastructure Provider Contacted	Response received
Kent County Council	Yes
Department for Education	Yes
Arriva	No
Environment Agency	Yes
Kent & Medway Clinical Commissioning Group	Yes
Maidstone and Tunbridge Wells NHS Trust	No
Maidstone Borough Council (Sports, Economic Development & Green spaces)	Yes
Medway Valley Country Partnership Projects	No
Network Rail	Yes
SGN	Yes
Highways England	Yes
Medway Maritime Hospital	No
National Grid	Yes
South East Rivers Trust	No
South East Water	No
Beult Catchment Improvement Group	Yes
Southern Water	Yes
UK Power Networks	No

Infrastructure Delivery Plan

(Maidstone Borough Local Plan 2017)

59 Annual Review 2020-21

Published: November 2021

Contents

Introduction	3	Transport.....	12
Purpose of the document	3	Education	16
Annual Review 2020/21	3	Health.....	19
Document structure.....	4	Social and Community	20
Section A – Context.....	5	Public services.....	23
What is infrastructure?	5	Waste management.....	23
Policy context.....	6	Utilities	24
National policy & guidance	6	Green and Blue	27
Local Policy.....	6	Section C – Infrastructure Delivery Schedule.....	29
Engagement	7	Section D – Monitoring and Review.....	91
Infrastructure Funding	8	Appendix 1: Completed infrastructure schemes	92
Developer Contributions.....	8		
CIL.....	8		
Section 106 Agreements	9		
Section 278 Agreements.....	9		
Other funding sources	9		
Infrastructure costs.....	10		
Infrastructure prioritisation	11		
Risks to infrastructure delivery	11		
Section B – Infrastructure Position Statement	12		

Introduction

Purpose of the document

- 61
- 1.1 The provision of local infrastructure is a very important issue for the development of local communities. The delivery of the right levels and type of infrastructure is essential to support new homes, economic growth and the creation of sustainable communities.
 - 1.2 This Infrastructure Delivery Plan (IDP) supports the sustainable delivery of growth outlined in the adopted Maidstone Borough Local Plan 2017 (MBLP) by identifying the strategic¹ infrastructure requirements for the borough, who will provide it, and when it is expected to be delivered.
 - 1.3 It also plays an important role in the review and adoption of Maidstone's Community Infrastructure Levy (CIL) Charging Schedule by providing evidence of a need for infrastructure investment in the plan area and forms the basic justification for setting a levy rate. It also plays an important role in identifying infrastructure projects which may expect to be wholly or partly funded through monies collected by the Council via CIL.
 - 1.4 The Infrastructure Delivery Plan may also help Parish Councils and Neighbourhood Forums in the production of Neighbourhood Plans.
 - 1.5 Ultimately, infrastructure planning through the IDP helps to ensure that there is a common understanding between service providers, developers, local communities and the Council as to the local infrastructure needs, and to ensure that infrastructure is properly planned for, funded and provided alongside planned development in the borough.

¹ 'Strategic' refers to larger scale, wider-than local infrastructure such as junction improvements or new health facilities as opposed to infrastructure at a

Annual Review 2020/21

- 1.6 The IDP is reviewed and updated annually to reflect changes as infrastructure is provided and new needs are identified. Over the last monitoring year (2020/21), a further 7 schemes were completed, taking the total number of infrastructure schemes completed to 48 since the adoption of the Local Plan in 2017. Details of all completed schemes to date are set out in Appendix 1.
- 1.7 The delivery of infrastructure is also monitored through the Council's Authority's Monitoring Report (AMR). Local Plan Indicator M3, extracted from the 2020/21 AMR is as follows:

Indicator M3: Successful delivery of the schemes in the Infrastructure Delivery Plan (IDP) required to support the development in the Local Plan funded through CIL, developer contributions, New Homes Bonus and other funding sources.

A total of 48 schemes have been delivered since the first iteration of the IDP in 2016. Schemes delivered include highways and transportation, education, health and green and blue infrastructure. For the reporting year, 32 critical projects were identified for delivery in the short term (26 highways and transportation; 2 community facilities; and 4 utilities projects).

Of these schemes, two highways schemes: HTNW4 - 'capacity improvements at the junction of Fountain Lane and the A26/Tonbridge Road' and HTC1 - 'Linton crossroads junction improvements' are categorised as having a high risk to delivery. In both cases, this is due to a significant shortfall in funding as a result of the currently agreed scheme design. Maidstone Borough

'neighbourhood' scale such as additional public benches or a new piece of play equipment.

Council continues to work with Kent County Council to progress the delivery of these critical schemes.

To date, the delivery of planned development has not been affected by the non-delivery of infrastructure.

1.8 An established annual process of engagement with infrastructure providers ensures that current IDP projects are updated and that any new projects are identified and included in the revised IDP where appropriate. Full details of this engagement process are set out in Section A. As a result of this engagement exercise, 3 new infrastructure schemes are included within this year's updated IDP, Schedule C.

Local Plan Review

1.9 It is important to note that this IDP does not include new projects identified to support the additional development set out in the submission Local Plan Review (LPR). A separate LPR IDP has been produced as part of the evidence base accompanying the submission (Regulation 19) Local Plan Review. Once the Local Plan Review is adopted, there will be one consolidated IDP published.

Document structure

1.10 The document is structure into four parts A-D.

1.11 Section A outlines what is meant by 'infrastructure' and sets the policy context for the document. It also explains how infrastructure provision is coordinated and delivered, as well as setting out how the Council engages with infrastructure providers.

1.12 Section B provides further details on strategic infrastructure provision and funding sources for the various infrastructure categories. It identifies the key issues for Maidstone borough and the strategic infrastructure that may

be required to support further development. It should be noted that this section does not include all infrastructure required; it discusses infrastructure needs in broad terms.

1.13 Section C sets out the infrastructure delivery schedules for the borough, grouped by infrastructure type and then geographic location. Where available, estimated costs are provided which inform the infrastructure funding gap demonstrated under the 'Infrastructure Costs' section of this IDP. Where new schemes are included as part of the 2021 IDP, they are highlighted in yellow in the Delivery Schedule. This year sees the inclusion of four new schemes:

- **HTTC16** – Public realm improvements at Archbishop's Palace/ Carriage Museum/ All Saints Church/ Lockmeadow, Maidstone Town Centre;
- **SC7** – Provision of a new Leisure Centre at the site of Maidstone Leisure Centre, Maidstone;
- **PS9** – Expansion of Tovil Household Waste & Recycling Centre site; and
- **PS10** – Relocation and expansion of an ambulance Make Ready Centre (MRC) for Maidstone Borough

1.14 Section D explains the work will continue to update these infrastructure schedules as new information becomes available, making the Infrastructure Delivery Plan a 'living' document.

Section A – Context

What is infrastructure?

1.15 Infrastructure is defined in Section 216 (1) of the Planning Act 2008 in relation to the Community Infrastructure Levy as a funding mechanism.

1.16 The word 'infrastructure' is defined in section 216 (2), which reads:

"In sub-section (1), 'infrastructure' includes –

- (a) roads and other transport facilities,*
- (b) flood defences,*
- (c) schools and other educational facilities,*
- (d) medical facilities,*
- (e) sporting and recreational facilities*
- (f) open spaces, and*
- (g) affordable housing [...]."*

1.17 For the purpose of this document, the definition of key infrastructure categories, and the elements within each group, is set out in the table below.

Infrastructure category	Elements relevant to Maidstone Borough
Transport	Cycling and Walking (including Public Rights of Way) Bus Rail Road Public realm
Education	Nursery / Early years Primary and Secondary, including SEN

Infrastructure category	Elements relevant to Maidstone Borough
	Further and Higher
Health	Acute care General hospitals Health centres / Care Hubs GP surgeries
Social and Community	Community facilities Adult social care Community learning Youth services Libraries Sports and leisure facilities Heritage and visitor attractions
Public Services	Emergency services (Police, Fire, Ambulance / First responder, River rescue) Waste management and disposal
Utilities	Water supply Wastewater treatment and sewerage Electricity supply Gas supply Digital and telecommunications
Green and Blue	Open spaces and parks HRA mitigation Waterways and water bodies Flood defences

Policy context

National policy & guidance

1.18 The requirements for infrastructure planning are included in the National Planning Policy Framework (2021) and the Planning Practice Guidance.

1.19 The NPPF also indicates that Local plans need to:

- Engage with infrastructure providers to identify relevant issues in their areas (paragraphs 16 (c) & 25).
- Assess the availability & capacity of infrastructure (paragraph 124(c))
- Provide for infrastructure specifically: transport, telecommunications, water supply, wastewater, flood risk and coastal change management, energy, community facilities such as health, education and cultural infrastructure) and green infrastructure (paragraph 20)
- Outline the cost of infrastructure through setting out the contribution expected from development, such as that needed for education, health, transport, flood and water management, green and digital infrastructure (paragraph 34)

1.20 Additionally, the national Planning Practice Guidance (PPG) provides more detailed guidance on the implementation of the NPPF. It emphasises the need to ensure that the Local Plan is capable of being delivered, including with the provision of infrastructure through a clear vision for it, engagement with providers, analysis of capacity and testing through viability.

Local Policy

Maidstone Strategic Plan

1.21 This document sets out the Council's aspiration for Maidstone through to 2045, and how this aspiration is to be achieved. It sets out the overarching priorities, outcomes and short-term actions to be given particular importance in order to deliver the overall Vision. In addition, it identifies four cross-cutting themes which are correlated to the short-term actions and, by extension, to the identified outcomes.



1.22 The IDP is a vital tool in helping to deliver all four of the Strategic Plan priorities, although is particularly relevant to ‘embracing growth and enabling infrastructure’.

Maidstone Borough Local Plan 2017

1.23 The adopted Maidstone Borough Local Plan (MBLP) sets out the level of growth and development expected within the borough over the plan period 2011-2031. New development is to be focused primarily within the Maidstone Urban Area and at the strategic development locations at the edge of town, and at junctions 7 and 8 of the M20 motorway. Development is then focussed to a lesser extent at the five Rural Service Centres of Harrietsham, Headcorn, Lenham, Marden, and Staplehurst; with limited development at the Larger Villages of Boughton Monchelsea, Coxheath, Eyhorne Street (Hollingbourne), Sutton Valence and Yalding.

65

1.24 Between 2011 and 2031, provision is made for: 17,660 new dwellings; 187 Gypsy and Traveller pitches and 11 Travelling Showpeople plots; 39,830sqm floorspace for office use; 20,290sqm floorspace for industrial use; 49,911sqm floorspace for warehousing use; 100,000sqm floorspace for medical use; 6,100sqm floorspace for convenience retail use; and 23,700sqm floorspace for comparison retail use.

1.25 The MBLP also details the necessary infrastructure required to ensure that sustainable communities are created and developed. To help achieve this, the Infrastructure Delivery Plan (IDP) identifies the strategic infrastructure requirements for the borough, who will provide it, and when it is expected to be delivered.

Neighbourhood Plans

1.26 Maidstone Borough has been successful in the development and adoption of Neighbourhood Plans. A total of 6 plans have now be made (adopted) to date. Only one plan the Lenham Neighbourhood Plan (2017-2031) has allocated land for growth. In total it set out allocations for 1,000 residential units in line with the adopted Local Plan 2017 (Policy H2). The strategic infrastructure identified in the Neighbourhood Plan is incorporated within this IDP.

Engagement

1.27 As part of the annual review process, discussions have taken place with a variety of infrastructure providers to gain an understanding of what infrastructure is needed to support the growth over the plan period. Infrastructure providers were initially contacted via email in February 2021 for two reasons:

1. to provide updates on existing projects currently contained in the IDP and/or;
2. to submit any new projects for consideration of inclusion into the reviewed IDP.

1.28 The responses were then reviewed by the council and included within the IDP if appropriate.

1.29 The following infrastructure providers have been engaged through the IDP review process:

- Utilities:**
- Southern Water
 - Southeast Water
 - UKPN
 - SGN

- BT Openreach
- Education:**
- Kent County Council
- Transport:**
- Highways England
 - Kent County Council
 - Arriva
 - Nu-Venture
 - Stagecoach
 - Southeastern Railways
 - Network Rail
- Health:**
- Kent County Council Public Health
 - Kent & Medway Clinical Commissioning Group
 - Maidstone and Tunbridge Wells NHS Trust
 - Medway Maritime NHS Trust
- Social and community:**
- Kent County Council
 - Maidstone Borough Council
- Public Services:**
- Kent Fire & rescue Service
 - South East Coast Ambulance Service
 - Kent Police
- Waste management:**
- Kent County Council
- Green and Blue Infrastructure:**
- Environment Agency
 - Kent County Council
 - Maidstone Borough Council

Infrastructure Funding

Developer Contributions

1.30 Developer contributions towards infrastructure provision in Maidstone borough are primarily secured via Section 106 agreements (Planning Obligations) attached to planning permissions, the Community Infrastructure Levy (CIL), and sometimes in the case of highways contributions, through Section 278 agreements.

1.31 It is expected that mitigations needed on the strategic road network will come forward via S.278 agreements. This is to provide a higher degree of certainty for Highways England.

Community Infrastructure Levy

1.32 As set out in the Community Infrastructure Levy Regulations 2010 (as amended), CIL is a non-negotiable fixed rate financial levy collected from all eligible development within the borough. The CIL charge must be paid once the development commences and the CIL income is used to fund strategic infrastructure in the borough. However, there is not necessarily a relationship between the development site through which CIL is collected and the location in which the money is spent.

1.33 The Council adopted a CIL Charging Schedule in October 2017² and implemented it on planning permissions from 1 October 2018. The rates³ charged are as follows:

² [Maidstone Community Infrastructure Levy - Charging Schedule 2017](#)

³ Index linked

Development Type / Location	CIL Charge (£ per sqm)
Residential (Within the Urban Boundary)	£93
Residential (Outside the Urban Boundary)	£99
Site H1 (11) Springfield, Royal Engineers Road, Maidstone	£77
Retirement and extra care housing	£45
Retail - wholly or mainly convenience	£150
Retail - wholly or mainly comparison (Outside the Town Centre Boundary)	£75
All other forms of CIL liable floorspace	£0

1.34 As published in the most recent Infrastructure Funding Statement (IFS) 2020/21, the Council collected £1,226,382 during 2020/21.

67

Section 106 Agreements

1.35 Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended) are legal agreements which provide for specific infrastructure that is required to make a development acceptable in planning terms. Contributions collected from a site must be spent in accordance with the legal agreement and are normally paid at a staggered period over the build out of the development.

1.36 As published in the most recent Infrastructure Funding Statement (IFS) 2020/21, the Council collected £5,248,266 during 2020/21. This was broadly broken down as follows:

Infrastructure Type	S106 amount received
Affordable Housing	£584,421
Community Facility	£205,206
Public Transport (KCC)	£57,479
Education (KCC)	£2,915,479
Healthcare (NHS)	£577,702
Highways and Transportation (KCC)	£421,670
Travel plan (KCC)	£21,273
Libraries (KCC)	£34,942
Community Learning (KCC)	£18,554
Youth Services (KCC)	£5,225
Open Spaces	£107,592
Public Rights of Way (KCC)	£13,762
Town Centre (Contributions)	£284,961
TOTAL	£ 5,248,266

Section 278 Agreements

1.37 Section 278 Agreements is a section of the Highways Act 1980, and are legal agreements completed between the developer and highway authority (Kent County Council) where development requires work to be carried out on the existing adopted highway. Usually a developer is responsible for the cost and making the required changes directly.

Other funding sources

1.38 Where appropriate other funding sources will be utilised by the Council and other infrastructure providers. These may include direct capital funding within relevant organisations, grant project funding from National Government or direct connection costs charged to the developer.

Infrastructure costs

1.39 The following table identifies the draft total cost of all infrastructure in the IDP (grouped by infrastructure category) and sets out known S106, CIL and other funding available⁴; as well as showing the total cost of infrastructure still to be funded (the 'funding gap'). The costs shown are estimates derived from the information available at the time of publication. Where these have been identified these are set out in section C, the infrastructure delivery schedule. These will be updated when new information is available as the IDP is a 'living document' subject to regular review.

1.40 Other funding sources are likely to be available which will contribute towards the costs of the infrastructure schemes. Where known, these details have been provided in the Infrastructure Delivery Schedule in Section C.

Infrastructure category	No. of schemes	Draft Total Cost ⁽¹⁾
Transport	61	£65,006,500.00
Education	10	£41,185,000.00
Health	21	£ Unknown
Social and Community	7	£30,000,000.00
Public Services	10	£5,188,500.00
Utilities	12	£25,262,900.00
Green and Blue (inc. flood protection)	20	£3,800,000.00
Draft infrastructure total:	141	£170,442,900.00

⁴ S106 money must be spent for particular purposes set out in the individual S106 agreements.

Less existing S106 funding available ⁽²⁾	£5,248,268 £10,498,240 (received in 2020/21) + (previously received not allocated)
Less anticipated S106 funding (estimate) ⁽³⁾	£1,560,239 (to be provided from S106 entered into 2020/21)
Less CIL funding available ⁽⁴⁾	£ 1,094,408
Less anticipated CIL funding (estimate) ⁽⁵⁾	£2,918,097 (demand notices issued, minus relief granted)
Less other known funding ⁽⁶⁾	£5,000,000
Draft gap in infrastructure funding:	£144,123,648

⁽¹⁾ The total estimated infrastructure cost (taken from the Infrastructure Delivery Schedule in Section C) has been used to calculate the draft total cost. There are schemes where the cost is 'TBC' or 'unknown', therefore the total cost is likely to be higher than this estimate.

⁽²⁾ The amount of S106 received and available to use from development that has commenced (IFS 2020/21)

⁽³⁾ The amount of S106 that has been agreed but not yet received from development that has planning permission but has not yet commenced (IFS 2020/21)

⁽⁴⁾ The amount of CIL received and available to use from development that has commenced (IFS 2020/21)

⁽⁵⁾ The amount of potential CIL income based on potentially liable development applications (IFS 2020/21)

⁽⁶⁾ This is other funding identified as contributing towards infrastructure schemes, e.g. Funding from Ofwat or Council capital funds.

Infrastructure prioritisation

1.41 Each of the infrastructure projects are prioritised based on a technical assessment of their necessity in delivering the development set out in adopted Local Plan. The prioritisation is as follows:

- **Critical:** infrastructure that must be provided to enable physical development to occur. Failure to provide these pieces of infrastructure could result in significant delays in the delivery of development.
- **Essential:** infrastructure in this category is unlikely to prevent physical development in the short term, however failure to invest in it could result in delays in development in the medium to long term.
- **Desirable:** infrastructure that is required to deliver the overall spatial strategy objectives but is unlikely to prevent development in the short or medium term. Whilst not designated as critical or essential, the importance of this infrastructure to the delivery of sustainable development should not be underestimated.

1.42 The projects that are both expected to be delivered in the short-term and are critical in enabling development to occur are therefore most likely to be considered a top priority for delivery (see figure 1). The timing of a project is based on when the development is likely to come forward and the priority of it. Within Maidstone, the short-term critical infrastructure projects tend to be within highways and transportation. However, there may be instances where a project come forwards sooner than planned or has time-limited match funding available. In such circumstances, even where these projects do not ordinarily fall within the highest priority category, they may be

considered for allocation of CIL or other available funds to enable their delivery. These projects will be assessed on a case-by-case basis.

↑	Desirable			Lowest priority
	Essential			
	Critical	Highest priority		
		Short term (to 2021/22)	Medium term (to 2026/27)	Long term (to 2031/32)
		→		

Figure 1. Prioritisation of infrastructure schemes

Risks to infrastructure delivery

1.43 Each project listed in the IDP is also categorised in terms of its risk of delivery. For clarity, this is not a classification of risk to the overall delivery of the Local Plan, only a risk associated with the delivery of each specific infrastructure project or scheme. Each risk category is as follows:

- **High:** Fundamental constraints attached to the delivery of the scheme e.g. no clear funding, no site identified, land assembly issues.
- **Moderate:** Some constraints or uncertainty attached to the delivery of the scheme.
- **Low:** Strong certainty of scheme delivery e.g. costs identified, funding in place, political and community support.

1.44 The risk to delivery of each infrastructure project or scheme is reviewed on an annual basis and updated based on the feedback received from infrastructure providers.

Section B – Infrastructure Position Statement

1.45 This section outlines the present position of infrastructure in the borough. It indicates the relevant bodies involved and the policies that influence the decisions of these bodies when it comes to infrastructure.

Transport

1.46 Transport is a critical issue for the delivery of the strategic objectives as well as the individual site allocations in the Local Plan. The generic term 'Transport' encompasses private and commercial vehicular movements on the strategic and local road network, buses, trains, walking, and cycling.

Strategic and Local Road Network	
Lead organisation(s)	<ul style="list-style-type: none"> • Kent County Council – highways • Highways England • Transport for the South East (not a delivery body)
Main sources of information	<ul style="list-style-type: none"> • Highways England Delivery Plan 2020-2025 (RIS2) • Growth Without Gridlock (2010) • KCC Local Transport Plan 4 (2016-2031) • LPR policy SP12 Sustainable Transport • Integrated Transport Strategy (2011-2031) • Lenham Transport Assessment • Kent-wide transport model • Jacobs transport and air quality modelling (2020)
Existing provision	<ul style="list-style-type: none"> • Highways England – M20, M2 • KCC – Key A-routes A20, A229, A26, A249

Funding sources	<ul style="list-style-type: none"> • S.278 Agreements • S.106 Agreements • Community infrastructure levy • Capital budgets (Kent County Council)
Key issues	<p>The principal constraint on the borough’s urban road network is the single crossing point of the River Medway at the town centre bridges gyratory, where the A20, A26 and A229 meet. From this point, congestion spreads along the main radial approaches to Maidstone during the morning and evening peaks, leading drivers to seek alternative routes for longer journeys around the periphery of the town.</p> <p>For the Strategic road network the main issues are that the network continues to operate safely, reliably and efficiently. Current key issues include:</p> <ul style="list-style-type: none"> • M20 J5 – pressures on junction from combination of Maidstone and Tonbridge & Malling LPs/development • M20 J6 and wider Bluebell Hill to M2J3 area – subject to bids from KCC for national funding, but not as yet agreed • M20 J7 – need for mitigation under existing LP and careful assessment of future needs based on the emerging LP • M20 J8 – the impact of individual/cumulative impacts of a) existing development/commitments b) aspirations regarding the Leeds Langley bypass c) Lenham allocation will need to be carefully assessed.
Rail Services	
Lead organisation(s)	<ul style="list-style-type: none"> • Network Rail • Southeastern Rail

	<ul style="list-style-type: none"> • Thameslink • Kent County Council • Maidstone Borough Council • Department for Transport • Community Rail Partnerships
Main sources of information	<ul style="list-style-type: none"> • LPR policy SP12 Sustainable Transport • Integrated Transport Strategy (2011-2031) • Network Rail South East Route: Kent Area Route Study • Kent County Council: Kent Rail Strategy 2021
Existing provision	<p>The borough is served by 13 railway stations, including: Maidstone East, Maidstone West, Maidstone Barracks, East Farleigh, Yalding, Beltring, Marden, Staplehurst, Headcorn, Lenham, Harrietsham, Hollingbourne & Bearsted. All the stations are on the Southeastern Railway network.</p> <p>Four rail lines run through the Borough. The Maidstone Line serving Maidstone East, Bearsted, Hollingbourne, Harrietsham and Lenham, which connects London Victoria to the Ramsgate. The Medway Valley Line serving Maidstone Barracks, Maidstone West, East Farleigh, Yalding and Beltring, which connects the Medway towns to the Paddock Wood and the South Eastern mainline to Charing Cross. The South Eastern Mainline serving Headcorn, Staplehurst and Marden, which connects London Charing Cross to Ramsgate. Lastly High Speed One Line that connects Ashford to London St Pancras, however there are no stations on this physical line in the Borough.</p>

	<p>The Maidstone Line (Kent Downs Line), which provides a frequent service to London Victoria. There are 2 peak hour services and 1 off-peak services per hour, with an average journey time of 55 minutes between Maidstone East and London Victoria.</p> <p>The Medway Valley Line provides a frequent service between the Strood and Paddock Wood. There are 2 peak hour services and 1 off-peak services per hour.</p> <p>The South Eastern Mainline provides a frequent service to London Charing Cross There are 2 peak hour services and 1 off-peak services per hour, with an average journey time of approximately 1 hour between stations and London Charing Cross.</p> <p>Maidstone West is also served by High Speed 1 services. These consist of 2 services per day in the AM peak and 2 in the PM peak to St Pancras International via Strood. The average journey time is 50 minutes.</p>
Funding sources	<ul style="list-style-type: none"> • Developer contributions funding (Section 106 or CIL) • Rail Franchisee – currently Southeastern Railways • Network Rail • Other Private investment
Key issues	Impact of the new station and level crossing closure/improvements on services on the wider rail network.
Bus services	
Lead organisation(s)	<ul style="list-style-type: none"> • Arriva • Nu-Venture

	<ul style="list-style-type: none"> • Stagecoach • Kent County Council (Highways authority)
Main sources of information	<ul style="list-style-type: none"> • LPR policy SP12 Sustainable Transport • Maidstone Integrated Transport Strategy (2011-2031) • Kent County Council: Local Transport Plan 4 Delivering Growth Without Gridlock 2016-2031 • Maidstone Quality Bus Partnership
Existing provision	<p>Maidstone Borough has a well-established bus network provided principally by Arriva, together with a number of independent operators. The network is centred on Maidstone town centre and combines high frequency routes serving the suburban areas with longer distance services providing connections to many of the outlying villages and neighbouring towns, including Ashford, Sittingbourne, Tonbridge, Tunbridge Wells and the Medway Towns.</p> <p>Although KCC and the council do not directly influence the provision of commercial bus services, both authorities work closely with the operators to improve the quality of services and to ensure that the highway network is planned and managed in a way that facilitates the efficient operation of buses. This relationship has been formalised through the signing of a voluntary Quality Bus Partnership (QBP) agreement, established in 2012, which includes commitments by Arriva, Nu-Venture, KCC and the council to work collectively to improve all aspects of bus travel and to increase passenger numbers.</p>

	<p>In March 2021 the Government published the National Bus Strategy, which proposed significant changes to the system of funding and regulation. These include: Bus Service Improvement Plans, enhanced partnerships and franchising. KCC as the Local Transport Authority has confirmed its intention pursue enhanced partnerships.</p> <p>Given the deletion of the previously proposed Park and Ride sites at Linton Crossroads and at Old Sittingbourne Road, the council will work with the service operators to procure express/limited stop bus services on the radial routes into Maidstone (particularly from the north including the Newnham Park Area and from the south on the A229 and A274) to the Town Centre and railway stations in the morning and evening peaks to encourage modal shift together with the implementation of bus priority measures to seek to secure the reliability and speed of such services.</p> <p>A number of services cannot be provided commercially and are classed as socially necessary services that require subsidy from KCC. These primarily consist of school, rural, evening and weekend services, which provide access to education, employment, health care, or essential food shopping. KCC also completed the countywide roll out of the Kent Freedom Pass during 2009. The County Council now provides fund for reduced rate travel on almost all public bus services in Kent Monday to Friday for an annual fee for young people living in the county and in academic years 7 to 11. The County Council also assumed responsibility</p>
--	--

	<p>from the council for the administration and funding of the statutory Kent and Medway Concessionary Travel Scheme for disabled people, their companions and those who have reached state pension age, in April 2011. As the Local Education Authority, KCC also provides free or subsidised home-to-school transport to children who meet the criteria.</p> <p>In 2021 the Council undertook a renovation of the bus station in Maidstone town centre.</p>
Funding sources	<ul style="list-style-type: none"> • KCC funding • S.106 agreements • Community infrastructure levy • Bus operator investment • National grants
Key issues	None identified.
Walking and Cycling	
Lead organisation(s)	<ul style="list-style-type: none"> • Kent County Council • Maidstone Borough Council • Parish councils • Private landowners
Main sources of information	<ul style="list-style-type: none"> • Walking and Cycling Strategy (2011-2031) • KCC Rights of Way improvement Plan (2018-2028) • LPR policy SP12 Sustainable Transport • Maidstone Integrated Transport Strategy (2011-2031)

Existing provision	<p>The borough has an extensive network of walking and cycling routes. In total 788km of PROWs. Plus the National Trails of the North Downs Way and the Greensand Way, which pass through the Borough, and various promoted routes, ie. Medway Valley, Medway Towpath.</p> <p>Walking and cycling within the Borough is lower than the national and regional averages.⁵ However, these has increased over recent years.</p> <p>The borough's existing cycle network links the town centre to most suburban areas and community facilities, including several schools, Maidstone East railway station and Mote Park. National Cycle Network route 17 (NCR17) provides an 11-mile leisure/commuter link (approximately half off-carriageway) between Maidstone and Rochester. Via Mote Park, Weaving Street and Hockers Lane, NCR17 connects to the Pilgrims Cycle Trail at Detling in the North Downs. At present, NCR17 connects with NCR1 (Inverness to Dover) in Rochester and ends in Ashford, but KCC has plans to extend the network by connecting to NCR2 (Dover to St Austell) on the South Coast.</p>
Funding sources	<ul style="list-style-type: none"> • KCC funding • S.106 agreements • Community infrastructure levy
Key issues	None identified.

⁵ <https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw>

Education

1.47 Education covers nursery (ages 0-4), primary (ages 4 -11), secondary (ages 11 - 16), further education (post 16), higher education (age 18+) and special education provision.

1.48 KCC, as the Local Education Authority (LEA), have a statutory duty to ensure sufficient primary and secondary places are available to meet the educational needs of the County's population, regardless of whether schools are maintained by the local authority, have academy status or are free schools.

Nursery and Early Years	
Lead organisation(s)	<ul style="list-style-type: none"> • Kent County Council • Private childcare providers
Main sources of information	<ul style="list-style-type: none"> • Early Years and Childcare Strategy 2020-23 • Commissioning Plan for Education in Kent 2021-2025
Existing provision	<p>Early Education and Childcare is available through a large, diverse and constantly shifting market of maintained, private, voluntary, independent and school run providers, childminders and academies, all of which operate as individual businesses and are therefore subject to market forces.</p> <p>There are a number Sure Start Children's Centres across the borough, run by KCC. These centres give help and advice on child and family health, parenting, money, training and employment. Some centres also provide early learning, activities and courses for</p>

	<p>families with children up to pre-school age. The centres in Maidstone borough are:</p> <ul style="list-style-type: none"> • East borough • Sunshine • Greenfields • West Borough • The Meadow • Marden • Headcorn
Funding sources	<ul style="list-style-type: none"> • The DfE guidance sets out the expectation that local authorities will seek developer contributions to support the funding of nursery places. • Privately funded businesses.
Key issues	<p>Early Education and Childcare is available through a large, diverse and constantly shifting market of maintained, private, voluntary, independent and schoolrun providers, childminders and academies, all of which operate as individual businesses and are therefore subject to market forces.</p>
Primary	
Lead organisation(s)	<ul style="list-style-type: none"> • Kent County Council • Valley Invicta Academy Trust • Free Schools providers
Main sources of information	<ul style="list-style-type: none"> • Commissioning Plan for Education in Kent 2021-2025

	<ul style="list-style-type: none"> New guidance is expected to be published by DfE in Autumn 2021 estimating pupil yield from new housing development along with data at Local Authority level. Additionally guidance documents for Local Authorities on securing developer contributions for education and also on education provision in garden communities will be updated in 2021 by DfE.⁶
Existing provision	There are currently 49 primary schools within the borough, with varying statuses (Community, Voluntary Controlled, Voluntary Aided, Academy, Free, and Foundation). Their combined capacity (Year R to 6) in 2019/20 was 14,016 places.
Funding sources	The cost of delivering school places is currently met from Basic Need grant from the Government, prudential borrowing by the County Council, Section 106 property developer contributions and Community Infrastructure Levy monies (CIL). Government funding for 'Basic Need' is allocated on a formula based upon information provided by local authorities about forecast numbers of pupils and school capacity. Such funding will only provide for predicted growth in numbers arising from changes in the birth rate and from inward net migration. The basis of allocation is to add a third year of funding to a rolling three-year funding allocation.

	For places needed by September 2022 Kent has received £23.6m. To put this into context, this would barely fund one 6FE secondary school.
Key issues	Space for primary schools in already established communities is limited. The expansion of existing schools is a finite solution. This is a particular issue within the Maidstone Town Centre area. Funding: The free school programme has become more restrictive, being targeted to certain geographical areas of the Country in relation to mainstream schools, and of limited number for special schools and alternative provisions. As such, it will not be the answer to all needs.
Secondary	
Lead organisation(s)	<ul style="list-style-type: none"> Kent County Council Valley Invicta Academy Trust Independent School Providers
Main sources of information	<ul style="list-style-type: none"> Commissioning Plan for Education in Kent 2021-2025 14-24 Learning, Employment & Skills Strategy New guidance is expected to be published by DfE in Autumn 2021 estimating pupil yield from new housing development along with data at Local Authority level. Additionally guidance documents for Local Authorities on securing developer contributions for education and also on education provision in

6

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf

achment_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf

	garden communities will be updated in 2021 by DfE. ⁷
Existing provision	<p>There are two planning groups within Maidstone Borough, one nonselective and one selective.</p> <p>Non-selective</p> <p>There are eight schools in the Maidstone non-selective planning group: Cornwallis Academy, The Lenham School, Maplesden Noakes School, New Line Learning Academy, St. Augustine Academy, St. Simon Stock Catholic School and Valley Park School. In addition, the School of Science and Technology opened in September 2020, providing 180 Year 7 places. Their combined capacity (Year 7 to 11) in 2019/20 was 6,990 places.</p> <p>Selective</p> <p>There are four schools in the Maidstone selective planning group: Invicta Grammar School, Maidstone Grammar School, Maidstone Grammar School for Girls and Oakwood Park Grammar School. Their combined capacity (Year 7 to 11) in 2019/20 was 3,785 places.</p>
Funding sources	<p>The cost of delivering school places is currently met from Basic Need grant from the Government, prudential borrowing by the County Council, Section 106 property developer contributions and Community Infrastructure Levy monies (CIL). Government funding for 'Basic Need' is allocated on a formula based upon information provided by local authorities about forecast numbers</p>

7

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attach_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf

	<p>of pupils and school capacity. Such funding will only provide for predicted growth in numbers arising from changes in the birth rate and from inward net migration. The basis of allocation is to add a third year of funding to a rolling three-year funding allocation.</p> <p>For places needed by September 2022 Kent has received £23.6m. To put this into context, this would barely fund one 6FE secondary school.</p> <p>Another funding option which can assist with or overcome the challenges of forward funding new schools is the Free Schools programme.</p>
Key issues	<p>Catchment areas for schools extend beyond borough boundaries. Reputation for good schools attracts children from neighbouring authorities.</p> <p>Funding: The free school programme has become more restrictive, being targeted to certain geographical areas of the Country in relation to mainstream schools, and of limited number for special schools and alternative provisions. As such, it will not be the answer to all needs.</p>
Special Education Needs	
Lead organisation(s)	<ul style="list-style-type: none"> • Kent County Council
Main sources of information	<ul style="list-style-type: none"> • Commissioning Plan for Education in Kent 2021-2025 • Kent Strategy for SEND 2017-2019

attach_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf

Existing provision	As of January 2020, there were a total of 13,499 children and young people with Education Health and Care Plans (EHCP) across Kent (1,368 in Maidstone Borough), of which KCC are responsible for maintaining.
Funding sources	The DfE guidance sets out the expectation that local authorities will seek developer contributions to support the funding of nursery places, sixth form provision and special educational needs provision.
Key issues (inc DtC)	Pupils with an EHCP are less likely to be educated in a mainstream school. A limited number of specialist school places may attract children from neighbouring authorities, creating further pressure.
Further and Higher	
Lead organisation(s)	<ul style="list-style-type: none"> Valley Invicta Academy Trust Mid Kent College University of Creative Arts (Maidstone)
Main sources of information	<ul style="list-style-type: none"> 14-24 Learning, Employment & Skills Strategy
Existing provision	<ul style="list-style-type: none"> Mid Kent College – provides further education, higher education, apprenticeships and professional qualifications. University Centre Maidstone (UCM) – provides courses designed to equip students to progress to university, employment or further learning.
Funding sources	The DfE guidance sets out the expectation that local authorities will seek developer contributions to support the funding of nursery places, sixth form provision and special educational needs provision.

Key issues	Relative lack of tertiary education provision in the borough. No university presence means travel out of borough to access this level of education.
------------	---

Health

1.49 For the purposes of the IDP, health is considered to consist of the following: primary care, secondary care, and community care. Primary care consists of GP surgeries; dentists; and; pharmacists. Secondary and community care consists of hospitals, mental health provision and community health services.

1.50 There are a number of agencies and organisations responsible for the delivery of health infrastructure in the borough, and the commissioning of health services is split across three main organisations: NHS England and NHS Improvement, the Clinical Commissioning Group (NHS Kent and Medway CCG), and Public Health (Kent County Council).

Primary care	
Lead organisation(s)	<ul style="list-style-type: none"> NHS Kent and Medway Clinical Commissioning Group (CCG) NHS England and Improvement
Main sources of information	<ul style="list-style-type: none"> Joint Strategic Needs Assessment Kent & Medway CCG GP Estates Strategy NHS Dental: A needs assessment for General Dental Services in Kent, Surrey and Sussex (2018)

Existing provision	There are currently 18 GP practices within the borough. These practices are members of 5 Primary Care Networks (groups of practices). In regard to dentists there are currently 16 dental practices in the Borough.
Funding sources	<ul style="list-style-type: none"> • Section 106/CIL • NHS England Capital funding • Third party developers • General Practice Contractors
Key issues	At present the time none have been identified
Secondary care & Community Care	
Lead organisation(s)	<ul style="list-style-type: none"> • NHS Kent and Medway CCG • Maidstone and Tunbridge Wells NHS Trust • Medway Maritime NHS Trust • Kent Community Health NHS Foundation Trust • Kent and Medway NHS and Social Care Partnership
Main sources of information	<ul style="list-style-type: none"> • Discussions with the NHS hospital trusts • Draft Health and Social Care Sustainability Transformation Plan
Existing provision	Secondary health care is provided at the Maidstone Hospital at Maidstone, by the Maidstone and Tunbridge Wells NHS Trust, which also serves the wider West Kent area. The trust has 688 available beds and provides a full range of clinical services, including stroke services, cancer services and an Emergency Department and Urgent Treatment Centres.

	<p>Kent and Medway NHS and Social care Partnership Trust - commissioned to provide secondary mental health services across Kent and Medway, both in the community and within inpatient settings.</p> <p>Kent Community Health NHS Foundation Trust – commissioned to provide NHS care for people in the community, in a range of settings including people’s own homes; nursing homes; health clinics; community hospitals; minor injury units and in mobile units.</p>
Funding sources	<ul style="list-style-type: none"> • Developer contributions (S.106 & CIL) • Central government funding • NHS Capital Funding • Provider capital
Key issues	When expansion to Medway Maritime Hospital is to be programmed in order for it to be most effective in joining up the proposed developments in the authorities of Medway, Maidstone and Swale.

Social and Community

Community facilities	
Lead organisations	<ul style="list-style-type: none"> • KCC • Maidstone Borough Council • Parish Councils • Residents associations • Developers
Main sources of information	<ul style="list-style-type: none"> • Neighbourhood Plans • Discussions with Parish Councils & residents associations

	<ul style="list-style-type: none"> • Analysis from developers
Existing provision	<p>Within the Borough there are 61 spaces that are available to hire for the public. These are geographically spread evenly across the area and are managed by a range of groups (i.e. parish councils, religious organisations etc).⁸</p> <p>The venues are in range of states of repair and capacity. Therefore, over time some may need to be upgraded or replaced based on the planned growth.</p>
Funding sources	<ul style="list-style-type: none"> • Developer contributions (S.106 & CIL) • Developer provision • Parish Councils
Key issues	None identified at present.
Adult social care, Community learning, and Youth Services	
Lead organisation(s)	<ul style="list-style-type: none"> • Kent County Council
Main sources of information	<ul style="list-style-type: none"> • Kent County Council
Existing provision	<p>Presently there is one Youth Hub in the borough located in Maidstone.</p> <p>Adult Social Care currently have no spare capacity to accommodate new growth and housing delivery and therefore require a contribution of £146.88 per new dwelling to mitigate the impacts upon the service of older people and clients with Physical and Learning difficulties.</p>

⁸ https://maidstone.gov.uk/__data/assets/pdf_file/0006/383055/VENUES-FOR-HIRE-IN-AND-AROUND-MAIDSTONE-UPDATE.pdf

Funding sources	<ul style="list-style-type: none"> • Developer contributions (S106 & CIL) • External grant funding
Key issues	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 plan, which makes it challenging to plan for service delivery over the medium to long term.
Libraries	
Lead organisations	<ul style="list-style-type: none"> • Kent County Council • Medway Council
Main sources of information	<ul style="list-style-type: none"> • KCC statistics for libraries, registrations and archives • Discussions with Medway Council
Existing provision	<p>There are a number of libraries within the borough, with the existing provision in the borough being provided at the following locations:</p> <ul style="list-style-type: none"> • Allington Library • Bearsted Library • Coxheath Library • Headcorn Library • Kent History and Library Centre • Lenham Library • Madginford Library • Maidstone Library • Marden Library • Shepway Library

	<ul style="list-style-type: none"> • Staplehurst Library • Yalding Library
Funding sources	<ul style="list-style-type: none"> • Developer contributions (s.106 & CIL) • KCC capital programme
Key issues	None identified at present.
Sports and leisure facilities	
Lead organisation(s)	<ul style="list-style-type: none"> • Maidstone Borough Council • Private health and fitness providers
Main sources of information	<ul style="list-style-type: none"> • Maidstone Economic Development Needs Study 2020 • Maidstone Playing Pitch Strategy 2020 • Maidstone Sports facility Strategy 2020
Existing provision	<p>Mote Park Leisure Centre is the local authority leisure centre and it contains swimming facilities; sports halls; gymnasium; and a large soft play area.</p> <p>According to Sport England/Active Places data, there are 16 registered health and fitness suites in Maidstone, with 1,144 fitness stations in total. Four of these facilities are for private use only, one facility is 'pay and play' and the remaining 11 are open for the public to register as members.</p>
Funding sources	<ul style="list-style-type: none"> • MBC Capital programme; • Developer contributions (CIL) • Potential bid to Sport England • Potential bid to NGB capital funds, depending on facility mix
Key issues	The current contract for the operators of Mote Park Leisure Centre comes to an end in 2024.

	Land needs to be identified for the smaller satellite leisure centre to supplement a regenerated Mote Park.
Heritage and visitor attractions	
Lead organisation(s)	<ul style="list-style-type: none"> • Maidstone Borough Council • Visit Maidstone
Main sources of information	<ul style="list-style-type: none"> • Maidstone Destination Management Plan and updated Strategy/Action Plan) • Kent Accommodation Study 2020 (https://www.visitkentbusiness.co.uk/insights-and-resources/kent-accommodation-study/) • Festival & Events Policy • Maidstone Museums 20-Year Plan (2018) • Maidstone Arts & Culture Strategy 2019-2024
Existing provision	<p>There are several attractions within the borough at the following locations:</p> <ul style="list-style-type: none"> • Hazlitt Theatre • Maidstone Museum • Maidstone Carriage Museum • Kent Life: Heritage Farm Park • Numerous wineries/vineyards • Maidstone Distillery • Kentish Lady boat tours • Leeds Castle
Funding sources	CIL, Arts Council England, Heritage England, National Lottery Heritage Fund and other such external grant funding
Key issues	Covid restrictions have proved particularly damaging to heritage and visitor attractions. Funding sources are more greatly stretched than ever before.

	Theatre has sub-regional competition from Canterbury Marlowe theatre and Sevenoaks Stag theatre, plus London's West End theatres being within easy reach of Maidstone via rail.
--	---

Public services

Emergency services (Police, Fire, Ambulance / First responder, River rescue)	
Lead organisation(s)	<ul style="list-style-type: none"> • Kent Police • Kent Fire & Rescue Service • South East Coast Ambulance • Kent Community Safety Partnership
Main sources of information	<ul style="list-style-type: none"> • Community Safety Agreement (2021) • South East coast Ambulance correspondence • Kent Fire & Rescue Review of Emergency Response Review (ongoing) • Kent and Medway Fire and Rescue Authority Customer and Corporate Plan 2018-2022
Existing provision	SECAmb regional office and one of two Emergency Operations Centre (EOC) are currently located in Coxheath although due to relocate to Bredgar Road Gillingham where a new consolidated Make Ready Centre, EOC and 111 Call Centre is currently under construction. The EOC is where 999 calls are received and emergency vehicles are dispatched. There is also a Make Ready Centre located just beyond the MBC boundary in Paddock Wood.

	Kent Fire & rescue service has its headquarters in Maidstone. Also, it has 4 fire stations and a specialist unit, the Urban Search and Rescue unit.
	Kent Police formerly had its headquarters in Maidstone, but in 2020 it was announced that this would be moving to Northfleet. There are two police stations in the borough one in Maidstone town centre and a specialist British Transport Police Station located at Maidstone West Railway Station.
Funding sources	<ul style="list-style-type: none"> • Developer contributions (S.106 & CIL) • Capital funding (Kent Police, Kent Fire & Rescue and South East Coast Ambulance Service)
Key issues	None identified at present.

Waste management

Waste management and disposal	
Lead organisation(s)	<ul style="list-style-type: none"> • Kent County Council • Medway Council • Maidstone Borough Council • Ashford Borough Council • FCC Environment – Kent Enviropower
Main sources of information	<ul style="list-style-type: none"> • KCC Waste Management Team • KCC Minerals and Waste Local Plan • Kent Waste Disposal Strategy • Maidstone Waste & Recycling Strategy (2018-23)
Existing provision	KCC is the Waste Disposal Authority for the area and as such has a Statutory duty to provide household waste recycling centres (HWRC) and waste transfer stations (WTS) with sufficient capacity to accept domestic waste arisings from across the County.

	<p>Maidstone Borough Council is the Waste Collection Authority with responsibility for making kerbside collections.</p> <p>There is one HWRC within the Maidstone Borough, located at Tovil; however, residents are free to use HWRCs in neighbouring Kent Districts. A new HWRC located with the Allington EfW site is currently under construction. This will relieve some but not all of the pressures now and going forward on the Tovil HWRC. The Allington Integrated Waste Management Facility (EfW), can currently take up to 500,000 tonnes per annum of non-hazardous waste from households and businesses in and around Kent for energy recovery. This facility also acts as a Waste Transfer Station for the whole of the Maidstone Borough as well as the northern half of the adjoining Tonbridge and Malling Borough.</p>
Funding sources	<ul style="list-style-type: none"> • FCC Environment (UK) Ltd • Developer contributions (S.106 & CIL) • KCC capital funding
Key issues	<p>The existing HWRC in Tovil is predicted to be over tonnage capacity by 2025. In practice, the site is running at capacity now, resulting in vehicles queuing out of the site on to the public highway, causing delays to visitors of the HWRC and the wider local area. Projected housing growth as set out in Local Plan will place additional demand on this service and hence mitigation will be required to accommodate future demand.</p>

⁹ Environment Agency, Updating the determination of water stressed areas in England Consultation document (February 2021)-

Utilities

Water supply	
Lead organisation(s)	<ul style="list-style-type: none"> • South East Water • Southern Water • Environment Agency
Main sources of information	<ul style="list-style-type: none"> • South East Water Business Plan 2020-2025 • Surface Water Management Plan • South East Water -Water Resource Management Plans 2020-2080
Existing provision	<p>South East Water is responsible for supplying the water to most of the borough. It does not however supply the area to the north of the borough; including: Bredhurst, Kemsley Street, Lidsing, Beechy Wood, Round Wood, Malling Wood, Tunbury Wood or Coal Bottom, this is supplied by Southern Water.</p> <p>Both companies are responsible for pumping water from source, treating it to the highest standards, and distributing it to customers through water mains. Drinking water is supplied by South East Water from groundwater, surface water, Bewl Reservoir, and imported water sources.</p>
Funding sources	<ul style="list-style-type: none"> • Developer connection fees • Ofwat funding
Key issues	<p>Generally, the Borough is within an area of water stress as identified by the Environment Agency in a consultation on water stressed areas 2021.⁹</p>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/958639/Water Stress Consultation V1.0_accessible.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/958639/Water_Stress_Consultation_V1.0_accessible.pdf)

Wastewater treatment and sewerage	
Lead organisation(s)	Southern Water
Main sources of information	<ul style="list-style-type: none"> • Southern Water Business Plan 2020-2025 • Drainage Area Plans – Staplehurst and Headcorn • Southern Water Drainage and Wastewater Management Plan – Medway Catchment (under development) • Southern Water Drainage and Wastewater Management Plan – Stour Catchment (under development) • Natural England Advice on Nutrient Neutrality for New Development in the Stour Catchment in Relation to Stodmarsh Designated Sites - For Local Planning Authorities (November 2020)
Existing/planned provision	In the Borough there are 12 WWTWs. ¹⁰ These are geographically spread across the area, but mainly located near to population centres.
Funding sources	Unlike many other forms of infrastructure, developers are not expected to make contributions through S106 agreements or CIL. Instead, the charges for works that are needed on the existing sewer network to provide for new development related growth, will be recovered through an 'infrastructure charge', which will be fixed for wastewater connections.
Key issues	In 2020 Natural England identified that there was a Nitrate and phosphate issue in the River Stour due to developments overtime and has issued guidance for the whole catchment. There is a need therefore to

	<p>achieve nutrient neutrality across the catchment and so developments surrounding Lenham will be affected. The council has been working with Southern Water to develop a solution, and Natural England and the Environment Agency will be keep informed of any proposed solutions.</p> <p>Ground water protection is an issue in rural areas where developments are not connected to the mains sewer. Discharges to ground, or the use of sealed modern cess pit arrangements must meet the Government General Binding Rules for Non-Mains drainage and where required have an Environmental Permit from the EA. Some development areas may be constrained by current arrangements, potential cumulative impacts on the underlying aquifers and the potential to affect the nutrient neutrality issue. Review of improved mains sewer infrastructure will be reviewed alongside timelines for growth in these areas to ensure controlled waters are not adversely impacted before mains sewer connections can be brought forwards for these areas where possible in the LP timeframe.</p>
Electricity supply	
Lead organisation(s)	<ul style="list-style-type: none"> • UK Power Network
Main sources of information	<ul style="list-style-type: none"> • Long -Term Development Statement (Nov. 2020) • UKPN DG Mapping Tool • UKPN Business Plan (2015-23)
Existing/planned provision	UKPN owns and operates the local electricity distribution network in Maidstone Borough. UKPN

	ensures continuity in supply by carrying out an annual review for reinforcement needs. UKPN's Regional Development Plans set out infrastructure requirements over a 10-year period, which consider plans for development in the area
Funding sources	<ul style="list-style-type: none"> • System charges • Developer connection charges
Key issues	<p>New developments will be assessed when they come forward. Ofgem discourages Electricity Distribution Companies from investing speculatively in their infrastructure ahead of confirmed requirements.</p> <p>Improvements will be provided by the utilities companies as required although some additional infrastructure required to enable development will be funded by developers through connection charges.</p> <p>Increased electricity demand resulting from the electrification of transport, domestic and commercial energy supplies in order to support the transition to net zero carbon.</p>
Gas supply	
Lead organisation(s)	<ul style="list-style-type: none"> • Southern Gas Network
Main sources of information	<ul style="list-style-type: none"> • SGN – Long Term Development Strategy (LTDS) • SGN - RIIO-GD2 Business Plan (2021-2026)
Existing/planned provision	At present the Maidstone network is fairly robust. There are no current problems with the network and pressures are well above the minimum system

	pressure. Lowest pressures in the system are located at and around Marden.
Funding sources	<ul style="list-style-type: none"> • SGN are funded by OFGEM, through the current price control period of RIIO-GD2 and in some instances through customer funding calculated by way of an economical assessment based on annual quantity of gas/number of dwellings over a long term period. • Developer connection charges
Key issues	None identified at present.
Digital and telecommunications	
Lead organisation(s)	<ul style="list-style-type: none"> • KCC Broadband Delivery UK Project • BT Openreach • Mobile phone companies
Main sources of information	<ul style="list-style-type: none"> • Discussions with KCC • Discussions with BT Openreach • Thinkbroadband website • Ofcom
Existing/planned provision	In terms of broadband service, superfast broadband is available in Maidstone Borough in 94.33% of the area. The areas with limited connection are the rural countryside areas away from the urban area, rural service centres and larger villages. Full fibre to the premise is available to 22.26% of the Borough. Provision comes from the 14 exchanges within the Borough.
Funding sources	<ul style="list-style-type: none"> • BT Openreach Capital Investment • Broadband Delivery UK Project • Private investment
Key issues	None identified at present.

Green and Blue

Open spaces and parks	
Lead organisation(s)	<ul style="list-style-type: none"> • Maidstone Borough Council • Kent County Council – Country Parks • Woodland Trust – Hucking Estate • Forestry Commisison – ‘Pleasant Forest’
Main sources of information	<ul style="list-style-type: none"> • Maidstone Green & Blue Infrastructure Strategy • Maidstone Green & Blue Infrastructure Strategy: Action Plan (2017) • Maidstone Parks and Open Spaces Strategy • Maidstone Parks & Open Spaces 10-Year Plan • Maidstone Sports Facilities Strategy 2020 • Maidstone Playing Pitch Strategy 2020 • Maidstone Climate Change & Biodiversity Strategy 2020
Existing/planned provision	The adopted Local Plan 2017 sets out open space allocation to support the level of growth identified within that plan. Some of these allocations are yet to be delivered and so will be rolled forward into this IDP.
Funding sources	<ul style="list-style-type: none"> • Maidstone Borough Council Capital funding • Developer contributions (S.106/CIL)
Key issues	None identified at present.
Waterways and water bodies	
Lead organisation(s)	<ul style="list-style-type: none"> • Marine Management Organisation • Environment Agency • The Medway Catchment Partnership
Main sources of information	<ul style="list-style-type: none"> • South East Marine Management Plan • Environment Agency -Thames River Basin District River Basin management Plan (2018)

	<ul style="list-style-type: none"> • Environment Agency -Southeast River Basin District River Basin management Plan (2016) • Maidstone Green & Blue Infrastructure Strategy: Action Plan (2017) • The Medway Catchment Partnership action plan • The Medway Catchment Partnership – Medway Action Plan
Existing/planned provision	<p>The Medway Catchment Partnership – Medway Action Plan is currently undertaking the following work:</p> <ul style="list-style-type: none"> • Education of landowners on riparian habitats and water quality • Develop a habitat improvement and fish passage project at Leeds Castle • Investigate options for fish passage at Palace Avenue weir • Improve fish passage within the Tudeley Brook sub-catchment • Habitat enhancement on the River Teise below Woodfall's weir to Medway confluence • Investigate options to address negative impacts of Duddies Sluice. • Aim to create on-farm reservoir at Pikefish Farm to improve water sustainability and reduce summer abstraction from the river. • Investigate options to address negative impacts of Darman's Sluice. • Creation of fish passage at Dairyhouse Weir • Create fish passage at Gatehouse weir • Create fish passage at New Lodge Weir • Delivery Invasive Non-Native Species (INNS) programme across the Medway catchment.

	<ul style="list-style-type: none"> Identify locations for riparian habitat creation in partnership with landowners Natural flood management at Birch Wood to reduce flood risk downstream and offer additional benefits Natural flood management at Stonehall Farm to reduce flood risk downstream and offer additional benefits. Natural flood management to slow the flow and reduce flood risk downstream Develop education and engagement with local residents and landowners to raise awareness of river issues and best practice
Funding sources	CIL, Defra, Environment Agency, external grants and match funding opportunities
Key issues	In 2020 Natural England issued advice regarding the level of nitrates and phosphates in the River Stour applying to the whole catchment. This outlined that the levels of these substances were too high and that was adding to them and so mitigation is needed to address the issue. This impacted on the Borough as the Stour Catchment falls within the areas to the east of Lenham.
Flood defences	
Lead organisation(s)	<ul style="list-style-type: none"> Environment Agency Defra Lead Local Flood Authority (Kent County Council)
Main sources of information	<ul style="list-style-type: none"> Kent Local Flood Risk Management Strategy (2017-2023)

	<ul style="list-style-type: none"> Environment Agency – South East river basin district flood risk management plan (2015-2021) Environment Agency – Thames river basin district flood risk management plan (2015-2021)
Existing/planned provision	<p>Responsibility for flood management is split across several organisations. At the strategic level coastal and main rivers is dealt with by the Environment Agency. Within the Borough the main rivers are the Lesser Teise, Beult, Great Stour and Medway. At a more local level other water courses and surface water flood risk is the responsibility of Lead Local Flood Authorities, Kent County Council.</p> <p>There are several projects presently identified for the main rivers and at local level, these include:</p> <ul style="list-style-type: none"> Marden Road tank, Staplehurst - Survey of attenuation tank to understand the connectivity and discharge of the system Medway Flood Resilience Scheme aims to reduce flood risk to properties between Marden and East Farleigh.
Funding sources	<ul style="list-style-type: none"> Direct landowner contribution Central government grants
Key issues	Flooding from the River Medway is a particular issue in Yalding area and in Maidstone Town Centre. Frequent flooding in Yalding area is very disruptive of local transport.

Section C – Infrastructure Delivery Schedule

87

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTB1	Walking and Cycling; Public transport; Highways	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	Borough wide	Policy DM21 / LPR TRA2 KCC Rights of Way Improvement Plan 2018-2028	Improvements will benefit new and existing users and encourage further use of sustainable transport options	KCC MBC Parish Councils South Eastern Rail Voluntary and community bodies	TBC	S106 CIL SELEP	Various schemes at different stages of development	Varies	Varies	Moderate
HTUA9	Public transport - buses	Move to zero emission bus fleet for Maidstone and surrounds.	Borough wide	Borough-wide developments	Borough-wide developments	KCC MBC Arriva Kent and Surrey Limited.	c£4m	CIL Arriva KCC HM Government bid funding	Arriva leading with stakeholders, first bids submitted October 2019	To 2021/22	Desirable	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTC1	Highways	Linton Crossroads junction improvements	Coxheath	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Mott McDonald Technical Note: Linton Crossroads Junction Capacity Assessment Results May 2016 Mott McDonald Linton Crossroads Study June 2015 SHEDLAA 2016	H1 (57) Heathfield, Heath Road, Coxheath H1 (68) Forstal Lane, Coxheath H1 (59) North of Heath Road, Coxheath H1 (60) Clockhouse Farm, Coxheath Other development sites in Coxheath and Loose/Boughton Monchelsea are also likely to have an impact on the junction.	KCC	£1,967,000	S106 CIL	Detailed design work has been completed, however there is currently a shortfall in the funding. KCC and MBC working together to identify alternative sources of funding.	To 2026/27	Critical	High

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTC3	Public transport - buses	Increased frequency of the No. 89 route	Coxheath	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Arriva consultation 2015	Improvements will benefit new and existing users in and around the Coxheath area.	KCC Arriva	£900k	CIL	Discussions ongoing with Arriva and continue to support. Awaiting agreement with other parties.	2027-2032	Essential	Moderate
HTC4	Pedestrian	Provision of a formal footway link between site H1 (58) and Mill Lane.	Coxheath	Policy DM21 / LPR TRA2 SHEDLAA 2016	H1 (58) Forstal Lane, Coxheath	KCC	TBC	£278	SHEDLAA identifies the need for the footway. Not commenced.	To 2021/22	Critical	Low
HTC5	Public transport - buses; Pedestrian	Package of measures including bus stop improvements on Heath Road, new footways and pedestrian crossings	Coxheath	Policy DM21 / LPR TRA2 Planning permission MA/14/0566	H1 (60) Clockhouse Farm, Coxheath	KCC	TBC	£278	Scheme committed through MA/14/0566	To 2021/22	Critical	Low
HTC7	Pedestrian	Extension of the footway on the northern side of Heath Road to site H1 (59)	Coxheath	Policy DM21 / LPR TRA2 SHEDLAA 2016	H1 (59) North of Heath Road, Coxheath	KCC	TBC	£278	Need for the scheme identified in the SHEDLAA	To 2021/22	Critical	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTHA1	Highways; Pedestrian	A20 Ashford Road highways improvements to include carriageway narrowing, reduction of the speed limit and pedestrian crossing facilities	Harrietsham	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Planning permission: MA/14/0828; MA/13/1823; MA/14/0095 JMP A20 Stage 2 Report April 2014	H1 (32) South of Ashford Road, Harrietsham H1 (33) Mayfield Nursery, Harrietsham H1 (34) Church Road, Harrietsham	KCC	£1.1m	S106	Under construction, now approaching completion.	To 2021/22	Critical	Low
HTHE3	Highways	Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn	Headcorn	Policy DM21 / LPR TRA2 Planning permission: 15/503325/HYBRID	H1 (36) Ulcombe Road and Millbank, Headcorn	KCC	TBC	S278	This has not been completed yet but will be delivered under the s278 agreement.	To 2021/22	Critical	Low
HTHE5	Pedestrian	Provision of a footway along the A274 from the access to site EMP1 (1) to connect with the existing footway to the south, and provide pedestrian access to existing bus stops	Headcorn	Policy DM21 / LPR TRA2 SHEDLAA 2016	EMP1 (1) West of Barradale Farm, Headcorn	KCC	TBC	S106	Need for the scheme identified in the SHEDLAA	To 2021/22	Critical	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTL2	Highways	Package of junction improvements in Lenham to accommodate the broad location	Lenham	Policy DM21 / LPR TRA2 Mott McDonald Lenham – Transport Mitigation Study April 2016 Mott McDonald Lenham Technical Note: Junction capacity assessment results July 2015 & Addendum August 2015	H2 (3) Lenham Broad Location	KCC Developers	TBC	CIL S106 S38 S278	The Lenham Neighbourhood Plan includes these measures. There are also planning applications starting to come forward which are related to these works.	To 2037	Critical	Low
HTTC16	Public realm	Archbishop's Palace / Carriage Museum / All Saints Church / Lockmeadow - Need for better access to the river, greater appreciation of heritage assets, improved public safety and better connectivity between the commercial Town Centre and Lockmeadow	Maidstone Town Centre	Supports Local Plan aspirations for Maidstone Town Centre by improving provision for pedestrians and cyclists, making better use of the river, and by providing better access to heritage sites.	Supports all town centre development sites by making the area more welcoming to pedestrians and cyclists, and by improving access to leisure and heritage assets.	MBC KCC	£1.4m	CIL KCC Highways capital programme MBC capital programme	Public realm improvements feasibility study completed February 2021	To 2021/22	Desirable	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTTC12	Public realm	Improvements at Sessions House Square and Week Street to provide an enhanced public open space and public realm	Maidstone Town Centre	Maidstone Town Centre Assessment 2013 Town Centre Study 2010 SHEDLAA 2016	Maidstone Town Centre LPR policy SP1 RMX1 (2) / LPRSA 146 Maidstone East and Maidstone Sorting Office	MBC (Economic Development) KCC	TBC	S106	Ongoing.	To 2031/32	Essential	Moderate
HTTC13A	Public transport - rail	Provision of a multi-storey commuter car park to serve Maidstone East Rail Station	Maidstone Town Centre	Policy DM21 / LPR TRA2 RMX1(2) / LPRSA146 Maidstone East and Maidstone Sorting Office	RMX1(2) / LPRSA146 Maidstone East and Maidstone Sorting Office	MBC (Economic Development) South Eastern Rail Network Rail KCC	£9.0m	CIL	Network Rail has confirmed that a minimum of 550 spaces will be required. Work is ongoing.	To 2021/22	Essential	Moderate
HTTC13B	Public realm	Package of measures to improve linkages, accessibility and the quality of the public realm on Rose Yard, Pudding Lane, Earl Street and Market Buildings.	Maidstone Town Centre	Maidstone Economic Development Strategy 2015 - 2031 Integrated Transport Strategy 2011-31 Town Centre Study 2010	Maidstone Town Centre LPR policy SP1	MBC (Economic Development) KCC	£1.52m	CIL	Work is ongoing.	To 2031/32	Desirable	High

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTTC14	Public realm	Package of measures to introduce themed trails and quarters in the town centre to improve legibility	Maidstone Town Centre	Destination Management Plan 2015 Town Centre Study 2010	Maidstone Town Centre LPR policy SP1	MBC (Regeneration) KCC	TBC	CIL	Partially complete.	To 2026/27/27	Desirable	Moderate
HTTC15	Public realm	Footpath and public realm improvements on King Street between the junction of Wyke Manor Road and site RMX1 (3)	Maidstone Town Centre	Policy DM21 / LPR TRA2 Town Centre Study 2010	Maidstone Town Centre LPR policy SP1 RMX1 (3) King Street	MBC KCC	TBC	S106	No proposals / decisions made from MBC on route alignment. KCC ran a trial pop-up cycle lane scheme on King's Street as part of EATF funding measures in 2020. The trial ended in February 2021. KCC will look to developing proposals for a long-term solution	To 2021/22	Essential	Low/Medium

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTTC3	Public transport - buses	Improvements to the Maidstone Bus Station	Maidstone Town Centre	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Town Centre Study 2010	Maidstone Town Centre LPR policy SP1	MBC Arriva	£1m	MBC – Capital programme Arriva KCC Capital & Regional	Construction commences 22nd March 2021 for 12 weeks	2027-2032	Essential	Moderate
HTTC6	Walking	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	Maidstone Town Centre	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Maidstone Economic Development Strategy 2015 – 2031 Maidstone Town Centre Assessment 2013 Town Centre Study 2010	Maidstone Town Centre LPR policy SP1	MBC	£972k	CIL	Outline scheme and costings developed	To 2031/32	Essential	Moderate
HTTC7	Walking and Cycling	Provision of a shared use pedestrian/ cycle footbridge linking St Peter's Street and Earl Street	Maidstone Town Centre	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Town Centre Study 2010 Maidstone Town Centre Assessment 2013	Maidstone Town Centre LPR policy SP1	MBC KCC	TBC	CIL	No further update. Potential for the Riverside town centre opportunity sites to provide this, as identified in the MBC developer	To 2031/32	Desirable	High

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
									guidance documents.			
HTTC9	Walking and Cycling	New section of riverside towpath and improvements to existing riverside towpath from Scotney Garden to Whatman Park.	Maidstone Town Centre	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Town Centre Study 2010 Planning permissions: MA/13/0297; MA/02/0820	Maidstone Town Centre LPR policy SP1	MBC KCC	TBC	S278 S106	Committed through planning permissions MA/02/0820 and MA/13/0297. Work to facilitate this tow path has been completed.	To 2021/22	Essential	Low
HTJ71	Highways	Capacity improvements and signalisation of Bearsted roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts.	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Planning permissions: 16/507292/OUT; MA/13/1163	RMX1 (1) Newnham Park, Maidstone	KCC	£11.399m	S106 MBC DfT	Construction is now due to commence Spring 2021.	To 2021/22	Critical	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTJ72	Highways	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.	Maidstone Urban Area	Policy DM21 / LPR TRA2 Planning permissions:16/507292/OUT; MA/13/1163 Planning appeal decision pending:19/506182/FUL	RMX1 (1) Newnham Park, Maidstone H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road H1 (10) South of Sutton Road Road Sites identified in Maidstone Town Centre, Maidstone Urban Area, South of Maidstone, South West of Maidstone and Binbury Park.	Highways England KCC	£4.667m	S106 Other sources	Committed scheme under MA/13/1163. Detailed design completed. Shortfall in the funding available.	To 2026/27	Critical	Medium / High

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTJ74	Highways	Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout.	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Planning application: MA/13/1931	RMX1 (1) Newnham Park	KCC	£2.7- £3.3m	S106	Included as part of HTJ71. Works delayed due to Covid-19, programmed to begin in April 2021.	To 2031/32	Critical	Low
HTJ75	Public transport - buses	Increased frequency of 333 / 334 route to provide a bus service with 15-minute intervals between site RMX1 (1) and the town centre.	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Planning application: MA/13/1931	RMX1 (1) Newnham Park	KCC Arriva	£2.7m	S106 CIL	ARRIVA will Continue to support while awaiting agreement of other parties. A scheme has been identified; however, this is tied into the Newnham Park site and no development is planned or proposed at this time.	To 2031/32	Essential	Moderate
HTNW1	Highways	Interim improvements to M20 J5 roundabout including white lining scheme (located in	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Walking and Cycling Strategy 2011-2031 Planning permissions: MA/13/1749;	H1 (1) Bridge Nurseries, Maidstone H1 (2) East of Hermitage Lane, Maidstone	KCC	£43k	S106	Scheme committed through MA/13/1749	To 2021/22	Critical	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		Tonbridge & Malling)		MA/13/1702; MA/14/501209	H1 (3) West of Hermitage Lane, Maidstone H1 (4) Oakapple Lane, Maidstone							
HTNW10	Cycling	Provision of a new cycle lane along B2246 Hermitage Lane	Maidstone Urban Area	Policy DM21 / LPR TRA2 Walking and Cycling Strategy 2011-2031 Integrated Transport Strategy 2011-31 Planning permission: MA/13/1749	H1 (2) East of Hermitage Lane, Maidstone	KCC	£22k	S106	Design completed for section between the hospital and Barming Rail Station, however there is a funding shortfall.	To 2021/22	Essential	Low
HTNW3	Highways	Enlargement of existing A20 Coldharbour roundabout and removal of traffic signals	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Planning permissions: MA/13/1749; MA/13/1702; MA/14/501209 Planning applications: MA/14/503735; 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	£3.5m	S106 Local Growth Fund (LGF)	MITP measures now programmed in – Due to commence construction in Summer 2022 and be delivered across an 18 month period.	To 2021/22	Critical	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTNW4	Highways	Capacity improvements at the junction of Fountain Lane and the A26/Tonbridge Road	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Planning permissions: MA/13/1702 Planning applications: MA/14/503735; MA/14/503786; MA/13/2079	H1 (1) Bridge Nurseries, Maidstone H1 (2) East of Hermitage Lane, Maidstone H1 (3) West of Hermitage Lane, Maidstone H1 (4) Oakapple Lane, Maidstone	KCC	£3,522,000	S106 CIL TMBC S106	Potential scheme identified, however there is not sufficient funding available.	To 2021/22	Critical	High
HTNW5	Highways	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)	Maidstone Urban Area	Policy DM21 / LPR TRA2 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 LGF TMBC S106	Outline design developed.	To 2026/27	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTNW6	Highways	Capacity improvements at the 20/20 roundabout	Maidstone Urban Area	Policy DM21 / LPR TRA2	Development in north western Maidstone will place additional pressure on this junction	KCC	TBC	CIL	Further work required to develop scheme	To 2031/32	Desirable	High
HTNW7	Public transport - buses	Provision of a circular bus route to serve the north west Maidstone strategic development area.	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Planning permissions: MA/13/1702 Arriva consultation 2015	H1 (2) East of Hermitage Lane, Maidstone	KCC Arriva	£455k	£106	Scheme committed through MA/13/1749	To 2021/22	Critical	Low
HTNW9	Pedestrian	Provision of pedestrian crossing facilities on Hermitage Lane to the north of site H1 (2)	Maidstone Urban Area	Policy DM21 / LPR TRA2 Planning permission: MA/13/1749	H1 (2) East of Hermitage Lane, Maidstone	KCC	£16.5k	£106	Scheme committed through MA/13/1749	To 2021/22	Essential	Low
HTSE1	Highways; Public transport - buses	Capacity improvements on the A274 Sutton Road between the junctions of Wallis Avenue and Loose Road, incorporating bus prioritisation measures from	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 SHEDLAA 2016 Mott McDonald A274 Corridor Study April 2016 Planning permissions: MA/13/1149; MA/13/0951;	H1 (5) Langley Park H1 (6) North of Sutton Road H1 (7) Land north of Bicknor Wood H1 (8) West	KCC	£3.2-£3.8m	£106 CIL	MITP measures now programmed in – Will begin in Spring 2022 and be delivered across a 12 month period	To 2021/22	Essential	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.		MA/13/1523; MA/12/0986; MA/12/0987	of Church Road H1 (9) Bicknor Farm H1 (10) South of Sutton Road H1 (27) Kent Police HQ H1 (28) Kent Police Training School							
HTSE11	Cycling	Provision of a cycle route through sites H1 (5) and H1 (10) from the A274 in the vicinity of Langley Church to Brishing Lane.	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Walking and Cycling Strategy 2011-2031 Planning permission:15/509015/OUT	H1 (5) Langley Park, Maidstone H1 (10) South of Sutton Road, Maidstone	KCC Developer	TBC	S106 S278	Outline design developed	To 2021/22	Critical	Low
HTSE12	Cycling	Connections to the existing cycle network from Park Wood to the town centre	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Walking and Cycling Strategy 2011-2031 Planning permission:13/1149/OUT; 15/509015/OUT; 16/503775/FULL	H1 (5) Langley Park, Maidstone H1 (9) Bicknor Farm, Maidstone H1 (10) South of Sutton	KCC	TBC	S106 S278	Outline design developed	To 2021/22	Critical	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
					Road, Maidstone							
HTSE2	Highways	Improvements to capacity at the junctions of Willington Street and Wallis Avenue with Sutton Road	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 SHEDLAA 2016 Planning permissions: MA/13/1149; MA/13/0951; MA/13/1523	H1 (5) Langley Park H1 (6) North of Sutton Road H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road H1 (9) Bicknor Farm H1 (10) South of Sutton Road H1 (27) Kent Police HQ H1 (28) Kent Police Training School	KCC	£1.8m	S106	MITP measures now programmed in – Will begin in Spring 2022 and be delivered across a 12 month period	To 2021/22	Critical	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTSE4	Highways	Widening of Gore Court Road between the new road and White Horse Lane	Maidstone Urban Area	Policy DM21 / LPR TRA2 SHEDLAA 2016	H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road	KCC	TBC	S106	Outline design included as part of the Land north of Bicknor Wood H1 (7) planning permission	To 2021/22	Critical	Moderate
HTSE6 HTSE7	Highways	Improvements to capacity at the A229/A274 Wheatsheaf junction and improvements to the approaches to the Bridge Gyratory signal junctions from the Wheatsheaf junction	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Planning permissions: MA/12/0986; MA/12/0987	H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road H1 (9) Bicknor Farm H1 (10) South of Sutton Road H1 (27) Kent Police HQ H1 (28) Kent Police Training School	KCC	TBC	S106 Local Growth Fund (LGF) CIL	MITP measures now programmed in – Will begin in Summer 2021 and be delivered across a 12 month period	To 2021/22	Critical	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTSE8	Public transport - buses	Extension and/or improvements to the frequency of bus services along the A274 Sutton Road to connect the allocated sites with the Town Centre	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Arriva Consultation 2015	H1 (5) Langley Park H1 (6) North of Sutton Road H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road H1 (9) Bicknor Farm H1 (10) South of Sutton Road H1 (27) Kent Police HQ H1 (28) Kent Police Training School	Arriva KCC	c£2.7m	S106 CIL	ARRIVA will Continue to support and working with other parties to develop.	To 2026/27	Essential	Moderate
HTSE9	Pedestrian	Provision of a new footway on the northern side of Sutton Road.	Maidstone Urban Area	Policy DM21 / LPR TRA2 Planning permission:15/509015/OUT	H1 (10) South of Sutton Road, Maidstone	KCC	£550k	S106	Outline design developed	To 2021/22	Critical	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTUA1	Highways	Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.	Maidstone Urban Area	Policy DM21 / LPR TRA2 Mott McDonald A229 / Boughton Lane – Junction Review April 2016 SHEDLAA 2016	H1 (54) Land at Boughton Mount	KCC	£1m	S106 Local Growth Fund (LGF)	MITP measures now programmed in – Will begin in Summer 2021 and be delivered across a 12 month period.	To 2021/22	Critical	Moderate
HTUA2	Highways	Improvements to capacity at the A20/Willington Street junction	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Planning application: MA/15/503288	EMP1 (4) Woodcut Farm, Bearsted	KCC	£1.5m	Local Growth Fund (LGF)	MITP measures now programmed in – Will begin in Spring 2022 and be delivered across a 12 month period.	To 2021/22	Critical	Low
HTUA3	Public transport - buses; Walking	Package of measures to provide bus stops, pedestrian refuges and improvements to the footway on the northern side of the A20 Ashford Road	Maidstone Urban Area	Policy DM21 / LPR TRA2 Planning application: MA/15/503288	EMP1 (4) Woodcut Farm, Bearsted	KCC	TBC	S278	Detailed proposals for delivery of this infrastructure are the subject of live planning applications.	To 2021/22	Critical	Low
HTUA4	Highways; Walking	Highway and footway improvements to North Street, Barming	Maidstone Urban Area	Policy DM21 / LPR TRA2 SHEDLAA 2016 Planning application: MA/14/506419	H1 (23) North Street, Barming	KCC	TBC	S278	Ongoing, under construction.	To 2021/22	Critical	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTUA6	Public transport - rail	Provision of additional car parking spaces Bearsted Railway Station. Scheme for min. 10 spaces required under Policy H1 (30)	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31	H1 (30) Bearsted Station Goods Yard, Bearsted	Developer South Eastern Trains	TBC	Developer		To 2021/22	Essential	Low
HTUA8	Highways	Widening of Burial Ground Lane to enable right turn facility to be provided from B2010 into Tovil Household Waste and Recycling Centre and the provision of footway and parking restrictions	Maidstone Urban Area	Borough-wide developments placing increased demand on the facility	Borough-wide developments	KCC	TBC	CIL	Concept scheme	To 2026/27	Essential	High
HTM1	Public transport - rail	Package of improvements to Marden Rail Station including provision of a new shelter, additional seats, CCTV and lighting as part of one scheme, and	Marden	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Planning permissions: MA/13/1291; MA/13/1585; MA/13/0693 Planning application: MA/13/1928	H1 (43) Howland Road, Marden H1 (44) Stanley Farm, Marden H1 (45) The Parsonage, Marden	South Eastern Rail	TBC	S106	Outline design work completed	To 2021/22	Essential	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		provision of a cycle park as part of another scheme			H1 (46) Marden Cricket and Hockey Club							
HTJ73	Highways	Capacity improvements at M2 J5 (located in Swale Borough)	Other	Policy DM21 / LPR TRA2 Planning permissions:16/507292/OUT; MA/13/1163	RMX1 (1) Newnham Park, Maidstone	Highways England	TBC	DfT S106	Decision from Highways Act Inquiry due no later than 22/4/21. Assuming consent granted, works to start ASAP with aim to complete circa 2023/4	To 2021/22	Critical	Low
HTS1	Highways	Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road, Staplehurst	Staplehurst	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 SHEDLAA 2016 Planning permissions: 14/502010/OUT; 14/505432/FULL Mott Macdonald KCC Staplehurst Study 2015	H1 (48) Hen and Duckhurst Farm, Staplehurst H1 (49) Fishers Farm, Staplehurst	KCC	TBC	S106 CIL	There is not a suitable scheme available at this time due to physical constraints on site and a lack of funding. KCC remain aware of the issue and continue to look for opportunities to improve this junction.	To 2031/32	Critical	High

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTS2	Walking and Cycling; Public transport - buses; Highways	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	Staplehurst	Policy DM21 / LPR TRA2 Planning permission:14/505432/ FULL	H1 (49) Fishers Farm, Staplehurst	KCC	TBC	S278	The site is under construction. The 30mph limit boundary has been moved and the other elements are underway.	To 2021/22	Critical	Low
HTS3	Walking and Cycling; Public transport - buses; Highways	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	Staplehurst	Policy DM21 / LPR TRA2 Planning permission:14/502010/ OUT	H1 (48) Hen and Duckhurst Farm, Staplehurst	KCC	TBC	S278	The site is currently under construction and the new Marden Rd crossing is in place.	To 2021/22	Critical	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		and the extension of the 30-mph limit on Marden Road										
HTS4	Public transport - rail	Improvements to public and passenger facilities at Staplehurst Rail Station	Staplehurst	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Planning permission: 14/502010/OUT; 14/505432/FULL	H1 (48) Hen and Duckhurst Farm, Staplehurst H1 (49) Fishers Farm, Staplehurst H1 (50) North of Henhurst Farm, Staplehurst	Network Rail South Eastern Rail	£1.1m	S106 CIL	Outline design developed	To 2021/22	Essential	Moderate
HTS5	Public transport - buses	Increased frequency of the No. 5 route to provide a half hourly service	Staplehurst	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Arriva Consultation 2015 Planning permissions: 14/502010/OUT; 14/505432/FULL	Improvements will benefit new and existing users in and around the Staplehurst area	KCC Arriva	£439k	S106	Discussions ongoing with Arriva - continue to support. Awaiting agreement with other parties.	To 2026/27	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTY2	Highways	Safety improvements to level crossing at Hampstead Lane, Yalding	Yalding	Policy DM21 / LPR TRA2 SHEDLAA 2016	RMX1 (4) / LPRSAEmp1 Former Syngenta Works, Yalding	Network Rail South Eastern Rail	£135,000	S278	Further work required to develop outline scheme.	To 2026/27	Essential	Moderate
HTY3	Highways	Provision of a right turn lane on Hampstead Lane at Integrated Transport Strategy junction with Maidstone Road	Yalding	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 SHEDLAA 2016	RMX1 (4) /LPRSAEmp1 Former Syngenta Works, Yalding	KCC	TBC	S278	The associated development has a live planning application.	To 2026/27	Critical	Low
Education												
EDR2	Primary education	1FE expansion of Harrietsham Primary School	Harrietsham	KCC School Commissioning Plan 2016 – 2020 Planning permissions: MA/14/0828; MA/13/1823; MA/14/0095; MA/14/0475	Housing development in Harrietsham and Lenham, in particular, will generate the need for additional primary school places in this area	KCC	£3.6m	S106 CIL	Additional 30 Year R pupils accepted from September 2019. Full building to provide ongoing capacity To complete within school year 20/21.	To 2021/22	Essential	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
EDR6	Primary education	1FE expansion of Lenham Primary School for Broad Location H2 (3) Lenham	Lenham	KCC R19 Representation on MBLP KCC update note 2019	H2 (3) Lenham Broad Location will generate the need additional primary school places in this area	KCC	£3.6m	S106	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020. This will be subject to demand directly linked to long-term housing development.	To 2031/32	Critical	Moderate
EDM2	Secondary education	2FE expansion of The Maplesden Noakes School, Maidstone	Maidstone Urban Area	KCC School Commissioning Plan 2019 – 2023 Planning permissions: MA/14/501209; MA/13/1749; MA/14/504795	Housing development across the borough will generate the need for additional secondary school places	KCC	£6.2m	S106 Basic Need government grant	Need for the scheme established through the planning permissions – School provided with additional accommodation to accept 2FE additional pupils in Sept 19 and 20. Works on the second phase of building commence in July 2020 for	To 2021/22	Essential	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
									completion by September 2021			
EDM4	Primary education	Provision of a new 2FE primary school on site H1 (2) Land East of Hermitage Lane, Maidstone	Maidstone Urban Area	KCC School Commissioning Plan 2020 – 2024 Planning permission: MA/14/501209; MA/13/1749; MA/14/503735	Housing development in north western Maidstone, in particular, will generate the need for additional primary school places in this area	KCC	£6.8m	S106 CIL	Identified in the Commissioning Plan for delivery no earlier than 2024-25	To 2031/32	Critical	Moderate
EDM6	Primary education	Provision of a new 1FE primary school on site H1 (10) South of Sutton Road, Maidstone	Maidstone Urban Area	Planning permission: 15/509015/OUT; KCC R19 Representation on MBLP	H1 (10) South of Sutton Road	KCC	£6m	S106	Need for additional primary school capacity initially identified in the Commissioning Plan 2016 – 2020. This will be subject to demand directly linked to long-term housing development.	To 2031/32	Critical	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
EDM7	Primary education	Up to 1FE expansion of Greenfields Community Primary School, Maidstone	Maidstone Urban Area	KCC R19 Representation on MBLP	H1 (8) West of Church Road will generate the need for additional primary school places	KCC	£2.5m	S106	Need for additional primary school capacity initially identified in the Commissioning Plan 2016 – 2020. This will be subject to demand directly linked to long-term housing development.	To 2031/32	Essential	Moderate
EDM9	Primary education	Provision of a new 2FE primary school within Broad Location H2 (2) Invicta Barracks, Maidstone	Maidstone Urban Area	KCC R19 Representation on MBLP	H2 (2) Invicta Barracks will generate the need for a new primary school	KCC	£6m	S106	Need for additional primary school capacity initially identified in the Commissioning Plan 2016 – 2020. This will be subject to demand directly linked to long-term housing development outside of the Plan period.	To 2031/32	Critical	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
EDR1	Secondary education	1FE expansion of Cornwallis Academy, Loose, Maidstone	Maidstone Urban Area	KCC School Commissioning Plan 2018 – 2022 Planning permissions: MA/14/502010; MA/14/0566; MA/13/1149; MA/13/0951; MA/13/1523	Housing development across the borough will generate the need for additional secondary school places	KCC	£3m	S106 CIL	The need for additional places was initially identified in the Commissioning Plan for delivery by 2021-2022. However, it is now anticipated that additional places will be needed as part of longer-term commissioning plans subject to pace of housing completion and resulting demand for Y7 places.	To 2031/32	Essential	Moderate
EDR3	Primary education	0.6FE expansion of Marden Primary School	Marden	KCC School Commissioning Plan 2020 – 2024 Planning permissions: MA/13/1291; MA/13/1585; MA/13/0693; MA/13/1928	Housing development in Marden, in particular, will generate the need for additional primary school places in this area	KCC	£2.6m	S106 CIL	Identified in the Commissioning Plan for delivery by 2021. Need for additional capacity initially identified in the Commissioning Plan 2016 – 2020 for a 2021 delivery. However, the	To 2031/32	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
									current commissioning plan indicates that the additional places will be needed towards the end of the Plan period, from 2024 onwards			
EDRS	Primary education	0.5FE expansion of Staplehurst Primary School	Staplehurst		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. This will be subject to demand directly linked to long-term housing development outside of the current Plan period.	To 2031/32	Essential	Moderate
Health												

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HPU18	Local Care/ out of hospital services	Consideration of options for development of a Local Care Hub in the Maidstone area	Borough wide	Former WK CCG Strategic Case for Local Care Hubs (2018)	Borough-wide developments	CCG/Practice	TBC	CIL	Strategic Case supported by former West Kent CCG.	To 2031/32	Essential	High
HPR9	GP Surgeries	Greensands Health Centre - new premises provision in Coxheath to replace existing premises, as per Premises Development Plan	Coxheath	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permissions: MA/13/2008; MA/14/0836; MA/13/1979; MA/14/0566; MA/14/0043; MA/16/505401; MA/17/502072; MA/16/500014; MA/15/509961; MA/13/1213; MA/09/0996; MA/18/502683	Development in and around Coxheath will generate the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Full Business Case approved at Stage 3 of CCG Process (final stage). Construction commenced in April 2021	To 2021/22	Essential	Low
HPR4	GP Surgeries	Headcorn Surgery - works including refurbishment and reconfiguration to be identified as part of ongoing review to support	Headcorn	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permissions: MA/12/1949; MA/13/1943	Development in and around Headcorn will generate the need for additional GP	CCG/Practice	TBC	S106 CIL	Project to be scoped	To 2031/32	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		maximum utilisation of existing premises.			capacity in the area							
HPR2	GP Surgeries	Len Valley Practice – Glebe Medical Centre branch: measures to provide additional capacity in line with future Premises Development Plan.	Lenham	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permissions: MA/14/0828; MA/13/1823; MA/14/0095; MA/14/0475	Development in and around Harrietsham will generate the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Ongoing review linked to wider Practice capacity will inform any requirements	To 2031/32	Essential	Moderate
HPR3	GP Surgeries	The Len Valley Practice - measures to provide additional capacity in line with future Premises Development Plan.	Lenham	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permission: MA/14/0095	Development in and around Lenham will generate the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Plan in development	To 2031/32	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HPU1	GP Surgeries	Brewer Street Surgery, Maidstone - works including refurbishment and reconfiguration of existing premises to be identified as part of ongoing review to support maximum utilisation of existing premises	Maidstone Urban Area	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permissions: MA/13/1749; 16/507471	Development within central and northern Maidstone generates the need for additional GP capacity in the area	CCG	TBC	S106 CIL	Project to be identified as part of ongoing review	To 2031/32	Essential	Moderate
HPU10	GP Surgeries	Wallis Avenue Surgery - works including refurbishment and reconfiguration to be identified as part of ongoing review to support maximum utilisation of existing premises	Maidstone Urban Area	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permissions: MA/13/1523; MA/13/0951; MA/13/1149	Development within the Langley area generates the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Project to be identified as part of ongoing review	To 2031/32	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HPU12	GP Surgeries	The Medical Centre – Northumberland Court and Grove Green (branch): Premises plan (new site) for branch surgery requirement for branch surgery. (Northumberland Court) - works including refurbishment and reconfiguration to be identified as part of ongoing review to support maximum utilisation of existing premises	Maidstone Urban Area	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020.	Development within eastern Maidstone generates the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Agreement in principle - Stage 1 Former WK CCG process. Scoping underway.	To 2031/32	Essential	Moderate
HPU13	GP Surgeries	Bearsted Medical Practice - works including refurbishment and reconfiguration to be identified as part of ongoing review to support	Maidstone Urban Area	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permissions: MA/14/504795; MA/14/0475	Development within eastern Maidstone will generate the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Project to be identified as part of ongoing review	To 2031/32	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		maximum utilisation of existing premises										
HPU17	GP Surgeries	Albion Medical Centre - works including refurbishment and reconfiguration to be identified as part of ongoing review to support maximum utilisation of existing premises	Maidstone Urban Area	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020.	Development within central Maidstone generates the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Project to be identified as part of ongoing review	To 2031/32	Essential	Moderate
HPU19	GP Surgeries	New building to deliver GP services in Maidstone central area (over and above existing premises). This may be delivered through the commissioning of a new provider or an extension of an existing	Maidstone Urban Area	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020.	Development within central Maidstone generates the need for additional GP capacity in the area	CCG/Practice	TBC	CIL	Initial scoping undertaken. Site and plans to be developed.	To 2031/32	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		provider of GP services.										
HPU2	GP Surgeries	Bower Mount Medical Centre, Maidstone - works including refurbishment and reconfiguration to be identified as part of ongoing review to support maximum utilisation of existing premises.	Maidstone Urban Area	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permission:12/0825; 14/503755	Development within central Maidstone generates the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Project to be identified as part of ongoing review	To 2031/32	Essential	Moderate
HPU3	GP Surgeries	Vine Medical Centre, Maidstone - works including refurbishment and reconfiguration to be identified as part of ongoing review to support maximum	Maidstone Urban Area	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permission:11/078; 120774 DOV	Development within central Maidstone generates the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Project to be identified as part of ongoing review	To 2031/32	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		utilisation of existing premises										
HPU4	GP Surgeries	College Medical Practice - new premises provision for Allington branch proposed to replace existing premises, as per Premises Development Plan	Maidstone Urban Area	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permissions: MA/13/1702; MA/13/2079	Development within central Maidstone generates the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Agreement in principle - Stage 1 Former WK CCG process. Plans to be developed.	To 2031/32	Essential	Moderate
HPU5	GP Surgeries	Blackthorn Medical Centre, Maidstone - works including refurbishment and reconfiguration to be identified as part of ongoing review to support maximum utilisation of existing premises	Maidstone Urban Area	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permissions: MA/13/1749; MA/13/1702	Development within north western Maidstone generates the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Project to be identified as part of ongoing review	To 2031/32	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HPU8	GP Surgeries	Mote Medical Practice – works including refurbishment and reconfiguration to be identified as part of ongoing review to support maximum utilisation of existing premises	Maidstone Urban Area	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permission: MA/13/1523	Development within north western Maidstone generates the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Project to be identified as part of ongoing review	To 2031/32	Essential	Moderate
HPR1	GP Surgeries	Marden Medical Centre - works including refurbishment and reconfiguration to be identified as part of ongoing review to support maximum utilisation of existing premises. Longer term review to be taken informed by Final Local Plan.	Marden	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permissions: MA/13/1585; MA/13/1928; MA/13/1291; MA/13/0693; MA/13/0115	Development in and around Marden will generate the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Interim Capacity Project (portacabin and reconfiguration of one room in surgery) completed in April 2021 (S106 Utilised)	To 2031/32	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HPU6	GP Surgeries	Aylesford Medical Centre (located in Tonbridge & Malling BC) Works including refurbishment and reconfiguration to be identified as part of ongoing review to support maximum utilisation of existing premises.	Other	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permissions: MA/14/501209; MA/13/1749; MA/13/1702	Development within north western Maidstone generates the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Project to be identified as part of ongoing review	To 2031/32	Essential	Moderate
HPU9	GP Surgeries	Orchard Medical Centre, Langley - works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum utilisation of existing premises	Other	CCG GP Estates Strategy 2018 Planning permissions: MA/13/1523; MA/13/0951; MA/13/1149; MA/14/0475	Development within the Langley area generates the need for additional GP capacity in the area	CCG	TBC	S106 CIL	Project to be identified as part of ongoing review	To 2026/27	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HPR5	GP Surgeries & community health services	Staplehurst Health Centre - works including refurbishment and reconfiguration to be identified as part of ongoing review to support maximum utilisation of existing premises for both general practice and other clinical services.	Staplehurst	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permissions: 12/2106; MA/13/0693; MA/14/502010; MA/15/510186	Development in and around Staplehurst will generate the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	Project developed and expected to deliver during 2021 (Utilising S106)	To 2031/32	Essential	Moderate
HPU14	GP Surgeries	Sutton Valence Group Practice – main site South Lane and branch site at North Street: New Premises Development plan (replacing two existing premises) proposed to respond to growth in Langley/Sutton	Sutton Valence	Former West Kent CCG GP Estates Strategy 2018 & Update March 2020. Planning permission: MA/14/504556	Development in and around Langley, Sutton Road and Sutton Valence will generate the need for additional GP capacity in the area	CCG/Practice	TBC	S106 CIL	New Premises - Agreement in principle - Stage 1 Former WK CCG process. Site options work underway. Interim Plan – Planning permission agreed for temporary building (Portacabin) at	To 2031/32	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		Road/ Sutton Valence area. Interim plan to be agreed ahead of new premises development.							South Lane site expected to complete August 21 (utilising S106)			
Social and Community												
SC7	Leisure	New Leisure Centre at the site of Maidstone Leisure Centre.	Borough wide	Leisure Centre contract end 2024 and new facilities will be needed to meeting the growing population	Borough wide	MBC Sport England & leisure centre operator	£30m	CIL Private MBC Capital Programme Sport England	Feasibility and research stage	To 2026/27	Desirable	High
SC3	Adult social care	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	Borough wide	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the borough may place increased pressure on delivery of this service	KCC	TBC	S106 CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
SC4	Community learning	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	Borough wide	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the borough may place increased pressure on delivery of this service	KCC	TBC	S106 CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate
SC5	Youth services	Small scale improvements to existing infrastructure and/or additional equipment may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP	Borough wide	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the borough may place increased pressure on delivery of this service	KCC	TBC	S106 CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
SC6	Library provision	Small scale improvements to existing infrastructure and/or additional equipment may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP	Borough wide	KCC has confirmed that planned growth will place increased pressure on delivery of this service. Libraries, Registration and Archives Strategy 2019-2022	Development across the borough may place increased pressure on delivery of this service	KCC	TBC	S106 CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate
SC1	Community facilities	Provision of a new community facility within site H1(2) East of Hermitage Lane	Maidstone Urban Area	Planning permission:13/1749	H1(2) East of Hermitage Lane	Developer	TBC	S106	Scheme committed through planning permission 13/1749	To 2021/22	Critical	Low
SC2	Community facilities	Provision of a new community facility within site H1(5) Langley Park	Maidstone Urban Area	Planning permission:13/1149	H1(5) Langley Park	Developer	TBC	S106	Scheme committed through planning permission 13/1149	To 2021/22	Critical	Low
Public Services												
PS9	Waste management	Expansion of Tovil Household Waste & Recycling Centre site	Borough wide	The HWRC at Tovil is predicted to be over tonnage capacity by 2025. Projected housing growth will place	Borough wide	KCC	£0.75m	CIL	Concept stage	To 2026/27	Essential	High

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
				additional demand on this service and mitigation will be required to accommodate future demand.								
PS10	Ambulance service	Relocation and expansion of Make Ready Centre (MRC) for Maidstone Borough	Borough wide	Discussions with SECamb	Development across the borough	SECamb	£7m	S106 CIL	Concept stage	To 2031/32	Essential	Moderate
PS2	Ambulance service	Creation of a new Community First Responder (CFR) Scheme required in the Harrietsham area	Harrietsham	Mapping and analysis undertaken by SECamb – Oct 2015	The scheme will benefit new and existing residents in the area	SECamb	£14k	CIL	Scheme ready to implement pending funding	To 2026/27	Essential	Moderate
PS6	Ambulance service	Creation of a new Community First Responder (CFR) Scheme required in the Headcorn area	Headcorn	Mapping and analysis undertaken by SECamb – Oct 2015	The scheme will benefit new and existing residents in the area	SECamb	£17.5k	CIL	Scheme ready to implement pending funding	To 2026/27	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
PS8	Ambulance service	Creation of a new Community First Responder (CFR) Scheme required in the Hollingbourne area	Hollingbourne	Mapping and analysis undertaken by SECAmb – Oct 2015	The scheme will benefit new and existing residents in the area	SECAmb	£7k	CIL	Scheme ready to implement pending funding	To 2026/27	Essential	Moderate
PS3	Ambulance service	Creation of a new Community First Responder (CFR) Scheme required in the Lenham area	Lenham	Mapping and analysis undertaken by SECAmb – Oct 2015	The scheme will benefit new and existing residents in the area	SECAmb	£7k	CIL	Scheme ready to implement pending funding	To 2026/27	Essential	Moderate
PS1	Ambulance service	Creation of a new Community First Responder (CFR) Scheme required in the Bearsted area	Maidstone Urban Area	Mapping and analysis undertaken by SECAmb – Oct 2015	The scheme will benefit new and existing residents in the area	SECAmb	37k	CIL	Scheme ready to implement pending funding	To 2026/27	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
PS4	Ambulance service	Creation of a new Community First Responder (CFR) Scheme required in the Marden area	Marden	Mapping and analysis undertaken by SECAMB – Oct 2015	The scheme will benefit new and existing residents in the area	SECAMB	£17.5k	CIL	Scheme ready to implement pending funding	To 2026/27	Essential	Moderate
PS5	Ambulance service	Creation of a new Community First Responder (CFR) Scheme required in the Staplehurst area	Staplehurst	Mapping and analysis undertaken by SECAMB – Oct 2015	The scheme will benefit new and existing residents in the area	SECAMB	328k	CIL	Scheme ready to implement pending funding	To 2026/27	Essential	Moderate
PS7	Ambulance service	Creation of a new Community First Responder (CFR) Scheme required in the Yalding area	Yalding	Mapping and analysis undertaken by SECAMB – Oct 2015	The scheme will benefit new and existing residents in the area	SECAMB	£10.5k	CIL	Scheme ready to implement pending funding	To 2026/27	Essential	Moderate
Utilities												

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
UT10	Utilities - water supply	Each development site will generate the need for connectivity to the existing sewerage infrastructure network. Many of these 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.	Borough wide	Southern Water has advised that connectivity and capacity enhancements to the sewerage infrastructure network will be required for many of the sites 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.	Development across the Borough will generate the need for connectivity to the sewerage network which may also require 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	Southern Water	TBC	Developers (through Southern Water's New Infrastructure Charge) Southern Water's Capital Works Programme	Schemes to provide connectivity and potentially capacity enhancements will usually be developed either during or following the development management process.	Varies	Critical	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
					H2 (3) Lenham.							
UT11	Utilities - wastewater	Southern Water has identified the following sites will require reinforcement of the sewerage network in advance of occupation of development: H1 (2), H1 (3), H1 (4), H1 (5), H1 (7), H1 (8), H1 (9), H1 (10), H1 (11), H1 (17), H1 (21), H1 (27), H1 (38), H1 (39), H1 (41), H1 (45), H1 (46), H1 (47), H1 (48), H1 (49), H1 (50), H1 (53), H1 (54), H1 (56), H1 (58), H1 (59), H1 (60), H1 (67), LPRSAEmp1	Borough wide	The delivery of development proposed in the plan is dependent upon sewerage network reinforcements	Development across the Borough will generate the need for connectivity to the sewerage network.	Southern Water	TBC	Developers (through Southern Water's New Infrastructure Charge) Southern Water's Capital Works Programme	Schemes to provide connectivity will usually be developed either during or following the development management process.	Varies	Critical	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
UT8	Utilities - water supply	Provision of additional waste water treatment capacity to serve development	Borough wide	Additional waste water treatment capacity may be required to accommodate development proposed in the plan. 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	TBC	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
UT1	Utilities - water supply	8km of 300mm dia main from Charing to Headcorn area	Headcorn	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Marden, Staplehurst and Headcorn	SEW and contractors	£6.251m	Developer contributions (off set by revenue) Business plan funding	Concept	To 2031/32	Critical	Moderate
UT7	Utilities - water supply	Local reinforcement at Ulcombe Road, Headcorn	Headcorn	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Ulcombe Road, Headcorn.	SEW and contractors	£13.3k	Developer contributions (off set by revenue) Business plan funding	Awaiting application from developer	To 2031/32	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
UT9	Utilities - water supply	Provision of additional waste water treatment capacity to serve Lenham broad location development	Lenham	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 to accommodate the capacity enhancements at Lenham WTW.	H2 (3) Lenham broad location.	Southern Water	TBC	Southern Water	Scheme included in Southern Water's Business Plan, 2020-2025.	To 2021/22	Critical	Moderate
UT2	Utilities - water supply	4km of 400mm dia main from Loose to Linton	Loose	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Coxheath	SEW and contractors	£3.325m	Developer contributions (off set by revenue) Business plan funding	Concept	To 2031/32	Critical	Moderate
UT12	Utilities - energy provision	The generation of heat and power, utilising 'low carbon' methods (including utilising latent heat within the River Medway and gas CHP) which is then piped via a	Maidstone Urban Area	Policy DM2 / LPR Q&D1 Policy DM24 / LPR INF3 [Renewable and low carbon energy schemes] Supporting the councils' commitment to reducing scope 1, 2 & 3 green house gas emissions relating to the	Borough-wide developments	KCC MBC TBC	£9m	Department of Business, Industry and Energy Strategy. in Q3 2020 for circa £3m (TBC); Public	Development of the outline business case, including identifying optimal commercial and procurement structure.	To 2026/27	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		subterranean piping network (to be installed as part of the project) to local council (offices, library, social housing) and HMT Maidstone estates.		provision of heating and electrical power.				sector energy efficiency projects loan; Additional funding TBC				
UT3	Utilities - water supply	Transfer main Kings Hill to Allington	Maidstone Urban Area	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Boughton Monchelsea, Chart Sutton, Downwood, Otham, Harrietsham, and Lenham	SEW and contractors	£2.128m	Developer contributions (off set by revenue) Business plan funding	Concept	To 2021/22	Critical	Moderate
UT4	Utilities - water supply	Transfer main Maidstone to Boughton	Maidstone Urban Area	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Boughton Monchelsea, Chart Sutton, Downwood, Otham, Parkwood and Maidstone	SEW and contractors	£2.527m	Developer contributions (off set by revenue) Business plan funding	Concept	To 2021/22	Critical	Moderate
UT5	Utilities - water supply	Transfer main at Penenden Heath	Maidstone Urban Area	Hydraulic modelling using demand projections and	EMP1 (4) Woodcut Farm, Maidstone	SEW and contractors	£1.862m	Developer contributions (off set by	Concept	To 2021/22	Critical	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
				resource availability from WRMP				revenue) Business plan funding				
UT6	Utilities - water supply	Local reinforcement at Yalding	Yalding	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Yalding	SEW and contractors	£156.6K	Developer contributions (off set by revenue) Business plan funding	Awaiting application from developer	To 2021/22	Essential	Moderate
Green and Blue												
GB24	Provision of open space	In addition to open space secured through OS1 allocations, on site open space will be sought through residential developments where this can be accommodated within the site. Where the full needs cannot be accommodated on site, financial contributions towards	Borough wide	Policies DM19 / LPR Hou4 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	Residential allocations in the Local Plan	Developers MBC Parish Councils	TBC	S106	The need for open space provision is established through the Quantitative Open Space Study 2015	Varies	Essential	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		improvements at existing facilities will be sought for any residual deficit in provision.										
GB25	Provision 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. Through the implementation of the GBI Strategy the Council will look for opportunities	Borough wide	Policies DM19 / LPR Hou4 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	TBC	CIL	Further work required through implementation of the GBI Strategy	Varies	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		to address these deficiencies, including increased public accessibility to open green spaces.										
GB26	Blue/green infrastructure	The Green & Blue Infrastructure Strategy 2016 identifies a series of measures in Integrated Transport Strategy 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.	Borough wide	Green and Blue Infrastructure Strategy, 2016	Not directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1 and implementation of the GBI Strategy 2016.	MBC Parish Councils Community and voluntary groups	TBC	CIL Other	Actions identified through the GBI Strategy 2016	Varies	Desirable	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
GB6	Blue/green infrastructure	Introduction of a sustainable fish monitoring programme on the River Medway and Integrated Transport Strategy tributaries	Borough wide	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development . Will support LPR strategy	Environment Agency	£30k	CIL	Outline designs have been completed by EA awaiting funding to continue to project development	To 2026/27	Desirable	High
GB22	Provision of open space	Provision of 0.15ha of natural/semi natural open space.	Boughton Monchelsea	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (14) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (52) Boughton Mount, Boughton Lane, Boughton Monchelsea	Developer	TBC	S106	OS1 allocation	To 2026/27	Essential	Low
GB23	Provision of open space	Provision of 0.15ha of natural/semi natural at Lyewood Farm, Boughton Monchelsea	Boughton Monchelsea	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (15) Planning permission: 18/502683/FULL Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (54) Lyewood Farm, Green Lane, Boughton Monchelsea	Developer	TBC	S106	Scheme under construction	To 2021/22	Essential	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
GB19	Provision of open space	Provision of 1.12ha natural/ semi natural open space at North of Heath Road, Coxheath	Coxheath	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (12) Planning permission: MA/13/1979 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (59) North of Heath Road, Coxheath	Developer	TBC	S106	Scheme under construction	To 2021/22	Essential	Low
GB18	Provision of open space	Provision of 1.18ha Natural/semi natural open space at South of Grigg Lane, Headcorn	Headcorn	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (11) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (38) South of Grigg Lane, Headcorn	Developer	TBC	S106	OS1 allocation	To 2026/27	Essential	Low
GB4	Blue/green infrastructure	Sherway Stream Restoration Plan - From Headcorn North TQ8375143498 to Sherway Bridge TQ8576943147 Design and deliver river restoration features which can improve the	Headcorn	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 Beult Catchment Improvement Group Medway Valley Countryside Partnership South East river Trust	£150k	CIL DEFRA match funding	Outline proposals and projects agreed. Funding required to further develop the project.	To 2026/27	Desirable	High

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		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.										

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
GB5	Blue/green infrastructure	Upper Loose Restoration Plan - From Langley TQ8050851552 to Loose TQ7565852214 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 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.	Loose	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 Beult Catchment Improvement Group Medway Valley Countryside Partnership South East river Trust	£150k	CIL DEFRA match funding	Outline proposals and projects agreed. Funding required to further develop the project.	To 2026/27	Desirable	High

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
GB12	Provision of open space	Provision of 1.6ha of outdoor sports provision (3-5 sports pitches) at Kent Police HQ, Maidstone	Maidstone Urban Area	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (4) Planning permissions: MA/12/0986; 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	TBC	S106	Committed through planning permission: MA/12/0986	To 2026/27	Essential	Low
GB15	Provision of open space	Provision of 2.4ha of natural/semi-natural open space at Cross Keys, Bearsted	Maidstone Urban Area	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (5) Planning permission: MA/14/504795 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (31) Cross Keys, Bearsted	Developer	TBC	S106	Scheme under construction	To 2021/22	Essential	Low
GB7	Provision of open space	Provision of 1.5ha of natural/semi-natural open space at Oakapple Lane, Barming	Maidstone Urban Area	Policy DM19 Policy OS1(1) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (4) Oakapple Lane, Barming	Developer	TBC	S106	OS1 allocation	To 2026/27	Essential	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
GB8	Provision of open space	Provision of 7.65ha of informal open space (nature conservation area) on site H1 (5) Langley Park, Maidstone	Maidstone Urban Area	Policies DM19 / LPR Hou4 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	TBC	S106	Scheme under construction	To 2021/22	Essential	Low
GB9	Provision of open space	Provision 14ha of natural/semi-natural open space at South of Sutton Road, Langley	Maidstone Urban Area	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (2) Planning permission MA/15/509015 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (10) South of Sutton Road, Langley	Developer	TBC	S106	OS1 allocation	To 2026/27	Essential	Low
GB13	Provision of open space	Provision of 2.16ha of natural/semi natural open space at The Parsonage, Goudhurst Road, Marden	Marden	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (8) Planning permission: MA/13/0693 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (45) The Parsonage, Goudhurst Road, Marden	Developer	TBC	S106	Scheme under construction	To 2021/22	Essential	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
GB16	Provision of open space	Provision of 1.22ha of natural/semi natural open space at North of Henhurst Farm, Staplehurst	Staplehurst	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (9) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (50) North of Henhurst Farm, Staplehurst	Developer	TBC	S106	OS1 allocation	To 2026/27	Essential	Low
GB1	Blue/green infrastructure	Yalding fish pass - This structure the one remaining obstruction 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	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 DEFRA match funding	Outline designs have been completed by EA awaiting funding to continue to project development	To 2026/27	Desirable	High
Flood prevention												

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
FP1	Flood management	Property flood resilience measures to be installed on 280 properties (Phase 1B). Improved resilience to communities at risk (Phase 2)	Borough wide	R Medway CFMP 2008 Middle Medway Strategy 2007 (revised 2010)	The scheme will benefit properties (constructed before 2012) and communities located around the confluence of the rivers Medway, Teise and Beult	Environment Agency MBC TMBC KCC	Phase 1b: £1.5m Phase 2: £1.5m Total: £3m	CIL Phase 1b: majority Defra FDGIA Phase 2: Anticipated funding by KCC and MBC NB, Phase 1b is complete but Phase 2, to be funded by KCC/MBC remains a priority	Phase 1b: Business case approved 2018. Construction commenced summer 2019 and completion due in 2020	To 2026/27	Essential	
FP2	Flood management	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	Headcorn	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	Environment Agency MBC	£170k	Defra FDGIA CIL		To 2026/27	Desirable	

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		and The Uptons also Headcorn primary school.										

Section D – Monitoring and Review

- 2.1 The IDP supports the planned growth as set out in the adopted MBLP. It also forms part of the evidence needed to support the CIL Charging Schedule by demonstrating the existence of a significant infrastructure funding gap, as well as identifying which schemes could be funded in whole or part through the monies collected via CIL.
- 2.2 Schemes identified in the IDP will be kept under review as new planning permissions are granted; as developer contributions are secured and subsequently paid towards infrastructure delivery; and as strategic CIL funds are allocated to infrastructure schemes.
- 2.3 Monitoring the delivery of schemes in the IDP will take place through annual reporting of the Local Plan indicators in the Authority's Monitoring Report (AMR). The relevant indicators are: M34 to M46. The AMR is published on the Council's website by 31st December each year. The monitoring of schemes will signal where progression is not in line with anticipated delivery timescales and should help identify if non-delivery of infrastructure threatens to become a constraint to development.
- 2.4 The IDP is also a living document and subject to annual review as infrastructure needs change over the lifetime of the plan. This will ensure that the right infrastructure is provided at the right time and assist in any future review of the Local Plan.

Appendix 1: Completed infrastructure schemes

Maidstone Town Centre

Item Reference	Category	Scheme delivered	Completion year
Highways & Transportation			
HTTC1	Highways	Provision of a bridge gyratory bypass through Fairmeadow to reduce congestion in the Town Centre.	2018/19
HTTC2	Sustainable travel – buses	Provision of a bus lane on Romney Place.	2018/19
HTTC4	Sustainable travel – bicycles	Improvements to secure cycle parking at Maidstone West Railway Station.	2018/19
HTTC5	Public realm	Package of measures to improve the pedestrian environment and public realm along Week Street	2018/19
HTTC8	Public realm	Footpath improvements and improved public realm on Gabriel’s Hill.	2018/19
HTTC10	Sustainable travel – pedestrian	Improvements to the existing towpath on the eastern and western banks of the River Medway.	2018/19
HTTC11	Public transport – rail; Public realm	Improvements to Maidstone East Rail Station forecourt and ticket office.	2020/21

Maidstone Urban Area – North West Strategic Development Area

Item Reference	Category	Scheme delivered	Completion year
Highways & Transportation			
HTNW2	Highways	Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway (located in Tonbridge and Malling Borough).	2019/20
HTNW4a	Highways	Provision of an additional lane at the Coldharbour roundabout (located in Tonbridge and Malling Borough).	2019/20
HTNW8	Sustainable travel – pedestrian	Provision of a footway on the western side of Hermitage Lane and pedestrian crossing facilities, together with a footway to link to the existing pedestrian island on Hermitage Lane.	2018/19

Maidstone Urban Area – South East Strategic Development Area

Item Reference	Category	Scheme delivered	Completion year
Highways & Transportation			
HTSE3	Highways	Provision of a new road between Gore Court Road and Sutton Road through site H1 (6)	2018/19
HTSE5	Highways	Provision of a new roundabout to provide access to site H1 (5)	2018/19
HTSE10	Sustainable travel - pedestrian	Provision of a Toucan crossing on A274 to connect site H1 (6) to site H1 (5).	2018/19

Maidstone Urban Area – Other

Item Reference	Category	Scheme delivered	Completion year
Highways & Transportation			
HTUA5	Sustainable travel – bicycles	Improvements to secure cycle parking at Bearsted Railway Station.	2018/19
HTUA7	Highways	Part signalisation of the A229 Royal Engineers Roundabout, Maidstone	2019/20
Education			
EDM3	Education – secondary	1FE expansion of The Maidstone Grammar School, Maidstone	2018/19
EDM5	Education – primary	Provision of a new 2FE primary school on site H1 (5) Langley Park, Maidstone	2018/19
EDM8	Education – primary	1FE expansion of South Borough Primary School, Maidstone	2018/19
EDM1	Education – secondary	Provision of a 6FE secondary school – Maidstone School of Science and Technology	2020/21
EDM10	Education – primary	Provision of a new 2FE primary school, Maidstone North Primary Free School	2020/21
Health			
HPU7	Health – GP surgeries	Allington Park Surgery or Allington Clinic, Maidstone: Works including refurbishment and internal reorganisation to provide additional capacity.	2019/20
HPU11	Health – GP surgeries	Grove Park Surgery, Sutton Road, Maidstone: Works including refurbishment and internal reorganisation to provide additional capacity.	2019/20
HPU15	Health – GP surgeries	Cobtree Medical Practice, Sutton Valence: Works including refurbishment and internal reorganisation to provide additional capacity.	2019/20
HPU16	Health – GP surgeries	Boughton Lane Surgery, Loose: Works including refurbishment and internal reorganisation to provide additional capacity.	2019/20

Maidstone Rural Areas – Coxheath

Item Reference	Category	Scheme delivered	Completion year
Highways & Transportation			
HTC2	Highways	Improvements at the junction of B2163 Heath Road and Stockett Lane	2019/20
HTC6	Sustainable travel - pedestrian	Extension of the footway on the western side of Stockett Lane to the access of site H1 (33)	2019/20
Health			
HPR6	Health – GP surgeries	Orchard Medical Centre, Coxheath: Works including extension and internal reorganisation to create additional capacity.	2019/20
HPR7	Health – GP surgeries	Stockett Lane Surgery, Coxheath: Works including internal reorganisation to provide additional consulting space.	2019/20
Green & Blue			
GB14	Green	Provision of 0.5ha amenity green space at Heathfield, Coxheath	2018/19

Maidstone Rural Areas – Harrietsham

Item Reference	Category	Scheme delivered	Completion year
Highways & Transportation			
HTHA2	Highways Sustainable travel - pedestrian	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	2018/19
Green & Blue			
GB10	Green	Provision of 1.37ha of natural/semi-natural open space and 0.5ha allotments at South of Ashford Road	2020/21
GB11	Green	Provision of 0.91ha of natural/semi natural open space at Church Road, Harrietsham	2020/21

Maidstone Rural Areas – Headcorn

Item Reference	Category	Scheme delivered	Completion year
Highways & Transportation			
HTHE1	Highways Sustainable travel – pedestrian	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).	2018/19
HTHE4	Highways	Package of measures on Lenham Road, Headcorn including extension of the 30mph limit, construction of appropriate visibility sightlines and new dropped kerb crossings.	2018/19
HTHE6	Sustainable travel – bicycles	Improvements to secure cycle parking at Headcorn Railway Station.	2018/19
HTHE2	Highways	Signalisation of the Kings Road / Mill Bank junction, Headcorn	2020/21
Education			
EDR4	Education – primary	1FE expansion of Headcorn Primary School.	2018/19
Green & Blue			
GB17	Green	Provision of 0.1ha amenity green space at Land at Lenham Road, Headcorn	2018/19

Maidstone Rural Areas – Lenham

Item Reference	Category	Scheme delivered	Completion year
Highways & Transportation			
HTL1	Highways Sustainable travel – pedestrian	Extension of the 30mph limit on the Old Ashford Road to site H1 (42) and extension of the footway on the northern side of the road.	2018/19

Maidstone Rural Areas – Marden

Item Reference	Category	Scheme delivered	Completion year
Highways & Transportation			
HTM2	Sustainable travel – pedestrian; buses	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.	2018/19
HTM3	Sustainable travel – pedestrian	Footpath widening and traffic calming on Howland Road, Marden	2018/19

Maidstone Rural Areas – Yalding

Item Reference	Category	Scheme delivered	Completion year
Highways & Transportation			
HTY1	Sustainable travel – pedestrian	Extension of the footway along Vicarage Road to site H1 (65)	2020/21
Health			
HPR8	Health – GP surgeries	Yalding GP Practice: Works including extension and internal reorganisation to create additional capacity.	2019/20
Green & Blue			
GB20	Green	Provision of 4.4ha of natural/semi natural open space at Former Syngenta Works, Hampstead Lane, Yalding	2019/20

Maidstone Rural Areas – Other

Item Reference	Category	Scheme delivered	Completion year
Highways & Transportation			
HTR1	Sustainable travel – bicycles	Improvements to secure cycle parking and installation of CCTV at Hollingbourne Railway Station.	2018/19

Maidstone Borough Wide

Item Reference	Category	Scheme delivered	Completion year
Green & Blue			
GB2	Blue	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.	2018/19
GB3	Blue	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 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.	2018/19
GB21	Green	Provision of 1.49ha of natural/semi natural open space at Boughton Lane, Loose and Boughton Monchelsea	2019/20

Agenda Item 17

Strategic Planning and Infrastructure Committee

11 January 2022

Strategic CIL Bidding Prospectus 2022-2025

Final Decision-Maker	Strategic Planning and Infrastructure Committee
Lead Head of Service	William Cornall
Lead Officer and Report Author	William Cornall, Rob Jarman and Carole Williams
Classification	Public
Wards affected	All

Executive Summary

On 8th January 2019, SPI Committee agreed governance arrangements for the allocation of CIL monies towards infrastructure across the Borough. Part of the agreed governance arrangements were for a bidding process to be on the submission of a comprehensive bidding form from prospective infrastructure providers. This report introduces a bidding prospectus to promote and launch the Council's CIL bidding process to allocate the strategic portion of CIL receipts to enable the delivery of infrastructure projects, and support development set out in the adopted Local Plan.

Purpose of Report

The purpose of the report is for approval of the bidding prospectus to launch the CIL bidding process.

This report makes the following recommendation to this Committee:

1. That the Strategic CIL Bidding Prospectus 2022-2025 be published in order to invite bids for the CIL monies collected to date and those sums expected to be collected by March 2025.

Timetable

Meeting	Date
Strategic Planning and Infrastructure	11 January 2022

Strategic CIL Bidding Prospectus 2022-2025

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>The four Strategic Plan objectives are:</p> <ul style="list-style-type: none"> • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place <p>• We do not expect the recommendation will by itself materially affect achievement of corporate priorities. However, it will support the Council’s overall achievement of its aim of enabling infrastructure to be delivered.</p>	Rob Jarman Head of Planning & Development
Cross Cutting Objectives	<p>The four cross-cutting objectives are:</p> <ul style="list-style-type: none"> • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected <p>The report recommendation supports the achievement of the cross-cutting objectives.</p>	Rob Jarman Head of Planning & Development
Risk Management	<ul style="list-style-type: none"> • Refer to paragraph 5.1 	Rob Jarman Head of Planning & Development
Financial	<ul style="list-style-type: none"> • Budgetary provision has been made for the administration of CIL. The process of inviting bids as described in the report will help to ensure that CIL monies are disbursed appropriately. 	Paul Holland, Senior Finance Manager (Client)
Staffing	<ul style="list-style-type: none"> • We will deliver the recommendation 	Rob Jarman Head of

	with our current staffing.	Planning & Development
Legal	<ul style="list-style-type: none"> Accepting the recommendation will fulfil the Council's duties under The Planning Act 2008. Failure to accept the recommendation without agreeing suitable alternatives may place the Council in breach of The Planning Act 2008. 	Jo Smith, Lawyer - MKLS (Planning)
Privacy and Data Protection	<ul style="list-style-type: none"> Accepting the recommendation will increase the volume of data held by the Council. We will hold that data in line with our retention schedules. 	Policy and Information Team
Equalities	<ul style="list-style-type: none"> We recognise the recommendation may have varying impacts on different communities within Maidstone. Therefore, we have completed a separate equalities impact assessment. 	Nicola Toulson Equalities & Communities Officer
Public Health	<ul style="list-style-type: none"> We recognise that the recommendation will have a positive impact on population health or that of individuals. 	Public Health Officer
Crime and Disorder	<ul style="list-style-type: none"> There are no crime and disorder implications. 	Rob Jarman Head of Planning & Development
Procurement	<ul style="list-style-type: none"> There are no procurement implications 	Rob Jarman Head of Planning & Development & Section 151 Officer
Biodiversity and Climate Change	<p>The implications of this report on biodiversity and climate change have been considered and are:</p> <ul style="list-style-type: none"> Any new Infrastructure will consider longer term impacts of Climate Change and Biodiversity Enhancement and Protection. 	James Wilderspin Biodiversity and Climate Change Officer

2 INTRODUCTION AND BACKGROUND

2.1 Community Infrastructure Levy Governance

2.1.1 On 8th January 2019, SPI Committee agreed governance arrangements for CIL including a steering group be established for assessing bids and making recommendations to SPI for approval (subject to sufficient CIL funds being available). Part of the agreed governance arrangements for assessing bids would be the submission of a comprehensive bidding form from prospective infrastructure providers.

2.2 Infrastructure Delivery Plan

2.2.1 The Council's Infrastructure Delivery Plan (IDP) is a key supporting document for both the Local Plan and the CIL, as it identifies the individual priority infrastructure schemes required to deliver the Local Plan and also identifies what CIL will be expected to contribute towards together with other funding sources. The IDP will inform potential bidders of Council priorities. These are also identified within the Council's Infrastructure Funding Statement 2020-21.

2.3 CIL Steering Group

2.3.1 A CIL Steering Group was formed in 2020 chaired by the Director of Regeneration and Place and includes, the Head of Planning, a strategic policy officer, a MKLS officer, a financial officer and the CIL officer. The group was tasked with preparing the bidding brochure, application form and scoring assessment for project bids.

2.3.2 A CIL grant legal agreement has been produced, which the Council will expect the successful bidder to enter into with the Council in order to safeguard that CIL funds will be used for the purpose for which they were awarded, and to place responsibility on the recipient to report on the milestones agreed for the development. It also includes provision for the money to be clawed back in the event the funds are not used in accordance with the agreement.

2.4 Available Funds for Bidding

2.4.1 Since CIL was implemented on 1 October 2018 Maidstone Council has accrued (from April 2019 to 31 March 2021) a total of £1.4 million in Strategic CIL receipts.

2.4.2 The Council forecasts that circa £12m of CIL will have been accumulated by 31 March 2025 (*see Appendix C of the brochure*). The Council intends to provisionally allocate its predicted CIL income for the period 2022-25 in this bidding round. This would assist developers in forward planning for larger and priority infrastructure projects, but final allocations will be subject to actual annual receipts.

2.5 The Bidding Programme

2.5.1 The latest draft IDP (elsewhere in these papers) provides evidence of infrastructure priorities. Consultation to inform infrastructure

delivery partners of the bidding process will take place beforehand.

2.5.2 The following timetable will apply for the 2021/22 Strategic CIL bidding cycle:

- 1 April- 31 May 2022 - CIL Bidding cycle opens
- June – July 2022 - Officers validate and score the bids received against the Strategic CIL Bid Scoring Criteria
- August – September 2022 - Valid bids reviewed by the CIL Steering Group
- October 2022 - Decisions made by Strategic Planning & Infrastructure Committee

2.6 Reviewing Bids

2.6.1 Funding bids will be evaluated in accordance with statutory requirements (CIL reg 59) and local development and infrastructure priorities. CIL must be spent on the provision, improvement, replacement, operation, or maintenance of infrastructure to support development across Maidstone borough.

2.6.2 The applications will be sifted and validated before assessment of the projects for CIL funding are undertaken by the Steering Group. The Steering Group will compare and score projects and make recommendations as to the prioritisation of funds for this bidding round. In more complex applications, there may be the need for further analysis of deliverability and accuracy of costings, to ensure that the bids are robust and viable.

2.6.3 The funding recommendations will then be put forward for decision at the Strategic Planning Infrastructure Committee in the autumn.

3. AVAILABLE OPTIONS

3.1 It is important to note that CIL funding decisions are subject to the receipt of monies from liable development. Whilst projections can be made for the forthcoming years, infrastructure that requires funding in future years will be dependent upon projections from CIL income that are subject to the rate of new development. The SPI January 2019 report references an annual bidding process, however under these circumstances, it is proposed the committee considers the option of extending the annual bidding round to the following year to allow more time for funds to accrue.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 For the reasons set out in 3.1, the option to allow more time for further CIL funds to accrue for the following years bidding is recommended.
-

5. RISK

- 5.1 This report is presented for approval in line with the CIL governance arrangements as agreed and has no risk management implications.
-

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 The Bidding Prospectus 2022/25 will be uploaded onto this Council's web site preceding the opening bidding date of 1 April 2022.
-

7. REPORT APPENDICES

- 7.1 The following document is to be published with this report and form part of the report:

Appendix 1: Strategic Community Infrastructure Levy Bidding Prospectus 2022-2025

STRATEGIC COMMUNITY INFRASTRUCTURE LEVY BIDDING PROSPECTUS 2022-2025



CONTENTS

Foreword	3
Introduction	4
What is CIL?	4
What can CIL be spent on?	5
What is infrastructure and Infrastructure Delivery Plan	5
What is not eligible for Strategic CIL funding?	5
How much Strategic CIL money is available?	6
Bid Process	7
Who can apply?	7
When can you apply?	7
What needs submitting?	7
When will you know the result of your application?	7
Where can you find more information?	7
Bid Assessment	8
Governance	8
What is the CIL Steering Group?	8
What makes a good Strategic CIL bid?	9-10
Can I submit more than one bid?	10
Bid Outcomes	10
Successful Bids – CIL grant agreement	10
Unsuccessful Bids	10
Monitoring	10
Publicity	11
APPENDIX A: Strategic CIL Bid Application Form	12-17
APPENDIX B: Strategic CIL Bid Scoring Criteria	17
APPENDIX C: Future estimated Strategic CIL income	21

FOREWORD

Maidstone Borough Council (MBC) is committed to embracing growth and enabling infrastructure, and the Council's decision to introduce the Community Infrastructure Levy (CIL) is integral to achieving this strategic priority.

The Council has an adopted Local Plan in place and is in the process of reviewing it through the Maidstone Local Plan Review. These plans will see continued growth across the borough, particularly housing, and it is vital that our infrastructure delivery continues to keep track with this growth.

All known infrastructure projects are already featured in this Council's Infrastructure Delivery Plan, but others will also be considered if they are consistent with the Council's strategic priorities that are set out within the prospectus.

Also, the Covid pandemic has brought about many changes to our daily lives and routines, some of which will be temporary, and others longer lasting, such as a definite shift to homeworking. The Council is keen to understand and recognise these changes, in terms of the types of infrastructure that it will support in the future. Similarly, as central, and local government endeavour to build the post pandemic recovery, there will be new funding streams available for infrastructure projects, and so our prospectus encourages CIL bids that could help unlock such funding for ever more ambitious and transformative projects.

Furthermore, the Council recently acknowledged the emerging climate and biodiversity emergencies, as has our upper tier authority, Kent County Council. Therefore, MBC is keen to fund projects that are consistent with addressing these issues too.

Finally, the Council wishes to establish and sustain productive partnerships with our infrastructure delivery partners, so that there can be a shared focus upon delivery over the longer term. Indeed, MBC has allocated a further £5m within its own capital programme that it can use to top-up the amount of CIL monies available.

The Council will make forward allocations of CIL monies already held by the Council, so infrastructure delivery partners can plan with certainty.

We look forward to receiving your proposals.

MBC Chair & Vice Chair, Strategic Planning & Infrastructure Committee

INTRODUCTION

The 2021/22 Strategic Community Infrastructure Levy (CIL) bidding cycle is open for bids from the 1 February 2022 until the 31 March 2022.

The guidance within this prospectus aims to provide assistance to those completing a Strategic CIL Bid Application Form. (The Application Form is included within this prospectus.) MBC strongly advises that potential bidders read the guidance contained within this prospectus prior to completing an application form. If submitting a bid, all questions on the application form should be answered in full.

All your personal information will be held and used in accordance with the General Data Protection Regulations (GDPR). For details of how we gather, define, and use your information please see our Privacy Notice.

If you are interested in preparing a bid, but unsure about any aspect, you are encouraged to contact the CIL Team via CIL@maidstone.gov.uk

Completed application forms should be submitted alongside all supporting evidence to CIL@maidstone.gov.uk by the deadline of the 31 May 2022.

WHAT IS CIL?

The Community Infrastructure Levy (CIL) is a charge on certain types of development in Maidstone. The money collected is then used to fund the infrastructure across the borough which is needed to support new development. (The Council implemented CIL in October 2018.)

In accordance with the CIL Regulations 2010 (as amended), the expenditure of CIL funds is divided as follows:

- 5% is retained by Maidstone Borough Council to fund the administration associated with the operation of the CIL.
- 15% is for 'Neighbourhood CIL' which is made available to Parish Councils (capped at £100 per council tax dwelling) where development has taken place, or 25% (uncapped) in areas with a 'made' Neighbourhood Plan.
- 70-80% is for 'Strategic CIL' which will be allocated to strategic infrastructure projects by Maidstone Borough Council, in accordance with the approved CIL Governance arrangements. **This is the portion of CIL subject to allocation through this CIL bidding cycle.**

WHAT CAN CIL BE SPENT ON?

The CIL Regulations 2010 (as amended) state that the Council must spend Strategic CIL funds on 'the provision, improvement, replacement, operation or maintenance of infrastructure necessary to support growth'.

Strategic CIL is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision unless those deficiencies will be made more severe by new development.

WHAT IS INFRASTRUCTURE?

The Planning Act 2008 prescribes that infrastructure includes: roads and other transport facilities, flood defences, schools and educational facilities, medical facilities, sporting and recreational facilities and open spaces. This definition accords with the MBC Infrastructure Funding Statement 2020/21 which the Council will spend Strategic CIL in accordance with.

Bids failing to meet this definition will be assessed as invalid.

INFRASTRUCTURE DELIVERY PLAN

The Council's [Infrastructure Delivery Plan](#) (IDP) contains all known infrastructure required to support the sustainable delivery of the adopted Local Plan. Each scheme within the IDP has potential funding sources identified for example from CIL, S106, government grants or match funding.

MBC's Infrastructure Funding Statement 2020/21 outlines the range of infrastructure categories and infrastructure projects identified for CIL funding within MBC's current Infrastructure Development Plan.

MBC would welcome bids for strategic CIL funds from those schemes with 'CIL' listed as a potential source of funding to deliver MBC's local plan. Prioritisation will be given to those schemes whose delivery is identified in the IDP as both 'critical' and 'short term.'

The IDP is reviewed and updated annually.

WHAT IS NOT ELIGIBLE FOR STRATEGIC CIL FUNDING?

The following will not be eligible for Strategic CIL funding:

- Projects that do not meet the requirements of the CIL Regulation 59 2010 (as amended) i.e., for the provision, improvement, replacement, operation, or maintenance of infrastructure to support development across Maidstone borough
- Projects that are not defined as 'infrastructure'

- Ongoing revenue costs for existing infrastructure
- Repayment of money or interest borrowed for the purposes of funding infrastructure
- Annual maintenance or repair for existing infrastructure
- VAT that you can recover

HOW MUCH STRATEGIC CIL MONEY IS AVAILABLE?

Following the coming into effect of the Council's CIL charging schedule on 1 October 2018, CIL began being collected in 2019. In order to accumulate a sufficient amount of money towards infrastructure, the Council has now approved the CIL governance arrangements to allow for an annual bidding cycle for the allocation of Strategic CIL receipts from 2019 to 2021 to enable the delivery of specific infrastructure projects that will support development in the borough.

- The Council forecasts that circa £12m of CIL will have been collected by the Council by 31st March 2025, and this will be combined with a £5m contribution from the Council's own resources, to give a total of 17m of infrastructure funding potentially being available to bidders.
- The Council intends to allocate its predicted CIL income for the period 2022-25 in this bidding round, but ultimate final allocations will be subject to actual annual.
- Some successful bids will have funds made available to them immediately, whilst others will receive provisional allocations, whereby the Council awaits the accrual of further CIL monies over the course of 22/23, 23/24 and 24/25. Therefore, this period of accumulation of funds may reduce the annual frequency of the bidding rounds.
- It is important to note that whilst an estimate of future CIL income can be made for the forthcoming years, actual income is entirely dependent upon the rate at which any CIL liable development is delivered, and the monies paid.

The Council cannot allocate more funds than are available therefore applicants are encouraged to consider the total monies available when developing a bid.

Estimated Strategic CIL funds projected to be available over the next five years are shown in **Appendix C**.

BID PROCESS

WHO CAN APPLY?

Any infrastructure delivery person, body or organisation may bid for Strategic CIL funds to help deliver eligible infrastructure projects in the borough.

WHEN CAN YOU APPLY?

The following timetable will apply for the 2021/22 Strategic CIL bidding cycle:

Dates	Process
1 April- 31 May 2022	CIL Bidding cycle opens
June – July 2022	Officers validate and score the bids received against the Strategic CIL Bid-Scoring Criteria
August – September 2022	Valid bids reviewed by the CIL Steering Group
October 2022	Decisions made by Strategic Planning & Infrastructure Committee

WHAT NEEDS TO BE SUBMITTED?

You will need to submit:

- A completed Strategic CIL Bid Application Form
- All other evidence and supporting documentation

Bids should be submitted to: CIL@maidstone.gov.uk

WHEN WILL YOU KNOW THE RESULT OF YOUR APPLICATION?

The final decision on which projects will receive Strategic CIL funds is made by the Strategic Planning and Infrastructure Committee in October 2022.

Applicants will be informed of this decision in writing, following this committee meeting.

WHERE CAN YOU FIND MORE INFORMATION?

Information on Maidstone's Community Infrastructure Levy can be found on the Council website www.maidstone.gov.uk/cil

If you have any questions regarding the bidding process or your application, please contact CIL@maidstone.gov.uk

BID ASSESSMENT

GOVERNANCE

The Council has approved the CIL governance arrangements for the allocation of Strategic CIL receipts to enable the delivery of specific infrastructure projects that will support development in the borough.

The assessment will include the use of a scoring criteria for evaluating bids for infrastructure. The 'Strategic CIL Bid Scoring Criteria' which will be used for assessing bids is included in Appendix B.

We advise applicants to carefully consider the scoring criteria and Maidstone's IDP <https://localplan.maidstone.gov.uk/home/documents/local-plan-review-documents/regulation-19/MBLP-IDP-2021-publication-version.pdf> when preparing a bid, as we will use it to help determine how well the proposed infrastructure project delivers benefits to residents and businesses within Maidstone. We will only assess a bid using the information provided; any supporting evidence or additional information should accompany the submission of a bid.

The scoring of valid bids will be presented to the CIL Steering Group, who will meet to discuss and consider the merits of each valid bid. In addition to the scoring, the CIL Steering Group will discuss, and consider, each bid against the available Strategic CIL, as well as the potential strategic impact of each project. Following this, the CIL Steering Group will make recommendations to the Strategic Planning and Infrastructure (SPI) Committee on the allocation of Strategic CIL funding.

The SPI Committee will then consider the recommendations of the CIL Steering Group and have the final approval of successful bids.

It should be noted that the CIL Bidding process is competitive and not all applications will receive funding. It is also not necessary for the CIL Steering Group and SPI committee to allocate all CIL funds available in each bidding round. If schemes are not deemed high priority in accordance with the IDP priority projects, the CIL may not be allocated and could be reserved for the next CIL bidding cycle. There is no right of appeal against decisions on the allocation of Strategic CIL funding.

WHAT IS THE CIL STEERING GROUP?

The CIL Steering Group has been established by Maidstone Borough Council to make recommendations to the Strategic Planning and Infrastructure Committee on the allocation and expenditure of Strategic CIL. The CIL Steering Group membership is comprised of Director of Regeneration and Place (Chair), Head of Planning, Head of Finance (delegate), Head of Legal (delegate), Principal Planning Officer (Strategic Planning), and CIL Team Leader.

WHAT MAKES A GOOD STRATEGIC CIL BID?

You are advised to carefully consider the Strategic CIL Bid Scoring Criteria included in Appendix B when preparing your bid. Other aspects to consider when compiling a bid include:

- Ensuring the application form is fully complete, keep **wording for the answers to a minimum** and all relevant supporting evidence is included with the bid. We will only assess a bid using the information provided; any supporting evidence or additional information should be included within the submission.
- Ensuring that your proposed project meets the definition of infrastructure, as defined by the Planning Act 2008. Bids failing to meet this requirement will be assessed as invalid.
- If landowner consent is required to deliver the project, gaining, and evidencing this within the bid submission.
- Ensuring that you include evidence of existing demand on infrastructure and how your project will address this existing demand. Where the project intends to remedy pre-existing deficiencies, you must evidence how those deficiencies will be made more severe by new development.
- Demonstrate how the scheme aligns with Maidstone's corporate priorities and helps to deliver the corporate outcomes as set out in the Maidstone Strategic Plan 2019-2045. The stronger the alignment, the higher the prioritisation.
- Make clear how much CIL funding is required for the project. Applications left blank or unknown will not be prioritised.
- Make clear where the allocation of strategic CIL funds may unlock alternative funding sources.
- Carefully considering the timing of your project. Projects identified in the IDP as 'critical' and to be delivered in the 'short term' will be prioritised. Within your application you must include a detailed timeline of the project. Applications that do not have a start date will not be prioritised. We understand that delays can occur, however, extended delays will call into question the deliverability of the project.
- If your project is large, consider breaking it down into phases. Funding may be easier to secure in smaller more manageable parts. Large-scale projects will be more successful if there are strong communication links between all involved parties and where match funding is successfully utilised.
- We would strongly advise that you provide a detailed cost estimate for the proposed infrastructure, provided by a suitably experienced Quantity Surveying and Project Management company, inclusive of any anticipated cost inflation and an appropriate contingency sum too.
- Make clear the potential risks involved in your project and set out proposed mitigation measures to minimise the identified risks to delivery.

- If your project needs planning permission or requires other approvals, where appropriate start progressing these before you apply for funding or build in securing these approvals into your project timeline.

CAN I SUBMIT MORE THAN ONE BID?

Yes. There is no limit to the number of projects an organisation can submit

BID OUTCOMES

SUCCESSFUL BIDS – CIL GRANT AGREEMENT

If your bid for CIL funds is successful, you will be notified by the Council in writing. Maidstone Borough Council as the funder will require you to enter a CIL Strategic Spend Grant Agreement, subject to appropriate subsidy control advice being secured and submit a project plan before the CIL grant of funds is made available.

This agreement sets out the terms and conditions on which the grant of funds is made by the Council to you, the recipient. These terms and conditions are intended to ensure that the grant is used for the purpose for which it is awarded; compels reporting of the funds by the recipient; and includes a clawback clause in the event the funds are not used in accordance with the agreement.

Projects should not commence prior to the completion of the CIL Strategic Spend Grant Agreement and if they do any costs are incurred at your risk.

UNSUCCESSFUL BIDS

The assessment process is competitive and not all applications will be funded. If your bid for CIL funds is not successful during this round, you will be notified in writing by the Council. A report presented to Strategic Planning and Infrastructure Committee, along with minutes of the meeting, will be publicly available showing the outcome of the assessment process. There is no right of appeal against the decision.

Should you wish to be considered for the allocation of CIL funds in the future, you will need to reapply when the next bidding round opens.

MONITORING

Maidstone Borough Council is required to prepare a report (Infrastructure Funding Statement) outlining how much CIL has been collected, how much CIL has been spent, and on what items, during the financial year. This report must be published by 31 December following the end of the financial year.

Details of the progress, completion, evidence, and community benefit of successful projects would be required and should be sent to Maidstone Borough Council upon request in accordance with the grant agreement.

All your personal information will be held and used in accordance with the General Data Protection Regulations (GDPR). For details of how we gather, define, and use your information please see our Privacy Notice:

<https://maidstone.gov.uk/home/privacy-and-cookies/personal-information>

PUBLICITY

If a bid successfully secures Strategic CIL funding, you will need to agree to publicise the support of Maidstone Borough Council. The Council reserves the right to use images of the project resulting from the award of the CIL funding as part of any publicity material.

APPENDIX A: STRATEGIC CIL BID APPLICATION FORM

Section A: Applicant Contact Information

Contact:	<i>Click or tap here to enter text.</i>
Organisation:	<i>Click or tap here to enter text.</i>
Address:	<i>Click or tap here to enter text.</i>
Phone no:	<i>Click or tap here to enter text.</i>
Email Address:	<i>Click or tap here to enter text.</i>

Section B: Project Overview

Project Title:	<i>Click or tap here to enter text.</i>
Description of the project proposal:	<i>Click or tap here to enter text.</i>
Full Address of project location (if applicable):	<i>Click or tap here to enter text.</i>
Landowner (If landowner consent is required to deliver the project, this must be gained and evidenced as part of this bid application. Please note landowner consent is not the same as planning permission):	<i>Click or tap here to enter text.</i>
Identify any project partners and their role within the bid:	<i>Click or tap here to enter text.</i>
I confirm that to the best of my knowledge this project is eligible for CIL funding; this project would use CIL to fund the provision, improvement, replacement, operation, or maintenance of infrastructure to support the development in Maidstone (Tick to confirm). <input type="checkbox"/>	
I confirm that to the best of my knowledge this project is infrastructure as defined by section 216(2) of the Planning Act 2008 (as amended by Community Infrastructure Levy Regulations 2010/948 Pt 7 reg.63(4)) (Tick to confirm). <input type="checkbox"/>	

Section C: Project Specifics

1) How does this project support the development of Maidstone?
<i>Click or tap here to enter text.</i>
2) Is the scheme identified in the most recently published IDP?
<i>If yes, please identify which category the scheme falls under: Highways & transportation/Education provision/Health provision/Social & community infrastructure/Public services infrastructure/Green & Blue infrastructure/Flood prevention & mitigation</i>
3) Are you or your organisation capable of carrying out this project?
<i>If the applicant is not the landowner, evidence should be provided that the landowner is supportive of this project and its delivery. If the project delivery is reliant on the cooperation of other parties' evidence of a commitment to support this project should be provided.</i>
4) Will the project contribute towards the delivery of the adopted/emerging Maidstone Borough Council Local Plan?

Click or tap here to enter text.

5) How does this project link to the Maidstone Borough Council Corporate Strategy?

Click or tap here to enter text.

6) How does this project support the aims and targets of the Council's Biodiversity Climate Change Strategy?

When completing a bid application please ensure you have read the https://maidstone.gov.uk/_data/assets/pdf_file/0005/380228/Biodiversity-Climate-Change-Strategy.pdf and include detail on how the project will support the aims and targets of these documents. For example, include details of how the project will actively reducing emissions or utilise renewable energy.

Click or tap here to enter text.

7) How does this project provide a public benefit?

Please include detail, with evidence, of the how the public benefits will be provided. Indicate which geographical area(s) will receive this benefit. You may wish to reference published documents which demonstrate the need for this project, for example:

Click or tap here to enter text.

8) Is this project supported by other stakeholders?

You should provide evidence of any support referenced alongside this application form; without evidence it will not be considered within the Scoring Criteria. Consider providing detail and evidence of support for example from the: local community, county council, borough council, parish council, relevant service providers, and any other relevant stakeholders.

Click or tap here to enter text.

Section D: Project Finances

1) What is the total cost of the project?

Please provide a breakdown of the Total Scheme Cost (TSC) inclusive, of land, construction works, fees, and contingency.

2) What is the amount of CIL funding being sought for this project?

Please indicate whether the requested amount of CIL is required to deliver the project, as well as all the other funding sources and sums (for example S106) that will be required too

Click or tap here to enter text.

3) Provide a detailed summary of the CIL funding request and what it will be used for.

This must include a breakdown of what the CIL funding will be used for within the project, e.g., state specific values for feasibility works and building costs.

Click or tap here to enter text.

4) What funding does this project currently have?

If the project currently has funding, please include details of the source, amount and any conditions associated with the funding (e.g., deadlines for expenditure).

Click or tap here to enter text.

5) Have you previously sought or received CIL funding for this project?

If yes, provide details.

Click or tap here to enter text.

6) Has or is this project expected to receive funding through Section 106?

If known, please give details of the relevant planning permissions and whether these funds have been collected.

Click or tap here to enter text.

7) Does this project have or unlock additional funding from other sources?

If applicable, include further detail, e.g., status of funding, details of identified or secured sources, amount applied for, amount secured, deadlines for expenditure.

Click or tap here to enter text.

8) Is there a related revenue spend for this project?

If so, include detail or how this will be funded. Including details of funding amount, source and whether this has been agreed/secured.

Click or tap here to enter text.

9) In the eventuality that the full amount of CIL requested is not awarded, how would this impact the project?

If this Council were unable or unwilling to allocate this project the full amount of funding requested within this application form, would it still be possible to deliver this project? If only a partial award of funding were to be offered, is there an alternative amount of funding that would still allow delivery of the project (to standards specified within this application)? If the Council were to only award partial funding, how would the funding gap for this project be addressed?

Click or tap here to enter text.

If your project could be delivered by a lower cost option, alternative proposal, or through a phased approach, we would encourage you to submit separate application form detailing the alternative approach,

Section E: Project Delivery

1) Provide a detailed project plan

This must include specific dates (including proposed project commencement date), key tasks and milestones, phasing, and resources required at each stage, and the project risk register. Click or tap here to enter text.

2) What is the overall timescale for delivery of this project?

Click or tap here to enter text.

3) Is the delivery of this project dependent on other projects?

If so, provide further detail of this project's link's to associated projects, and how this has the potential to impact the delivery of this project

Click or tap here to enter text.

4) Is this project ready to commence once CIL funding is secured?

If no, include details as to why this project will not be ready to commence once CIL funding is secured. For example, awaiting to secure other funding sources and/or planning permission

Click or tap here to enter text.

5) Are there any physical or environmental factors that may impact this project?

If so, include details about the measures that will be used overcome these factors

Click or tap here to enter text.

6) Will this project require planning permission?

If so, provide detail on the progress of such planning permission. For example, Pre-Application advice received, planning application is pending, etc. If there have been discussions with the Local Planning Authority, please include the relevant planning references.

Click or tap here to enter text.

7) Are there any licences or other approvals required for this project?

If so, provide detail including any discussions or advice that has been received from the relevant approving body.

Click or tap here to enter text.

8) What measures have been explored to minimise this risk of the project not being delivered?

Consider including details on contingency plans and the measures that have been explored to minimise the risk of the project not being delivered.

Click or tap here to enter text.

9) What are the arrangements for on-going operation and maintenance of the infrastructure assets after the completion of this project?

Consider including details on responsible parties and funding arrangements.

Click or tap here to enter text.

Section F: Equality and Diversity

1) Will any protected group benefit or be affected by this project?

If the Council consider it necessary, please be aware that you may be required to complete an Equality Impact Assessment.

Click or tap here to enter text.

Section G: Declaration

To the best of my knowledge the information I have provided on this application form is correct.

I/We confirm that if Maidstone Borough Council agrees to allocate Strategic CIL funds for the project specified within this application, then these funds will be used exclusively for the purposes described within this application form.

I/We recognise the Council's statutory rights as the CIL Charging Authority, which includes provisions to reclaim unspent or misappropriated funds.

Privacy Notice: By signing this form, the applicant agrees <https://maidstone.gov.uk/home/privacy-and-cookies/personal-information>

All organisations involved with the application will need to sign and date the form.

Applicant signature:

Signed:



Click or tap here to enter text.

Organisation: *Click or tap here to enter text.*

Date: *Click or tap to enter a date.*

Supporting organisation signature (if applicable):

Signed:



Click or tap here to enter text.

Organisation: *Click or tap here to enter text.*

Date: *Click or tap to enter a date.*

Once completed, please email your application form and supporting evidence to: cil@maidstone.gov.uk

APPENDIX B: STRATEGIC CIL BID SCORING CRITERIA

Applicant	
Project location	
Project description	
Amount of CIL funding requested	
Total project cost	

Mandatory Requirements

For a project to be scored against the scoring criteria all mandatory requirements must be satisfied:

- The application form must be completed satisfactorily.
- The organisation must be capable of carrying out the proposed project*.
*If landowner consent is required to deliver the project, this must be gained and evidenced as part of the bid application.
- The project must meet the terms of the CIL Regulations 2010, as amended:
 - The project must be clearly defined as ‘infrastructure’; as per the Planning Act 2008 (as amended by CIL reg 63 (4)).

- Funding must be for the provision, improvement, replacement, operation, or maintenance of infrastructure to support the development of the area.
- The levy can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure, if that is necessary to support development.

Scoring Criteria

If a project fulfils the mandatory requirements Officers will assess it against the following scoring criteria:

Delivering Growth (45)

1) Will the project contribute towards the delivery of the adopted/emerging Local Plan?

Strong link to the delivery of the Local Plan (15)	Some link to the delivery of the Local Plan (10)	Very little direct delivery of the Local Plan (5)	No contribution to delivery of the Local Plan (0)
---	---	--	--

2) What is the status of the project in the Infrastructure Delivery Plan (IDP)?

Critical (20)	Essential (15)	Desirable (10)	Other (5)	Not in the IDP (0)
----------------------	-----------------------	-----------------------	------------------	---------------------------

3) Does the project link to the Maidstone Borough Council Corporate Strategy?

Strong link to Council priorities (10)	Some link to Council priorities (5)	No link to Council priorities (0)
---	--	--

Environment (10)

4) Does the project support the aims and targets of the Council's Biodiversity Climate Change Strategy?

Strong support (10)	Some support (5)	No/limited support (0)
----------------------------	-------------------------	-------------------------------

Community Support (30)

5) Is there evidence of a public benefit of the project?

Evidence of local and wider public benefit (10)	Evidence of local public benefit (5)	No/limited evidence of public benefit (0)
--	---	--

6) Is there evidence that the local community support the project?				
Significant evidence of community support (20)	Some evidence of community support (10)	No/limited evidence of community support (0)		
Project Cost (25)				
7) Is the project value for money (VfM)? (considering comparison of quotes provided, costs against benchmark costs, potential benefits and outcomes for the Borough, alternative funding sources available and the need for CIL, the added value which CIL could bring to the scheme)				
Excellent evidence that all aspects of the project are VfM (10)	Good evidence that most aspects of the project are VfM (7)	Some evidence that aspects of the project are VfM (5)	Limited evidence that the project is VfM (3)	Evidence does not demonstrate project is VfM/Unknown (0)
8) Does the project have or unlock additional funding from other sources (e.g., grants or match- funding)?				
Over 75% funding from other sources (10)	50-74% funding from other sources (7)	25-49% funding from other sources (5)	Up to 25% funding from other sources (3)	No funding from other sources / Unknown (0)
9) If the project has or unlocks funding from other sources, what is the status of this funding?				
Subject to CIL, funding secured/approved (5)	Alternative funding not currently applied for/secured/approved (3)		No funding from other sources/ Unknown (0)	

Deliverability (35)

10) What evidence is there to suggest the project is deliverable? (consider feasibility; if planning permission would be required; what type of bid is the project, e.g., feasibility, preliminary works, or project; is there a project plan which includes timetabling and resources; what measures have been explored to minimise the risk of the project not being delivered)

Strong evidence supporting deliverability of the project (15)	Good evidence supporting deliverability of the project (10)	Some evidence supporting deliverability of the project (5)	No/limited evidence supporting deliverability of the project (0)
---	---	--	--

11) What is the delivery timescale for the project?

Immediate (10)	Up to 5 years (6)	5-10 years (3)	More than 10 years / Unknown (0)
--------------------------	-----------------------------	--------------------------	--

12) Have details been given as to how on-going maintenance will be provided for and the identification of the responsible party for the maintenance?

Evidence of provider and cost for maintenance (10)	Evidence of provider but no cost for maintenance; <i>or</i> no evidence of provider but cost for maintenance (5)	No/limited evidence of provider or cost for maintenance (0)
--	--	---

Project Score	/145
----------------------	-------------

APPENDIX C: FUTURE ESTIMATED STRATEGIC CIL INCOME

Estimated future CIL funds projected to be available over the next five years, based on the Council's published five year housing land supply ([Local Plan Monitoring - MBC Local Plan \(maidstone.gov.uk\)](#)).

	2019/20 (Actual)	2020/21 (Actual)	2021/22 (Projected)	2022/23 (Projected)	2023/24 (Projected)	2024/25 (Projected)
Strategic CIL collected/ projected	£454,924	£973,866	£3,292,987	£3,097,698	£2,525,678	£1,756,257
Additional funds (e.g., Capital Budget)	£0	£5,000,000	£0	£0	£0	£0
Total funds available/ projected for bidding per year	£454,924	£5,973,866	£3,292,987	£3,097,698	£2,525,678	£1,756,257
Cumulative funds, year on year	£454,924	£6,428,790	£9,721,777	£12,819,475	£15,345,153	£17,101,410

It is important to note that whilst an estimate of future CIL income can be made for the forthcoming years, actual income is entirely dependent upon the rate at which any CIL liable development is delivered, and the monies paid.

Furthermore, the Government are considering possible changes to the developer contributions system; and the Council is at the early stages of reviewing the adopted CIL Charging Schedule. Both factors could alter the amount of CIL income available to spend in future years.

Agenda Item 18

Strategic Planning and Infrastructure Committee

11 January 2022

S106 Monies Spend by Dates

Final Decision-Maker	Strategic Planning and Infrastructure Committee
Lead Head of Service	Rob Jarman
Lead Officer and Report Author	Rob Jarman and Carole Williams
Classification	Public
Wards affected	All

Executive Summary

In response to the Strategic Planning and Infrastructure Committee meeting held on 7 December 2021, a report identifying S.106 agreements where monies held by MBC towards infrastructure projects with a spend by date expiring before May 2023, is set out in the Appendix.

This report makes the following recommendations to this Committee:

1. That the report is noted.

Timetable

Meeting	Date
Strategic Planning and Infrastructure	11 January 2022

S106 Monies Spend by Dates

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>The four Strategic Plan objectives are:</p> <ul style="list-style-type: none"> • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place <p>• We do not expect the recommendation will by itself materially affect achievement of corporate priorities. However, it will support the Council's overall achievement of its aim of enabling infrastructure by providing a position statement.</p>	Rob Jarman Head of Planning & Development
Cross Cutting Objectives	<p>The four cross-cutting objectives are:</p> <ul style="list-style-type: none"> • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected <p>The report supports these.</p>	Rob Jarman Head of Planning & Development
Risk Management	The report reduces risk by focusing on 'spend by' dates.	Rob Jarman Head of Planning & Development
Financial	<ul style="list-style-type: none"> • The proposals set out in the recommendation are all within already approved budgetary headings and so need no new funding for implementation. 	Mark Green Section 151 Officer & Finance Team
Staffing	<ul style="list-style-type: none"> • We will deliver the recommendation with our current staffing. 	Rob Jarman

		Head of Planning & Development
Legal	<ul style="list-style-type: none"> S.106 sums are secured to mitigate the impacts of development under provisions in the Town and Country Planning Act 1990 (as amended). In many cases the legal agreements will contain provisions enabling the original payer of the contribution to claim back unspent sums at a given date where these have not been spent. There is therefore a risk in relation to sums not expended by the 'spend by' date. S.106 contributions are also required to meet the tests of being necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development in Reg 22 of the CIL regulations 2010 as amended. For these reasons any expenditure should be in strict adherence to the terms set out in the original S.106 agreement. 	Cheryl Parks Mid Kent Legal Services (Planning)
Privacy and Data Protection	<ul style="list-style-type: none"> Accepting the recommendation will increase the volume of data held by the Council. We will hold that data in line with our retention schedules. 	Policy and Information Team
Equalities	<ul style="list-style-type: none"> The recommendation does not propose a change in service therefore will not require an equalities impact assessment. 	Policy & Information Manager
Public Health	<ul style="list-style-type: none"> We recognise that the recommendation will have a positive impact on population health or that of individuals. 	Public Health Officer
Crime and Disorder	There are no crime and disorder implications.	Rob Jarman Head of Planning & Development
Procurement	There are no procurement implications.	Rob Jarman Head of Planning & Development & Section 151 Officer

Biodiversity and Climate Change	The implications of this report on biodiversity and climate change have been considered and there are no direct implications on biodiversity and climate change. However, all new infrastructure, investment and budget allocation should align with action(s) of the Biodiversity and Climate Change Action Plan.	James Wilderspin Biodiversity and Climate Change Manager
--	--	---

2. INTRODUCTION AND BACKGROUND

- 2.1 The Council monitors the spending allocation of the S.106 money.
- 2.2 The Appendix sets out S.106 agreements where monies are required to be spent before May 2023 on infrastructure projects. The project status column was updated in September 2021.
- 2.3 The S.106 monitoring team will prioritise discussions with infrastructure partners in relation to those sums secured which have spend dates of on or before the end of the spring 2022 since these are at most risk of any payback provision. This is particularly the case where projects are yet to be identified.
- 2.4 The team intend to commence quarterly meetings with infrastructure partners NHS, KCC and Parks/Open Spaces in the first quarter of 2022 to discuss spending S.106 monies held including those without a spend by date. For example, monies identified as NHS England (CCG) funds with no projects identified, can be reviewed, and updated from the meetings.

3. AVAILABLE OPTIONS

- 3.1 This report is for information only.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 N/A

5. RISK

- 5.1 The report reduces the risk of monies not being spent.
-

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

6.1 N/A

7. REPORT APPENDICES

The following document is to be published with this report and form part of the report:

Appendix 1: S.106 Spend by Dates to May 2023

S106 Available Funds with Spend by dates up to May 2023

App No	Address	Ward	Type	Definition	Received	Spent	Available	Spend-By Date
13/2008	Linden Farm, Stockett Lane, East Farleigh, Maidstone, Kent, ME15 0QD	Coxheath And Hunton	Healthcare	towards expansion and improved services provision at Stockett Lane and Orchard Surgeries, Coxheath.	45,783.83	0.00	45,783.83	08/01/2023
14/0836	Land North Of, Heath Road, Coxheath, Kent, ,	Coxheath And Hunton	Healthcare	towards enhancing healthcare at Stockett Lane Practice and Orchard Surgery, Coxheath	71,436.79	0.00	71,436.79	22/06/2022
14/503755/FULL	Land To The Rear Of Milton Street And Hartnup Street, Maidstone, Kent, ME16 8LL,	Fant	Healthcare	towards improvement of services and facilities in local doctors' surgeries at Blackthorne Surgery, College Practice, Lockmeadow Surgery, Bower Mount Surgery and The Vine Surgery payable in accordance with the provisions set out in Schedule 4	17,982.12	0.00	17,982.12	24/08/2022
14/0095	Land At Bell Farm (Chantry Green), Church Road, Harrietsham, Kent	Harrietsham And Lenham	Healthcare	to be used for the extension refurbishment and/or upgrade of The Glebe Medical Centre (branch of Len Valley Practice) and The Len Valley Practice	51,690.52	0.00	51,690.52	22/03/2023
14/0828 8	(Saxon Place), Land South Of Ashford Road, Harrietsham, Kent, ,	Harrietsham And Lenham	Open Space	towards the cost of improvements refurbishment and replacement of offsite outdoor sports facilities and children's and young people's equipped playing areas at Glebe Fields	948.46	0.00	948.46	09/08/2022
14/0828	(Saxon Place), Land South Of Ashford Road, Harrietsham, Kent, ,	Harrietsham And Lenham	Open Space	towards the cost of improvements refurbishment and replacement of offsite outdoor sports facilities and children's and young people's equipped play areas at Glebe Fields and 'Open Space' shall be construed accordingly	107,175.56	0.00	107,175.56	09/08/2022
12/1949	(Phase 1)Kent Cottage And Chance Holding, Grigg Lane, Headcorn, Kent, TN27 9TD	Headcorn	Healthcare	towards the provision of healthcare services and facilities within Headcorn Parish	21,769.96	5,113.00	16,656.96	31/05/2022
13/1943	(Phase 2)Land Rear Of The Hardwicks And Elizabeth House,Grigg Lane,Headcorn,Kent,TN27 9TD,	Headcorn	Healthcare	provision of healthcare services and facilities at Surgery Grigg Lane Headcorn (or such other services or facilities as are within NHSCB (NHS England)'s statutory functions)	6,641.27	0.00	6,641.27	02/10/2022
12/1949	(Phase 1)Kent Cottage And Chance Holding, Grigg Lane, Headcorn, Kent, TN27 9TD	Headcorn	Open Space	improvement of outdoor playing fields within the village of Headcorn	21,255.58	18,641.96	2,613.62	31/05/2022

12/1749	Land Off, Marigold Way, Maidstone, Kent	Heath	Healthcare	towards improvements to existing and new healthcare services and facilities (including upgrading and improving the doctors surgeries which will serve the Development within a two mile radius of the Site)	26,516.24	0.00	26,516.24	04/02/2023
14/500412/FULL	Land At Oakapple Lane And,Hermitage Lane,Maidstone,Kent,,	Heath	Open Space	improvement, refurbishment and maintenance of existing parks and areas of open space, equipped play and outdoor sports facilities within a one mile radius of the Land	108,675.00	88,871.94	19,803.06	08/06/2022
15/502916/FULL	British Queen, 7 - 8 Square Hill, Maidstone, Kent, ME15 7TJ,	High Street	Open Space	towards the enhancement, maintenance, and improvement of the River Len Nature Reserve which is local to the Development payable in accordance with the provisions of Schedule 3	23,602.82	0.00	23,602.82	25/01/2023
12/0590	Land At Depot Site, George Street, Maidstone, Kent, ME15 6NX	High Street	Open Space	for the enhancement maintenance and repair and renewal of the Open Space in the following order of attention: firstly Collis Millennium Green secondly South Park and thirdly Mote Park and within ten years of its payment by the Owner to the Council	52,030.75	19,849.00	32,181.75	20/02/2023
10/0594 190	Kent Music School, Astley House, Hastings Road, Maidstone, Kent, ME15 7SG	High Street	Open Space	improvements to the play area currently sited within Mote Park Maidstone Kent and then any unexpended sums on improvements to the Len Valley Nature Reserve Maidstone Kent	39,554.79	37,425.00	2,129.79	09/01/2023
13/1585	Land At Stanley Farms, Plain Road, Marden, Kent, TN12 9EH	Marden And Yalding	Open Space	towards improving the existing play areas at Napoleon Drive and Marden Playing Fields	34,539.05	3,409.39	31,129.66	08/01/2023
14/0475	Land Adjacent To 103, Eyhorne Street, Hollingbourne, Maidstone, Kent, ME17 1TX	North Downs	Healthcare	means the extension, refurbishment and or upgrade of Orchard Surgery Langley, Glebe Surgery Harrietsham and Yeomans Lane Surgery, Bearsted all of which are within a 2.5 radius of the Development	20,880.00	8,231.18	12,648.82	25/05/2023

STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE

11 January 2022

Local Plan Review Update

Final Decision-Maker	Strategic Planning and Infrastructure Committee
Lead Head of Service	Philip Coyne (Interim Director of the Local Plan Review) and Rob Jarman (Head of Planning and Development)
Lead Officer and Report Author	Mark Egerton (Strategic Planning Manager)
Classification	Public
Wards affected	All

Executive Summary

At the 10 March 2020 meeting of this committee, Members resolved that officers provide a short, written update at each meeting of this committee, concerning any slippage and/or progress on delivering the Local Plan Review on the timetable agreed. This report provides the requested update.

Purpose of Report

Noting

This report makes the following recommendations to this Committee:

1. That the report is noted

Timetable

Meeting	Date
Strategic Planning and Infrastructure Committee	11 January 2022

Local Plan Review Update

1. INTRODUCTION AND BACKGROUND

- 1.1 At the 10th March 2020 meeting of the Strategic Planning and Infrastructure (SPI) Committee, Members resolved that officers should provide a short-written update at each meeting of the committee, concerning any slippage and/or progress on delivering the plan on the timescale agreed. This report provides the requested update.
- 1.2 The Local Plan Review Regulation 19 public consultation on the 'draft for submission' documents took place for just over 6-weeks and finished on 12 December 2021. This represented the third public consultation on the Local Plan Review.
- 1.3 The next key milestone in the production process will be for the Local Planning Authority to consider whether to proceed to Regulation 22 submission of the documents (along with the supporting evidence base) to the Secretary of State, in order that they may be considered for Independent Examination.
- 1.4 In order to inform considerations in this regard, officers are currently processing and analysing duly made representations that have been received to the Regulation 19 consultation.
- 1.5 At the time of writing this report, in the region of 2,250 representations appear to have been registered. However, it is worth noting that the processing of representations includes the removal of duplications and any invalid representations and the final number is therefore likely to vary as a result.
- 1.6 In addition to the above actions, processing of representations also includes assignment of unique ID numbers and removal of personal information for safeguarding and GDPR purposes.
- 1.7 As noted in the Local Plan Review Update report to the 7 December 2021 meeting of this committee, in order to avoid any delay, processing of the representations has been taking place as representations have been received and, where appropriate, early analysis has commenced.
- 1.8 The ongoing analysis suggests that the majority of representations have focussed on the garden community proposals and their impact on the sites and surrounding areas.
- 1.9 It is also apparent that, in a number of instances, multiple responses have been submitted on the Local Plan Review by some representors, whereas others have used single responses to capture more than one issue. As part of the analysis, officers will seek to ensure that all key issues are identified, and matters considered.

1.10 Post-Regulation 19 consultation work has also commenced, and this includes engagement with key stakeholders and statutory consultees to understand the context to representations and assist in taking forward proposals and requirements associated with the Local Plan Review.

2. RISK

2.1 This report is presented for information only has no direct risk management implications. Risks associated with the LPR are dealt with through the usual operational framework and have been previously reported.

3. REPORT APPENDICES

3.1 None

Agenda Item 20

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted