

App MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (JANUARY 2016)											
Item Reference	Service and Issue	Output Scheme location, description and overall output	Justification Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements CIL, S106, S278 or other	Scheme status Study, concept, detailed design or committed	Timescale for delivery Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
<b>SCHEDULE A: HIGHWAYS AND TRANSPORTATION</b>											
<b>MAIDSTONE TOWN CENTRE</b>											
<b>HTTC1</b>	<b>Highway improvements</b> Works to reduce traffic congestion.	Provision of a bridge gyratory bypass through Fairmeadow to reduce congestion in the Town Centre.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Town Centre Study 2010  SELEP Business Case – Maidstone Gyratory Bypass	Development across the Borough may exacerbate the existing congestion issues without the intervention.	KCC / MBC	£5.47m	Local Enterprise Partnership / MBC (New Homes Bonus committed)	Detailed design work is complete however further work is underway in respect of non-motorised modes. Funds have been secured. Construction to commence early 2016.	Short term	Critical	Low
<b>HTTC2</b>	<b>Public transport and highway improvements</b> Works to improve the functionality of the public transport network.	Provision of a bus lane on Romney Place.	Sustainable Transport DM24  KCC Local Transport Plan  Integrated Transport Strategy 2011-31  Town Centre Study 2010	Maidstone Town Centre SP4	KCC	£60k	Local Transport Plan	Detailed design work is complete. Funds have been secured. Construction anticipated in 2016.	Short term	Essential	Low
<b>HTTC3</b>	<b>Public transport</b> Works to provide additional capacity.	Improvements to secure cycle parking at Maidstone West Railway Station.	Sustainable Transport DM24  Cycle Parking Project Grant Agreement 2015	The scheme will benefit new and existing users.	MBC	Overall project cost £15k. This scheme is one of four within the project.	Local Sustainable Transport Fund	Scheme committed through Grant Agreement	Short term	Desirable	Low

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HTTC4	<b>Pedestrian environment</b>  Measures to improve accessibility and appearance.	Package of measures to improve the pedestrian environment and public realm along Week Street	Maidstone Economic Development Strategy 2015 - 2031  Maidstone Town Centre Assessment 2013  Town Centre Study 2010	Maidstone Town Centre SP4	MBC	£1.5m	CIL	Outline scheme and costings developed.	Short term	Essential	Low
HTTC5	<b>Pedestrian environment</b>  Measures to improve accessibility and appearance.	Package of measures to improve pedestrian linkages from the Town Centre to the riverside, including the pedestrianisation of Earl Street, from Pudding Lane to Week Street.	Sustainable Transport DM24  Maidstone Economic Development Strategy 2015 - 2031  Maidstone Town Centre Assessment 2013  Town Centre Study 2010	Maidstone Town Centre SP4	MBC	£972k	CIL	Outline scheme and costings developed	Medium term	Essential	Moderate
HTTC6	<b>Pedestrian environment and cycle provision</b>  Measures to improve accessibility and permeability.	Provision of a shared use pedestrian/ cycle footbridge linking St Peter's Street and Earl Street	Sustainable Transport DM24  Town Centre Study 2010  Maidstone Town Centre Assessment 2013	Maidstone Town Centre SP4	MBC / KCC	Unknown	CIL	Study completed but further work required	Long term	Desirable	High

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HTTC7	<b>Pedestrian environment and public realm</b>  Measures to improve accessibility, safety and appearance.	Footpath improvements and improved public realm on Gabriel's Hill.	Maidstone Economic Development Strategy 2015 - 2031	Maidstone Town Centre SP4	MBC	£1.178m	CIL	Outline scheme and costings developed	Medium term	Essential	Moderate
HTTC8	<b>Pedestrian environment</b>  Measures to improve access and safety for pedestrians	New section of riverside towpath and improvements to existing riverside towpath from Scotney Garden to Whatman Park.	Sustainable Transport DM24  Maidstone Borough Local Plan 2000  Town Centre Study 2010  Planning permission MA/13/0297  Planning permission MA/02/0820	Maidstone Town Centre SP4	MBC / KCC	Unknown	S278 and S106	Committed through planning permissions MA/02/0820 and MA/13/0297	Short term	Essential	Low
HTTC9	<b>Pedestrian and cycle environment</b>  Measures to improve access and safety for pedestrians and cyclists	Improvements to the existing towpath on the eastern and western banks of the River Medway.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Cycle Strategy 2011-31  Town Centre Study 2010  SELEP Business Case – River Medway Cycle Path  Destination Management Plan 2015	Maidstone Town Centre SP4	MBC / KCC	£2.5m	SELEP and MBC (New Homes Bonus committed)	Draft designs and costings developed.	Short term	Essential	Low

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HTTC10	<b>Public transport and pedestrian environment</b>  Measures to improve accessibility and appearance.	Improvements to Maidstone East Rail Station forecourt and ticket office, together with improvements to the public realm at the northern end of Week Street.	SELEP Business Case - Maidstone East  Maidstone Town Centre Assessment 2013  Town Centre Study 2010  SHEDLAA 2014	Maidstone Town Centre SP4	South Eastern Trains / Network Rail / MBC / KCC	£2.0m	SELEP and Network Rail	Detailed design and a funding bid is with SELEP for consideration.	Short term	Essential	Moderate
HTTC11	<b>Pedestrian environment and public realm</b>  Measures to improve accessibility and appearance.	Improvements at Sessions House Square and Week Street to provide an enhanced public open space and public realm.	Maidstone Town Centre Assessment 2013  Town Centre Study 2010  SHEDLAA 2014	Maidstone Town Centre SP4	MBC / KCC	Unknown	S106	Outline design completed.	Medium term	Essential	Moderate

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HTTC12	<b>Pedestrian environment and public realm</b>  Measures to improve accessibility, safety and appearance.	Package of measures to improve linkages, accessibility and the quality of the public realm on Rose Yard, Pudding Lane and Market Buildings.	Maidstone Economic Development Strategy 2015 - 2031  Town Centre Study 2010	Maidstone Town Centre SP4	MBC / KCC	£1.52m	CIL	Initial costings estimate developed.	Medium term	Desirable	High
HTTC13	<b>Pedestrian environment</b>  Measures to improve town centre legibility.	Package of measures to introduce themed trails and quarters in the town centre to improve legibility.	Destination Management Plan 2015  Town Centre Study 2010	Maidstone Town Centre SP4	MBC / KCC	Unknown	CIL	Concept identified in DMP Action Plan. Further detailed work required.	Medium term	Desirable	High
HTTC14	<b>Pedestrian environment and cycle provision</b>	Footpath and public realm improvements on King Street between the junction of Wyke Manor Road and site RMX1 (3)	Sustainable Transport DM24  Town Centre Study 2010	Maidstone Town Centre SP4  RMX1 (3) King Street	MBC / KCC	Unknown	S106	Further work required to establish outline scheme	Short term	Essential	Low

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HTTC15	<b>Walking and cycling provision</b>  Measures to improve pedestrian connectivity and the cycle network.	Package of measures identified in the Walking and Cycling Strategy 2011-31 to improve pedestrian connectivity and to improve the accessibility and quality of the cycle network within the Town Centre.	Sustainable Transport DM24  Walking and Cycling Strategy 2011-31  Integrated Transport Strategy 2011-31  Town Centre Study 2010	Maidstone Town Centre SP4  The schemes will benefit new and existing users in the Town Centre.	KCC / MBC	Unknown	CIL / DFT Sustainable Travel "Access" Fund / DFT Integrated Transport block funding	Various schemes at different stages of development.	Varies	Essential	Moderate
<b>MAIDSTONE URBAN AREA – M20 Junction 7 Strategic Development Area</b>											
HTJ71	<b>Highway improvements</b>  Works to provide additional capacity.	Capacity improvements and signalisation of Bearstead roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/13/1163	RMX1 (1) Newnham Park, Maidstone	KCC	£809k - £1.09m	S106	Committed scheme under MA/13/1163.	Short term / Medium term	Critical	Low
HTJ72	<b>Highway improvements</b>  Works to improve the functionality of the strategic road network.	Traffic signalisation of the M20 J7 roundabout, widening of the coast bound off-slip and creation of a new signal controlled pedestrian route through the junction.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/13/1163	RMX1 (1) Newnham Park, Maidstone	Highways England	£0.2m	S106	Committed scheme under MA/13/1163.	Short term / Medium term	Critical	Low

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HTJ73	<b>Highway improvements</b>  Works to improve the functionality of the strategic road network.	Capacity improvements at M2 J5 (located in Swale Borough)	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/13/1163	RMX1 (1) Newnham Park, Maidstone	Highways England	Unknown	DfT / S106	DfT have agreed funding in principle. Options Study to commence in 2016.	Medium term	Critical	Low
HTJ74	<b>Highway improvements</b>  Works to provide additional capacity.	Upgrading of Bearstead Road to a dual carriageway between Bearstead roundabout and New Cut roundabout.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning application MA/13/1931	RMX1 (1) Newnham Park, Maidstone	KCC	£2.7m - £3.3m	S106	Detailed design prepared as part of planning application	Medium term	Critical	Low
HTJ75	<b>Public transport and highway improvements</b>  Works to improve the functionality of the public transport network.	Increased frequency of 333 / 334 route to provide a bus service with 15 minute intervals between site RMX1 (1) and the town centre, potentially to include the provision of bus priority measures on New Cut Road to include traffic signals at the junction with the A20 Ashford Road.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning application MA/13/1931  Planning permission MA/13/1163	RMX1 (1) Newnham Park, Maidstone	KCC / Arriva	£2.7m	Existing S106 contributions  CIL	Bus extension scheme options considered under planning applications at site RMX1 (1).	Short term / Medium term	Critical	Moderate

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<b>MAIDSTONE URBAN AREA – South East Maidstone Strategic Development Area</b>											
<b>HTSE1</b>	<b>Highway improvements</b>  Works to provide additional capacity.	Capacity improvements on the A274 Sutton Road between the junctions of Wallis Avenue and Loose Road, incorporating bus prioritisation measures from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  SHEDLAA 2014  Planning permission MA/13/1149  Planning permission MA/13/0951  Planning permission MA/13/1523  Planning permission MA/12/0986  Planning permission MA/12/0987	H1 (5) Langley Park, Maidstone  H1 (6) North of Sutton Road, Maidstone  H1 (7) Land north of Bicknor Wood, Maidstone  H1 (8) West of Church Road, Maidstone  H1 (9) Bicknor Farm, Maidstone  H1 (10) South of Sutton Road, Maidstone  H1 (27) Kent Police HQ, Maidstone  H1 (28) Kent Police Training School, Maidstone	KCC	Unknown	Existing s106 contributions  CIL	Study underway to ascertain detailed scheme and costings	Short term	Critical	High
<b>HTSE2</b>	<b>Highway improvements</b>  Works to provide additional capacity.	Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  SHEDLAA 2014  Planning permission MA/13/1148  Planning permission MA/13/0951  Planning permission MA/13/1523	H1 (5) Langley Park, Maidstone  H1 (6) North of Sutton Road, Maidstone  H1 (7) Land north of Bicknor Wood, Maidstone  H1 (8) West of Church Road, Maidstone  H1 (9) Bicknor Farm, Maidstone  H1 (10) South of Sutton Road, Maidstone	KCC	£267k plus statutory undertakings and potential land acquisition	Existing s106 contributions  Local Growth Fund	Outline design developed	Short term	Critical	Moderate



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				H1 (27) Kent Police HQ, Maidstone  H1 (28) Kent Police Training School, Maidstone							
<b>HTSE3</b>	<b>Highway improvements</b>  Works to provide additional capacity.	Provision of a new road between Gore Court Road and Sutton Road through site H1 (6)	Sustainable Transport DM24  SHEDLAA 2014  Planning permission MA/13/0951	H1 (6) Land north of Sutton Road, Maidstone	KCC	Unknown	Developer funded	Scheme committed through MA/13/0951	Short term	Critical	Low
<b>HTSE4</b>	<b>Highway improvements</b>  Works to provide additional capacity.	Widening of Gore Court Road between the new road and White Horse Lane	Sustainable Transport DM24  SHEDLAA 2014	H1 (7) Land north of Bicknor Wood, Maidstone  H1 (8) West of Church Road, Maidstone	KCC	Unknown	S106	Need for the scheme established through the SHEDLAA	Short term / Medium term	Critical	Moderate
<b>HTSE5</b>	<b>Highway improvements</b>  Works to provide additional capacity.	Provision of a new roundabout to provide access to site H1 (5)	Sustainable Transport DM24  SHEDLAA 2014  Planning permission MA/13/1148	H1 (5) Langley Park, Maidstone	KCC	£220k	S278	Delivered as part of the Langley Park development	N/A	Critical	Low
<b>HTSE6</b>	<b>Highway improvements</b>  Works to provide additional capacity.	Improvements to capacity at the A229/A274 Wheatsheaf junction	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/12/0986	H1 (7) North of Bicknor Wood, Maidstone  H1 (8) West of Church Road, Maidstone  H1 (9) Bicknor Farm, Maidstone  H1 (10) South of	KCC	£483k plus statutory undertakings and potential land acquisition	Existing s106 contributions  Local Growth Fund  CIL	Outline design developed	Short term / Medium term	Critical	Low

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

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				H1 (8) West of Church Road, Maidstone H1 (9) Bicknor Farm, Maidstone H1 (10) South of Sutton Road, Maidstone H1 (27) Kent Police HQ, Maidstone H1 (28) Kent Police Training School, Maidstone							
HTSE9	<b>Pedestrian environment</b> Works to improve safety and accessibility.	Provision of a new footway on the northern side of Sutton Road.	Sustainable Transport DM24 Planning application MA/15/509015	H1 (10) South of Sutton Road, Maidstone	KCC	£550k	S106	Outline design developed	Short term	Critical	Low
HTSE10	<b>Pedestrian environment and cycle provision</b> Works to improve safety and accessibility	Provision of a Toucan crossing on A274 to connect site H1 (6) to site H1 (5).	Sustainable Transport DM24 Planning permission MA/13/0951	H1 (6) North of Sutton Road, Maidstone	KCC	Unknown	S106 / S278	Committed scheme under MA/13/0951.	Short term	Critical	Low
HTSE11	<b>Cycle provision</b> Works to improve safety and accessibility	Provision of a cycle route through sites H1 (5) and H1 (10) from the A274 in the vicinity of Langley Church to Brishling Lane.	Sustainable Transport DM24 Walking and Cycling Strategy 2011-31 Planning application MA/15/509015	H1 (5) Langley Park, Maidstone H1 (10) South of Sutton Road, Maidstone	KCC / Developer	Unknown	S106 / S278	Outline design developed	Short term	Critical	Low

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<b>HTSE12</b>	<b>Cycle provision</b>  Works to improve safety and accessibility	Connections to the existing cycle network from Park Wood to the town centre	Sustainable Transport DM24  Walking and Cycling Strategy 2011-31  Planning application MA/15/509015  Planning application MA/14/506264  Planning permission MA/13/1148	H1 (5) Langley Park, Maidstone  H1 (9) Bicknor Farm, Maidstone  H1 (10) South of Sutton Road, Maidstone	KCC	Unknown	S106 / S278	Outline design developed	Short term	Critical	Low
<b>MAIDSTONE URBAN AREA – North West Maidstone Strategic Development Area</b>											
<b>HTNW1</b>	<b>Highway improvements</b>  Works to improve the functionality of the strategic road network	Interim improvement to M20 J5 roundabout including white lining scheme	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/13/1749  Planning permission MA/13/1702  Planning permission MA/14/501209	H1 (1) Bridge Nurseries, Maidstone  H1 (2) East of Hermitage Lane, Maidstone  H1 (3) West of Hermitage Lane, Maidstone  H1 (4) Oakapple Lane, Maidstone	Highways England / KCC	Unknown	Existing S106 contributions  CIL	Need for the scheme established through the planning consents	Short term	Critical	Low
<b>HTNW2</b>	<b>Highway improvements</b>  Works to improve the functionality of the strategic road network	Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning application MA/14/503735  Planning application MA/14/503786	H1 (1) Bridge Nurseries, Maidstone  H1 (2) East of Hermitage Lane, Maidstone  H1 (3) West of Hermitage Lane, Maidstone  H1 (4) Oakapple Lane,	Highways England / KCC	£383k plus statutory undertakings and potential land acquisition	Local Growth Fund  CIL	Outline design developed.	Medium term	Essential	Low

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			Planning permission MA/13/1702  Planning permission MA/14/501209	Maidstone							
HTNW3	<b>Highway improvements</b>  Works to provide additional capacity.	Provision of an additional lane at the Coldharbour roundabout.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/14/501209  Planning permission MA/13/1749  Planning permission MA/13/1702  Planning application MA/14/503735  Planning application MA/14/503786	H1 (1) Bridge Nurseries, Maidstone  H1 (2) East of Hermitage Lane, Maidstone  H1 (3) West of Hermitage Lane, Maidstone  H1 (4) Oakapple Lane, Maidstone	KCC	£2.6m	Existing S106 contributions  Local Growth Fund  CIL	Outline design developed	Short term	Critical	Moderate
HTNW4	<b>Highway improvements</b>  Works to provide additional capacity.	Capacity improvements at the junction of Fountain Lane and A26	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/13/1702  Planning application MA/14/503735  Planning	H1 (1) Bridge Nurseries, Maidstone  H1 (2) East of Hermitage Lane, Maidstone  H1 (3) West of Hermitage Lane, Maidstone  H1 (4) Oakapple Lane, Maidstone	KCC	£400k	Existing S106 contributions  Local Growth Fund  CIL	Outline design developed	Short term	Critical	Moderate

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			application MA/14/503786  Planning application MA/13/2079								
<b>HTNW5</b>	<b>Highway improvements</b>  Works to provide additional capacity.	Capacity improvements at the junction of Hermitage Lane and London Road, and widening of the A20 between the Hermitage Lane and Mills Road junctions.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31	Development in north western Maidstone will place additional pressure on this junction.	KCC	£499k plus statutory undertakings and potential land acquisition	Local Growth Fund  CIL	Outline design developed.	Short term	Essential	Moderate
<b>HTNW7</b>	<b>Public transport</b>  Works to provide additional capacity.	Provision of a circular bus route to serve the north west Maidstone strategic development area.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/13/1702  Arriva Consultation 2015	H1 (1) Bridge Nurseries, Maidstone  H1 (2) East of Hermitage Lane, Maidstone  H1 (3) West of Hermitage Lane, Maidstone  H1 (4) Oakapple Lane, Maidstone	KCC / Arriva	Unknown	Existing S106 contributions  CIL	Need for the scheme established through the planning permission	Short term	Essential	Moderate
<b>HTNW8</b>	<b>Pedestrian environment</b>  Works to improve safety and accessibility.	Provision of a footway on the western side of Hermitage Lane and pedestrian crossing facilities, together with a footway to link to the existing pedestrian island on Hermitage Lane.	DM24 Sustainable Transport  Planning permission MA/13/1702	H1 (3) West of Hermitage Lane	KCC	Unknown	S278	Scheme committed through MA/13/1702	Short term	Critical	Low

App MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (JANUARY 2016)											
Item Reference	Service and Issue	Output Scheme location, description and overall output	Justification Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements CIL, S106, S278 or other	Scheme status Study, concept, detailed design or committed	Timescale for delivery Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTNW9	<b>Pedestrian environment</b>  Works to improve safety and accessibility.	Provision of pedestrian crossing facilities on Hermitage Lane to the north of site H1 (2)	DM24 Sustainable Transport  Planning permission MA/13/1749	H1 (2) East of Hermitage Lane	KCC	Unknown	Existing S106 contributions  CIL	Need for the scheme established through the planning permission	Short term	Critical	Moderate
HTNW10	<b>Cycle provision</b>	Provision of a new cycle lane along B2246 Hermitage Lane	Sustainable Transport DM24  Walking and Cycling Strategy 2011-31  Integrated Transport Strategy 2011-31  Planning permission MA/13/1749	H1 (1) Bridge Nurseries, Maidstone  H1 (2) East of Hermitage Lane, Maidstone  H1 (3) West of Hermitage Lane, Maidstone  H1 (4) Oakapple Lane, Maidstone	KCC	Unknown	Existing S106 contributions  CIL	Outline design developed.	Medium term	Essential	Moderate
<b>MAIDSTONE URBAN AREA - Other</b>											
HTUA1	<b>Highway improvements</b>  Works to provide additional capacity	Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  SHEDLAA 2014  Planning application MA/13/2197  Planning application MA/14/503167  Planning permission MA/14/503167	H1 (29) New Line Learning, Loose  H1 (58) Land at Boughton Lane, Loose  H1 (59) Land at Boughton Mount	KCC	Unknown	Existing S106 contributions  CIL	Planning applications have demonstrated the need for an intervention. An options study is required to determine appropriate scheme.	Short term	Critical	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
HTUA2	<b>Highway improvements</b>  Works to provide additional capacity	Improvements to capacity at the A20/Willington Street junction	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning application MA/15/503288	EMP1 (5) Woodcut Farm, Bearsted	KCC	£86k plus statutory undertakings and potential land acquisition	S106 / S278  Local Growth Fund	Outline design developed.	Short term	Critical	Low
HTUA3	<b>Pedestrian and public transport improvements</b>	Package of measures to provide bus stops, pedestrian refuges and improvements to the footway on the northern side of the A20 Ashford Road.	Sustainable Transport DM24  Planning application MA/15/503288	EMP1 (5) Woodcut Farm, Bearsted	KCC	Unknown	S106 / S278	Outline design developed.	Short term	Critical	Low
HTUA4	<b>Highway improvements</b>  Works to improve accessibility and provide additional capacity	Highway and footway improvements to North Street, Barming	Sustainable Transport DM24 SHEDLAA 2014  Planning application MA/14/506419	H1 (23) North Street, Barming	KCC	Unknown	S106 / S278	Committed scheme under planning application MA/14/506419	Short term	Critical	Low



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Item Reference	Service and Issue	Output Scheme location, description and overall output	Justification Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements CIL, S106, S278 or other	Scheme status Study, concept, detailed design or committed	Timescale for delivery Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
<b>HTUA5</b>	<b>Public transport</b>  Works to provide additional capacity.	Improvements to secure cycle parking at Bearstead Railway Station.	Sustainable Transport DM24  Cycle Parking Project Grant Agreement 2015	The scheme will benefit new and existing users.	MBC	Overall project cost £15k. This scheme is one of four within the project.	Local Sustainable Transport Fund	Scheme committed through Grant Agreement	Short term	Desirable	Low
<b>HTUA6</b>	<b>Walking and cycling provision</b>  Measures to improve pedestrian connectivity and the cycle network.	Package of measures identified in the Walking and Cycling Strategy to improve pedestrian connectivity and to improve the accessibility and quality of the cycle network within the Maidstone Urban Area.	Sustainable Transport DM24  Walking and Cycling Strategy 2011-31  Integrated Transport Strategy 2011-31	The schemes will benefit new and existing users in various locations.	KCC / MBC	Unknown	CIL / DFT Sustainable Travel "Access" Fund / DFT Integrated Transport block funding	Various schemes at different stages of development.	Varies	Essential	Moderate
<b>RURAL AREAS - Coxheath</b>											
<b>HTC1</b>	<b>Highway improvements</b>  Works to provide additional capacity and improve safety	Linton Crossroads junction improvements	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Mott McDonald Study June 2015  SHEDLAA 2014  Planning permission MA/14/0836  Planning permission	H1 (34) Heathfield, Heath Road, Coxheath  H1 (35) Forstal Lane, Coxheath  H1 (60) Junction of Church Street and Heath Road, Boughton Monchelsea  H1 (36) Older's Field, Coxheath	KCC	£650k	Existing S106 contributions  CIL	Outline design completed	Short term / Medium term	Critical	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			MA/14/0566	H1 (37) Clockhouse Farm, Coxheath  Other development sites in Coxheath and Loose/Boughton Monchelsea are likely to have an impact on the junction.							
<b>HTC2</b>	<b>Public transport</b>  Measures to improve opportunities for sustainable transport and improve network functionality	Increased frequency of the No. 89 route	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Arriva Consultation 2015	Improvements will benefit new and existing users in and around the Coxheath area.	KCC / Arriva	c£900k	CIL	Discussions ongoing with Arriva	Short term / Medium term	Essential	Moderate
<b>HTC3</b>	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in Coxheath.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Coxheath Neighbourhood Plan	Improvements will benefit new and existing users in and around the Coxheath area.	KCC / Coxheath Parish Council	Unknown	CIL	Further work is required to determine specific interventions.	Varies	Desirable	Moderate
<b>HTC4</b>	<b>Pedestrian environment</b>  Measures to improve safety and accessibility.	Provision of a formal footway link between site H1 (35) and Mill Lane.	DM24 Sustainable Transport  SHEDLAA 2014	H1 (35) Forstal Lane, Coxheath  DM24 Sustainable Transport	KCC	Unknown	S106	SHEDLAA identifies the need for the footway	Short term	Critical	Low
<b>HTC5</b>	<b>Pedestrian environment and public transport</b>  Measures to improve safety and accessibility.	Package of measures including bus stop improvements on Heath Road, new footways and pedestrian crossings	DM24 Sustainable Transport  Planning permission MA/14/0566	H1 (37) Clockhouse Farm, Coxheath	KCC	Unknown	S278	Scheme committed through MA/14/0566	Short term	Critical	Low

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Item Reference	Service and Issue	Output Scheme location, description and overall output	Justification Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements CIL, S106, S278 or other	Scheme status Study, concept, detailed design or committed	Timescale for delivery Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
<b>HTC6</b>	<b>Pedestrian environment</b> Measures to improve safety and accessibility.	Extension of the footway on the western side of Stockett Lane to the access of site H1 (33)	DM24 Sustainable Transport SHEDLAA 2014	H1 (33) Linden Farm, Coxheath	KCC	Unknown	S278	Need for the scheme identified in the SHEDLAA	Short term	Critical	Low
<b>HTC7</b>	<b>Pedestrian environment</b> Measures to improve safety and accessibility.	Extension of the footway on the northern side of Heath Road to site H1 (36)	DM24 Sustainable Transport SHEDLAA 2014	H1 (36) North of Heath Road, Coxheath	KCC	Unknown	S278	Need for the scheme identified in the SHEDLAA	Short term	Critical	Low
<b>RURAL AREAS - Harrietsham</b>											
<b>HTHA1</b>	<b>Highway improvements</b> Works to improve safety	A20 Ashford Road highways improvements to include carriageway narrowing, reduction of the speed limit and pedestrian crossing facilities	DM24 Sustainable Transport Planning permission MA/14/0828 Planning application MA/13/1823 Planning application MA/14/0095 JMP A20 Stage 2 Report April 2014	H1 (38) South of Ashford Road, Harrietsham H1 (39) Mayfield Nursery, Harrietsham H1 (40) Church Road, Harrietsham	KCC	£1.1m	Existing s106 contributions	Detailed design work completed and costings developed	Short term	Critical	Moderate
<b>HTHA2</b>	<b>Pedestrian environment</b> Measures to improve safety and accessibility.	Package of measures including the upgrading and realignment of part of Church Road, localised repositioning of white lining on the A20 and provision of a ghost island	DM24 Sustainable Transport Planning application MA/14/0095	H1 (40) Church Road, Harrietsham	KCC	Unknown	S278	Scheme committed through planning permission MA/14/0095	Short term	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
		right turn lane; provision of new and improved footways and improvements to the existing "splitter island" to provide a pedestrian crossing point.									
<b>HTHA3</b>	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in Harrietsham.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Harrietsham Neighbourhood Plan	Improvements will benefit new and existing users in and around the Harrietsham area.	KCC / Harrietsham Parish Council / South Eastern Rail	Unknown	CIL	Further work is required to determine specific interventions.	Varies	Desirable	Moderate
RURAL AREAS – Headcorn											
<b>HTHE1</b>	<b>Highway improvements and pedestrian environment</b>  Works to improve safety and accessibility	Package of measures at Grigg Lane and Oak Lane, Headcorn including the provision of footways on Oak Lane, footway works on Grigg Lane and improvements at the junction of Oak Lane /Wheeler Street (A274)	DM24 Sustainable Transport  Planning permission MA/12/1949  Planning permission MA/13/1943  Planning application MA/15/501342	H1 (43) Grigg Lane and Lenham Road, Headcorn	KCC	Unknown	S106	Outline design work completed and scheme committed through planning permissions MA/12/1949 and MA/13/1943	Short term	Critical	Low
<b>HTHE2</b>	<b>Highway improvements</b>  Works to improve safety	Signalisation of the Kings Road / Mill Bank junction, Headcorn.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Planning application MA/15/503325  Planning application MA/14/505162	H1 (42) Ulcombe Road and Millbank, Headcorn  H1 (46) North of Lenham Road, Headcorn	KCC	Unknown	Existing S106 contributions	Scheme committed under planning permission MA/15/503325	Short term	Critical	Low

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Item Reference	Service and Issue	Output Scheme location, description and overall output	Justification Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements CIL, S106, S278 or other	Scheme status Study, concept, detailed design or committed	Timescale for delivery Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
<b>HTHE3</b>	<b>Highway improvements</b> Works to improve safety	Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn	DM24 Sustainable Transport Planning application MA/15/503325	H1 (42) Ulcombe Road and Millbank, Headcorn	KCC	Unknown	S278	Scheme committed under planning permission MA/15/503325	Short term	Critical	Low
<b>HTHE4</b>	<b>Highway improvements and pedestrian environment</b> Works to improve safety	Package of measures on Lenham Road, Headcorn including extension of the 30 mph limit, construction of appropriate visibility sightlines and new dropped kerb crossings.	DM24 Sustainable Transport Planning application MA/14/505162	H1 (46) North of Lenham Road, Headcorn	KCC	Unknown	S278	Scheme committed under planning permission MA/14/505162	Short term	Critical	Low
<b>HTHE5</b>	<b>Pedestrian environment</b> Measures to improve accessibility and safety	Provision of a footway along the A274 from the access to site EMP1 (4) to connect with the existing footway to the south, and provide pedestrian access to the existing bus stops.	DM24 Sustainable Transport Integrated Transport Strategy 2011-31 SHEDLAA 2014	EMP1 (2) West of Barradale Farm, Headcorn	KCC	Unknown	S106	Need for the scheme identified in the SHEDLAA.	Short term	Critical	Low
<b>HTHE6</b>	<b>Public transport</b> Works to provide additional capacity.	Improvements to secure cycle parking at Headcorn Railway Station.	Sustainable Transport DM24 Cycle Parking Project Grant Agreement 2015	The scheme will benefit new and existing users.	MBC	Overall project cost £15k. This scheme is one of four within the project.	Local Sustainable Transport Fund	Scheme committed through Grant Agreement	Short term	Desirable	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
<b>HTHE7</b>	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in Headcorn.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31	Improvements will benefit new and existing users in and around the Headcorn area.	KCC / Headcorn Parish Council / South Eastern Trains	Unknown	CIL	Further work is required to determine specific interventions.	Varies	Desirable	Moderate
<b>LENHAM</b>											
<b>HTL1</b>	<b>Highway improvements and pedestrian environment</b>  Works to improve safety and accessibility	Extension of the 30 mph limit on the Old Ashford Road to site H1 (29) and extension of the footway on the northern side of the road.	DM24 Sustainable Transport  SHEDLAA 2014	H1 (47) Tanyard Farm, Lenham	KCC	Unknown	S106	SHEDLAA identifies potential need for the scheme.	Short term	Essential	Moderate
<b>HTL2</b>	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in Lenham	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Lenham Neighbourhood Plan	Improvements will benefit new and existing users in and around the Headcorn area.	KCC / Lenham Parish Council / South Eastern Trains	Unknown	CIL	Further work is required to determine specific interventions.	Varies	Desirable	Moderate
<b>MARDEN</b>											
<b>HTM1</b>	<b>Public transport</b>  Measures to improve functionality	Package of improvements to Marden Rail Station including provision of a new shelter, additional seats, CCTV and lighting as part of one scheme, and provision of a cycle park as part of another scheme.	DM24 Sustainable Transport  Planning permission MA/13/1291  Planning permission MA/13/1585  Planning permission MA/13/0693  Planning	H1 (49) Howland Road, Marden  H1 (50) Stanley Farm, Marden  H1 (51) The Parsonage, Marden  H1 (52) Marden Cricket and Hockey Club  H1 (53) Land	Unknown	South Eastern Trains	Existing S106 contributions  CIL	Outline design work completed	Short term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			application MA/13/1928	south of The Parsonage, Marden							
<b>HTM2</b>	<b>Pedestrian environment and public transport</b>  Measures to improve functionality, safety and accessibility.	Package of measures including the upgrading of the zebra crossing on Goudhurst Road to a pelican crossing, the provision of a pedestrian crossing on Church Green, traffic calming measures and improvements to bus infrastructure.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Planning permission MA/13/1585  Planning permission MA/13/0693  Planning application MA/13/1928	H1 (50) Stanley Farm, Marden  H1 (51) The Parsonage, Marden  H1 (52) Marden Cricket and Hockey Club	KCC	Unknown	S278	Committed through planning permissions MA/13/1585, MA/13/0693 and MA/13/1928	Short term	Critical	Low
<b>HTM3</b>	<b>Pedestrian environment</b>  Measures to improve safety and accessibility.	Footpath widening and traffic calming on Howland Road, Marden	DM24 Sustainable Transport  Planning permission MA/13/1291	H1 (49) Howland Road, Marden	KCC	Unknown	S278	Committed through planning permission MA/13/1291	Short term	Critical	Low
<b>HTM4</b>	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in Marden.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31	Improvements will benefit new and existing users in and around the Marden area.	KCC / Marden Parish Council / South Eastern Trains	Unknown	CIL	Further work is required to determine specific interventions.	Varies	Desirable	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
<b>STAPLEHURST</b>											
<b>HTS1</b>	<b>Highway improvements</b>  Works to provide additional capacity	Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road, Staplehurst.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Planning application MA/14/502010  Planning application MA/14/505432  SHEDLAA 2014  Mott McDonald Study 2015	H1 (54) Hen and Duckhurst Farm, Staplehurst  H1 (55) Fishers Farm, Staplehurst	KCC	Currently unknown	S106	Outline design work completed	Short term	Critical	Moderate
<b>HTS2</b>	<b>Pedestrian environment, public transport, highway safety and cycle provision</b>  Measures to improve safety and accessibility.	Package of measures in north eastern Staplehurst including the provision of a pedestrian and cycle crossing on Headcorn Road, bus infrastructure improvements, extension of the 30 mph speed limit on Headcorn Road.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Planning application MA/14/505432	H1 (55) Fishers Farm, Staplehurst	KCC	Unknown	S278	Scheme to be committed through planning permission MA/14/505432	Short term	Critical	Low
<b>HTS3</b>	<b>Pedestrian environment, public transport and highway safety.</b>  Measures to improve functionality, safety and accessibility.	Package of measures in north western Staplehurst including the provision of pedestrian and cycle links to the railway station, provision of a pedestrian and cycle crossing on Marden Road. bus infrastructure improvements, traffic calming and the	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Planning application MA/14/502010	H1 (54) Hen and Duckhurst Farm, Staplehurst	KCC	Unknown	S278	Scheme to be committed through planning permission MA/14/502010	Short term	Critical	Low



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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
		extension of the 30 mph limit on Marden Road.									
<b>HTS4</b>	<b>Public transport</b>  Measures to improve functionality and provide additional capacity.	Improvements to public and passenger facilities at Staplehurst Rail Station.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Planning application MA/14/502010  Planning application MA/14/505432	H1 (54) Hen and Duckhurst Farm, Staplehurst  H1 (55) Fishers Farm, Staplehurst  H1 (56) North of Henhurst Farm, Staplehurst	Network Rail / South Eastern Trains	Estimated cost £900k	Existing S106 contributions  CIL	South Eastern are developing an outline design	Short term	Essential	High
<b>HTS5</b>	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in Staplehurst.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Staplehurst Neighbourhood Plan	Improvements will benefit new and existing users in and around the Staplehurst area.	KCC / Staplehurst Parish Council / South Eastern Trains	Unknown	CIL	Further work is required to determine specific interventions.	Varies	Desirable	Moderate
<b>YALDING</b>											
<b>HTY1</b>	<b>Pedestrian environment</b>  Measures to improve safety and accessibility.	Extension of the footway along Vicarage Road to site H1 (46)	DM24 Sustainable Transport  SHEDLAA	H1 (67) Vicarage Road, Yalding	KCC	Unknown	S106	Need for scheme identified through SHEDLAA.	Short term	Critical	Low
<b>HTY2</b>	<b>Highway improvements</b>  Works to improve safety	Safety improvements to level crossing at Hampstead Lane, Yalding	DM24 Sustainable Transport  SHEDLAA 2014	RMX1 (4) Former Syngenta Works, Yalding	Network Rail / South Eastern Trains	Unknown	S106	Need for scheme identified through SHEDLAA.	Short term	Essential	Moderate
<b>HTY3</b>	<b>Highways improvements</b>  Measures to improve	Provision of a right turn lane on Hampstead Lane at its junction with	DM24 Sustainable Transport  SHEDLAA 2014	RMX1 (4) Former Syngenta Works, Yalding	KCC	Unknown	S106	Need for scheme identified through SHEDLAA.	Short term	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
	accessibility and safety	Maidstone Road									
HTY4	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in Yalding.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31	Improvements will benefit new and existing users in and around the Yalding area.	KCC / Yalding Parish Council / South Eastern Trains	Unknown	CIL	Further work is required to determine specific interventions.	Varies	Desirable	Moderate
OTHER RURAL AREAS											
HTR1	<b>Public transport</b>  Works to provide additional capacity.	Improvements to secure cycle parking and installation of CCTV at Hollingbourne Railway Station.	Sustainable Transport DM24  Cycle Parking Project Grant Agreement 2015	The scheme will benefit new and existing users.	MBC	Overall project cost £15k. This scheme is one of four within the project.	Local Sustainable Transport Fund	Scheme committed through Grant Agreement	Short term	Desirable	Low
HTR2	<b>Walking and cycling provision</b>  Measures to improve pedestrian connectivity and the cycle network.	Package of measures identified in the Walking and Cycling Strategy to improve pedestrian connectivity and to improve the accessibility and quality of the cycle network within the rural areas of the borough.	Sustainable Transport DM24  Walking and Cycling Strategy 2011-31  Integrated Transport Strategy 2011-31	The schemes will benefit new and existing users in various locations.	KCC / MBC	Unknown	CIL / DFT Sustainable Travel "Access" Fund / DFT Integrated Transport block funding	Various schemes at different stages of development.	Varies	Essential	Moderate
HTR3	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in other rural settlements and areas.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31	Improvements will benefit existing users and encourage further use of sustainable transport options.	KCC / Parish Councils / South Eastern Trains	Unknown	CIL	Further work is required to determine specific interventions.  Neighbourhood Plans?	Varies	Desirable	Moderate

App MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (JANUARY 2016)											
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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
<b>SCHEDULE B: EDUCATION PROVISION</b>											
<b>MAIDSTONE URBAN AREA</b>											
<b>EDM1</b>	<b>Secondary education</b> Measures to provide additional capacity	Provision of a 6FE secondary school on land adjacent to Invicta Grammar School and Valley Park School, Maidstone	Valley Invicta Academy Trust have confirmed that the application for Free School status has been approved, funding is provisionally secured and they are preparing a planning application.  KCC School Commissioning Plan 2015 - 2019	Housing development across the borough will generate the need for additional secondary school places	VIAT / DfE	Unknown	DfE have provisionally agreed to fund the school	Planning application is being prepared.	Short term	Essential	Moderate
<b>EDM2</b>	<b>Secondary education</b> Measures to provide additional capacity	1FE expansion of The Maplesden Noakes School, Maidstone	KCC School Commissioning Plan 2015 - 2019  Planning permission MA/14/501209  Planning permission MA/13/1749  Planning permission MA/14/504795	Housing development across the borough will generate the need for additional secondary school places	KCC	£3.0m	Existing S106 contributions  CIL	Need for the scheme established through the planning permissions	Short term	Essential	Moderate
<b>EDM3</b>	<b>Secondary education</b> Measures to provide additional capacity	1FE expansion of The Maidstone Grammar School, Maidstone	KCC School Commissioning Plan 2015 - 2019  Planning permission MA/13/1149  Planning permission MA/13/0951  Planning permission MA/13/1523  Planning permission	Housing development across the borough will generate the need for additional secondary school places	KCC	£3.0m	Existing S106 contributions  CIL	Identified in the Commissioning Plan for delivery by 2018-19	Short term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			MA/13/1585  Planning permission MA/15/503325								
<b>EDM4</b>	<b>Primary education</b>  Measures to provide additional capacity	Provision of a new 2FE primary school on site H1 (2) Land East of Hermitage Lane, Maidstone	KCC School Commissioning Plan 2015 - 2019  Planning permission MA/14/501209  Planning permission MA/13/1749 Planning permission MA/14/503735	Housing development in north western Maidstone, in particular, will generate the need for additional primary school places in this area	KCC	£6.0m	Existing S106 contributions  CIL	Identified in the Commissioning Plan for delivery between 2019 and 2022.	Short term	Critical	Moderate
<b>EDM5</b>	<b>Primary education</b>  Measures to provide additional capacity	Provision of a new 2FE primary school on site H1 (5) Langley Park, Maidstone	KCC School Commissioning Plan 2015 - 2019  Planning permission MA/13/1149  Planning permission MA/13/0951  Planning permission MA/13/1523  Planning permission MA/12/0986  Planning permission MA/12/0987	Housing development in south eastern Maidstone, in particular, will generate the need for additional primary school places in this area	KCC	£6.0m	Existing S106 contributions	Identified in the Commissioning Plan for delivery by 2016-17	Short term	Critical	Moderate
<b>EDM6</b>	<b>Primary education</b>  Measures to provide additional capacity	Provision of a new 2FE primary school on site H1 (10) South of Sutton Road, Maidstone	KCC School Commissioning Plan 2016 - 2020  Planning application MA/15/509015	Housing development in south eastern Maidstone, in particular, will generate the need for additional primary school places in this area	KCC	£6.0m	Future S106 contributions	Need for additional primary school capacity identified in the Commissioning Plan 2015 - 2019.	Medium term	Critical	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
<b>EDM7</b>	<b>Primary education</b>  Measures to provide additional capacity	1FE expansion of South Borough Primary School, Maidstone	KCC School Commissioning Plan 2015 - 2019  Planning permission MA/14/504795  Planning permission MA/13/2038	Housing development within Maidstone urban area will generate the need for additional primary school places in this area	KCC	£2.6m	Existing S106 contributions	Identified in the Commissioning Plan for delivery by 2016-17	Short term	Essential	Moderate
<b>RURAL AREAS</b>											
<b>EDR1</b>	<b>Secondary education</b>  Measures to provide additional capacity	1FE expansion of Cornwallis Academy, Loose, Maidstone	KCC School Commissioning Plan 2015 - 2019  Planning permission MA/14/502010  Planning permission MA/14/0566  Planning permission MA/13/1149  Planning permission MA/13/0951  Planning permission MA/13/1523	Housing development across the borough will generate the need for additional secondary school places	KCC	£3.0m	Existing S106 contributions  CIL	Identified in the Commissioning Plan for delivery by 2018-19	Short term	Essential	Moderate
<b>EDR2</b>	<b>Primary education</b>  Measures to provide additional capacity	1FE expansion of either Harrietsham Primary School or Lenham Primary School.	KCC School Commissioning Plan 2016 – 2020  Planning permission MA/14/0828  Planning permission MA/13/1823  Planning permission MA/14/0095  Planning permission MA/14/0475	Housing development in Harrietsham and Lenham, in particular, will generate the need for additional primary school places in this area	KCC	£1.77m	CIL  Existing S106 contributions	The timing and location of this scheme is currently under review pending the outcome of feasibility studies.	Short term / Medium Term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
<b>EDR3</b>	<b>Primary education</b>  Measures to provide additional capacity	0.6FE expansion of Marden Primary School.	KCC School Commissioning Plan 2016 – 2020  Planning permission MA/13/1291  Planning permission MA/13/1585  Planning permission MA/13/0693  Planning permission MA/13/1928	Housing development in Marden, in particular, will generate the need for additional primary school places in this area	KCC	£1.439m	Existing S106 contributions	Identified in the Commissioning Plan for delivery by 2017-18	Short term	Critical	Moderate
<b>EDR4</b>	<b>Primary education</b>  Measures to provide additional capacity	1FE expansion of Headcorn Primary School.	KCC School Commissioning Plan 2016 – 2020  Planning permission MA/14/502010  Planning permission MA/15/503325	Housing development in Headcorn, in particular, will generate the need for additional primary school places in this area	KCC	£4.0m	Existing S106 contributions	Identified in the Commissioning Plan for delivery by 2017-18	Short term	Critical	Moderate
<b>EDR5</b>	<b>Primary education</b>  Measures to provide additional capacity	0.5FE expansion of Staplehurst Primary School	KCC School Commissioning Plan 2016 – 2020	Housing development in Staplehurst, in particular, will generate the need for additional primary school places in this area	KCC	£885k	CIL	The timing and of this scheme will be kept under review.	Medium Term	Essential	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
<b>SCHEDULE C: HEALTH PROVISION</b>											
HP1	<b>GP Surgeries</b> Measures to improve quality and provide additional capacity	A full response is still awaited from NHS Property Services however it is not anticipated that development proposed in the Local Plan will generate the need for new GP Surgeries within the borough. Development is expected to place pressure on some existing services however and so improvements and works to extend premises are likely to be required in some areas in order to accommodate growth in a sustainable manner.  Further details on specific interventions will be included in the IDP when the evidence is made available.			NHS Property Services and partners	Unknown	CIL				
HP2	<b>Maidstone Hospital</b>	A full response is still awaited from the Maidstone and Tunbridge Wells NHS Trust.  Further details on specific interventions will be included in the IDP when the evidence is made available.									

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Item Reference	Service and Issue	Output Scheme location, description and overall output	Justification Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements CIL, S106, S278 or other	Scheme status Study, concept, detailed design or committed	Timescale for delivery Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
<b>SCHEDULE D: SOCIAL AND COMMUNITY SERVICES</b>											
SC1	<b>Community Facilities</b> Measures to provide additional facilities	Provision of a new community facility within site H1 (2) East of Hermitage Lane, Maidstone	Planning permission MA/13/1702	H1 (2) East of Hermitage Lane, Maidstone	Developer	Unknown	S106	Need for the facility established through the planning permission	Short term	Critical	Low
SC2	<b>Community Facilities</b> Measures to provide additional facilities	Provision of a new community facility within site H1 (5) Langley Park, Maidstone	Planning permission MA/13/1148	H1 (5) Langley Park, Maidstone	Developer	Unknown	S106	Need for the facility established through the planning permission	Short term	Critical	Low
SC3	<b>Social services</b> Measures to improve quality and provide additional capacity	A full response is still awaited from KCC in respect of adult social services, youth services and community learning however it is not anticipated that development proposed in the Local Plan will generate the need for new facilities within the borough. Development is expected to place pressure on some existing services however and so improvements to existing premises may be required in some areas in order to accommodate growth in a sustainable manner.  Further details on specific interventions will be included in			KCC	Unknown	CIL				



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Item Reference	Service and Issue	Output Scheme location, description and overall output	Justification Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements CIL, S106, S278 or other	Scheme status Study, concept, detailed design or committed	Timescale for delivery Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
		the IDP when the evidence is made available.									
SCHEDULE E: PUBLIC SERVICES											
PS1	<b>Ambulance service</b> Measures to increase coverage	Expansion of existing Community First Responder (CFR) Scheme required in the Bearsted area.	Mapping and analysis undertaken by SECAMB – October 2015  Development in the Local Plan will result in c170 new homes in an area which SECAMB currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Bearsted area	SECAMB	£7k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	High
PS2	<b>Ambulance service</b> Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Harrietsham area.	Mapping and analysis undertaken by SECAMB – October 2015  Development in the Local Plan will result in c242 new homes in an area which SECAMB currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Harrietsham area	SECAMB	£14k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	High
PS3	<b>Ambulance service</b> Measures to increase coverage	Expansion of existing Community First Responder (CFR) Scheme required in the Lenham area.	Mapping and analysis undertaken by SECAMB – October 2015  Development in the Local Plan will result in c164 new homes in an area which SECAMB currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Lenham area	SECAMB	£7k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	High

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
PS4	<b>Ambulance service</b>  Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Marden area.	Mapping and analysis undertaken by SECAmb – October 2015  Development in the Local Plan will result in c447 new homes in an area which SECAmb currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Marden area	SECAmb	£17.5k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	High
PS5	<b>Ambulance service</b>  Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Staplehurst area.	Mapping and analysis undertaken by SECAmb – October 2015  Development in the Local Plan will result in c710 new homes in an area which SECAmb currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Staplehurst area	SECAmb	£28k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	High
PS5	<b>Ambulance service</b>  Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Headcorn area.	Mapping and analysis undertaken by SECAmb – October 2015  Development in the Local Plan will result in c417 new homes in an area which SECAmb currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Headcorn area	SECAmb	£17.5k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	High
PS6	<b>Ambulance service</b>  Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Yalding area.	Mapping and analysis undertaken by SECAmb – October 2015  Development in the Local Plan will	The scheme will benefit new and existing residents in the Yalding area	SECAmb	£10.5k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	High

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			result in c275 new homes in an area which SECAMB currently cannot provide adequate emergency cover								
<b>PS7</b>	<b>Ambulance service</b>  Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Hollingbourne area.	Mapping and analysis undertaken by SECAMB – October 2015  Development in the Local Plan will result in c39 new homes in an area which SECAMB currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Hollingbourne area	SECAMB	£7k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	High
<b>PS8</b>	<b>Library provision</b>  Measures to improve quality and provide additional capacity	A full response is still awaited from KCC in respect of library provision however it is not anticipated that development proposed in the Local Plan will generate the need for new facilities within the borough. Development is expected to place pressure on some existing services however and so improvements to existing premises may be required in some areas in order to accommodate growth in a sustainable manner.  Further details on specific			KCC	Unknown	CIL				

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
		interventions will be included in the IDP when the evidence is made available.									
PS9	<b>Waste management</b>  Measures to improve quality and provide additional capacity	A full response is still awaited from KCC in respect of waste management infrastructure however it is not anticipated that development proposed in the Local Plan will generate the need for new facilities within the borough. Development is expected to place pressure on some existing services however and so improvements to existing premises may to be required in some areas in order to accommodate growth in a sustainable manner.  Further details on specific interventions will be included in the IDP when the evidence is made available.			KCC	Unknown	CIL				
PS10	<b>Police service</b>  Measures to improve quality and provide additional capacity	A full response is still awaited from Kent Police in respect of the need for additional policing infrastructure.  Further details			Kent Police	Unknown	CIL				

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

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			availability from WRMP								
UT7	<b>Water Supply</b> Measures to increase capacity	Local reinforcement at at Ulcombe Road, Headcorn	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Ulcombe Road, Headcorn.	SEW and contractors	£10k	Developer contributions off set by revenue	Awaiting application from developer	Medium term	Essential	Moderate
UT8	<b>Waste Water Treatment</b> Measures to provide additional capacity	Provision of additional waste water treatment capacity to serve development	Southern Water has advised that additional waste water treatment capacity may be required to accommodate development proposed in the Local Plan but that this requirement should not be a constraint to development. Development in Harrietsham may require additional infrastructure however, other than capacity enhancements at Lenham (UT9) no further specific requirements have been identified.	All development must be adequately serviced by waste water treatment infrastructure.	Southern Water	Unknown	Southern Water through Periodic Review process.	Schemes will be developed through the Southern Water through Periodic Review process and in response to approaches from developers.	Varies	Critical	Low
UT9	<b>Waste Water Treatment</b> Measures to provide additional capacity	Provision of additional waste water treatment capacity to serve Lenham broad location development	Southern Water has advised that additional waste water treatment capacity will be required to serve the overall development of 1500 homes in Lenham. A new or amended environmental permit will be required from the Environment Agency in order to accommodate the capacity enhancements at	Policy H3 (3) Lenham broad location.	Southern Water	Unknown	Southern Water through Periodic Review process.	A feasibility study is required to determine whether the capacity can be provided at Lenham WTW in accordance with Environment Agency treatment standards or whether alternative solutions will be required.	Long term	Critical	Moderate

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			Lenham WTW.								
<b>UT10</b>	<b>Sewerage infrastructure</b>  Works to provide connectivity and additional capacity where required	Each development site will generate the need for connectivity to the existing sewerage infrastructure network. Many of these 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.	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, H3 (2) Invicta Barracks and H3 (3) Lenham.	Southern Water	Unknown	Southern Water  Developers	Schemes to provide connectivity and potentially capacity enhancements will usually be developed either during or following the development management process.	Varies	Critical	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
SCHEDULE G: GREEN AND BLUE INFRASTRUCTURE											
GBI1	Blue infrastructure improvements  Works to improve fish passages	Yalding fish pass - This structure is 1 of 2 remaining obstructions to fish migration on the main stem of the river Medway. Yalding autosluice is a complete barrier to fish movement. 8.8 km of main river will be connected Yalding -TQ 6903 4977	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1	Environment Agency	£300k	CIL  Some match funding from DEFRA may be possible	Outline designs have been completed by EA awaiting funding to continue to project development	Short / Medium Term	Desirable	High
GBI2	Blue infrastructure improvements  Works to improve fish passages	East Farleigh fish pass - This structure is 1 of 2 remaining obstructions to fish migration on the main stem of the river Medway. East Farleigh lock is a complete barrier to fish movement. 10.5 km of main river will be connected. East Farleigh - TQ 7353 5356	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1	Environment Agency	£300k	CIL  Some match funding from DEFRA may be possible	Outline designs have been completed by EA awaiting funding to continue to project development	Short / Medium Term	Desirable	High
GBI3	Blue infrastructure improvements  Works to improve fish passages and river habitat	3 weir project – Gatehouse Farm (TQ7310746083) , New Lodge Farm (TQ7287046873) and Dairy House Farm (TQ7248047065) weirs are located on the Lesser Teise near Chainhurst. The weirs represent a total barrier to fish passage. Moreover, the	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1	EA, Teise Catchment Improvement Group, South East River Trust,	£150k	CIL  Some match funding from DEFRA may be possible	Outline agreement from the angling club, landowner and EA has been received. Pending funding to continue	Short / Medium Term	Desirable	High



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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
		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.									
<b>GBI4</b>	<b>Blue infrastructure improvements</b>  Works to provide in-channel improvements	Upper Beult restoration plan - From Smarden TQ 8890 4191 to Bethersden TQ 9223 3961 Design and deliver - river restoration features which can improve the quality, quantity and connectivity of riparian habitats across key sites in the Upper Beult. Deliver workshops, landowner advice, site plans, community engagement, wetland creation, woodland & pond creation and buffer zones. 5 km of main river will be improved. (Located in Ashford Borough)	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1	EA, Beult Catchment Improvement Group, South East River Trust,	£150k	CIL  Some match funding from DEFRA may be possible	Outline agreement received. Pending funding to continue.	Short / Medium Term	Desirable	High
<b>GBI5</b>	<b>Blue infrastructure improvements</b>  Fish monitoring	Introduction of a sustainable fish monitoring programme on the River Medway and its tributaries	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1	Environment Agency	£30k	CIL	Outline designs have been completed by EA awaiting funding to continue to project development	Short / Medium Term	Desirable	High

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
<b>GB16</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 1.5ha of natural/semi natural open space at Oakapple Lane, Barming.	Open Space DM11  Open Space Allocations OS1 (1)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (4) Oakapple Lane, Maidstone	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
<b>GB17</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 7.65ha of informal open space (nature conservation area) on site H1 (5) Langley Park, Maidstone	Open Space DM11  Open Space Allocations OS1 (2)  Planning permission MA/13/1149  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (5) Langley Park, Sutton Road, Maidstone	Developer	Unknown	S106	Committed through planning permission MA/13/1149	Short / Medium Term	Essential	Low
<b>GB18</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision 14ha of natural/semi-natural open space at South of Sutton Road, Langley	Open Space DM11  Open Space Allocations OS1 (3)  Planning application MA/15/509015  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (10) South of Sutton Road, Langley	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
<b>GB19</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 1.37ha of natural/semi-natural open space and 0.5ha allotments at South of Ashford Road	Open Space DM11  Open Space Allocations OS1 (4)  Planning application MA/14/0828  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (38) South of Ashford Road, Harrietsham	Developer	Unknown	S106	Committed through planning permission MA/14/0828	Short / Medium Term	Essential	Low
<b>GB20</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 0.91ha of natural/semi natural open space at Church Road, Harrietsham	Open Space DM11  Open Space Allocations OS1 (5)  Planning application MA/14/0095  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1(40) Church Road, Harrietsham	Developer	Unknown	S106	To be committed through planning application MA/14/0095	Short / Medium Term	Essential	Low
<b>GB21</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 1.6ha of outdoor sports provision (3-5 sports pitches) at Kent Police HQ, Maidstone	Open Space DM11  Open Space Allocations OS1 (6)  Planning applications MA/12/0986 and MA/12/0987  Qualitative Open Space Study 2014  Quantitative Open Space	H1 (27) Kent Police HQ, Maidstone  H1 (28) Kent Police training school, Maidstone	Developer	Unknown	S106	To be committed through planning application MA/12/0986	Short / Medium Term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			Study 2015								
<b>GB22</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 2.16ha of natural/semi natural open space at The Parsonage, Goudhurst Road, Marden	Open Space DM11  Open Space Allocations OS1 (7)  Planning application MA/13/0693  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (51) The Parsonage, Goudhurst Road, Marden	Developer	Unknown	S106	Committed through planning permission MA/13/0693	Short / Medium Term	Essential	Low
<b>GB23</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 0.5ha amenity green space at Heathfield, Coxheath	Open Space DM11  Open Space Allocations OS1 (8)  Planning application MA/14/0836  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (34) Heathfield, Coxheath	Developer	Unknown	S106	To be committed through planning application MA/14/0836	Short / Medium Term	Essential	Low
<b>GB24</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 2.4ha of natural/semi-natural open space at Cross Keys, Bearsted	Open Space DM11  Open Space Allocations OS1 (9)  Planning application	H1(32) Cross Keys, Bearsted	Developer	Unknown	S106	To be committed through planning application MA/14/504795	Short / Medium Term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			MA/14/504795  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015								
<b>GB25</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 1.22ha of natural/semi natural open space at North of Henhurst Farm, Staplehurst	Open Space DM11  Open Space Allocations OS1 (10)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (56) North of Henhurst Farm, Staplehurst	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
<b>GB26</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 0.1ha amenity green space at Land at Lenham Road, Headcorn	Open Space DM11  Open Space Allocations OS1 (11)  Planning application MA/14/505162  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (46) North of Lenham Road, Headcorn	Developer	Unknown	S106	To be committed through planning application MA/14/505162	Short / Medium Term	Essential	Low
<b>GB27</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 1.18ha Natural/semi natural open space at South of Grigg Lane, Headcorn	Open Space DM11  Open Space Allocations OS1 (12)  Qualitative Open Space Study 2014	H1 (44) South of Grigg Lane, Headcorn	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
			Quantitative Open Space Study 2015								
<b>GB28</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 1.12ha natural/semi natural open space at North of Heath Road, Coxheath	Open Space DM11  Open Space Allocations OS1 (13)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (36) North of Heath Road, Coxheath	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
<b>GB29</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 4.4ha of natural/semi natural open space at Former Syngenta Works, Hampstead Lane, Yalding	Open Space DM11  Open Space Allocations OS1 (14)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	RMX1 (4) Former Syngenta Works, Yalding	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
<b>GB30</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 1.49ha of natural/semi natural open space at Boughton Lane, Loose and Boughton Mon Chelsea	Open Space DM11  Open Space Allocations OS1 (15)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1(58) Boughton Lane, Boughton Monchelsea and Loose	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
<b>GB31</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space.	Provision of 0.15ha of natural/semi natural open space.	Open Space DM11  Open Space Allocations OS1 (16)	H1(59) Boughton Mount, Boughton Lane, Boughton Monchelsea	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
	space		Qualitative Open Space Study 2014  Quantitative Open Space Study 2015								
<b>GB32</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 0.15ha of natural/semi natural at Lyewood Farm, Boughton Monchelsea	Open Space DM11  Open Space Allocations OS1 (17)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1(61) Lyewood Farm, Green Lane, Boughton Monchelsea	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
<b>GB33</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	In addition to open space secured through OS1 allocations, on site open space will be sought through residential developments where this can be achieved on site. Where the full needs cannot be accommodated on site financial contributions towards improvements at existing facilities will be sought for any residual deficit in provision.	Open Space DM11  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	Residential allocations in the Local Plan.	Developers  MBC  Parish Councils	Unknown	S106	The need for open space provision is established through the Quantitative Open Space Study 2015	Varies	Essential	Low
<b>GB34</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Where development sites are unable to fully mitigate their quantitative impact on open space provision	Open Space DM11  Green and Blue Infrastructure Strategy 2016  Qualitative Open	Residential allocations in the Local Plan. Will support Local Plan strategy incl. Policy SS1 and implementation	MBC  Parish Councils	Unknown	CIL	Further work to be undertaken through implementation of GBI Strategy objectives.	Varies	Desirable	High

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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
		though on-site open space, this may exacerbate existing deficiencies for certain open space typologies in some areas. Though the implementation of the GBI Strategy the Council will look for opportunities to address these deficiencies.	Space Study 2014  Quantitative Open Space Study 2015	of the GBI Strategy 2016.							
<b>GB35</b>	<b>Green and blue infrastructure improvements</b>  Measures to improve accessibility, connectivity, biodiversity and quality of green and blue infrastructure in the borough.	The Green and Blue Infrastructure Strategy 2016 identifies a series of measures in its Action Plan. Though the implementation of the GBI Strategy the Council will look for opportunities to deliver these actions, including through the use of developer contributions where appropriate.	Green and Blue Infrastructure Strategy 2016	Not necessarily directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1 and implementation of the GBI Strategy 2016.	MBC  Parish Councils  Community and voluntary groups	Unknown	Various potential sources including CIL	Actions identified through the Green and Blue Infrastructure Strategy 2016	Varies	Desirable	High
SCHEDULE H: FLOOD PREVENTION AND MITIGATION											
<b>FP1</b>	<b>Flood management improvements</b>  Works to reduce the potential impacts of flooding	Construction of a scheme of defences to reduce the risk of flooding in Collier Street and communities from Yalding to Maidstone	R Medway CFMP 2008  Middle Medway Strategy 2007 revised 2010	The scheme will benefit new and existing properties located on this part of the River Medway flood zone. The risk of flooding to 3202 properties will be reduced	Environment Agency, MBC, TMBC, KCC	£25m	Defra/ KCC  Defra are supplying 50% of the projected cost.	Outline design being developed for consideration in early 2016. Business case to be submitted in 2018.	Short / Medium Term	Essential	Moderate



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										Importance to strategy Critical Essential Desirable	Risk to delivery High Moderate Low
FP2	<b>Flood management improvements</b>  Works to reduce the potential impacts of flooding	Property level protection for 30 houses and the school which are at risk of flooding from the moat stream in Headcorn. The properties are in Oak Farm Gardens, Kings Road, Moat Road and The Uptons also Headcorn primary school	River Medway Flood Mapping and Modelling 2008 and 2014  The impact of flooding to 30 properties will be reduced	The scheme will benefit existing properties in Headcorn	EA, MBC	£170k	Defra FDGIA  The EA can provide matched funding for 50% total cost.	Proposed means to reduce risk would be property level protection.	Short / Medium Term	Desirable	High