

Infrastructure Delivery Plan

(Maidstone Borough Local Plan 2017)

Annual Review 2020-21

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Contents

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

Introduction

Purpose of the document

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

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

Annual Review 2020/21

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

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

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

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

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

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

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

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

Local Plan Review

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

Document structure

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

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

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

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

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

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

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

Section A – Context

What is infrastructure?

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

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

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

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

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

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

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

Policy context

National policy & guidance

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

1.19 The NPPF also indicates that Local plans need to:

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

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

Local Policy

Maidstone Strategic Plan

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



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

Maidstone Borough Local Plan 2017

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

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

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

Neighbourhood Plans

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

Engagement

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

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

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

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

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

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

Infrastructure Funding

Developer Contributions

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

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

Community Infrastructure Levy

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

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

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

³ Index linked

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

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

Section 106 Agreements

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

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

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

Section 278 Agreements

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

Other funding sources

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

Infrastructure costs

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

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

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

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

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

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

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

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

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

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

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

Infrastructure prioritisation

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

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

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

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

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

Figure 1. Prioritisation of infrastructure schemes

Risks to infrastructure delivery

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

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

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

Section B – Infrastructure Position Statement

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

Transport

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

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

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

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

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

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

	<p>In March 2021 the Government published the National Bus Strategy, which proposed significant changes to the system of funding and regulation. These include: Bus Service Improvement Plans, enhanced partnerships and franchising. KCC as the Local Transport Authority has confirmed its intention pursue enhanced partnerships.</p> <p>Given the deletion of the previously proposed Park and Ride sites at Linton Crossroads and at Old Sittingbourne Road, the council will work with the service operators to procure express/limited stop bus services on the radial routes into Maidstone (particularly from the north including the Newnham Park Area and from the south on the A229 and A274) to the Town Centre and railway stations in the morning and evening peaks to encourage modal shift together with the implementation of bus priority measures to seek to secure the reliability and speed of such services.</p> <p>A number of services cannot be provided commercially and are classed as socially necessary services that require subsidy from KCC. These primarily consist of school, rural, evening and weekend services, which provide access to education, employment, health care, or essential food shopping. KCC also completed the countywide roll out of the Kent Freedom Pass during 2009. The County Council now provides fund for reduced rate travel on almost all public bus services in Kent Monday to Friday for an annual fee for young people living in the county and in academic years 7 to 11. The County Council also assumed responsibility</p>
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	<p>from the council for the administration and funding of the statutory Kent and Medway Concessionary Travel Scheme for disabled people, their companions and those who have reached state pension age, in April 2011. As the Local Education Authority, KCC also provides free or subsidised home-to-school transport to children who meet the criteria.</p> <p>In 2021 the Council undertook a renovation of the bus station in Maidstone town centre.</p>
Funding sources	<ul style="list-style-type: none"> • KCC funding • S.106 agreements • Community infrastructure levy • Bus operator investment • National grants
Key issues	None identified.
Walking and Cycling	
Lead organisation(s)	<ul style="list-style-type: none"> • Kent County Council • Maidstone Borough Council • Parish councils • Private landowners
Main sources of information	<ul style="list-style-type: none"> • Walking and Cycling Strategy (2011-2031) • KCC Rights of Way improvement Plan (2018-2028) • LPR policy SP12 Sustainable Transport • Maidstone Integrated Transport Strategy (2011-2031)

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

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

Education

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

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

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

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

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

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

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

achment_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf

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

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

⁷
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf

achment_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf

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

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

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

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

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

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

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

Social and Community

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

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

Funding sources	<ul style="list-style-type: none"> • Developer contributions (S106 & CIL) • External grant funding
Key issues	New development is only one element of anticipated pressure however, and a variety of factors may influence how KCC plans for delivery of these services, including budget constraints. KCC has acknowledged that service delivery models are evolving and will continue to evolve over the period of the plan, which makes it challenging to plan for service delivery over the medium to long term.
Libraries	
Lead organisations	<ul style="list-style-type: none"> • Kent County Council • Medway Council
Main sources of information	<ul style="list-style-type: none"> • KCC statistics for libraries, registrations and archives • Discussions with Medway Council
Existing provision	<p>There are a number of libraries within the borough, with the existing provision in the borough being provided at the following locations:</p> <ul style="list-style-type: none"> • Allington Library • Bearsted Library • Coxheath Library • Headcorn Library • Kent History and Library Centre • Lenham Library • Madginford Library • Maidstone Library • Marden Library • Shepway Library

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

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

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

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

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

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

Waste management

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

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

Utilities

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

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

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/958639/Water_Stress_Consultation_V1.0_accessible.pdf

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

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

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

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

Green and Blue

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

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

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

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

Section C – Infrastructure Delivery Schedule

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

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

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

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

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

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

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

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

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

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTJ72	Highways	Traffic signalisation of the M20 J7 roundabout, widening of the coast bound off-slip and creation of a new signal-controlled pedestrian route through the junction.	Maidstone Urban Area	Policy DM21 / LPR TRA2 Planning permissions:16/507292/OUT; MA/13/1163 Planning appeal decision pending:19/506182/FUL	RMX1 (1) Newnham Park, Maidstone H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road H1 (10) South of Sutton Road Sites identified in Maidstone Town Centre, Maidstone Urban Area, South of Maidstone, South West of Maidstone and Binbury Park.	Highways England KCC	£4.667m	S106 Other sources	Committed scheme under MA/13/1163. Detailed design completed. Shortfall in the funding available.	To 2026/27	Critical	Medium / High

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

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		Tonbridge & Malling)		MA/13/1702; MA/14/501209	H1 (3) West of Hermitage Lane, Maidstone H1 (4) Oakapple Lane, Maidstone							
HTNW10	Cycling	Provision of a new cycle lane along B2246 Hermitage Lane	Maidstone Urban Area	Policy DM21 / LPR TRA2 Walking and Cycling Strategy 2011-2031 Integrated Transport Strategy 2011-31 Planning permission: MA/13/1749	H1 (2) East of Hermitage Lane, Maidstone	KCC	£22k	S106	Design completed for section between the hospital and Barming Rail Station, however there is a funding shortfall.	To 2021/22	Essential	Low
HTNW3	Highways	Enlargement of existing A20 Coldharbour roundabout and removal of traffic signals	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Planning permissions: MA/13/1749; MA/13/1702; MA/14/501209 Planning applications: MA/14/503735; MA/14/503786	H1 (1) Bridge Nurseries, Maidstone H1 (2) East of Hermitage Lane, Maidstone H1 (3) West of Hermitage Lane, Maidstone H1 (4) Oakapple Lane, Maidstone	KCC	£3.5m	S106 Local Growth Fund (LGF)	MITP measures now programmed in – Due to commence construction in Summer 2022 and be delivered across an 18 month period.	To 2021/22	Critical	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTNW4	Highways	Capacity improvements at the junction of Fountain Lane and the A26/Tonbridge Road	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Planning permissions: MA/13/1702 Planning applications: MA/14/503735; MA/14/503786; MA/13/2079	H1 (1) Bridge Nurseries, Maidstone H1 (2) East of Hermitage Lane, Maidstone H1 (3) West of Hermitage Lane, Maidstone H1 (4) Oakapple Lane, Maidstone	KCC	£3,522,000	S106 CIL TMBC S106	Potential scheme identified, however there is not sufficient funding available.	To 2021/22	Critical	High
HTNW5	Highways	Capacity improvements at the junction of Hermitage Lane and London Road, and widening of the A20 between the Hermitage Lane and Mills Road junctions (located in Tonbridge and Malling Borough)	Maidstone Urban Area	Policy DM21 / LPR TRA2 Maidstone Joint Transport Board Report – October 2015	Development in north western Maidstone will place additional pressure on this junction	KCC	£499k plus statutory undertakings and potential land acquisition	CIL LGF TMBC S106	Outline design developed.	To 2026/27	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
HTNW6	Highways	Capacity improvements at the 20/20 roundabout	Maidstone Urban Area	Policy DM21 / LPR TRA2	Development in north western Maidstone will place additional pressure on this junction	KCC	TBC	CIL	Further work required to develop scheme	To 2031/32	Desirable	High
HTNW7	Public transport - buses	Provision of a circular bus route to serve the north west Maidstone strategic development area.	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 Planning permissions: MA/13/1702 Arriva consultation 2015	H1 (2) East of Hermitage Lane, Maidstone	KCC Arriva	£455k	S106	Scheme committed through MA/13/1749	To 2021/22	Critical	Low
HTNW9	Pedestrian	Provision of pedestrian crossing facilities on Hermitage Lane to the north of site H1 (2)	Maidstone Urban Area	Policy DM21 / LPR TRA2 Planning permission: MA/13/1749	H1 (2) East of Hermitage Lane, Maidstone	KCC	£16.5k	S106	Scheme committed through MA/13/1749	To 2021/22	Essential	Low
HTSE1	Highways; Public transport - buses	Capacity improvements on the A274 Sutton Road between the junctions of Wallis Avenue and Loose Road, incorporating bus prioritisation measures from	Maidstone Urban Area	Policy DM21 / LPR TRA2 Integrated Transport Strategy 2011-31 SHEDLAA 2016 Mott McDonald A274 Corridor Study April 2016 Planning permissions: MA/13/1149; MA/13/0951;	H1 (5) Langley Park H1 (6) North of Sutton Road H1 (7) Land north of Bicknor Wood H1 (8) West	KCC	£3.2-£3.8m	S106 CIL	MITP measures now programmed in – Will begin in Spring 2022 and be delivered across a 12 month period	To 2021/22	Essential	Low

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
									current commissioning plan indicates that the additional places will be needed towards the end of the Plan period, from 2024 onwards			
EDR5	Primary education	0.5FE expansion of Staplehurst Primary School	Staplehurst		Housing development in Staplehurst, in particular, will generate the need for additional primary school places in this area	KCC	£885k	CIL	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020. This will be subject to demand directly linked to long-term housing development outside of the current Plan period.	To 2031/32	Essential	Moderate
Health												

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
UT10	Utilities - water supply	Each development site will generate the need for connectivity to the existing sewerage infrastructure network. Many of these connections will require off site works. Where there is insufficient capacity in the network to accommodate new development, new or improved sewerage infrastructure will also be required.	Borough wide	Southern Water has advised that connectivity and capacity enhancements to the sewerage infrastructure network will be required for many of the sites identified in the Local Plan. Although in some cases adequate capacity may exist at this time, it is not possible to guarantee future reservation of this capacity.	Development across the Borough will generate the need for connectivity to the sewerage network which may also require capacity enhancements to accommodate the new development. Significant new or improved sewerage infrastructure will be required for H1 (10) South of Sutton Road, H1 (11) Springfield, H2 (2) Invicta Barracks and	Southern Water	TBC	Developers (through Southern Water's New Infrastructure Charge) Southern Water's Capital Works Programme	Schemes to provide connectivity and potentially capacity enhancements will usually be developed either during or following the development management process.	Varies	Critical	Low

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

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
UT8	Utilities - water supply	Provision of additional waste water treatment capacity to serve development	Borough wide	Additional waste water treatment capacity may be required to accommodate development proposed in the plan. Other than capacity enhancements at Lenham (UT9) no further specific requirements have been identified.	All development must be adequately serviced by waste water treatment infrastructure	Southern Water	TBC	Southern Water through Periodic Review process	Schemes will be developed through the Southern Water through Periodic Review process and in response to approaches from developers	Varies	Critical	Low
UT1	Utilities - water supply	8km of 300mm dia main from Charing to Headcorn area	Headcorn	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Marden, Staplehurst and Headcorn	SEW and contractors	£6.251m	Developer contributions (off set by revenue) Business plan funding	Concept	To 2031/32	Critical	Moderate
UT7	Utilities - water supply	Local reinforcement at Ulcombe Road, Headcorn	Headcorn	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Ulcombe Road, Headcorn.	SEW and contractors	£13.3k	Developer contributions (off set by revenue) Business plan funding	Awaiting application from developer	To 2031/32	Essential	Moderate

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
UT9	Utilities - water supply	Provision of additional waste water treatment capacity to serve Lenham broad location development	Lenham	Additional waste water treatment capacity will be required to serve the overall development of 1500 homes in Lenham. A new or amended environmental permit will be required from the Environment Agency to accommodate the capacity enhancements at Lenham WTW.	H2 (3) Lenham broad location.	Southern Water	TBC	Southern Water	Scheme included in Southern Water's Business Plan, 2020-2025.	To 2021/22	Critical	Moderate
UT2	Utilities - water supply	4km of 400mm dia main from Loose to Linton	Loose	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Coxheath	SEW and contractors	£3.325m	Developer contributions (off set by revenue) Business plan funding	Concept	To 2031/32	Critical	Moderate
UT12	Utilities - energy provision	The generation of heat and power, utilising 'low carbon' methods (including utilising latent heat within the River Medway and gas CHP) which is then piped via a	Maidstone Urban Area	Policy DM2 / LPR Q&D1 Policy DM24 / LPR INF3 [Renewable and low carbon energy schemes] Supporting the councils' commitment to reducing scope 1, 2 & 3 green house gas emissions relating to the	Borough-wide developments	KCC MBC TBC	£9m	Department of Business, Industry and Energy Strategy. in Q3 2020 for circa £3m (TBC); Public	Development of the outline business case, including identifying optimal commercial and procurement structure.	To 2026/27	Essential	Moderate

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

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

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		improvements at existing facilities will be sought for any residual deficit in provision.										
GB25	Provision of open space	Where development sites are unable to fully mitigate their quantitative impact on open space provision through provision of on-site open space, this may exacerbate existing deficiencies for certain open space typologies in some areas. Through the implementation of the GBI Strategy the Council will look for opportunities	Borough wide	Policies DM19 / LPR Hou4 Green and Blue Infrastructure Strategy 2016 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	Residential allocations in the Local Plan Will support Local Plan strategy incl. Policy SS1 and implementation of the GBI Strategy 2016	MBC Parish Councils	TBC	CIL	Further work required through implementation of the GBI Strategy	Varies	Essential	Moderate

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

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

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
GB19	Provision of open space	Provision of 1.12ha natural/ semi natural open space at North of Heath Road, Coxheath	Coxheath	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (12) Planning permission: MA/13/1979 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (59) North of Heath Road, Coxheath	Developer	TBC	S106	Scheme under construction	To 2021/22	Essential	Low
GB18	Provision of open space	Provision of 1.18ha Natural/semi natural open space at South of Grigg Lane, Headcorn	Headcorn	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (11) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (38) South of Grigg Lane, Headcorn	Developer	TBC	S106	OS1 allocation	To 2026/27	Essential	Low
GB4	Blue/green infrastructure	Sherway Stream Restoration Plan - From Headcorn North TQ8375143498 to Sherway Bridge TQ8576943147 Design and deliver river restoration features which can improve the	Headcorn	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development . Will support Local Plan strategy incl. Policy SS1	Environment Agency Beult Catchment Improvement Group Medway Valley Countryside Partnership South East river Trust	£150k	CIL DEFRA match funding	Outline proposals and projects agreed. Funding required to further develop the project.	To 2026/27	Desirable	High

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
		quality, quantity and connectivity of riparian habitats across key sites in this tributary of the Beult. Deliver workshops, landowner advice, site plans, community engagement, wetland creation, morphological improvements, increase the riparian buffer zone. 4.5 km of the Sherway Stream will be improved.										

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
GB5	Blue/green infrastructure	Upper Loose Restoration Plan - From Langley TQ8050851552 to Loose TQ7565852214 Design and deliver river restoration features which can improve the quality, quantity and connectivity of riparian habitats across key sites in this tributary of the Medway. Deliver workshops, landowner advice, site plans, community engagement, wetland creation, morphological improvements and eradication of invasive plant species. 5.2 km of the Loose Stream will be improved.	Loose	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development . Will support Local Plan strategy incl. Policy SS1	Environment Agency Beult Catchment Improvement Group Medway Valley Countryside Partnership South East river Trust	£150k	CIL DEFRA match funding	Outline proposals and projects agreed. Funding required to further develop the project.	To 2026/27	Desirable	High

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
GB12	Provision of open space	Provision of 1.6ha of outdoor sports provision (3-5 sports pitches) at Kent Police HQ, Maidstone	Maidstone Urban Area	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (4) Planning permissions: MA/12/0986; MA/12/0987 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (27) Kent Police HQ, Maidstone H1 (28) Kent Police training school, Maidstone	Developer	TBC	S106	Committed through planning permission: MA/12/0986	To 2026/27	Essential	Low
GB15	Provision of open space	Provision of 2.4ha of natural/semi-natural open space at Cross Keys, Bearsted	Maidstone Urban Area	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (5) Planning permission: MA/14/504795 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (31) Cross Keys, Bearsted	Developer	TBC	S106	Scheme under construction	To 2021/22	Essential	Low
GB7	Provision of open space	Provision of 1.5ha of natural/semi-natural open space at Oakapple Lane, Barming	Maidstone Urban Area	Policy DM19 Policy OS1(1) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (4) Oakapple Lane, Barming	Developer	TBC	S106	OS1 allocation	To 2026/27	Essential	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
GB8	Provision of open space	Provision of 7.65ha of informal open space (nature conservation area) on site H1 (5) Langley Park, Maidstone	Maidstone Urban Area	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (2) Planning permission MA/13/1149 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (5) Langley Park, Sutton Road, Maidstone	Developer	TBC	S106	Scheme under construction	To 2021/22	Essential	Low
GB9	Provision of open space	Provision 14ha of natural/semi-natural open space at South of Sutton Road, Langley	Maidstone Urban Area	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (2) Planning permission MA/15/509015 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (10) South of Sutton Road, Langley	Developer	TBC	S106	OS1 allocation	To 2026/27	Essential	Low
GB13	Provision of open space	Provision of 2.16ha of natural/semi natural open space at The Parsonage, Goudhurst Road, Marden	Marden	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (8) Planning permission: MA/13/0693 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (45) The Parsonage, Goudhurst Road, Marden	Developer	TBC	S106	Scheme under construction	To 2021/22	Essential	Low

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
GB16	Provision of open space	Provision of 1.22ha of natural/semi natural open space at North of Henhurst Farm, Staplehurst	Staplehurst	Policies DM19 / LPR Hou4 Open Space Allocations OS1 (9) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (50) North of Henhurst Farm, Staplehurst	Developer	TBC	S106	OS1 allocation	To 2026/27	Essential	Low
GB1	Blue/green infrastructure	Yalding fish pass - This structure the one remaining obstruction to fish migration on the main stem of the river Medway. Yalding autosluice is a complete barrier to fish movement. 8.8 km of main river will be connected.	Yalding	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development . Will support Local Plan strategy incl. Policy SS1	Environment Agency	£300k	CIL DEFRA match funding	Outline designs have been completed by EA awaiting funding to continue to project development	To 2026/27	Desirable	High
Flood prevention												

Item Reference	Service area	Scheme description	Geographic location	Justification/ supporting evidence	Development which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status details	Delivery timescale	Prioritisation	Risk to delivery
FP1	Flood management	Property flood resilience measures to be installed on 280 properties (Phase 1B). Improved resilience to communities at risk (Phase 2)	Borough wide	R Medway CFMP 2008 Middle Medway Strategy 2007 (revised 2010)	The scheme will benefit properties (constructed before 2012) and communities located around the confluence of the rivers Medway, Teise and Beult	Environment Agency MBC TMBC KCC	Phase 1b: £1.5m Phase 2: £1.5m Total: £3m	CIL Phase 1b: majority Defra FDGIA Phase 2: Anticipated funding by KCC and MBC NB, Phase 1b is complete but Phase 2, to be funded by KCC/MBC remains a priority	Phase 1b: Business case approved 2018. Construction commenced summer 2019 and completion due in 2020	To 2026/27	Essential	
FP2	Flood management	Property level protection for 30 houses and the school which are at risk of flooding from the moat stream in Headcorn. The properties are in Oak Farm Gardens, Kings Road, Moat Road	Headcorn	River Medway Flood Mapping and Modelling 2008 and 2014 The impact of flooding to 30 properties will be reduced	The scheme will benefit existing properties in Headcorn	Environment Agency MBC	£170k	Defra FDGIA CIL		To 2026/27	Desirable	

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

DRAFT

Section D – Monitoring and Review

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

Appendix 1: Completed infrastructure schemes

Maidstone Town Centre

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

Maidstone Urban Area – North West Strategic Development Area

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

Maidstone Urban Area – South East Strategic Development Area

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

Maidstone Urban Area – Other

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

Maidstone Rural Areas – Coxheath

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

Maidstone Rural Areas – Harrietsham

Item Reference	Category	Scheme delivered	Completion year
Highways & Transportation			
HTHA2	Highways Sustainable travel - pedestrian	Package of measures including the upgrading and realignment of part of Church Road, localised repositioning of white lining on the A20 and provision of a ghost island right turn lane; provision of new and improved footways and improvements to the existing “splitter island” to provide a pedestrian crossing point	2018/19
Green & Blue			
GB10	Green	Provision of 1.37ha of natural/semi-natural open space and 0.5ha allotments at South of Ashford Road	2020/21
GB11	Green	Provision of 0.91ha of natural/semi natural open space at Church Road, Harrietsham	2020/21

Maidstone Rural Areas – Headcorn

Item Reference	Category	Scheme delivered	Completion year
Highways & Transportation			
HTHE1	Highways Sustainable travel – pedestrian	Package of measures at Grigg Lane and Oak Lane, Headcorn including the provision of footways on Oak Lane, footway works on Grigg Lane and improvements at the junction of Oak Lane /Wheeler Street (A274).	2018/19
HTHE4	Highways	Package of measures on Lenham Road, Headcorn including extension of the 30mph limit, construction of appropriate visibility sightlines and new dropped kerb crossings.	2018/19
HTHE6	Sustainable travel – bicycles	Improvements to secure cycle parking at Headcorn Railway Station.	2018/19
HTHE2	Highways	Signalisation of the Kings Road / Mill Bank junction, Headcorn	2020/21
Education			
EDR4	Education – primary	1FE expansion of Headcorn Primary School.	2018/19
Green & Blue			
GB17	Green	Provision of 0.1ha amenity green space at Land at Lenham Road, Headcorn	2018/19

Maidstone Rural Areas – Lenham

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

Maidstone Rural Areas – Marden

Item Reference	Category	Scheme delivered	Completion year
Highways & Transportation			
HTM2	Sustainable travel – pedestrian; buses	Package of measures including the upgrading of the zebra crossing on Goudhurst Road to a pelican crossing, the provision of a pedestrian crossing on Church Green, traffic calming measures and improvements to bus infrastructure.	2018/19
HTM3	Sustainable travel – pedestrian	Footpath widening and traffic calming on Howland Road, Marden	2018/19

Maidstone Rural Areas – Yalding

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

Maidstone Rural Areas – Other

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

Maidstone Borough Wide

Item Reference	Category	Scheme delivered	Completion year
Green & Blue			
GB2	Blue	East Farleigh fish pass - This structure is 1 of 2 remaining obstructions to fish migration on the main stem of the river Medway. East Farleigh lock is a complete barrier to fish movement. 10.5 km of main river will be connected.	2018/19
GB3	Blue	3 weir project – Gatehouse Farm (TQ7310746083), New Lodge Farm (TQ7287046873) and Dairy House Farm (TQ7248047065) weirs are located on the Lesser Teise near Chainhurst. The weirs represent a total barrier to fish passage. Moreover, the weir contributes to a lack of habitat diversity in the section of river upstream due to its impounding effect. 3.5 km of main river will be connected.	2018/19
GB21	Green	Provision of 1.49ha of natural/semi natural open space at Boughton Lane, Loose and Boughton Monchelsea	2019/20