

**Maidstone Borough Infrastructure Delivery Plan**

**2019-2020**

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## What is the Infrastructure Delivery Plan?

The Infrastructure Delivery Plan (IDP) identifies the borough's infrastructure requirements considered necessary to support the development proposed in the Maidstone Borough Local Plan (MBLP) and outlines how and when these will be delivered. The IDP therefore plays a key role in demonstrating that planned growth can be accommodated in a sustainable manner, through the timely and coordinated delivery of critical and strategic infrastructure. It is a vital tool in helping to deliver the priorities identified in the Council's Strategic Plan 2019-2045. Whilst it contributes to the delivery of all four priorities, it is particularly relevant to 'embracing growth and enabling infrastructure'.



The IDP will also be used by the Council's CIL Steering Group in prioritising and determining bids for Community Infrastructure Levy (CIL) income.

The National Planning Policy Framework (NPPF) requires local planning authorities, through their strategic planning policies, to make sufficient provision for infrastructure including: transport, telecommunications, security, waste management, water supply, wastewater, flood risk, minerals and energy (including heat); community facilities such as health, education and cultural infrastructure; and green infrastructure.

In identifying infrastructure requirements, the Council works alongside infrastructure providers to assess the quality and capacity of all infrastructure, and its ability to meet forecast demands. The Council will also take account of the need for strategic infrastructure, including any nationally significant infrastructure, within the area.

Infrastructure requirements in the IDP reflect the growth and site allocations in the MBLP, adopted in 2017. Over time, strategic infrastructure contained in any 'made' Neighbourhood Plans may also be added to the IDP. The Council is now in the early stages of undertaking a Local Plan Review, with an anticipated adoption date of 2022. As the Local Plan Review progresses towards the final stages, the IDP will begin to incorporate infrastructure requirements based on the future Local Plan.

## **How has the Infrastructure Delivery Plan been produced?**

The original IDP was produced in consultation with internal stakeholders including officers in Economic Development & Regeneration, Environmental Health, Parks and Leisure. Consultation also took place with Kent County Council regarding provision of education, highways, waste, adult and youth services, libraries and community learning; as well as other external stakeholders including utility providers, Valley Invicta Academy Trust, Network Rail, Arriva, Highways England, Sport England, the NHS, the CGG, Environment Agency, South East Coast Ambulance Service, Kent Police and Kent Fire & Rescue.

In updating the IDP for 2019/20, all infrastructure providers with projects listed in the IDP were contacted in order to provide progress updates on their schemes and to submit new schemes for consideration of inclusion into this updated IDP. Other key infrastructure providers known to be operating in the borough but without schemes in the 2016 IDP were also contacted and given the opportunity to submit new schemes for consideration of inclusion into this updated IDP.

## **What does the Infrastructure Delivery Plan contain?**

The IDP groups infrastructure schemes by broad location and into eight broad infrastructure types as follows:

*Schedule A:* Highways and transportation

*Schedule B:* Education

*Schedule C:* Health

*Schedule D:* Social and community infrastructure

*Schedule E:* Public services

*Schedule F:* Utilities

*Schedule G:* Green and blue infrastructure

*Schedule H:* Flood prevention and mitigation

For each infrastructure type and broad location, the IDP sets out the borough's requirements, where and when it is required, why it is needed and an update on the delivery of the infrastructure to date. It also sets out what key progress is expected over the next year. Each infrastructure type is accompanied by an Infrastructure Delivery Schedule table which provides further detail on who will be delivering the required infrastructure, funding sources and estimated total costs, as well as prioritising the projects and identifying the risk associated with the delivery of each project.

Where new schemes are included within the 2019 IDP, they are at the end of the relevant table and are shaded grey.

## **How are infrastructure projects prioritised?**

The projects contained in the IDP are prioritised 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.

**How are infrastructure delivery risks categorised?**

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.

**Implementation and Review of the Infrastructure Delivery Plan**

The Infrastructure Delivery Plan (IDP) is reviewed and updated on at least an annual basis to support the sustainable delivery of Maidstone Borough Local Plan (MBLP).

The comprehensive infrastructure package set out in the 2016 IDP was based on a detailed evidence base that accompanied the MBLP. Whilst additional schemes may come forward for inclusion into future revisions of the IDP, perhaps because of changing organisational structures or priorities, or as a result of unanticipated demographic changes; these are not expected to be essential or critical infrastructure items.

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. The monitoring of schemes will also indicate 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.

## SCHEDULE A: Highways and Transportation

### Where?

Maidstone Town Centre

### What?

- Maidstone Bus Station improvements
- Bus lane provision
- Cycle parking improvements
- Public realm improvements and enhancements
- Improved pedestrian linkages, accessibility and legibility
- Provision of new and improvement of existing towpath
- New footbridge provision
- Maidstone East Rail Station improvements and provision of commuter car parking

### When?

Predominantly short to medium term

### Why?

The ITS seeks to ensure that pedestrian access becomes the primary mode of movement within the town centre, recognising that improvements to the pedestrian environment and public realm can help achieve this.

Evidence prepared to support MBLP policies on the town centre, including the Maidstone Town Centre Assessment (2013) and the Town Centre Study (2010) identify the positive impact these essential improvements for the town centre more generally.

Transport modal shift reduces traffic congestion within the town centre, and has cross-cutting health benefits in terms of improved air quality and increased physical activity.

### Key supporting evidence

- 1) Local Plan policy DM24 Sustainable Transport
- 2) Integrated Transport Strategy 2011-2031
- 3) KCC Local Transport Plan
- 4) Maidstone Town Centre Assessment 2013
- 5) Town Centre Study 2010
- 6) Maidstone Economic Development Strategy 2015-2031

### Next steps for 2019/20

Imminent completion of the public realm improvements to Gabriel's Hill and Week Street (HTTC5 & HTTC8).

## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTTC3	<b>Public transport improvements</b> Works to improve the functionality of the public transport network	Improvements to the Maidstone Bus Station	Policy DM24 ITS 2011-31 Town Centre Study 2010	Maidstone town Centre SP4	MBC Arriva	£2m	MBC – Capital programme Arriva CIL	Feasibility design work currently underway	Short / Medium term	Essential	Moderate
HTTC5	<b>Pedestrian environment</b> Measures to improve accessibility and appearance	Package of measures to improve the pedestrian environment and public realm along Week Street	ITS 2011-31 Maidstone Economic Development Strategy 2015 - 2031 Maidstone Town Centre Assessment 2013 Town Centre Study 2010	Maidstone Town Centre SP4	MBC	Combined cost of HTTC5 & HTTC8 estimated at £3.1m	MBC Capital Programme	Underway and will be completed by May 2019	Short term	Essential	Low
HTTC6	<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	Policy DM24 ITS 2011-31 Maidstone Economic Development Strategy 2015 – 2031 Maidstone Town Centre Assessment 2013 Town Centre Study 2010	Maidstone Town Centre SP4	MBC	£972k	CIL	Outline scheme and costings developed	Medium term	Essential	Moderate
HTTC7	<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	Policy DM24 ITS 2011-31 Town Centre Study 2010 Maidstone Town Centre Assessment 2013	Maidstone Town Centre SP4	MBC KCC	Unknown	CIL	Study completed but further work required	Long term	Desirable	High
HTTC8	<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	Combined cost of HTTC5 & HTTC8 estimated at £3.1m	MBC Capital Programme	Underway and will be completed by May 2019.	Short term	Essential	Low

## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
			ITS 2011-31								
HTTC9	<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.	Policy DM24 ITS 2011-31 Town Centre Study 2010 Planning permissions: MA/13/0297 MA/02/0820	Maidstone Town Centre SP4	MBC KCC	Unknown	S278 S106	Committed through planning permissions MA/02/0820 and MA/13/0297  Work to facilitate this tow path has been completed.	Short term	Essential	Low
HTTC11	<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 Rail  Network Rail  MBC  KCC	£2.0m	SELEP and Network Rail	Funding secured and scheme expected to be completed by 2020	Short term	Essential	Low
HTTC12	<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	SHEDLAA 2014 Maidstone Town Centre Assessment 2013  Town Centre Study 2010  SHEDLAA 2014	Maidstone Town Centre SP4  RMX1 (2) Maidstone East and Maidstone Sorting Office	MBC KCC	Unknown	Future S106	Outline design developed	Medium term	Essential	Moderate
HTTC13A	<b>Public transport</b> Measures to improve accessibility, safety and appearance	Provision of a multi-storey commuter car park to serve Maidstone East Rail Station	Policy DM24 RMX1(2) Maidstone East and Maidstone Sorting Office	RMX1(2) Maidstone East and Maidstone Sorting Office	South Eastern Rail  Network Rail  KCC	£9.0m	CIL	Network Rail has confirmed that a minimum of 550 spaces will be required	Short / Medium term	Essential	Moderate
HTTC13B	<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 ITS 2011-31 Town Centre Study 2010	Maidstone Town Centre SP4	MBC KCC	£1.52m	CIL	Initial costings estimate developed	Medium term	Desirable	High



## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTTC14	<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	Partially complete. Further interpretation and wayfinding signage needed.	Short/ Medium term	Desirable	Moderate
HTTC15	<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	Future S106	Further work required to establish outline scheme	Short term	Essential	Low
HTTC16	<b>Pedestrian environment</b> Measures to improve accessibility and safety	Provision of pedestrian crossing facilities on Upper Stone Street and Mote Road (slip road)	KCC correspondence, 2019	Maidstone Town Centre SP4	KCC MBC	Unknown	CIL	Further design work needed to identify suitable scheme	Short/ Medium term	Desirable	High

## SCHEDULE A: Highways and Transportation

### Where?

Maidstone Urban Area – M20 Junction 7 Strategic Development Area

### What?

- Roundabout capacity improvements and signalisation
- New signal pedestrian crossing provision
- M2 Junction 5 capacity improvements
- Dualling of carriageway between Bearsted and New Cut roundabouts
- Bus priority measures and increased frequency of routes

### When?

Short to medium term

### Why?

To support significant mixed use development adjacent to the M20 J7 (MBLP Policy RMX1 (1)), the ITS identifies the need for signalisation of the motorway junction and the widening of the coast bound off-slip. Capacity enhancements at the New Cut and Bearsted Roundabouts, and the dualling of the Bearsted Road between these roundabouts, are also essential to the delivery of this important development site. Of these schemes, all but the dualling have already been secured through the planning

process, as key requirements of the section 106 planning obligation attached to the grant of outline planning permission (MA/13/1163) for the development of a medical campus on the substantive part of site RMX1 (1). The dualling scheme is yet to be secured as planning permission for the redevelopment of the retail element of the site has not been granted. The transport evidence submitted in support of the refused planning application (MA/13/1931) supports the need for the scheme, and it is anticipated that the improvement will be secured as part of that development when it comes forward.

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

### Key supporting evidence

- 1) Local Plan policy DM24 Sustainable Transport
- 2) Local Plan policy RMX1(1) Newnham Park, Maidstone
- 3) Integrated Transport Strategy 2011-2031

### Next steps for 2019/20

Commencement of scheme HTJ71.

## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
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.	Policy DM24 ITS 2011-31 Planning permissions: 16/507292/OUT MA/13/1163	RMX1 (1) Newnham Park, Maidstone	KCC	£11.399m	S106 MBC DfT	Construction due to commence Summer 2019	Short 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.	Policy DM24 Planning permissions: 16/507292/OUT MA/13/1163	RMX1 (1) Newnham Park, Maidstone H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road H1 (10) South of Sutton Road	Highways England KCC	£4.667m	S106	Committed scheme under MA/13/1163. Detailed design completed.	Short / Medium term	Critical	Low
HTJ73	<b>Highway improvements</b> Works to improve the functionality of the strategic road network	Capacity improvements at M2 J5 (located in Swale Borough)	Policy DM24 Planning permissions: 16/507292/OUT MA/13/1163	RMX1 (1) Newnham Park, Maidstone	Highways England	TBC	DfT S106	Scheduled start of works 2020	Short term	Critical	Low
HTJ74	<b>Highway improvements</b> Works to provide additional capacity	Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout.	Policy DM24 ITS 2011-31 Planning application: MA/13/1931	RMX1 (1) Newnham Park	KCC	£2.7-£3.3m	S106	Included as part of HTJ71	Medium term	Critical	Low
HTJ75	<b>Public transport and highways 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.	Policy DM24 ITS 2011-31 Planning application: MA/13/1931	RMX1 (1) Newnham Park	KCC Arriva	£2.7m	S106 CIL	Bus extension scheme options considered under planning applications at site RMX1 (1).	Short / Medium term	Essential	Moderate

## SCHEDULE A: Highways and Transportation

### Where?

Maidstone Urban Area – South East Maidstone Strategic Development Area

### What?

- A274 Sutton Road capacity improvements and bus prioritisation measures
- A229/A274 W heatsheaf junction improvements
- Bus service frequency improvements along the A274
- New footway, cycle route and toucan crossing provision

### When?

Short to medium term

### Why?

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

Since the 2016 IDP, a new roundabout providing access to site H1(5) (scheme HTSE3) and a new road between Gore Court Road and Sutton Road, through site H1(6) (scheme HTSE5) have been completed.

As part of the Maidstone Integrated Transport Package (MITP), Local Growth Fund money has been reallocated

towards the junction scheme at A274/Willington Street, as well as S106 monies being secured from surrounding developments. The provisional scheme design, as reported to the Maidstone Joint Transport Board in January 2018, was not endorsed. Therefore an amended scheme which still delivers the necessary benefits is required.

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

### Key supporting evidence

- 1) Local Plan policy DM24 Sustainable Transport
- 2) Integrated Transport Strategy 2011-2031
- 3) SHEDLAA 2014
- 4) Walking and Cycling Strategy 2011-2031

### Next steps for 2019/20

Pending the outcome of the business case review, progress schemes HTSE6 and HTSE7 beyond detailed design stage.

## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTSE1	Highway improvements Works to provide additional capacity	Capacity improvements on the A274 Sutton Road between the junctions of Wallis Avenue and Loose Road, incorporating bus prioritisation measures from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.	Policy DM24 ITS 2011-31 SHEDLAA 2014 Mott McDonald A274 Corridor Study April 2016 Planning permissions: MA/13/1149 MA/13/0951 MA/13/1523 MA/12/0986 MA/12/0987	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	£3.2-£3.8m	Existing S106 CIL	Outline design work completed	Short term	Essential	High
HTSE2	Highway improvements Works to provide additional capacity	Improvements to capacity at the junctions of Willington Road and Wallis Avenue with Sutton Road	Policy DM24 ITS 2011-31 SHEDLAA 2014 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	Existing S106 Local Growth Fund (LGF)	No currently approved design	Short term	Critical	Moderate
HTSE4	Highway improvements Works to provide additional capacity	Widening of Gore Court Road between the new road and White Horse Lane	Policy DM24 SHEDLAA 2014	H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road	KCC	Unknown	S106	Outline design included as part of the Land north of Bicknor Wood H1 (7)	Short term	Critical	Moderate

## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
								planning permission			
HTSE6 HTSE7	<b>Highway improvements</b> Works to provide additional capacity	Improvements to capacity at the A229/A274 Wheatsheaf junction and improvements to the approaches to the Bridge Gyratory signal junctions from the Wheatsheaf junction	Policy DM24 ITS 2011-31  Planning permissions: MA/12/0986 MA/14/503167	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 H1 (29) New Line Learning	KCC	Unknown	Existing S106  Local Growth Fund (LGF)  CIL	Business case submitted.  Detailed designs expected by mid-2019.	Short term	Critical	Moderate
HTSE8	<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	Policy DM24 ITS 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	£2.7m	S106  CIL	Discussions ongoing with Arriva to determine the most appropriate scheme	Short / Medium term	Essential	Moderate
HTSE9	<b>Pedestrian environment</b> Works to improve safety and accessibility	Provision of a new footway on the northern side of Sutton Road.	Policy DM24  Planning permission: 15/509015/OUT	H1 (10) South of Sutton Road, Maidstone	KCC	£550k	S106	Outline design developed	Short term	Critical	Low
HTSE11	<b>Cycle provision</b>	Provision of a cycle route	Policy DM24	H1 (5) Langley Park, Maidstone	KCC	Unknown	S106	Outline design developed	Short term	Critical	Low

## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
	Works to improve safety and accessibility	through sites H1 (5) and H1 (10) from the A274 in the vicinity of Langley Church to Brishling Lane.	ITS 2011-31 Walking and Cycling Strategy 2011-2031 Planning permission: 15/509015/OUT Policy DM24	H1 (10) South of Sutton Road, Maidstone	Developer		S278				
HTSE12	<b>Cycle provision</b> Works to improve safety and accessibility	Connections to the existing cycle network from Park Wood to the town centre	ITS 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 Road, Maidstone	KCC	Unknown	S106 S278	Outline design developed	Short term	Critical	Low

## SCHEDULE A: Highways and Transportation

### Where?

Maidstone Urban Area – North West Maidstone Strategic Development Area

### What?

- Coldharbour roundabout capacity improvements
- Fountain Lane and A26/Tonbridge Road junction capacity improvements
- Hermitage Lane and A20/London Road junction capacity improvements
- North west Maidstone circular bus route provision
- New pedestrian crossing and cycle lane provision on Hermitage Lane

### When?

Short to medium term

### Why?

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

of the schemes, and it is anticipated that the infrastructure can be delivered in a coordinated manner to support growth.

The output for scheme HTNW3 has been revised since the 2016 IDP publication to reflect the latest scheme design – the repositioning and enlargement of the Coldharbour roundabout result in the removal of the existing traffic signals. Similarly, the additional lane proposed under scheme HTNW4 in 2016 is no longer required and has been removed from the scheme output. Funding sources for HTNW3 have been updated to include Local Growth Fund, as this scheme is part of the Maidstone Integrated Transport Package.

At this time, it is uncertain whether the proposed capacity improvements at the junction of Hermitage Lane and London Road (HTNW5) are required, due to the proposed provision of a new link road as part of a development in the neighbouring borough of Tonbridge and Malling. It is prudent, therefore, to keep the scheme within the IDP and review it again next year.

### Key supporting evidence

- 1) Local Plan policy DM24 Sustainable Transport
- 2) Integrated Transport Strategy 2011-2031
- 3) Walking and Cycling Strategy 2011-2031

### Next steps for 2019/20

Detailed design for scheme HTNW3 are expected to be complete by May 2019, with commencement of work on site by autumn 2019 and completion in 2020.



## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification / supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTNW1	<b>Highway improvements</b> Works to improve the functionality of the Strategic Road Network	Interim improvements to M20 J5 roundabout including white lining scheme (located in Tonbridge & Malling)	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Walking and Cycling Strategy 2011-2031  Planning permissions: MA/13/1749 MA/13/1702 MA/14/501209	H1 (1) Bridge Nurseries, Maidstone  H1 (2) East of Hermitage Lane, Maidstone  H1 (3) West of Hermitage Lane, Maidstone  H1 (4) Oakapple Lane, Maidstone	Highways England  KCC	£43k	Existing S106	Scheme committed through MA/13/1749	Short term	Critical	Low
HTNW3	<b>Highway improvements</b> Works to provide additional capacity	Enlargement of existing roundabout and removal of traffic signals	Sustainable Transport DM24  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	Existing S106  Local Growth Fund	Outline design completed	Short term	Critical	Moderate
HTNW4	<b>Highway improvements</b> Works to provide additional capacity	Capacity improvements at the junction of Fountain Lane and the A26/Tonbridge Road	Sustainable Transport DM24  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	Unknown	Existing S106  CIL	Revisiting scheme options	Short term	Critical	Moderate

## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTNW5	<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 (located in Tonbridge and Malling Borough)	Sustainable Transport DM24 Maidstone Joint Transport Board Report – October 2015	Development in north western Maidstone will place additional pressure on this junction	KCC	£499k plus statutory undertakings and potential land acquisition	CIL LGF	Outline design developed.	Short / Medium term	Essential	Moderate
HTNW6	<b>Highway improvements</b> Works to provide additional capacity	Capacity improvements at the 20/20 roundabout	Sustainable Transport DM24	Development in north western Maidstone will place additional pressure on this junction	KCC	Unknown	CIL	Further work required to develop scheme	Medium term	Desirable	High
HTNW7	<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 permissions: MA/13/1702 Arriva consultation 2015	H1 (2) East of Hermitage Lane, Maidstone	KCC Arriva	£455k	S106	Scheme committed through MA/13/1749	Short term	Critical	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)	Sustainable Transport DM24 Planning permission: MA/13/1749	H1 (2) East of Hermitage Lane	KCC	£16.5k	S106	Scheme committed through MA/13/1749	Short term	Essential	Low
HTNW10	<b>Cycle provision</b>	Provision of a new cycle lane along B2246 Hermitage Lane	Sustainable Transport DM24 Walking and Cycling Strategy 2011-2031 Integrated Transport Strategy 2011-31 Planning permission: MA/13/1749	H1 (2) East of Hermitage Lane	KCC	£22k	S106	Scheme committed through MA/13/1749	Short term	Essential	Low

## SCHEDULE A: Highways and Transportation

### Where?

Maidstone Urban Area – Other

### What?

- A20/ Willington Street junction capacity improvements
- Pedestrian and public transport improvements on the northern side of the A20 Ashford Road
- Part signalisation of the A229 Royal Engineers roundabout
- Cycle parking improvements and additional car parking provision at Bearsted railway station

### When?

Short term, with one long term

### Why?

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

There is an established need for improvements at Boughton Lane, and at its junction with the A229 (including

with Cripple Street) to accommodate growth in this part of Maidstone and this is recognised within the IDP and MBLP. Technical work has recently been completed to identify an appropriate scheme and this is included in the IDP to demonstrate that the proposed allocations can be delivered within the MBLP plan period.

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

### Key supporting evidence

- 1) Local Plan policy DM24 Sustainable Transport
- 2) Integrated Transport Strategy 2011-2031
- 3) Walking and Cycling Strategy 2011-2031

### Next steps for 2019/20

Continue to work with KCC on delivery of the schemes within the Maidstone Integrated Transport Package (MITP).

## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
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  Mott McDonald A229 / Boughton Lane – Junction Review April 2016  SHEDLAA 2014  Planning applications: MA/13/2197 MA/14/503167  Planning permission: MA/14/503167	H1 (29) New Line Learning, Loose  H1 (53) Land at Boughton Lane, Loose  H1 (54) Land at Boughton Mount	KCC	£1m	Existing S106  LGF	Included in MITP. Design work ongoing.	Short term	Critical	Moderate
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	£1.5m	LGF	Included in MITP. Design work ongoing.	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
HTUA6	<b>Public transport</b> Works to provide additional capacity	Provision of additional car parking spaces	Sustainable Transport DM24  Integrated Transport	H1 (30) Bearsted Station Goods Yard, Bearsted	Developer	Unknown	Developer	Scheme for min. 10 spaces required under Policy H1 (30)	Short term	Essential	Low

## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		Bearsted Railway Station.	Strategy 2011-31		South Eastern Trains						
<b>HTUA7</b>	<b>Public transport</b> Works to provide additional capacity	Part signalisation of the A229 Royal Engineers roundabout, Maidstone	Sustainable Transport DM24 Mott McDonald Invicta, Maidstone: Junction Review May 2016	H2 (2) Invicta Barracks Broad Location	KCC	Unknown	S106	Concept scheme developed	Long term	Critical	Low
<b>HTUA8</b>	<b>Highways and transportation</b> Works to reduce traffic congestion and improve pedestrian safety	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	KCC advise that growth in population is increasing demand for this facility, the only such one in the borough.	Borough-wide developments	KCC	Unknown	CIL	Concept scheme	Short / Medium term	Essential	High

## SCHEDULE A: Highways and Transportation

### Where?

Maidstone Rural Areas – Coxheath

### What?

- Linton crossroads junction improvements
- B2163/Heath Road and Stockett Lane junction improvements
- Footway extensions
- New footways, pedestrian crossings and bus stop improvements on Heath Road
- Bus frequency increases

### When?

Short to medium term

### Why?

A number of development sites in Coxheath have already received planning consent, and significant developer

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

### Key supporting evidence

- 1) Local Plan policy DM24 Sustainable Transport
- 2) Integrated Transport Strategy 2011-2031
- 3) SHEDLAA 2014

### Next steps for 2019/20

Progress the Linton Crossroads junction improvements.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTC1	<b>Highway improvements</b> Works to provide additional capacity and improve safety	Linton Crossroads junction improvements	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Mott McDonald Technical Note: Linton Crossroads Junction Capacity Assessment Results May 2016	H1 (57) Heathfield, Heath Road, Coxheath  H1 (68) Forstal Lane, Coxheath  H1 (53) Junction of Church Street and Heath Road, Boughton Monchelsea  H1 (59) North of Heath Road, Coxheath	KCC	£927,500	S106	Outline design completed	Short / Medium term	Critical	Moderate

## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
			Mott McDonald Linton Crossroads Study June 2015  SHEDLAA 2014	H1 (60) 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>Highway improvements</b> Works to provide additional capacity and improve safety	Improvements at the junction of B2163 Heath Road and Stockett Lane	Sustainable Transport DM24  SHEDLAA 2014	H1 (56) Linden Farm, Coxheath  H1 (58) Forstal Lane, Coxheath	KCC	Unknown	CIL	SHEDLAA identifies potential need for the scheme	Short / Medium term	Desirable	High
<b>HTC3</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	£900k	CIL	Discussions ongoing with Arriva	Short / Medium term	Essential	Moderate
<b>HTC4</b>	<b>Highway improvements</b> Works to improve accessibility and provide additional capacity	Provision of a formal footway link between site H1 (58) and Mill Lane.	Sustainable Transport DM24  SHEDLAA 2014	H1 (58) Forstal Lane, Coxheath	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	Sustainable Transport DM24  Planning permission MA/14/0566	H1 (60) Clockhouse Farm, Coxheath	KCC	Unknown	S278	Scheme committed through MA/14/0566	Short term	Critical	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 (56)	Sustainable Transport DM24  SHEDLAA 2014	H1 (56) Linden Farm, Coxheath	KCC	Unknown	S278	Need for the scheme identified in the SHEDLAA	Short term	Critical	Low
<b>HTC7</b>	<b>Public transport</b> Works to provide additional capacity	Extension of the footway on the northern side of Heath Road to site H1 (59)	Sustainable Transport DM24  SHEDLAA 2014	H1 (59) North of Heath Road, Coxheath	KCC	Unknown	S278	Need for the scheme identified in the SHEDLAA	Short term	Critical	Low

## SCHEDULE A: Highways and Transportation

### Where?

Maidstone Rural Areas – Harrietsham

### What?

- A20 Ashford Road highways improvements

### When?

Short term

### Why?

The key highways scheme for Harrietsham is the improvement to the section of the A20 Ashford Road running through the village, to reduce the speed of through

traffic and improve pedestrian crossings. All three development sites in Harrietsham received planning consent, and contributions were secured towards the scheme. The works are now under construction and are due for completion in the short term.

### Key supporting evidence

- 1) Local Plan policy DM24 Sustainable Transport
- 2) Integrated Transport Strategy 2011-2031

### Next steps for 2019/20

Complete highways improvements to improve safety along the A20 Ashford Road.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTHA1	<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	Sustainable Transport DM24  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	Short term	Critical	Low



## SCHEDULE A: Highways and Transportation

### Where?

Maidstone Rural Areas – Headcorn

### What?

- Signalisation of Kings Road/ Mill bank junction
- New footway provision along the A274
- Cycle parking improvements at Headcorn railway station

### When?

Short term

### Why?

In Headcorn the majority of development sites have already received planning consent. Technical evidence prepared to support planning applications for the housing

sites has identified the need for the signalisation of the Kings Road/Mill Bank junction, and improvements at the junction of Oak Lane and Wheeler Street. These key schemes are already secured through the planning consents and therefore there is some confidence that the improvements can be delivered in a timely manner to support growth.

### Key supporting evidence

- 1) Local Plan policy DM24 Sustainable Transport
- 2) Integrated Transport Strategy 2011-2031
- 3) SHEDLAA 2014

### Next steps for 2019/20

Work with KCC to ensure schemes delivered in a timely manner.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTHE2	<b>Highway improvements</b> Works to improve safety	Signalisation of the Kings Road / Mill Bank junction, Headcorn	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permissions: 15/503325/HYBRID 14/505162/FULL	H1 (36) Ulcombe Road and Millbank, Headcorn H1 (40) North of Lenham Road, Headcorn	KCC	Unknown	S106 S278	Scheme committed under planning permission 15/503325/HYBRID	Short term	Critical	Low
HTHE3	<b>Highway improvements</b> Works to improve safety	Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn	Sustainable Transport DM24 Planning permission: 15/503325/HYBRID	H1 (36) Ulcombe Road and Millbank, Headcorn	KCC	Unknown	S278	Scheme committed under planning permission 15/503325/HYBRID	Short term	Critical	Low
HTHE5	<b>Pedestrian environment</b>	Provision of a footway along the A274 from	Sustainable Transport DM24	EMP1 (1) West of Barradale Farm, Headcorn	KCC	Unknown	S106	Need for the scheme identified in the SHEDLAA	Short term	Critical	Low

## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
	Measures to improve accessibility and safety	the access to site EMP1 (1) to connect with the existing footway to the south, and provide pedestrian access to existing bus stops	SHEDLAA 2014								

## SCHEDULE A: Highways and Transportation

### Where?

Maidstone Rural Areas – Lenham

### What?

- Package of junction improvements

### When?

Long term

### Why?

Traffic modelling for Lenham confirms that the proposed housing allocations can be accommodated without the need for significant improvements to highway capacity. Additional modelling undertaken to assess the implications of the Lenham Broad Location however indicates that capacity improvements will be required at key junctions to ensure that the significant scale of growth proposed can be accommodated in highway terms.

The need for transport infrastructure improvements is reflected in the IDP although it is acknowledged that as the Lenham Neighbourhood Plan progresses and further transport modelling work is produced, more precise transport infrastructure schemes may be suitable for inclusion within future iterations of the IDP.

### Key supporting evidence

- 1) Local Plan policy DM24 Sustainable Transport
- 2) Mott Macdonald Lenham – Transport Mitigation Study, April 2016
- 3) Mott Macdonald Lenham – Technical note: junction capacity assessment and addendum, 2015

### Next steps for 2019/20

Continue to support Lenham Parish Council in progressing the Lenham Neighbourhood Plan.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTL2	<b>Highway improvements</b> Works to provide additional capacity and improve accessibility	Package of junction improvements in Lenham to accommodate the broad location	Sustainable Transport DM24 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	Unknown	CIL S106 S38 S278	Study identifies need for junction improvements and identifies concept solutions	Long term	Critical	Low

## SCHEDULE A: Highways and Transportation

### Where?

Maidstone Rural Areas – Marden

### What?

- Improvements to pedestrian safety
- Bus infrastructure improvements
- Improvements to Marden Rail Station

### When?

Short term

### Why?

All four of the housing allocations in Marden have already received planning consent. Developer contributions have

been secured towards improvements at Marden Rail Station, with works to provide improvements to sustainable transport infrastructure including improved crossings and bus stop infrastructure having been secured through section 278 agreements. Delivery of these improvements is therefore anticipated within the short term.

### Key supporting evidence

- 1) Local Plan policy DM24 Sustainable Transport
- 2) Integrated Transport Strategy 2011-2031

### Next steps for 2019/20

Completion of schemes HTM2 and HTM3.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTM1	<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	Sustainable Transport DM24 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 H1 (46) Marden Cricket and Hockey Club	South Eastern Rail	Unknown	S106	Outline design work completed	Short term	Essential	Low
HTM2	<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	Sustainable Transport DM24 Planning permissions: MA/13/1585 MA/13/0693	H1 (44) Stanley Farm, Marden H1 (45) The Parsonage, Marden	KCC	Unknown	S278	Scheme part completed	Short term	Critical	Low

## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		pedestrian crossing on Church Green, traffic calming measures and improvements to bus infrastructure	Planning application: MA/13/1928	H1 (46) Marden Cricket and Hockey Club							
<b>HTM3</b>	<b>Pedestrian environment</b> Measures to improve accessibility and safety	Footpath widening and traffic calming on Howland Road, Marden	Sustainable Transport DM24 Planning permission: MA/13/1291		KCC	Unknown	S278	Scheme part completed	Short term	Critical	Low

## SCHEDULE A: Highways and Transportation

### Where?

Maidstone Rural Areas – Staplehurst

### What?

- A229, Headcorn Road, Station Road and Marden Road junction capacity improvements
- Pedestrian and cycle crossing provision
- Bus infrastructure improvements and service frequency increase
- Staplehurst Rail Station facilities improvements

### When?

Short term

### Why?

Given the scale and location of growth identified in Staplehurst, there is a need to improve the key junction of the A229, Headcorn Road, Station Road and Marden Road. Land assembly issues have presented challenges to the design of the scheme, however an outline design has been

developed to maximise the capacity of the junction within these constraints. Complementary measures to improve passenger facilities at the Staplehurst Rail Station, and to increase the frequency of bus services along the A229 corridor, are identified in order to promote take up of sustainable transport modes and reduce pressure on the highway network, reflecting objectives in the ITS. Permission has been granted for development at sites H1 (49) and H1 (50) and it is anticipated these improvements can be delivered in the short term to support growth.

### Key supporting evidence

- 1) Local Plan policy DM24 Sustainable Transport
- 2) Integrated Transport Strategy 2011-2031

### Next steps for 2019/20

Continue to work with KCC to secure the timely delivery of the short term, critical infrastructure schemes HTS1, HTS2 and HTS3.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTS1	<b>Highway improvements</b> Works to provide additional capacity	Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road, Staplehurst	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 SHEDLAA 2014 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	£172 plus statutory undertakings	S106 CIL	Outline design stage	Short term	Critical	High

## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTS2	<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	Sustainable Transport DM24 Planning permission: 14/505432/FULL	H1 (49) Fishers Farm, Staplehurst	KCC	Unknown	S278	Scheme to be committed through planning permission 14/505432/FULL	Short term	Critical	Low
HTS3	<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 extension of the 30 mph limit on Marden Road	Sustainable Transport DM24 Planning permission: 14/502010/OUT	H1 (48) Hen and Duckhurst Farm, Staplehurst	KCC	Unknown	S278	Scheme to be committed through planning application 14/502010/OUT	Short term	Critical	Low
HTS4	<b>Public transport</b> Measures to improve functionality and provide additional capacity	Improvements to public and passenger facilities at Staplehurst Rail Station	Sustainable Transport DM24 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	Short term	Essential	Moderate
HTS5	<b>Public transport</b> Measures to improve functionality and provide additional capacity	Increased frequency of the No. 5 route to provide a half hourly service	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Arriva Consultation 2015 Planning 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	Short / Medium term	Essential	Moderate

## SCHEDULE A: Highways and Transportation

### Where?

Maidstone Rural Areas – Yalding

### What?

- Footway extension along vicarage Road
- Safety improvements to Hampstead Lane level crossing
- Highways improvements at the junction of Hampstead Lane and Maidstone Road

### When?

Short to medium term

### Why?

Development sites in Yalding are yet to come forward, however schemes to provide a right turn lane at the junction of Hampstead Lane and Maidstone Road, and safety improvements at the level crossing are identified to support the delivery of the large mixed use development at

site RMX1 (4). Given the position of the site, relative to the village centre, proposed Policy RMX1 (4) recognises the need to maximise opportunities for use of sustainable transport modes, and it may be the case that evidence prepared to support a planning application for development of the site could identify additional measures to achieve this objective.

### Key supporting evidence

- 1) Local Plan policy DM24 Sustainable Transport
- 2) Integrated Transport Strategy 2011-2031
- 3) SHEDLAA 2014

### Next steps for 2019/20

Continue to await schemes to come forwards in order for the associated provision of infrastructure to be progressed further.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTY1	<b>Pedestrian environment</b> Measures to improve safety and accessibility	Extension of the footway along Vicarage Road to site H1 (65)	Sustainable Transport DM24 SHEDLAA 2014	H1 (65) Vicarage Road, Yalding	KCC	Unknown	S106	Further work required to develop outline scheme.	Short term	Critical	Low
HTY2	<b>Highway improvements</b> Works to improve safety	Safety improvements to level crossing at Hampstead Lane, Yalding	Sustainable Transport DM24 SHEDLAA 2014	RMX1 (4) Former Syngenta Works, Yalding	Network Rail South Eastern Rail	Unknown	S106	Further work required to develop outline scheme.	Short / Medium term	Essential	Moderate



## SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTY3	<b>Highways improvements</b> Measures to improve accessibility and safety	Provision of a right turn lane on Hampstead Lane at its junction with Maidstone Road	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 SHEDLAA 2014	RMX1 (4) Former Syngenta Works, Yalding	KCC	Unknown	S106	Further work required to develop outline scheme.	Short / Medium term	Critical	Low

## SCHEDULE A: Highways and Transportation

### Where?

Maidstone Borough Wide

### What?

- Measures to improve sustainable transport infrastructure across the borough

### When?

Varies

### Why?

Improving sustainable transport infrastructure is a key priority in order to deliver the strategic objectives of the

MBLP, the Integrated Transport Strategy and the associated Walking and Cycling strategy.

### Key supporting evidence

- Local Plan policy DM24 Sustainable Transport

### Next steps for 2019/20

Continue to work collaboratively with KCC and other key stakeholders to improve sustainable infrastructure across the borough, prioritising schemes to best deliver the objectives of the Local Plan, the ITS and the Walking and Cycling strategy.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTB1	<b>Pedestrian environment, cycle provision and public transport</b>	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	Sustainable Transport DM24	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	Unknown	S106	Various schemes at different stages of development	Varies	Essential / Desirable	Moderate

## SCHEDULE B: Education Provision

### Where?

Maidstone Urban Area

### What?

- Existing schools expansion
- Provision of new schools

### When?

Predominantly short to medium term. One long term scheme identified.

### Why?

The birth rate in Maidstone has increased each year from 2013 before dropping slightly in 2017. However, this is still 3-4 points above the County average. The number of recorded births in the Borough has followed a similar pattern and was down by 25 in 2017 compared to the previous year.

KCC's 2019 Schools Commissioning Plan suggests that if new housing is delivered in line with MBLP expectations, and no action were taken to provide more school places:

- For primary education, there would be a 4.8% surplus of Year R places in 2019-20, reducing to a deficit of -1.9% by 2022-23. For years R to 6 the surplus would be 1.8% in 2019-20, reducing to a deficit of -2.6% in 2022-23.
- For secondary education, there would be a -6.8% deficit of Year 7 places in 2019-20, increasing to -24.4% by 2024-25. For Years 7-11 the surplus would be 3.0% for 2019-20 reducing to a deficit of -24.1% in 2024-25.

It is therefore essential that both primary and secondary schools are expanded or new schools are provided in order to ensure sufficient school places for the forecast child population.

### Key supporting evidence

- 1) KCC Schools Commissioning Plan 2019 – 2023

### Next steps for 2019/20

Completion of scheme EDM1.

## SCHEDULE B: Education Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
EDM1	<b>Secondary education</b> Measures to provide additional capacity	Provision of a 6FE secondary school – Maidstone School of Science and Technology	KCC School Commissioning Plan 2018 – 2022  Planning permission: 17/501471	Housing development across the borough will generate the need for additional secondary school places	VIAT  DfE	Unknown	DfE	Planning permission granted 2018 – opening September 2020	Short term	Essential	Low
EDM2	<b>Secondary education</b> Measures to provide additional capacity	2FE expansion of The Maplesden Noakes School, Maidstone	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	Existing S106  Basic Need (government grant to KCC)	Need for the scheme established through the planning permissions – opening September 2021	Short term	Essential	Low
EDM4	<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 2019 – 2023  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	Existing S106  CIL	Identified in the Commissioning Plan for delivery between 2021 and 2022	Short term	Critical	Moderate
EDM6	<b>Primary education</b> Measures to provide additional capacity	Provision of a new 1FE primary school on site H1 (10) South of Sutton Road, Maidstone	KCC School Commissioning Plan 2016 – 2020  Planning permission: 15/509015/OUT  KCC R19 Representation on MBLP	Development at site H1 (10) will generate the need for a new primary school.	KCC	£6m	Future S106	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020	Medium term	Critical	Moderate
EDM7	<b>Primary education</b> Measures to provide additional capacity	Up to 1FE expansion of Greenfields Community Primary School, Maidstone	KCC School Commissioning Plan 2016 – 2020  KCC R19 Representation on MBLP	Development at site H1 (8) will generate the need for additional primary school places	KCC	£2.5m	Future S106	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020	Medium term	Essential	Moderate
EDM9	<b>Primary education</b> Measures to provide additional capacity	Provision of a new 2FE primary school within Broad Location H2 (2) Invicta	KCC School Commissioning Plan 2016 – 2020	Development at site H2 (2) will generate the need for a new primary school	KCC	£6m	Future S106	Need for additional primary school capacity identified in the Commissioning	Long term	Critical	Moderate

## SCHEDULE B: Education Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		Barracks, Maidstone	KCC R19 Representation on MBLP					Plan 2016 - 2020			
<b>EDM10</b>	<b>Primary education</b> Measures to provide additional capacity	Provision of a new 2FE primary school, Maidstone North Primary Free School	KCC School Commissioning Plan 2019-2023	Housing development across the borough will generate the need for additional school places	Leigh Academies Trust and Education and Funding Agency	Unknown	Government Free School Programme	Planning application submitted. Expected opening 2021	Short term	Essential	Moderate

## SCHEDULE B: Education Provision

### Where?

Maidstone Rural Areas

### What?

- Existing schools expansion
- Provision of new schools

### When?

Short to medium term

### Why?

The birth rate in Maidstone has increased each year from 2013 before dropping slightly in 2017. However, this is still 3-4 points above the County average. The number of recorded births in the Borough has followed a similar pattern and was down by 25 in 2017 compared to the previous year.

KCC's 2019 Schools Commissioning Plan suggests that if new housing is delivered in line with MBLP expectations, and no action were taken to provide more school places:

- For primary education, there would be a 4.8% surplus of Year R places in 2019-20, reducing to a deficit of -1.9% by 2022-23. For years R to 6 the surplus would be 1.8% in 2019-20, reducing to a deficit of -2.6% in 2022-23.
- For secondary education, there would be a -6.8% deficit of Year 7 places in 2019-20, increasing to -24.4% by 2024-25. For Years 7-11 the surplus would be 3.0% for 2019-20 reducing to a deficit of -24.1% in 2024-25.

It is therefore essential that both primary and secondary schools are expanded or new schools are provided in order to ensure sufficient school places for the forecast child population.

### What is the key supporting evidence?

- 1) KCC Schools Commissioning Plan 2019 – 2023

### What are the next steps for 2019/20?

Completion of scheme EDR2.

## SCHEDULE B: Education Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
EDR1	<b>Secondary education</b> Measures to provide additional capacity	1FE expansion of Cornwallis Academy, Loose, Maidstone	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	Existing S106  CIL	Identified in the Commissioning Plan for delivery by 2021-2022	Short term	Essential	Moderate
EDR2	<b>Primary education</b> Measures to provide additional capacity	1FE expansion of Harrietsham Primary School	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	Existing S106  CIL	Additional 30 Year R pupils accepted from September 2019. Full building to provide ongoing capacity – September 2020	Short / Medium term	Essential	Moderate
EDR3	<b>Primary education</b> Measures to provide additional capacity	0.6FE expansion of Marden Primary School	KCC School Commissioning Plan 2016 – 2020  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	Existing S106  CIL	Identified in the Commissioning Plan for delivery by 2021	Short term	Essential	Moderate
EDR5	<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	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020	Medium term	Essential	Moderate
EDR6	<b>Primary education</b> Measures to provide additional capacity	1FE expansion of Lenham Primary School for Broad Location H2 (3) Lenham	KCC School Commissioning Plan 2016 – 2020  KCC R19 Representation on MBLP  KCC update note 2019	Development at site H2 (3) will generate the need additional primary school places in this area	KCC	£3.6m	Future S106 OR CIL (tbc by SPI committee)	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020	Medium term	Critical	Moderate

### Where?

Maidstone Urban Area

### What?

- Improve quality and/or increase capacity at existing GP surgeries
- Requirement for new building to deliver general practice services (in addition to existing premises)
- Identify options for development of a Local Care Hub in the Maidstone area
- Identify options for a Local Care mini-hub in the Aylesford area

### When?

Short to medium term

### Why?

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, the Clinical Commissioning Group (West Kent CCG), and Public Health (Kent County Council). Some of the most direct impacts on health infrastructure are likely to be felt in local GP surgeries and urgent and emergency care services; although increased demand on all healthcare services exists and adequate capacity through infrastructure is needed to support service delivery.

Since the May 2016 iteration of the IDP, the West Kent CCG has taken on delegated commissioning responsibility for primary medical services and also has responsibility for strategic estates planning. In November 2018, the CCG

produced their GP Estates Strategy which clearly sets out a set of priorities relating to GP infrastructure linked directly to population growth as set out in the adopted MBLP. This has therefore been used as the basis for identifying the 2019 IDP projects relating to GP infrastructure. It should however be noted that general practice premises plans are kept under regular review by the CCG and priorities are subject to change, in order to ensure appropriate general medical service capacity is available.

Discussions have also been held with the Maidstone and Tunbridge Wells NHS Trust to establish their position with regards to existing capacity and plans for future development of the hospital site at Hermitage Lane, Maidstone. Extensive works to refurbish existing wards will significantly improve the hospital environment and ensure compliance with updated guidance. The Trust is also considering options to improve both road and air access and provide additional car parking. Having been designated as one of the Kent wide Hyper Acute Stroke Units (HASU), the Trust is planning on developing a new AMU facility at the Maidstone site, although the scheme is at too early a stage to be included in this iteration of the IDP.

### What is the key supporting evidence?

- 1) West Kent CCG GP Estates Strategy (2018)
- 2) West Kent CCG Local Care Plan (2017)
- 3) Strategic Case - Local Care Hubs in West Kent (2018)

### What are the next steps for 2019/20?

To improve quality and provide additional capacity at GP surgeries across the borough, in accordance with the priorities identified in the GP Estates Strategy



## SCHEDULE C: Health Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
<b>HPU1</b>	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Brewer Street Surgery, Maidstone  Works including refurbishment and reconfiguration of existing premises assessed as part of ongoing review.	CCG GP Estates Strategy 2018  Planning permissions: MA/13/1749 16/507471	Development within central and northern Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
<b>HPU2</b>	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Bower Mount Medical Centre, Maidstone  Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum utilisation of existing premises.	CCG GP Estates Strategy 2018  Planning permission: 12/0825 14/503755	Development within central Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
<b>HPU3</b>	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Vine Medical Centre, Maidstone  Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum utilisation of existing premises	CCG GP Estates Strategy 2018  Planning permission: 11/078 and 120774 DOV	Development within central Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
<b>HPU4</b>	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	College Practice, Maidstone including Barming Medical Centre and Allington Clinic (branch sites)  College Road and Allington premises are not considered suitable for the longer term. Premises development plan required to provide	CCG GP Estates Strategy 2018  Planning permissions: MA/13/1702 MA/13/2079	Development within central Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate

## SCHEDULE C: Health Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		sustainable and resilient capacity.									
<b>HPU5</b>	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Blackthorn Medical Centre, Maidstone  Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum utilisation of existing premises	CCG GP Estates Strategy 2018  Planning permissions: MA/13/1749 MA/13/1702	Development within north western Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
<b>HPU6</b>	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Aylesford Medical Centre (located in Tonbridge & Malling)  Premises Development Plan required to understand option for Local Care mini-hub in Aylesford area.	CCG GP Estates Strategy 2018  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	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy. No Development Plan at this stage	Short / Medium term	Essential	Moderate
<b>HPU8</b>	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Mote Medical Practice – main site St Saviours Road and branch at Loose Road  Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum utilisation of existing premises	CCG GP Estates Strategy 2018  Planning permission: MA/13/1523	Development within north western Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
<b>HPU9</b>	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Orchard Medical Centre, Langley  Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum	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	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate

## SCHEDULE C: Health Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		utilisation of existing premises									
<b>HPU10</b>	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Wallis Avenue Surgery  Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum utilisation of existing premises	CCG GP Estates Strategy 2018  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	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
<b>HPU12</b>	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	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 as part of ongoing review to support maximum utilisation of existing premises	CCG GP Estates Strategy 2018	Development within eastern Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	CIL	Priority in CCG GP Estates Strategy. No Development Plan at this stage for branch surgery.	Short / Medium term	Essential	Moderate
<b>HPU13</b>	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Bearsted Medical Practice  Works including refurbishment and reconfiguration to support maximum utilisation of existing premises	CCG GP Estates Strategy 2018  Planning permissions: MA/14/504795 MA/14/0475	Development within eastern Maidstone will generate the need for additional GP capacity in the area	CCG	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
<b>HPU14</b>	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Sutton Valence Group Practice – main site South Lane and branch site at North Street	CCG GP Estates Strategy 2018  Planning permission: MA/14/504556	Development in and around Langley, Sutton Road and Sutton Valence will generate the need for additional GP	CCG	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy. Stage 1 business case supported by CCG to progress to Stage 2 (OBC).	Short / Medium term	Essential	Moderate

## SCHEDULE C: Health Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		New Premises Development plan (replacing two existing premises) proposed to respond to growth in Langley/Sutton Road/ Sutton Valence area.		capacity in the area							
<b>HPU17</b>	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Albion Medical Centre  Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum utilisation of existing premises	CCG GP Estates Strategy 2018	Development within central Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
<b>HPU18</b>	<b>Local Care/ out of hospital services</b> Measures to improve quality and provide out of hospital capacity	Consideration of options for development of a Local Care Hub in the Maidstone area	CCG Strategic Case for Local Care Hubs (2018)	Borough-wide developments	CCG	Unknown	CIL	Strategic Case supported by CCG. Potential site identification in 2019	Short / Medium term	Essential	High
<b>HPU19</b>	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	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 provider of GP services.	CCG GP Estates Strategy 2018	Development within central Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	CIL	Requirement identified in GP Estates Strategy. No development plan at this stage.	Short / Medium term	Essential	Moderate

### Where?

Maidstone Rural Area

### What?

- Improve quality and/or increase capacity at existing GP surgeries
- New GP premises provision in Coxheath, replacing two existing premises

### When?

Short to medium term

### Why?

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, the Clinical Commissioning Group (West Kent CCG), and Public Health (Kent County Council). Some of the most direct impacts on health infrastructure are likely to be felt in local GP surgeries and urgent and emergency care services; although increased demand on all healthcare services exists and adequate capacity through infrastructure is needed to support service delivery.

Since the May 2016 iteration of the IDP, the West Kent CCG has taken on delegated commissioning responsibility for primary medical services and also has responsibility for

strategic estates planning. In November 2018, the CCG produced their GP Estates Strategy which clearly sets out a set of priorities relating to GP infrastructure linked directly to population growth as set out in the adopted MBLP. This has therefore been used as the basis for identifying the 2019 IDP projects relating to GP infrastructure. It should however be noted that general practice premises plans are kept under regular review by the CCG and priorities are subject to change, in order to ensure appropriate general medical service capacity is available.

A key change since the 2016 IDP is the new premises proposal from Greensands Health Centre to serve Coxheath and the surrounding area. The proposal is for a new surgery to replace two existing premises: Stockett Lane Surgery and the branch surgery on Heath Road. Greensands Health Centre are developing the detailed business case and plans that will continue to be assessed through the through the CCG governance framework.

### What is the key supporting evidence?

- 1) West Kent CCG GP Estates Strategy 2018
- 2) West Kent CCG Local Care Plan (2017)
- 3) Strategic Case - Local Care Hubs in West Kent (2018)

### What are the next steps for 2019/20?

To improve quality and provide additional capacity at GP surgeries across the borough, in accordance with the priorities identified in the GP Estates Strategy.

## SCHEDULE C: Health Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HPR1	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Marden Medical Centre  Measures to provide additional capacity in line with future Premises Development Plan (potential extension of existing premises).	CCG GP Estates Strategy 2018  Planning permissions: MA/13/1585 MA/13/1928 MA/13/1291 MA/13/0693	Development in and around Marden will generate the need for additional GP capacity in the area	CCG	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy. Plans being developed.	Short / Medium term	Essential	Moderate
HPR2	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Len Valley Practice – Glebe Medical Centre branch  Measures to provide additional capacity in line with future Premises Development Plan (potential extension of existing premises)	CCG GP Estates Strategy 2018  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	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy. No Development Plan at this stage.	Short / Medium term	Essential	Moderate
HPR3	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	The Len Valley Practice  Measures to provide additional capacity in line with future Premises Development Plan.	CCG GP Estates Strategy 2018  Planning permission: MA/14/0095	Development in and around Lenham will generate the need for additional GP capacity in the area	CCG	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy. No Development Plan at this stage.	Short / Medium term	Essential	Moderate
HPR4	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Headcorn Surgery  Works including reconfiguration of existing space to ensure optimal use.	CCG GP Estates Strategy 2018  Planning permissions: MA/12/1949 MA/13/1943	Development in and around Headcorn will generate the need for additional GP capacity in the area	CCG	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPR5	<b>GP Surgeries</b> Measures to improve quality and/or provide additional capacity	Staplehurst Health Centre  Works including refurbishment and reconfiguration as part of ongoing assessments to support maximum utilisation of existing premises.	CCG GP Estates Strategy 2018  Planning permissions: 12/2106 MA/13/0693 MA/14/502010	Development in and around Staplehurst will generate the need for additional GP capacity in the area	CCG	Unknown	Existing S106  CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPR9	<b>GP Surgeries</b> Measures to improve	Greensands Health Centre	CCG GP Estates Strategy 2018	Development in and around Coxheath will generate the	CCG	Unknown	Existing S106	Priority in CCG GP Estates Strategy. Premises	Short term	Essential	Moderate

## SCHEDULE C: Health Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
	quality and provide out of hospital capacity	New premises provision in Coxheath proposed to replace existing two premises, as per Premises Development Plan	Planning permissions: MA/13/2008 MA/14/0836 MA/13/1979 MA/14/0566	need for additional GP capacity in the area			CIL	Development Plan progressing through to Stage 2 CCG governance.			

## SCHEDULE D: Social and Community Infrastructure

### Where?

Borough wide

### What?

- Small scale improvements to existing infrastructure and/or provision of additional equipment
- New community use buildings

### When?

Varies

### Why?

New development will place increased pressure on community infrastructure including community learning, social care services and library provision. Kent County Council is responsible for many of these services and ongoing dialogue remains key to understanding how proposed development may affect delivery of these services, with a view to establishing a coordinated and strategic response. It is acknowledged that service delivery models are evolving and will continue to do so over the lifetime of the MBLP, making it a challenge to plan for service delivery over the medium to long term.

Notwithstanding this, KCC does not currently anticipate the need for large new pieces of tangible infrastructure, such as new buildings. Instead, a more flexible approach is required in order to provide additional capacity and/or improvements to existing facilities, where the need is generated by new development.

For adult social care, community learning and youth services, the County Council outlines an intention to seek small scale improvements, for instance through improved accessibility or additional equipment, as a means to cope with additional demand.

Twelve libraries across the borough are identified as suitable for capacity improvements, together with the mobile service; however no specific schemes have been put forward by KCC at this time. A similarly flexible approach is therefore proposed to provide additional capacity in response to increased demand, which may include physical works to buildings, or through provision of additional equipment or book stock.

Developer contributions towards community infrastructure have already been secured through applications granted planning consent prior to the introduction of CIL in October 2018, where such requests were compliant with the S106 tests. It is therefore expected that the small-scale schemes can be delivered as developer contributions are paid, and in a timely manner to support growth.

### What is the key supporting evidence?

- 1) Discussions with Kent County Council
- 2) Libraries, Registration and Archives Strategy 2019-2022

### What are the next steps for 2019/20?

Continue to work with KCC to ensure the timely delivery of social and community infrastructure as schemes are developed to support growth and development across the borough.



## SCHEDULE D: Social and Community Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
SC1	<b>Community facilities</b> Measures to provide additional facilities	Provision of a new community facility within site H1(2) East of Hermitage Lane	Planning permission: 13/1749	H1(2) East of Hermitage Lane	Developer	Unknown	Future S106	Scheme committed through planning permission 13/1749	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	Planning permission: 13/1149	H1(5) Langley Park	Developer	Unknown	Future S106	Scheme committed through planning permission 13/1149	Short term	Critical	Low
SC3	<b>Adult social care</b> Measures to improve accessibility and provide additional capacity	Small scale improvements to existing infrastructure may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the borough may place increased pressure on delivery of this service	KCC	Unknown	Existing S106 contributions CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate
SC4	<b>Community learning</b> Measures to improve accessibility and provide additional capacity	Small scale improvements to existing infrastructure may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the borough may place increased pressure on delivery of this service	KCC	Unknown	Existing S106 contributions CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate
SC5	<b>Youth services</b> Measures to improve accessibility and provide additional capacity	Small scale improvements to existing infrastructure and/or additional equipment may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the borough may place increased pressure on delivery of this service	KCC	Unknown	Existing S106 contributions CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate

**SCHEDULE D: Social and Community Infrastructure**

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
SC6	<b>Library provision</b> Measures to provide additional capacity	Small scale improvements to existing infrastructure and/or additional equipment may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP	KCC has confirmed that planned growth will place increased pressure on delivery of this service.  Libraries, Registration and Archives Strategy 2019-2022	Development across the borough may place increased pressure on delivery of this service	KCC	Unknown	Existing S106 contributions  CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate

**Where?**

Borough wide

**What?**

- Provision of new Community First Responder (CFR) schemes

**When?**

Short to medium term

**Why?**

Kent Police have a significant infrastructure presence within Maidstone, including its Headquarters on Sutton Road. However, no requirements for future police infrastructure are currently identified in this IDP although this will be kept under review and may be updated in future iterations to take account of emerging infrastructure requirements.

Similarly, the Kent Fire and Rescue Service confirmed that the development proposed in the MBLP did not generate the need for any additional infrastructure. This too will be kept under review.

The South East Coast Ambulance Service (SECamb) identified that a number of proposed development sites would not be covered by their Community First Responder (CFR) scheme. As a result, several schemes are identified, predominantly in the Rural Service Centres and it is anticipated that these schemes can be delivered in the short to medium term, pending the successful allocation of

CIL funds. These schemes are rolled forward unchanged into this iteration of the IDP.

In addition, a change in SECamb's service delivery model has brought about a potential need for a new Make Ready Centre (MRC), to be located in north Maidstone to serve the mid-Kent Weald catchment. A MRC is a dedicated centre enabling the cleaning, restocking and checking of equipment on ambulances prior and subsequent to every shift. At this early stage, the scheme is not developed enough for inclusion into the IDP, however it will be kept under review and included in future iterations of the IDP should the scheme progress to a suitable level.

As both waste planning authority and waste disposal authority, Kent County Council plays a key role in assessing the need for new and improved waste management facilities and delivering waste management infrastructure. In 2017 KCC undertook a reassessment of future waste capacity requirements in Kent which indicated that a Waste Sites Plan was no longer required, thereby negating the need to identify sites for waste infrastructure.

**What is the key supporting evidence?**

- 1) Mapping and analysis undertaken by SECamb, October 2015

**What are the next steps for 2019/20?**

Ensure SECamb are informed of how to bid for strategic CIL funds to support the timely delivery of the CFR schemes in line with development.

## SCHEDULE E: Public Services

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
PS1	<b>Ambulance service</b> Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Bearsted 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	Short / Medium term	Essential	Moderate
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 – Oct, 2015	The scheme will benefit new and existing residents in the area	SECAMB	£14k	CIL	Scheme ready to implement pending funding	Short / Medium term	Essential	Moderate
PS3	<b>Ambulance service</b> Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Lenham area	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	Short / Medium term	Essential	Moderate
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 – Oct, 2015	The scheme will benefit new and existing residents in the area	SECAMB	£17.5k	CIL	Scheme ready to implement pending funding	Short / Medium term	Essential	Moderate
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 – Oct, 2015	The scheme will benefit new and existing residents in the area	SECAMB	328k	CIL	Scheme ready to implement pending funding	Short / Medium term	Essential	Moderate
PS6	<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 – Oct, 2015	The scheme will benefit new and existing residents in the area	SECAMB	£17.5k	CIL	Scheme ready to implement pending funding	Short / Medium term	Essential	Moderate
PS7	<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 – Oct, 2015	The scheme will benefit new and existing residents in the area	SECAMB	£10.5k	CIL	Scheme ready to implement pending funding	Short / Medium term	Essential	Moderate
PS8	<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 – Oct, 2015	The scheme will benefit new and existing residents in the area	SECAMB	£7k	CIL	Scheme ready to implement pending funding	Short / Medium term	Essential	Moderate

## SCHEDULE F: Utilities

### Where?

Borough wide

### What?

- Upgrade of Lenham Wastewater Treatment Works
- Measures to increase water supply capacity
- Sewerage network reinforcement

### When?

Varies

### Why?

Drainage and surface water management issues create flooding and local sewerage network problems for existing residents in a number of Rural Service Centres. Details regarding the Surface Water Management Plans are summarised under schedule H. Catchment wide Drainage Area Plans have been developed for the Headcorn and Staplehurst catchments in order to inform investment decisions over the coming years.

In terms of accommodating new development, Southern Water's position remains that the proposed growth can be sufficiently accommodated provided the current situation is not exacerbated. The planning system, through the use of planning conditions, can ensure that development does not occur until the requisite infrastructure is in place. Unlike many other forms of infrastructure, developers are not expected to make contributions through S106 agreements or CIL. Instead, developers enter into specific agreements with Southern Water to deliver necessary water infrastructure after planning permission is secured.

There is, however, an established need for capacity upgrades of the Lenham Wastewater Treatment Works (WWTW) to support future development at the broad location H2(3). Southern Water's 2020-2025 Business Plan includes this upgrade as part of its programme of works.

South East Water is responsible for supplying fresh water within Maidstone and had regular input into the MBLP process. They identified the need for new mains from Charing to Headcorn, and from Loose to Linton; both of which are for delivery over the medium term. A series of transfer mains are also identified to support development within the Maidstone urban Area, and these are likely to be required over the short term.

Southern Gas Networks (SGN) has undertaken a high level review of the development proposed in the MBLP and has indicated that a series of reinforcement works are likely to be required to support development. However, the precise details of each scheme are usually determined once individual sites have received planning permission, when expected loads can be more accurately calculated. Specific schemes are therefore not identified in the IDP.

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

## **SCHEDULE F: Utilities**

KCC continues to work with the Government's broadband agency, Broadband Delivery UK to improve access to superfast broadband services across Maidstone and the wider Kent region. 95% of properties across Kent and Medway can now access superfast broadband service of at least 24mbps.

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

### **What is the key supporting evidence?**

- 1) Water Resource Management Plan (WRMP)
- 2) Southern Water 2020-2025 Business Plan
- 3) South East Water 2020-2025 Business Plan

### **What are the next steps for 2019/20?**

Continue to engage with utilities providers to ensure the timely delivery of infrastructure to support development.

## SCHEDULE F: Utilities

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
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	Developer contributions off set by revenue and business plan funding.	Medium term	Critical	Moderate
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	Moderate
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, Harrietsham, and Lenham	SEW and contractors	£1.6m	Developer contributions off set by revenue and business plan funding	Concept	Short term	Critical	Moderate
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	Moderate
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	Moderate
UT6	<b>Water Supply</b> Measures to increase capacity	Local reinforcement at Yalding	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Yalding	SEW and contractors	£120k	Developer contributions off set by revenue	Awaiting application from developer	Short term	Essential	Moderate
UT7	<b>Water Supply</b> Measures to increase capacity	Local reinforcement 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>Water Supply</b> Measures to provide additional capacity	Provision of additional waste water treatment	Southern Water has advised that additional waste water treatment	All development must be adequately serviced by	Southern Water	Unknown	Southern Water through Periodic	Schemes will be developed through the Southern	Varies	Critical	Low

**SCHEDULE F: Utilities**

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		capacity to serve development	capacity may be required to accommodate development proposed in the MBLP but that this requirement should not be a constraint to development. Development in Harrietsham may require additional infrastructure however, other than capacity enhancements at Lenham (UT9) no further specific requirements have been identified.	waste water treatment infrastructure			Review process	Water through Periodic Review process and in response to approaches from developers			
<b>UT9</b>	<b>Water Supply</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 Lenham WTW.	Policy H2 (3) Lenham broad location.	Southern Water	TBC	Southern Water through Periodic Review process	Scheme included in Southern Water's Business Plan, 2020-2025.	Short term	Critical	Moderate
<b>UT10</b>	<b>Water Supply</b> Measures 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	Southern Water has advised that connectivity and capacity enhancements to the sewerage infrastructure network will be required for many of the	Development across the Borough will generate the need for connectivity to the sewerage network which may also require capacity	Southern Water	Unknown	Developers through Southern Water's New Infrastructure Charge to developers  Southern Water's	Schemes to provide connectivity and potentially capacity enhancements will usually be developed either during or following the	Varies	Critical	Low



**SCHEDULE F: Utilities**

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		site works. Where there is insufficient capacity in the network to accommodate new development, new or improved sewerage infrastructure will also be required.	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.	enhancements to accommodate the new development. Significant new or improved sewerage infrastructure will be required for H1 (10) South of Sutton Road, H1 (11) Springfield, H2 (2) Invicta Barracks and H2 (3) Lenham.			Capital Works Programme	development management process.			
UT11	<b>Sewerage infrastructure</b> Sewerage network reinforcement	Southern Water has identified the following sites will require reinforcement of the sewerage network in advance of occupation of development capacity: H1 (1), H1 (2), H1 (3), H1 (4), H1 (5), H1 (6), H1 (7), H1 (8), H1 (9), H1 (10), H1 (11), H1 (17), H1 (21), H1 (27), H1 (29), H1 (32), H1 (35), H1 (37), H1 (38), H1 (39), H1 (41), H1 (42), H1 (44), H1 (45), H1 (46), H1 (47), H1 (48), H1 (49), H1 (50), H1 (51), H1 (53), H1 (54), H1 (55), H1 (56), H1 (58), H1 (59), H1 (60), H1 (61), H1 (62), H1 (67), RMX1 (4)	The delivery of development proposed in the MBLP is dependent upon sewerage network reinforcements	Development across the Borough will generate the need for connectivity to the sewerage network.	Southern Water	Unknown	Developers through Southern Water's New Infrastructure Charge to developers  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

## SCHEDULE G: Green and Blue Infrastructure

### Where?

Borough wide

### What?

- Provision of open space in line with open space allocations and policy DM19

### When?

Varies

### Why?

Maidstone's Green and Blue Infrastructure (GBI) Strategy was produced in 2016. It establishes a series of high level objectives for GBI within the borough, and guides policy and investment decisions.

One of the key outputs of the GBI Strategy is the accompanying Action Plan, which sets out a number of specific schemes and interventions to support delivery of the overall strategy. Some of these schemes are relevant to the delivery of development sites identified in the MBLP and/or more strategic elements of the Local Plan.

Policy DM19 of the current MBLP sets out the open space standards expected from new residential or missed use development sites, in terms of quantity, quality, accessibility and type. It also provides the basis for the open space allocations as set out in policy OS1. It is anticipated that OS1 allocations will be provided through S106 contributions and therefore delivery will occur as development is built out.

For sites which do not have an OS1 allocation identified, open space provision will be determined in accordance with policy DM19, which may result in either on or off-site

provision and/or specific financial contributions towards quality improvements. The total quantum of open space provision will therefore be in excess of the total identified through policy OS1, and this is reflected in the IDP.

Significant new open space provision is expected as part of the broad locations for growth although this is not quantified in the MBLP. Further work on indicative open space provision will be developed through the masterplanning of the broad locations.

A draft Playing Pitch Strategy has also been prepared as part of the evidence base to support the MBLP. This is expected to be completed later in 2019 and may be used to help inform future reviews of the IDP.

The Environment Agency has identified a number of strategic schemes for river restoration and biodiversity improvements, including schemes to remove barriers to fish passages along the River Medway. Although not required to support development in the MBLP, these improvements will support delivery of the overall MBLP strategy, including key strategic policies and objectives.

### What is the key supporting evidence?

- 1) Maidstone Green and Blue Infrastructure Strategy 2016
- 2) Water Framework Directive and Eel Regulations
- 3) Qualitative Open Space Study 2014
- 4) Quantitative Open Space Study 2015

### What are the next steps for 2019/20?

Continue to ensure provision of open space in line with OS1 allocations and policy DM19.

## SCHEDULE G: Green and Blue Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
GB1	<b>Blue infrastructure improvements</b> Works to improve fish passages	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.	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development. Will support Local Plan strategy incl. Policy SS1	Environment Agency	£300k	CIL Some match funding from DEFRA may be possible	Outline designs have been completed by EA awaiting funding to continue to project development	Short / Medium Term	Desirable	High
GB4	<b>Blue/green infrastructure improvements</b> Works to improve riparian habitats	Sherway Stream Restoration Plan - From Headcorn North TQ8375143498 to Sherway Bridge TQ 8675944688  Design and deliver river restoration features which can improve the quality, quantity and connectivity of riparian habitats across key sites in this tributary of the Beult.  Deliver workshops, landowner advice, site plans, community engagement, wetland creation, morphological improvements, increase the riparian buffer zone. 4.5 km of the Sherway Stream will be improved.	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development. Will support Local Plan strategy incl. Policy SS1	Environment Agency  Beult Catchment Improvement Group  Medway Valley Countryside Partnership  South East river Trust	£150k	CIL Some match funding from DEFRA may be possible	Outline proposals and projects agreed. Funding required to further develop the project.	Short / Medium Term	Desirable	High
GB5	<b>Blue/green infrastructure improvements</b> Works to improve riparian habitats	Upper Loose Restoration Plan - From Langley TQ8050851552 to Water	This work is high priority to meet the requirements of Water	Not directly related to development. Will support Local Plan	Environment Agency  Beult Catchment	£150k	CIL Some match funding from	Outline proposals and projects agreed. Funding	Short / Medium Term	Desirable	High

## SCHEDULE G: Green and Blue Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		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.	Framework Directive and Eel Regulations.	strategy incl. Policy SS1	Improvement Group  Medway Valley Countryside Partnership  South East river Trust		DEFRA may be possible	required to further develop the project.			
<b>GB6</b>	<b>Blue/green 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 development. Will support Local Plan strategy incl. Policy SS1	Environment Agency	£30k	CIL	Outline designs have been completed by EA awaiting funding to continue to project development	Short / Medium Term	Desirable	High
<b>GB7</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	Policy DM19  Policy OS1(1)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (4) Oakapple Lane, Barming	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
<b>GB8</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	Open Space DM11	H1 (5) Langley Park, Sutton Road, Maidstone	Developer	Unknown	S106	Scheme under construction	Short term	Essential	Low

## SCHEDULE G: Green and Blue Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		area) on site H1 (5) Langley Park, Maidstone	Open Space Allocations OS1 (2) Planning permission MA/13/1149 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015								
<b>GB9</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 (2) Planning permission 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
<b>GB10</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 (6) Planning permission MA/14/0828 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (32) South of Ashford Road, Harrietsham	Developer	Unknown	S106	Scheme under construction	Short / Medium Term	Essential	Low
<b>GB11</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	Open Space DM11	H1 (34) Church Road, Harrietsham	Developer	Unknown	S106	Scheme under construction	Short term	Essential	Low

## SCHEDULE G: Green and Blue Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		space at Church Road, Harrietsham	Open Space Allocations OS1 (7) Planning permission MA/14/0095 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015								
<b>GB12</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 (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	Unknown	S106	Committed through planning permission MA/12/0986	Short / Medium Term	Essential	Low
<b>GB13</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 (8) Planning permission: MA/13/0693 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (45) The Parsonage, Goudhurst Road, Marden	Developer	Unknown	S106	Scheme under construction	Short term	Essential	Low
<b>GB15</b>	<b>Provision of open space</b>	Provision of 2.4ha of natural/semi-natural open	Open Space DM11	H1 (31) Cross Keys, Bearsted	Developer	Unknown	S106	Scheme under construction	Short term	Essential	Low

## SCHEDULE G: Green and Blue Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
	Measures to improve accessibility and quantity of open space	space at Cross Keys, Bearsted	Open Space Allocations OS1 (5)  Planning permission: MA/14/504795  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015								
<b>GB16</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 Allocations OS1 (9)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (50) North of Henhurst Farm, Staplehurst	Developer	Unknown	S106	OS1 allocation	Short / Medium term	Essential	Low
<b>GB18</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 Allocations OS1 (11)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (38) South of Grigg Lane, Headcorn	Developer	Unknown	S106	OS1 allocation	Short / Medium term	Essential	Low
<b>GB19</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 Allocations OS1 (12)  Planning permission: MA/13/1979	H1 (59) North of Heath Road, Coxheath	Developer	Unknown	S106	Scheme under construction	Short term	Essential	Low

## SCHEDULE G: Green and Blue Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
			Qualitative Open Space Study 2014 Quantitative Open Space Study 2015								
<b>GB22</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 (14) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (52) Boughton Mount, Boughton Lane, Boughton Monchelsea	Developer	Unknown	S106	OS1 allocation	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 0.15ha of natural/semi natural at Lyewood Farm, Boughton Monchelsea	Open Space DM11 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	Unknown	S106	Scheme under construction	Short term	Essential	Low
<b>GB24</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 accommodated within the site. Where the full needs cannot be accommodated on site, financial	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



## SCHEDULE G: Green and Blue Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		contributions towards improvements at existing facilities will be sought for any residual deficit in provision.									
<b>GB25</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 through provision of on-site open space, this may exacerbate existing deficiencies for certain open space typologies in some areas. Though the implementation of the GBI Strategy the Council will look for opportunities to address these deficiencies.	Open Space DM11  Green and Blue Infrastructure Strategy 2016  Qualitative Open Space Study 2014 and 2015	Residential allocations in the Local Plan  Will support Local Plan strategy incl. Policy SS1 and implementation of the GBI Strategy 2016	MBC  Parish Councils	Unknown	CIL	Further work required through implementation of the GBI Strategy	Varies	Essential	Moderate
<b>GB26</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. Through the implementation of the GBI Strategy the Council will look for opportunities to deliver these actions, including through the use of developer contributions where appropriate.	Green and Blue Infrastructure Strategy, 2016	Not necessarily directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1 and implementation of the GBI Strategy 2016.	MBC  Parish Councils  Community and voluntary groups	Unknown	Various potential sources including CIL	Actions identified through the GBI Strategy 2016	Varies	Desirable	Moderate

**Where?**

## SCHEDULE H: Flood prevention and mitigation

Collier Street and communities from Yalding to Maidstone, and Headcorn.

### What?

- Property Flood Resistance (PFR) and Community Level Resilience (CLR) measures.

### When?

Short to medium term.

### Why?

A Strategic Flood Risk Assessment (SFRA) was prepared in 2008, as part of early work on the emerging MBLP. In 2016, a level one SFRA refresh was completed on account of recalibrated flood modelling map data from the Environment Agency and revised Planning Practice Guidance.

No site specific flood mitigation measures are currently identified in the MBLP or IDP. Instead MBLP Policy H1 requires the undertaking of individual flood risk assessments where appropriate, and for the implementation of any necessary mitigation measures to enable development to proceed.

In 2017, the Medway Flood Partnership was established, bringing key stakeholders (including MBC) together to reduce flood risk within the Medway catchment through actions contained in the Medway Flood Action Plan. The Middle Medway Flood Resilience Scheme is the main action covering Yalding, Collier Street, Hunton, Marden, West Farleigh, East Farleigh, Watringbury and Nettlestead. As reported in the November 2018 Action Plan year 1 report, 28 properties had flood resilience measures installed by December 2017 under phase 1a, with a further 256 properties having been surveyed

for phase 1b. Measures are expected to be installed in summer 2019. As part of phase 2, the Environment Agency have completed initial assessments to consider options for community level resistance and resilience for the 47 properties identified as not suitable for PFR e.g. properties constructed from timber frame.

As referenced under Schedule F, drainage and surface water management issues have been a key theme through the development of the MBLP and, in addition to the DAPs prepared by Southern Water, KCC has led on the development of Surface Water Management Plans (SWMPs) for Headcorn, Maidstone, Maidstone & Malling, Marden and Staplehurst, with input from key stakeholders including the EA, MBC and Parish Councils. SWMPs are available on KCC's website.

For Headcorn, Marden and Staplehurst, none of the options considered through the SWMP were found to be cost beneficial. The SWMP Action Plans therefore focus on low cost measures to manage risk, for example, regular cleaning of existing drainage features and PFR measures.

### What is the key supporting evidence?

- 1) Maidstone Level One Strategic Flood Risk Assessment, 2016
- 2) Medway Flood Action Plan, November 2017
- 3) Surface Water Management Plans

### What are the next steps for 2019/20?

Through the Medway Flood Partnership, continue to ensure flood protection and mitigation measures are delivered in a timely manner.

## SCHEDULE H: Flood prevention and mitigation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
FP1	<b>Flood management improvements</b> Measures to improve accessibility, connectivity, biodiversity and quality of green and blue infrastructure in the borough	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 (constructed after 2012) 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	Phase 1b: £1.5m  Total: £25m	CIL  Phase 1b: majority Defra FDGIA  Phase 2: Anticipated funding by KCC and MBC	Phase 1b: Business case approved 2018. Construction due to commence summer 2019.	Short/ Medium Term	Essential	Moderate
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	Environment Agency  MBC	£170k	Defra FDGIA  The EA can provide matched funding for 50% total cost.  CIL	Proposed means to reduce risk would be property level protection.	Short/ Medium Term	Desirable	High