

Maidstone Borough Infrastructure Delivery Plan

2020

Contents

What is the Infrastructure Delivery Plan?	3
How has the Infrastructure Delivery Plan been produced?	4
What does the Infrastructure Delivery Plan contain?	4
How are infrastructure projects prioritised?	4
How are infrastructure delivery risks categorised?	5
Implementation and Review of the Infrastructure Delivery Plan	5
Schedule A: Highways and Transportation	6
Schedule B: Education Provision	34
Schedule C: Health Provision	40
Schedule D: Social and Community Infrastructure	48
Schedule E: Public Services	51
Schedule F: Utilities	53
Schedule G: Green and Blue Infrastructure	59
Schedule H: Flood Prevention and Mitigation	68

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 in the early stages of undertaking a Local Plan Review, with an anticipated adoption date of 2022. As the 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 2020, 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 2019 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 2020 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 2020/21

Continue to progress works on scheme HTTC11, October 2020 has been set as completion date as well as public realm enhancement commencement date.

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	Public transport improvements 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

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
HTTC6	Pedestrian environment Measures to improve accessibility and appearance	Package of measures to improve pedestrian linkages from the Town Centre to the riverside, including the pedestrianisation of Earl Street, from Pudding Lane to Week Street	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	Pedestrian environment and cycle provision Measures to improve accessibility and permeability	Provision of a shared use pedestrian/cycle footbridge linking St Peter's Street and Earl Street	Policy DM24 ITS 2011-31 Town Centre Study 2010 Maidstone Town Centre Assessment 2013	Maidstone Town Centre SP4	MBC KCC	Unknown	CIL	No further update. Potential for the Riverside town centre opportunity sites to provide this, as identified in the MBC developer guidance documents.	Long term	Desirable	High
HTTC9	Pedestrian environment Measures to improve access and safety for pedestrians	New section of riverside towpath and improvements to existing riverside towpath from Scotney Garden to Whatman Park.	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	Public transport and pedestrian environment Measures to improve accessibility and appearance	Improvements to Maidstone East Rail Station forecourt and ticket office.	SELEP Business Case - Maidstone East Maidstone Town Centre Assessment 2013 Town Centre Study 2010 SHEDLAA 2016	Maidstone Town Centre SP4	South Eastern Rail Network Rail MBC KCC	£2.6m	SELEP and Network Rail	The pub has been demolished. The completion of Station forecourt and ticket office as well as the commencement of public realm enhancements are expected by October 2020.	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
HTTC12	Pedestrian environment and public realm Measures to improve accessibility and appearance	Improvements at Sessions House Square and Week Street to provide an enhanced public open space and public realm	Maidstone Town Centre Assessment 2013 Town Centre Study 2010 SHEDLAA 2016	Maidstone Town Centre SP4 RMX1 (2) Maidstone East and Maidstone Sorting Office	MBC (Economic Development) KCC	Unknown	S106	Ongoing.	Medium term	Essential	Moderate
HTTC13A	Public transport 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	MBC (Economic Development) South Eastern Rail Network Rail KCC	£9.0m	CIL	Network Rail has confirmed that a minimum of 550 spaces will be required. Work is ongoing.	Short / Medium term	Essential	Moderate
HTTC13B	Pedestrian environment and public realm Measures to improve accessibility, safety and appearance	Package of measures to improve linkages, accessibility and the quality of the public realm on Rose Yard, Pudding Lane and Market Buildings.	Maidstone Economic Development Strategy 2015 - 2031 ITS 2011-31 Town Centre Study 2010	Maidstone Town Centre SP4	MBC (Economic Development) KCC	£1.52m	CIL	Work is ongoing.	Medium term	Desirable	High
HTTC14	Pedestrian environment Measures to improve town centre legibility	Package of measures to introduce themed trails and quarters in the town centre to improve legibility	Destination Management Plan 2015 Town Centre Study 2010	Maidstone Town Centre SP4	MBC (Regeneration) KCC	Unknown	CIL	Partially complete.	Short/ Medium term	Desirable	Moderate
HTTC15	Pedestrian environment and cycle provision	Footpath and public realm improvements on King Street between the junction of Wyke Manor Road and site RMX1 (3)	Sustainable Transport DM24 Town Centre Study 2010	Maidstone Town Centre SP4 RMX1 (3) King Street	MBC KCC	Unknown	S106	Further work required to establish outline scheme. No scheme outlines to date. This will be determined by the decision on route options for the Mote Park to Maidstone East cycle route, expected to be agreed by Summer 2020.	Short term	Essential	Low

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 with one long 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 2020/21

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	Highway improvements Works to provide additional capacity	Capacity improvements and signalisation of Bearstead roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts.	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 is now due to commence Spring 2020.	Short term	Critical	Low
HTJ72	Highway improvements Works to improve the functionality of the strategic road network	Traffic signalisation of the M20 J7 roundabout, widening of the coast bound off-slip and creation of a new signal-controlled pedestrian route through the junction.	Policy DM24 Planning permissions: 16/507292/OUT MA/13/1163 Planning appeal decision pending: 19/506182/FUL	RMX1 (1) Newnham Park, Maidstone H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road H1 (10) South of Sutton Road Sites identified in HAMM: Assessment; Maidstone Town Centre, Maidstone Urban Area. South of Maidstone, South West of Maidstone and Binbury Park.	Highways England KCC	£4.667m	S106	Committed scheme under MA/13/1163. Detailed design completed.	Short / Medium term	Critical	Low
HTJ73	Highway improvements Works to improve the functionality of the strategic road network	Capacity improvements at M2 J5 (located in Swale Borough)	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

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
HTJ74	Highway improvements 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. Construction due to commence Spring 2020.	Medium term	Critical	Low
HTJ75	Public transport and highways improvements Works to improve the functionality of the public transport network	Increased frequency of 333 / 334 route to provide a bus service with 15-minute intervals between site RMX1 (1) and the town centre.	Policy DM24 ITS 2011-31 Planning application: MA/13/1931	RMX1 (1) Newnham Park	KCC Arriva	£2.7m	S106 CIL	ARRIVA will Continue to support while awaiting agreement of other parties. A scheme has been identified; however, this is tied into the Newnham Park site and no development is planned or proposed at this time.	Long 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 Wheatsheaf 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.

The Sutton Road/Willington Street/Wallis Avenue junction improvement scheme (HTSE2) is now to be delivered

outside of the Maidstone Integrated Transport Package, with funding secured through S106 contributions. An amended scheme design was presented to the Maidstone Joint Transport Board in July 2019. Local Growth Fund monies have been allocated to the A274/A249 Wheatsheaf junction improvement scheme (HTSE6/HTSE7).

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.

There was a “Keep Maidstone Moving Public Consultation” on six highway improvement schemes that ended in March 2020. The aim is to reduce congestion, travel times and pollution across Maidstone. The intervention will be around the Coldharbour Roundabout and Ashford Road junction on the A20; Loose Corridor of the A229; and Sutton Road junction A274.

Key supporting evidence

- 1) Local Plan policy DM24 Sustainable Transport
- 2) Integrated Transport Strategy 2011-2031
- 3) SHEDLAA 2016
- 4) Walking and Cycling Strategy 2011-2031

SCHEDULE A: Highways and Transportation

Next steps for 2020/21

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

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 2016 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	S106 CIL	These improvements are being delivered as part of the Maidstone Integrated Transport Package, which was out to consultation until 11th March 2020. The schemes are expected to be completed early / mid 2021.	Short term	Essential	Low
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 2016 Planning permissions: MA/13/1149 MA/13/0951 MA/13/1523	H1 (5) Langley Park H1 (6) North of Sutton Road H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road H1 (9) Bicknor Farm H1 (10) South of Sutton Road H1 (27) Kent Police HQ	KCC	£1.8m	S106	These improvements are being delivered as part of the Maidstone Integrated Transport Package, which was out to consultation until 11th March 2020. The schemes are expected to be completed early / mid 2021.	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
				H1 (28) Kent Police Training School							
HTSE4	Highway improvements Works to provide additional capacity	Widening of Gore Court Road between the new road and White Horse Lane	Policy DM24 SHEDLAA 2016	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) planning permission	Short term	Critical	Moderate
HTSE6 HTSE7	Highway improvements 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/12/0987	H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road H1 (9) Bicknor Farm H1 (10) South of Sutton Road H1 (27) Kent Police HQ H1 (28) Kent Police Training School	KCC	Unknown	S106 Local Growth Fund (LGF) CIL	These improvements are being delivered as part of the Maidstone Integrated Transport Package. The schemes are expected to be completed early / mid 2021.	Short term	Critical	Moderate
HTSE8	Public transport Measures to improve opportunities for access to the public transport network and improve network functionality	Extension and/or improvements to the frequency of bus services along the A274 Sutton Road to connect the allocated sites with the Town Centre	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	c£2.7m	S106 CIL	ARRIVA will Continue to support and working with other parties to develop.	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
HTSE9	Pedestrian environment 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	Cycle provision Works to improve safety and accessibility	Provision of a cycle route through sites H1 (5) and H1 (10) from the A274 in the vicinity of Langley Church to Brishling Lane.	Policy DM24 ITS 2011-31 Walking and Cycling Strategy 2011-2031 Planning permission: 15/509015/OUT	H1 (5) Langley Park, Maidstone H1 (10) South of Sutton Road, Maidstone	KCC Developer	Unknown	S106 S278	Outline design developed	Short term	Critical	Low
HTSE12	Cycle provision Works to improve safety and accessibility	Connections to the existing cycle network from Park Wood to the town centre	Policy DM24 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. Funding sources for HTNW3 have been updated to include Local Growth Fund, as this scheme is part of the Maidstone Integrated Transport Package. There is currently no suitable design for the Tonbridge road/Fountain Lane junction improvement scheme (HTNW4). Potential options are currently being reviewed by a Member-led working group.

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 2020/21

Work Commences on HTNW3 by April 2020, and Safety audit and design work has been undertaken for HTNW3.

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	Highway improvements 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	S106	Scheme committed through MA/13/1749	Short term	Critical	Low
HTNW3	Highway improvements Works to provide additional capacity	Enlargement of existing A20 Coldharbour 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	S106 Local Growth Fund	These improvements are being delivered as part of the Maidstone Integrated Transport Package. The schemes are expected to be completed early / mid 2021.	Short term	Critical	Moderate
HTNW4	Highway improvements 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	£3,522,000	S106 CIL TMBC S106	Revisiting scheme options	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
HTNW5	Highway improvements Works to provide additional capacity	Capacity improvements at the junction of Hermitage Lane and London Road, and widening of the A20 between the Hermitage Lane and Mills Road junctions (located in Tonbridge and Malling Borough)	Sustainable Transport DM24 Maidstone Joint Transport Board Report – October 2015	Development in north western Maidstone will place additional pressure on this junction	KCC	£499k plus statutory undertakings and potential land acquisition	CIL LGF TMBC S106	Outline design developed.	Short / Medium term	Essential	Moderate
HTNW6	Highway improvements Works to provide additional capacity	Capacity improvements at the 20/20 roundabout	Sustainable Transport DM24	Development in north western Maidstone will place additional pressure on this junction	KCC	Unknown	CIL	Further work required to develop scheme	Medium term	Desirable	High
HTNW7	Public transport Works to provide additional capacity	Provision of a circular bus route to serve the north west Maidstone strategic development area.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning 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	Pedestrian environment 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	Cycle provision	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 Design work has been undertaken and a stage 1 Road Safety Audit completed	Short term	Essential	Low

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 to identify an appropriate scheme is ongoing 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 2020/21

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	Highway improvements Works to provide additional capacity	Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.	Sustainable Transport DM24 Mott McDonald A229 / Boughton Lane – Junction Review April 2016 SHEDLAA 2016	H1 (54) Land at Boughton Mount	KCC	£1m	S106 LGF	Included in MITP. Design work ongoing. At public consultation until the 11th March 2020.	Short term	Critical	Moderate
HTUA2	Highway improvements Works to provide additional capacity	Improvements to capacity at the A20/Willington Street junction	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning application MA/15/503288	EMP1 (5) Woodcut Farm, Bearsted	KCC	£1.5m	LGF	Included in MITP. Design work ongoing. At public consultation until the 11th March 2020.	Short term	Critical	Low
HTUA3	Pedestrian and public transport improvements	Package of measures to provide bus stops, pedestrian refuges and improvements to the footway on the northern side of the A20 Ashford Road	Sustainable Transport DM24 Planning application MA/15/503288	EMP1 (5) Woodcut Farm, Bearsted	KCC	Unknown	S278	These improvements have been agreed in the conditions for planning permission, however there is no indication at present of when the permissions may be implemented.	Short term	Critical	Low
HTUA4	Highway improvements Works to improve accessibility and provide additional capacity	Highway and footway improvements to North Street, Barming	Sustainable Transport DM24 SHEDLAA 2016 Planning application: MA/14/506419	H1 (23) North Street, Barming	KCC	Unknown	S278	Ongoing, under construction.	Short term	Critical	Low
HTUA6	Public transport Works to provide additional capacity	Provision of additional car parking spaces Bearsted Railway Station.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31	H1 (30) Bearsted Station Goods Yard, Bearsted	Developer South Eastern Trains	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
HTUA8	Highways and transportation 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
HTUA9	Zero Emission Public Transport Bus service	Move to zero emission bus fleet for Maidstone and surrounds.	Cleaner air quality and likely government fines over poor areas such as Lower and Upper Stone Street.	Borough Wide Project	KCC, Maidstone Borough Council and Arriva Kent and Surrey Limited.	c£4m	CIL, Arriva and KCC with some opportunity for HM Government funding via bids	Arriva leading with stakeholders, first bids submitted October 2019	Short Term	Desirable	Moderate

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 2016

Next steps for 2020/21

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	Highway improvements Works to provide additional capacity and improve safety	Linton Crossroads junction improvements	Sustainable Transport DM24 Integrated Transport Strategy 2011-31	H1 (57) Heathfield, Heath Road, Coxheath H1 (68) Forstal Lane, Coxheath	KCC	£1,967,000	S106	Detailed design work has been completed, however there is currently a shortfall in the funding.	Short / Medium 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
			Mott McDonald Technical Note: Linton Crossroads Junction Capacity Assessment Results May 2016 Mott McDonald Linton Crossroads Study June 2015 SHEDLAA 2016	H1 (59) North of Heath Road, Coxheath H1 (60) Clockhouse Farm, Coxheath Other development sites in Coxheath and Loose/Boughton Monchelsea are likely to have an impact on the junction.							
HTC3	Public transport Measures to improve opportunities for sustainable transport and improve network functionality	Increased frequency of the No. 89 route	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Arriva consultation 2015	Improvements will benefit new and existing users in and around the Coxheath area.	KCC Arriva	£900k	CIL	Discussions ongoing with Arriva and continue to support. Awaiting agreement with other parties.	Short / Medium term	Essential	Moderate
HTC4	Highway improvements 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 2016	H1 (58) Forstal Lane, Coxheath	KCC	Unknown	S278	SHEDLAA identifies the need for the footway. Not commenced.	Short term	Critical	Low
HTC5	Pedestrian environment and public transport Measures to improve safety and accessibility	Package of measures including bus stop improvements on Heath Road, new footways and pedestrian crossings	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
HTC7	Public transport Works to provide additional capacity	Extension of the footway on the northern side of Heath Road to site H1 (59)	Sustainable Transport DM24 SHEDLAA 2016	H1 (59) North of Heath Road, Coxheath	KCC	Unknown	S278	Need for the scheme identified in the SHEDLAA	Short term	Critical	Low

Where?

Maidstone Rural Areas – Harrietsham

What?

- A20 Ashford Road highways improvements

SCHEDULE A: Highways and Transportation

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 2020/21

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	Highway improvements 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 now approaching completion.	Short term	Critical	Low

Where?

Maidstone Rural Areas – Headcorn

What?

- Signalisation of Kings Road/ Mill bank junction

SCHEDULE A: Highways and Transportation

- Upgrading of road markings and extension of 30mph limit, Ulcombe Road
- New footway provision along the A274

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 2016

Next steps for 2020/21

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	Highway improvements 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	This has not been completed yet but will be delivered under the s278 agreement.	Short term	Critical	Low
HTHE3	Highway improvements Works to improve safety	Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn	Sustainable Transport DM24 Planning permission: 15/503325/HYBRID	H1 (36) Ulcombe Road and Millbank, Headcorn	KCC	Unknown	S278	This has not been completed yet but will be delivered under the s278 agreement.	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
HTHE5	Pedestrian environment Measures to improve accessibility and safety	Provision of a footway along the A274 from the access to site EMP1 (1) to connect with the existing footway to the south, and provide pedestrian access to existing bus stops	Sustainable Transport DM24 SHEDLAA 2016	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

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 2020/21

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	Highway improvements 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	The emerging Lenham Neighbourhood Plan is now out for public consultation and includes these measures. There are also some planning applications starting to come forward which are related to these works.	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 2020/21

Continuation of work on HTM1.

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	Public transport Measures to improve functionality	Package of improvements to Marden Rail Station including provision of a new shelter, additional seats, CCTV and lighting as part of one scheme, and provision of a cycle park as part of another scheme	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

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 2020/21

Continue to work with KCC to secure the timely delivery of the short term, critical infrastructure schemes 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	Highway improvements 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 2016 Planning permissions: 14/502010/OUT 14/505432/FULL Mott Macdonald KCC Staplehurst Study 2015	H1 (48) Hen and Duckhurst Farm, Staplehurst H1 (49) Fishers Farm, Staplehurst	KCC	Unknown	S106 CIL	There is not a suitable scheme available at this time due to physical constraints on site and a lack of funding. KCC remain aware of the issue and continue to look for opportunities to improve this junction.	Medium 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	Pedestrian environment, public transport, highway safety and cycle provision Measures to improve safety and accessibility	Package of measures in north eastern Staplehurst including the provision of a pedestrian and cycle crossing on Headcorn Road, bus infrastructure improvements, extension of the 30-mph speed limit on Headcorn Road	Sustainable Transport DM24 Planning permission: 14/505432/FULL	H1 (49) Fishers Farm, Staplehurst	KCC	Unknown	S278	The site is under construction. The 30mph limit boundary has been moved and the other elements are underway.	Short term	Critical	Low
HTS3	Pedestrian environment, public transport and highway safety Measures to improve functionality, safety and accessibility	Package of measures in north western Staplehurst including the provision of pedestrian and cycle links to the railway station, provision of a pedestrian and cycle crossing on Marden Road, bus infrastructure improvements, traffic calming and the extension of the 30-mph limit on Marden Road	Sustainable Transport DM24 Planning permission: 14/502010/OUT	H1 (48) Hen and Duckhurst Farm, Staplehurst	KCC	Unknown	S278	The site is currently under construction and the new Marden Rd crossing is in place.	Short term	Critical	Low
HTS4	Public transport 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	Public transport Measures to improve functionality and provide additional capacity	Increased frequency of the No. 5 route to provide a half hourly service	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Arriva Consultation 2015 Planning permissions: 14/502010/OUT 14/505432/FULL	Improvements will benefit new and existing users in and around the Staplehurst area	KCC Arriva	£439k	S106	Discussions ongoing with Arriva Continue to support. Awaiting agreement with other parties.	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 2016

Next steps for 2020/21

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	Pedestrian environment Measures to improve safety and accessibility	Extension of the footway along Vicarage Road to site H1 (65)	Sustainable Transport DM24 SHEDLAA 2016	H1 (65) Vicarage Road, Yalding	KCC	Unknown	S278	The associated development is required to provide this as part of their planning permission, before first occupation. Works have now begun on site.	Short term	Critical	Low
HTY2	Highway improvements Works to improve safety	Safety improvements to level crossing at Hampstead Lane, Yalding	Sustainable Transport DM24 SHEDLAA 2016	RMX1 (4) Former Syngenta Works, Yalding	Network Rail South Eastern Rail	Unknown	S278	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	Highways improvements 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 2016	RMX1 (4) Former Syngenta Works, Yalding	KCC	Unknown	S278	The associated development has a live planning application. .	Short / Medium term	Critical	Low

SCHEDULE A: Highways and Transportation

Where?

Maidstone Borough Wide

What?

- Measures to improve sustainable transport infrastructure across the borough, including public rights of way

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

1) Local Plan policy DM24 Sustainable Transport

2) Kent County Council Rights of Way Improvement Plan 2018-2028

Next steps for 2020/21

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	Pedestrian environment, cycle provision and public transport	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 KCC Rights of Way Improvement Plan 2018-2028	Improvements will benefit new and existing users and encourage further use of sustainable transport options	KCC MBC Parish Councils South Eastern Rail Voluntary and community bodies	Unknown	S106 CIL SELEP	Various schemes at different stages of development	Varies	Essential / Desirable	Moderate

SCHEDULE B: Education Provision

Where?

Maidstone Urban Area

What?

- Existing school expansions
- Provision of new schools

When?

The identified schemes include short, medium, and long-term projects.

Why?

The birth rate in Maidstone increased each year from 2013 dropping slightly in 2017 and then increasing again in 2018. The number of recorded births in the Borough has followed a similar pattern with births marginally down in 2017 compared to the previous year, but rising above the 2016 figure in 2018.

KCC's 2020 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 6.7% surplus of Year R places in 2020-21, reducing to -5.1% by 2023-24. For years R to 6 the surplus would be 2.7% in 2020-21, reducing to -2.1% in 2023-24.
- For secondary education, there would be a -0.4% deficit of Year 7 places in 2020-21, increasing to -2.6% by 2025-26. For Years 7-11 the surplus would be 4.1% for 2019-20 reducing to a deficit of -3.2% in 2025-26.

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 2020 – 2024

Next steps for 2020/21

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	Secondary education 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	Secondary education 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	S106 Basic Need (government grant to KCC)	Need for the scheme established through the planning permissions – School provided with additional accommodation to accept 2FE additional pupils in Sept 19 and 20. Works on the second phase of building commence in July 2020 for completion by September 2021	Short term	Essential	Low
EDM4	Primary education Measures to provide additional capacity	Provision of a new 2FE primary school on site H1 (2) Land East of Hermitage Lane, Maidstone	KCC School Commissioning Plan 2020 – 2024 Planning permission: MA/14/501209 MA/13/1749 MA/14/503735	Housing development in north western Maidstone, in particular, will generate the need for additional primary school places in this area	KCC	£6.8m	S106 CIL	Identified in the Commissioning Plan for delivery no earlier than 2024-25	medium/long term	Critical	Moderate
EDM6	Primary education Measures to provide additional capacity	Provision of a new 1FE primary school on site H1 (10) South of Sutton Road, Maidstone	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	S106	Need for additional primary school capacity initially identified in the Commissioning Plan 2016 – 2020. This will be subject to demand directly linked to long-term housing development.	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
EDM7	Primary education Measures to provide additional capacity	Up to 1FE expansion of Greenfields Community Primary School, Maidstone	KCC R19 Representation on MBLP	Development at site H1 (8) will generate the need for additional primary school places	KCC	£2.5m	S106	Need for additional primary school capacity initially identified in the Commissioning Plan 2016 – 2020. This will be subject to demand directly linked to long-term housing development.	Long term	Essential	Moderate
EDM9	Primary education Measures to provide additional capacity	Provision of a new 2FE primary school within Broad Location H2 (2) Invicta Barracks, Maidstone	KCC R19 Representation on MBLP	Development at site H2 (2) will generate the need for a new primary school	KCC	£6m	S106	Need for additional primary school capacity initially identified in the Commissioning Plan 2016 – 2020. This will be subject to demand directly linked to long-term housing development outside of the Plan period.	Long term	Critical	Moderate
EDM10	Primary education 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. Opening 2020	Short term	Essential	Low

SCHEDULE B: Education Provision

Where?

Maidstone Rural Areas

What?

- Existing school expansions
- Provision of new schools

When?

The identified schemes include short, medium, and long-term projects.

Why?

The birth rate in Maidstone increased each year from 2013 dropping slightly in 2017 and then increasing again in 2018. The number of recorded births in the Borough has followed a similar pattern with births marginally down in 2017 compared to the previous year, but rising above the 2016 figure in 2018.

KCC's 2020 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 6.7% surplus of Year R places in 2020-21, reducing to -5.1% by 2023-24. For years R to 6 the surplus would be 2.7% in 2020-21, reducing to -2.1% in 2023-24.
- For secondary education, there would be a -0.4% deficit of Year 7 places in 2020-21, increasing to -2.6% by 2025-26. For Years 7-11 the surplus would be 4.1% for 2019-20 reducing to a deficit of -3.2% in 2025-26.

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 2020 – 2024

What are the next steps for 2020/21?

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	Secondary education 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	S106 CIL	The need for additional places was initially identified in the Commissioning Plan for delivery by 2021-2022. However, it is now anticipated that additional places will be needed as part of longer-term commissioning plans subject to pace of housing completion and resulting demand for Y7 places.	Long term	Essential	Moderate
EDR2	Primary education 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	S106 CIL	Additional 30 Year R pupils accepted from September 2019. Full building to provide ongoing capacity To complete within school year 20/21.	Short term	Essential	Low
EDR3	Primary education Measures to provide additional capacity	0.6FE expansion of Marden Primary School	KCC School Commissioning Plan 2020 – 2024 Planning permissions: MA/13/1291 MA/13/1585 MA/13/0693 MA/13/1928	Housing development in Marden, in particular, will generate the need for additional primary school places in this area	KCC	£2.6m	S106 CIL	Identified in the Commissioning Plan for delivery by 2021. Need for additional capacity initially identified in the Commissioning Plan 2016 – 2020 for a 2021 delivery. However, the current commissioning plan indicates that the additional places will be needed towards the end of the Plan period, from 2024 onwards	Medium/Long term	Essential	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
EDR5	Primary education Measures to provide additional capacity	0.5FE expansion of Staplehurst Primary School		Housing development in Staplehurst, in particular, will generate the need for additional primary school places in this area	KCC	£885k	CIL	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020. This will be subject to demand directly linked to long-term housing development outside of the current Plan period.	Long term	Essential	Moderate
EDR6	Primary education Measures to provide additional capacity	1FE expansion of Lenham Primary School for Broad Location H2 (3) Lenham	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	S106	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020. This will be subject to demand directly linked to long-term housing development.	Medium/Long term	Critical	Moderate

SCHEDULE C: Health Provision

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 was 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 2020/21?

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
HPU1	GP Surgeries 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	S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPU2	GP Surgeries Measures to improve quality and/or provide additional capacity	Bower Mount Medical Centre, Maidstone Works including refurbishment and 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	S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPU3	GP Surgeries 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	S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPU4	GP Surgeries Measures to improve quality and/or provide additional capacity	New premises provision for Allington branch proposed to replace existing premises, as per Premises Development Plan	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	S106 CIL	New premises provision was achieved stage 1 CCG approval.	Short / Medium term	Essential	Moderate
HPU5	GP Surgeries Measures to improve quality and/or provide additional capacity	Blackthorn Medical Centre, Maidstone Works including refurbishment and reconfiguration assessed as part of ongoing review	CCG GP Estates Strategy 2018 Planning permissions: MA/13/1749 MA/13/1702	Development within north western Maidstone generates the need for additional GP	CCG	Unknown	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
		to support maximum utilisation of existing premises		capacity in the area							
HPU6	GP Surgeries Measures to improve quality and/or provide additional capacity	Aylesford Medical Centre (located in Tonbridge & Malling) Premises Development Plan required. Option to understand opportunities linked to 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	S106 CIL	Priority in CCG GP Estates Strategy. No Development Plan at this stage	Short / Medium term	Essential	Moderate
HPU8	GP Surgeries 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	S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPU9	GP Surgeries 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 utilisation of existing premises	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	S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPU10	GP Surgeries Measures to improve quality and/or provide additional capacity	Wallis Avenue Surgery Works including refurbishment and reconfiguration assessed as part	CCG GP Estates Strategy 2018 Planning permissions: MA/13/1523 MA/13/0951	Development within the Langley area generates the need for additional GP	CCG	Unknown	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
		of ongoing review to support maximum utilisation of existing premises	MA/13/1149	capacity in the area							
HPU12	GP Surgeries 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	Premises plan for branch surgery has now achieved stage 1 CCG approval.	Short / Medium term	Essential	Moderate
HPU13	GP Surgeries 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	S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPU14	GP Surgeries Measures to improve quality and/or provide additional capacity	Sutton Valence Group Practice – main site South Lane and branch site at North Street New Premises Development plan (replacing two existing premises) proposed to respond to growth in Langley/Sutton Road/ Sutton Valence area.	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 capacity in the area	CCG	Unknown	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
HPU17	GP Surgeries	Albion Medical Centre	CCG GP Estates Strategy 2018	Development within central Maidstone	CCG	Unknown	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
	Measures to improve quality and/or provide additional capacity	Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum utilisation of existing premises		generates the need for additional GP capacity in the area							
HPU18	Local Care/ out of hospital services 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
HPU19	GP Surgeries 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 was 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 2020/21?

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	GP Surgeries 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	S106 CIL	Priority in CCG GP Estates Strategy. Plans being developed.	Short / Medium term	Essential	Moderate
HPR2	GP Surgeries 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	S106 CIL	Priority in CCG GP Estates Strategy. No Development Plan at this stage.	Short / Medium term	Essential	Moderate
HPR3	GP Surgeries 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	S106 CIL	Priority in CCG GP Estates Strategy. No Development Plan at this stage.	Short / Medium term	Essential	Moderate
HPR4	GP Surgeries 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	S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPR5	GP Surgeries 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	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
HPR9	GP Surgeries Measures to improve quality and provide out of hospital capacity	Greensands Health Centre New premises provision in Coxheath proposed to replace existing two premises, as per Premises Development Plan	CCG GP Estates Strategy 2018 Planning permissions: MA/13/2008 MA/14/0836 MA/13/1979 MA/14/0566	Development in and around Coxheath will generate the need for additional GP capacity in the area	CCG	Unknown	S106 CIL	Priority in CCG GP Estates Strategy. Premises Development Plan progressing through to Stage 2 CCG governance.	Short term	Essential	Moderate

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 2020/21?

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	Community facilities 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	S106	Scheme committed through planning permission 13/1749	Short term	Critical	Low
SC2	Community facilities 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	S106	Scheme committed through planning permission 13/1149	Short term	Critical	Low
SC3	Adult social care Measures to improve accessibility and provide additional capacity	Small scale improvements to existing infrastructure may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the borough may place increased pressure on delivery of this service	KCC	Unknown	S106 CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate
SC4	Community learning Measures to improve accessibility and provide additional capacity	Small scale improvements to existing infrastructure may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the borough may place increased pressure on delivery of this service	KCC	Unknown	S106 CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate
SC5	Youth services Measures to improve accessibility and provide additional capacity	Small scale improvements to existing infrastructure and/or additional equipment may be required to support the delivery of new development 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	S106 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	Library provision Measures to provide additional capacity	Small scale improvements to existing infrastructure and/or additional equipment may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP	KCC has confirmed that planned growth will place increased pressure on delivery of this service. Libraries, Registration and Archives Strategy 2019-2022	Development across the borough may place increased pressure on delivery of this service	KCC	Unknown	S106 CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate

SCHEDULE E: Public Services

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. An 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 2020/21?

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	Ambulance service 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	Ambulance service Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Harrietsham area	Mapping and analysis undertaken by SECamb – 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	Ambulance service 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	Ambulance service Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Marden area	Mapping and analysis undertaken by SECamb – 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	Ambulance service Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Staplehurst area	Mapping and analysis undertaken by SECamb – 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	Ambulance service Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Headcorn area	Mapping and analysis undertaken by SECamb – 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	Ambulance service Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Yalding area	Mapping and analysis undertaken by SECamb – 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	Ambulance service Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Hollingbourne area	Mapping and analysis undertaken by SECamb – 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, the charges for work that are needed on the existing sewer network to provide for new development-related growth, will be recovered through an 'infrastructure charge', which will be fixed for wastewater connections.

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	Water Supply Measures to increase capacity	8km of 300mm dia main from Charing to Headcorn area	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Marden, Staplehurst and Headcorn	SEW and contractors	£4.7m	Developer contributions off set by revenue and business plan funding	Developer contributions off set by revenue and business plan funding.	Medium term	Critical	Moderate
UT2	Water Supply Measures to increase capacity	4km of 400mm dia main from Loose to Linton	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Coxheath	SEW and contractors	£2.5m	Developer contributions off set by revenue and business plan funding	Concept	Medium term	Critical	Moderate
UT3	Water Supply Measures to increase capacity	Transfer main Kingshill to Allington	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Boughton Monchelsea, Chart Sutton, Downwood, Otham, Harrietsham, and Lenham	SEW and contractors	£1.6m	Developer contributions off set by revenue and business plan funding	Concept	Short term	Critical	Moderate
UT4	Water Supply Measures to increase capacity	Transfer main Maidstone to Boughton	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Boughton Monchelsea, Chart Sutton, Downwood, Otham, Parkwood and Maidstone	SEW and contractors	£1.9m	Developer contributions off set by revenue and business plan funding	Concept	Short term	Critical	Moderate
UT5	Water Supply Measures to increase capacity	Transfer main at Penenden Heath	Hydraulic modelling using demand projections and resource availability from WRMP	EMP1 (5) Woodcut Farm, Maidstone	SEW and contractors	£1.4m	Developer contributions off set by revenue and business plan funding	Concept	Short term	Critical	Moderate
UT6	Water Supply Measures to increase capacity	Local reinforcement at Yalding	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Yalding	SEW and contractors	£120k	Developer contributions off set by revenue	Awaiting application from developer	Short term	Essential	Moderate
UT7	Water Supply 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	Water Supply Measures to provide additional capacity	Provision of additional waste water treatment	Southern Water has advised that additional waste water	All development must be adequately	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	treatment capacity may be required to accommodate development proposed in the MBLP but that this requirement should not be a constraint to development. Development in Harrietsham may require additional infrastructure however, other than capacity enhancements at Lenham (UT9) no further specific requirements have been identified.	served by waste water treatment infrastructure			Review process	Water through Periodic Review process and in response to approaches from developers			
UT9	Water Supply 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
UT10	Water Supply Measures to provide connectivity and additional capacity where required	Each development site will generate the need for	Southern Water has advised that connectivity	Development across the Borough will generate the	Southern Water	Unknown	Developers through Southern Water's New	Schemes to provide connectivity and potentially	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
		connectivity to the existing sewerage infrastructure network. Many of these connections will require off site works. Where there is insufficient capacity in the network to accommodate new development, new or improved sewerage infrastructure will also be required.	and capacity enhancements to the sewerage infrastructure network will be required for many of the sites identified in the Local Plan. Although in some cases adequate capacity may exist at this time, it is not possible to guarantee future reservation of this capacity.	need for connectivity to the sewerage network which may also require capacity enhancements to accommodate the new development. Significant new or improved sewerage infrastructure will be required for H1 (10) South of Sutton Road, H1 (11) Springfield, H2 (2) Invicta Barracks and H2 (3) Lenham.			Infrastructure Charge to developers Southern Water's Capital Works Programme	capacity enhancements will usually be developed either during or following the development management process.			
UT11	Sewerage infrastructure Sewerage network reinforcement	Southern Water has identified the following sites will require reinforcement of the sewerage network in advance of occupation of development: 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 (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 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
UT12	Maidstone District Energy Network. Works to supply heating and electrical power to a number of sites from a centralised location	The generation of heat and power, utilising 'low carbon' methods (including utilising latent heat within the River Medway and gas CHP) which is then piped via a subterranean piping network (to be installed as part of the project) to local council (offices, library, social housing) and HMT Maidstone estates.	Supporting the councils' commitment to reducing scope 1, 2 & 3 GHG emissions relating to the provision of heating and electrical power.	Local Plan – DM2 [Sustainable design – from role in serving low carbon heat and power to the proposed Maidstone East development] Local Plan – DM24 [Renewable and low carbon energy schemes]	KCC MBC TBC	£9m	Department of Business, Industry and Energy Strategy. in Q3 2020 for circa £3m (TBC); Salix Finance (interest free loans for public sector energy efficiency projects) – to be secured, value dependant on other funding streams; IDP Funding – to be secured, TBC if scheme is considered fundable Additional funding TBC, dependant on finalised commercial & procurement structure (optioneering assessment currently underway).	Development of the outline business case, including identifying optimal commercial and procurement structure.	Initial 'commercialisation' stage (c. 2 years) and construction (c. 2 years) of the project is short term (<5 years). Potential for the scope of the project to expand over time in both the medium and long term, although this will form a sperate project.	Essential	Moderate

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 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 2020/20?1

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	Blue infrastructure improvements 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	Blue/green infrastructure improvements Works to improve riparian habitats	Sherway Stream Restoration Plan - From Headcorn North TQ8375143498 to Sherway Bridge TQ 8675944688 Design and deliver river restoration features which can improve the quality, quantity and connectivity of riparian habitats across key sites in this tributary of the Beult. Deliver workshops, landowner advice, site plans, community engagement, wetland creation, morphological improvements, increase the riparian buffer zone. 4.5 km of the Sherway Stream will be improved.	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development. Will support Local Plan strategy incl. Policy SS1	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	Blue/green infrastructure improvements 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.			
GB6	Blue/green infrastructure improvements Fish monitoring	Introduction of a sustainable fish monitoring programme on the River Medway and its tributaries	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development. Will support Local Plan strategy incl. Policy SS1	Environment Agency	£30k	CIL	Outline designs have been completed by EA awaiting funding to continue to project development	Short / Medium Term	Desirable	High
GB7	Provision of open space Measures to improve accessibility and quantity of open space	Provision of 1.5ha of natural/semi-natural open space at Oakapple Lane, Barming	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
GB8	Provision of open space 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								
GB9	Provision of open space Measures to improve accessibility and quantity of open space	Provision 14ha of natural/semi-natural open space at South of Sutton Road, Langley	Open Space DM11 Open Space Allocations OS1 (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
GB10	Provision of open space Measures to improve accessibility and quantity of open space	Provision of 1.37ha of natural/semi-natural open space and 0.5ha allotments at South of Ashford Road	Open Space DM11 Open Space Allocations OS1 (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
GB11	Provision of open space 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								
GB12	Provision of open space Measures to improve accessibility and quantity of open space	Provision of 1.6ha of outdoor sports provision (3-5 sports pitches) at Kent Police HQ, Maidstone	Open Space DM11 Open Space Allocations OS1 (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
GB13	Provision of open space Measures to improve accessibility and quantity of open space	Provision of 2.16ha of natural/semi natural open space at The Parsonage, Goudhurst Road, Marden	Open Space DM11 Open Space Allocations OS1 (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
GB15	Provision of open space	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								
GB16	Provision of open space Measures to improve accessibility and quantity of open space	Provision of 1.22ha of natural/semi natural open space at North of Henhurst Farm, Staplehurst	Open Space DM11 Open Space Allocations OS1 (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
GB18	Provision of open space Measures to improve accessibility and quantity of open space	Provision of 1.18ha Natural/semi natural open space at South of Grigg Lane, Headcorn	Open Space DM11 Open Space Allocations OS1 (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
GB19	Provision of open space Measures to improve accessibility and quantity of open space	Provision of 1.12ha natural/semi natural open space at North of Heath Road, Coxheath	Open Space DM11 Open Space Allocations OS1 (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								
GB22	Provision of open space Measures to improve accessibility and quantity of open space	Provision of 0.15ha of natural/semi natural open space.	Open Space DM11 Open Space Allocations OS1 (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
GB23	Provision of open space Measures to improve accessibility and quantity of open space	Provision of 0.15ha of natural/semi natural at Lyewood Farm, Boughton Monchelsea	Open Space DM11 Open Space Allocations OS1 (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
GB24	Provision of open space Measures to improve accessibility and quantity of open space	In addition to open space secured through OS1 allocations, on site open space will be sought through residential developments where this can be 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.									
GB25	Provision of open space Measures to improve accessibility and quantity of open space	Where development sites are unable to fully mitigate their quantitative impact on open space provision through provision of on-site open space, this may exacerbate existing deficiencies for certain open space typologies in some areas. Though the implementation of the GBI Strategy the Council will look for opportunities to address these deficiencies, including increased public accessibility to open green spaces.	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
GB26	Green and blue infrastructure improvements Measures to improve accessibility, connectivity, biodiversity and quality of green and blue infrastructure in the borough.	The Green & 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	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

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
		where appropriate.									

SCHEDULE H: Flood prevention and mitigation

Where?

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, Watlingtonbury 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	Flood management improvements Medway Flood Resilience Scheme aims to reduce flood risk to properties between Marden and East Farleigh.	Property flood resilience measures to be installed on 280 properties (Phase 1B). Improved resilience to communities at risk (Phase 2)	R Medway CFMP 2008 Middle Medway Strategy 2007 (revised 2010)	The scheme will benefit properties (constructed after 2012) and communities located around the confluence of the rivers Medway, Teise and Beult	Environment Agency MBC TMBC KCC	Phase 1b: £1.5m Phase 2: £1.5m Total: £3m	CIL Phase 1b: majority Defra FDGIA Phase 2: Anticipated funding by KCC and MBC	Phase 1b: Business case approved 2018. Construction commenced summer 2019 and completion due in 2020	Short/ Medium Term	Essential	Moderate
FP2	Flood management improvements Works to reduce the potential impacts of flooding	Property level protection for 30 houses and the school which are at risk of flooding from the moat stream in Headcorn. The properties are in Oak Farm Gardens, Kings Road, Moat Road and The Uptons also Headcorn primary school	River Medway Flood Mapping and Modelling 2008 and 2014 The impact of flooding to 30 properties will be reduced	The scheme will benefit existing properties in Headcorn	Environment Agency MBC	£170k	Defra FDGIA CIL	Proposed means to reduce risk would be property level protection.	Short/ Medium Term	Desirable	High