

Role and Purpose of the Infrastructure Delivery Plan (IDP)

The implementation of a successful local plan is reliant upon sustained collaboration between the council and a wide range of other organisations and public bodies to determine the infrastructure required to support growth. This requires a shared vision and shared objectives, and a commitment within all related strategies to deliver essential infrastructure as and when required.

In Maidstone some forms of infrastructure provision have historically not kept pace with development. This has been a contributory factor to issues such as a congested road network and poor access to key community facilities in certain areas. There is concern that future growth will intensify this problem unless a co-ordinated effort is made to address identified deficiencies and that essential infrastructure accompanies new development at all times.

The National Planning Policy Framework (NPPF: 182) states that local plans should be positively prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements. The purpose of the Infrastructure Delivery Plan (IDP) is to identify the infrastructure required to meet the spatial objectives and growth anticipated in the Council's local plan and thus demonstrate that the plan is both realistic and deliverable, and can therefore be successfully implemented. It includes not only infrastructure schemes that will be provided by the council but also those for which other bodies (public and private) are responsible. As such, it is closely linked to objectives set out in the council's Integrated Transport Strategy and takes account of Kent County Council's infrastructure and investment finance model, which determines the infrastructure required for areas such as education, community learning and adult social care services.

The IDP enables the council to identify possible mechanisms for delivering infrastructure. One of the most important mechanisms is the community infrastructure levy (CIL). The IDP has been used to assist in the preparation of a preliminary draft charging schedule, which will set out the rate(s) of CIL to be charged on new development. When the local plan is adopted, the IDP will become the basis for future developer contributions through CIL. CIL does not have to fully fund all the infrastructure schemes listed in the IDP. The infrastructure schemes that will be funded through CIL originate in the IDP and are listed in what is commonly called a Regulation 123 list.

The IDP (see Appendix 1 below) is as comprehensive a document as possible and has taken account of a range of programmes which impact on spatial planning. There will inevitably be more changes to the schedule as it is an evolving document and will be reviewed and monitored regularly to ensure that it includes the most up to date information. Any identified costs are based on the best available information at the time of preparing a draft local plan for Regulation 18 (Preparation) public consultation and will be subject to change when further consultation with stakeholders and service providers is undertaken during this consultation period.

Appendix 1: Infrastructure Delivery Plan – March 2014

| Category | Scheme | Where? Location | Estimated Cost | Who? Lead and delivery partners | How? Delivery Mechanisms | When? Delivery Phasing | Notes |
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| PHYSICAL INFRASTRUCTURE | | | | | | | |
| Built Environment | | | | | | | |
| Public realm improvements | Week Street | Town Centre | £2,000,000 | MBC | S.106/CIL/internal funding | 2013-2016 2017-2021 | Fremlin Walk to Maidstone East. Possible S.106 opportunity when development comes forward at Maidstone East and/or Royal Mail Sorting Office |
| Public realm improvements | High Street Regeneration Stage 2 | Town Centre | £0,000,000 | MBC | Agreed and prioritised in capital spending programme – funding already in place | 2013-2016 | High Street regeneration scheme phase 2 – from Pudding Lane to Fairmeadow |
| Public realm improvements | Improved pedestrian linkages to riverside | Town Centre | £1,500,000 | MBC | S.106/CIL/internal funding | 2013-2016 2017-2021 | Primarily Earl St – to link with proposed new cycle/pedestrian footbridge from Earl Street to St Peter Street but also relevant to St Faith's Street and lower High Street/Fairmeadow – where there is a need to improve the safety and attractiveness of the existing routes from the town centre to the riverside |
| Public realm improvements | Earl Street | Town Centre | Linked to above | MBC | S.106/CIL/internal funding | 2013-2016 2017-2021 | Pedestrianise section of Earl Street from Pudding Lane to Week Street |
| Public realm improvements | Gabriels Hill | Town Centre | £0,300,000 | MBC | S.106/CIL/internal funding | 2013-2016 2017-2021 | Footpath improvements and improved public realm at junction of Gabriels Hill and Palace Avenue |
| | Total Estimated Cost | | £3,800,000 | | | | All costs are estimates – schemes subject to change depending on priorities for town centre regeneration |
| Transport | | | | | | | |
| Walking | Pedestrian mobility/access Improvements | Town centre | £0,000,000 | MBC/KCC | | | Public realm improvements and improvement of any junctions will have a positive impact on pedestrian mobility/access. |

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| Walking | Access/safety improvements to/from high level bridge and riverside towpath | Town centre | £0,200,000 | MBC/KCC | CIL | 2013-2016 2017-2021 | Improved linkage from Maidstone East Train Station to Maidstone Barracks Train Station – also includes a new section of riverside towpath and improvements to existing riverside towpath from Scotney Garden to Whatman Park. £0,300,000 has already been secured through S.106 from development at Scotney Gardens. Possible further S.106/CIL contributions if Powerhub site on St Peter’s Street is redeveloped |
| Walking/Cycling | Shared use pedestrian/cycle footbridge linking Earl Street to St Peter’s Street | Town Centre | £2,000,000 | MBC/KCC | CIL | 2017-2021 2022-2026 | Minimum cost estimate – depends on priorities in the town centre. This scheme is highlighted in Town Centre Study, 2010 |
| Walking/Cycling | Improving street signage and pedestrian way finding, removing footway clutter | Town centre/RSC | £0,200,000 | KCC | CIL | 2013-2016 2017-2021 | To improve street legibility, safety and appearance. For example, improving the linkages and way finding from Fremlin Walk to the High Street via Rose Yard, Pudding Lane and Market Buildings |
| Cycling | Cycle network improvements | Town centre/urban area | £0,750,000 | KCC | LTP/CIL | 2013-2016 2017-2021 | Based on Cycle Strategy and linked to objectives in the draft Integrated Transport Strategy |
| M20 J7 Improvements | Several schemes (Strategic Site Allocation) | Urban area | £3,300,000 (max estimate) | HA | CIL/S.106 | 2013-2016 2017-2021 | <ul style="list-style-type: none"> Capacity improvements and provision of pedestrian crossing facilities at Bearsted roundabout (Bearsted Road/A249 Sittingbourne Road) and at New Cut roundabout (Bearsted Road/New Cut Road) - £0,700,000 Upgrading of Bearsted Road between Bearsted roundabout and New Cut roundabout to dual carriageway - £1,600,000 Traffic signalisation of the M20 J7 roundabout - £0,200,000 Provision of a subsidised shuttle bus to operate between the site and the town centre, via New Cut |

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| | | | | | | | <ul style="list-style-type: none"> Road and Ashford Road - £TBC Bus priority measures on New Cut Road - £0,800,000 Traffic signal priority measures at the junction of New Cut Road and the A20 Ashford Road – included in bus priority cost estimate above. |
| Public Transport | Park and Ride | A229 corridor (Coxheath) | | TBC | Local Enterprise Partnership funding/CIL | 2013-2016 2017-2021 | Up to 1000 spaces south of Linton Crossroads |
| Public Transport | Park and Ride | A229 corridor Sittingbourne Road | | TBC | Local Enterprise Partnership funding/CIL | 2013-2016 2017-2021 | Decking and improvement of existing park and ride site at Eclipse – for 1000 spaces |
| Public Transport | Romney Place bus lane | Town centre | £0,060,000 | KCC | LTP | 2013-2016 | Scheme design has been completed and costed by KCC |
| Public Transport | A229 (south) A274 construction of additional lane on A229 northbound | Urban area – south east | £5,000,000 - £6,600,000 Includes 50% contingency and 25% DfT optimism bias | KCC | CIL/S.106/KCC | 2013-2016 2017-2021 | From Wallis Avenue to junction of Armstrong Road and Park Way – will help mitigate for expected increase in congestion once strategic sites in south east are delivered For cost estimates – using the higher figure of £6.6m |
| Highways Improvements | Bridge Gyrotory Bypass - Fairmeadow | Town centre | £6,000,000 | KCC | Local Enterprise Partnership funding/CIL | 2013-2016 2017-2021 | To improve traffic congestion in the town centre. The majority of funding for this scheme is expected to come from LEP funding. See objectives in Integrated Transport Strategy |
| Highways Improvements | Several Schemes (Strategic Site Allocation) | South east edge of urban area | £2,590,000 | KCC | CIL/S.106/HA/KCC | 2013-2016 2017-2021 | <ul style="list-style-type: none"> Improvements to capacity at junction of Willington Street/Sutton Road - £0,820,000 New road between Sutton Road and Gore Court Road. Main link into Land North of Sutton Road and Bicknor Wood - £1,000,000 New footway (north side Sutton Road) - £0,220,000 |

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| | | | | | | | <ul style="list-style-type: none"> New roundabout on Sutton Road to provide access to Langley Park strategic site - £0,550,000 |
| Highways Improvements | Several Schemes (Strategic Site Allocation) | North west edge of urban area | £7,594,000 (maximum estimate) | KCC | CIL/S.106/S.278/T &M Borough Council/HA/KCC | 2013-2016 2017-2021 | <ul style="list-style-type: none"> M20 Junction 5 signalisation - £0,700,000 Additional lane Coldharbour roundabout - £2,600,000 Capacity improvements Hermitage Lane/London Road Junction - £0,800,000 20/20 roundabout capacity improvements - £1,300,000 Capacity improvements Fountain Lane /A26 junction - £TBC Footway improvements to Hermitage Lane (western side). Possible S.278. - £0,200,000 Pedestrian crossing near Barming Rail Station - To mitigate against increased pedestrian flows and improve safe access to rail station - £0,094,000 Potential scheme to Increase capacity of Barming Rail Station car park by 200 spaces - £1,800,000 |
| Transport Infrastructure Improvements | Numerous schemes – further refinement required | Rural Service Centres (RSC) | £3,545,000 approx | KCC/Network Rail/Southeastern | S.278/S.106/CIL | 2013-2016 2017-2021 | <p>Possible use of S.278 agreements, where developer provides infrastructure to KHS specification. Subject to detailed consultation between Parish Councils, MBC and KCC – could include :</p> <p>Coxheath (if approved as RSC)</p> <ul style="list-style-type: none"> B2163 Heath Road traffic calming and junction improvements Upgraded bus stops (raised kerbs/covered waiting facilities/timetable info) Footway enhancements Public realm improvements in village centre - £0,100,000 |

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| | | | | | | | <p>Total = approx £0,060,000</p> <p>Harrietsham</p> <ul style="list-style-type: none"> • A20 Ashford Road traffic calming/pedestrian crossing improvements - £0,060,000 • Small scale improvements to railway station (incl. increased cycle parking, better passenger waiting facilities - £0,010,000 • Upgraded bus stops - £0,010,000 • Footway enhancements - £0,010,000 <p>Total = approx £0,090,000</p> <p>Headcorn</p> <ul style="list-style-type: none"> • Grigg Lane/Oak Lane/Lenham Road and Ulcombe Road - traffic calming, footway enhancements, improved street lighting - £0,040,000 • A274 Wheeler Street pedestrian crossing improvements - £0,030,000 • Railway station enhancements (incl. enhanced cycle parking, forecourt remodelling and installation of lifts on footbridge - £unknown • Upgraded bus stops - £0,010,000 <p>Total = £0,080,000 + station enhancements which could total £1,000,000 match funded by Network Rail</p> <p>Lenham</p> <ul style="list-style-type: none"> • Traffic calming and pedestrian crossing facilities on Ham Lane and Old Ashford Road - £0,015,000 • Enhancements to railway station |
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| | | | | | | | <p>(incl. forecourt improvements, possible car park extension) - £0,250,000</p> <ul style="list-style-type: none"> • Upgraded bus stops - £0,010,000 • Footway enhancements - £0,010,000 <p>Total = £0,285,000</p> <p>Marden</p> <ul style="list-style-type: none"> • Plain Road traffic calming – £0,005,000 • Enhancements to railway station (incl. forecourt improvements, possible car park extension) - £0,500,000 – match funded by Network Rail – may have to deck the car park • Upgraded bus stops - £0,010,000 • Footway enhancements - £0,010,000 <p>Total = £0,025,000 + station enhancements of approx £0,500,000</p> <p>Staplehurst</p> <ul style="list-style-type: none"> • Capacity improvements to A229 Station Road/Headcorn Road/Marden Road jcn - £0,050,000 • Traffic calming and pedestrian facilities on Headcorn Road/Marden Road/Clapper Lane - £0,025,000 • Enhancements to railway station (incl. increased cycle parking, forecourt remodelling to facilitate bus/rail interchange and possible car park extension) - £0,500,000 approx, potential for match |
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| | | | | | | | <p>funding from Network Rail</p> <ul style="list-style-type: none"> • Conversion of level pedestrian crossings over railway to footbridges - £0,100,000 • New and enhanced cycle routes to railway station - £0,010,000 • Upgraded bus stops - £0,010,000 • Footway enhancements - £0,010,000 <p>Total = £0,205,000 + station enhancements of approx £0,500,000</p> <p>Yalding (if approved as RSC)</p> <ul style="list-style-type: none"> • Safety improvements to Hampstead Lane level crossing - £0,050,000k • Enhancements to railway station (incl. increased cycle parking, better passenger waiting facilities) - £0,010,000 • Upgraded bus stops - £0,010,000 • Footway enhancements - £0,010,000 <p>Total = £0,080,000</p> |
| | Transport: Total Estimated Cost | | £31,039,000 | | | | |
| Utilities | | | | | | | |
| Sewerage | Engineering solutions to increase capacity of sewerage network to accommodate additional growth - with nil detriment to existing network users | urban area and RSC | TBC | Developer contributions and Southern Water | S.106/CIL | 2013-2031 but depends on the location, scale and rate of development | <u>Urban Area</u> Significant off-site sewerage infrastructure will be required to serve the strategic locations in the Maidstone Urban Area and at the RSCs. Southern Water has advised that the overall draft strategy can be accommodated in infrastructure terms. The next step will be for Southern Water to assess the sites in more detail at public consultation to determine more detailed |

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| | | | | | | | infrastructure requirements. |
| Wastewater Treatment | Increase capacity at Wastewater Treatment Works (WwTW, most likely at Aylesford Headcorn Harrietsham and Staplehurst) | Urban area and RSCs | £0 – costs are covered by Southern Water | Southern Water | | | Delivery can be planned through the Ofwat Periodic Review process, once the Local Plan is at a more advanced stage. Further information on the WwTW improvements required will be received during public consultation on the local plan |
| Broadband/ ICT | TBC | Urban and rural area | £TBC | | | | KCC is leading a £43,000,000 project to transform Kent and Medway's broadband infrastructure. This will ensure that at least 90% of properties can access super fast broadband by 2015 and that the remaining 10% have access of at least 2mbits/s. This is in line with the Government's national broadband targets. Yet to be determined what funding will be spent in Maidstone Borough. |
| | Utilities: Total Estimated Cost | | £TBC | | | | |
| KCC Waste | | | | | | | |
| Household waste | Additional recycling centre required (approx 0.8ha) | North west of urban area | £0 – costs are covered by KCC | KCC | | 2017-2021 | To serve MBC administrative area – exact location to be determined. KCC are assessing locations –No cost to MBC |
| | KCC Waste: Total Estimated Cost | | £0 | | | | |
| SOCIAL & COMMUNITY INFRASTRUCTURE | | | | | | | |
| Primary Education | | | | | | | |
| New School | 1 FE on a minimum 2.05ha/2FE site | North west urban area | £4,170,000 | KCC | S.106 | 2013-2016 2017-2021 | to be sited on Land East of Hermitage Lane strategic site |
| New School | 2FE on a minimum 2.05ha/2FE site | South east urban area | £8,340,000 | KCC | S.106 | 2013-2016 2017-2021 | to be sited on Langley Park strategic site |
| Expansion of | Additional pupil | Maidstone | £0,568,000 | KCC | S.106/CIL | 2013-2016 | Subject to a satisfactory technical feasibility |

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| Existing Schools | capacity | (east) | | | | 2017-2021 | study |
| Expansion of Existing Schools | Additional pupil capacity | Maidstone (south) | £0,214,000 | KCC | S.106/CIL | 2013-2016 2017-2021 | |
| Expansion of Existing Schools | Additional pupil capacity | Outside urban area and RSCs | £0,482,000 | KCC | S.106/CIL | 2013-2016 2017-2021 | Hollingbourne = £0,364,000 Leeds = £0,042,000 Sutton Valence/Langley = £0,076,000 |
| Expansion of Existing Schools | Additional pupil capacity | RSCs | £1,793,000 | KCC | S.106/CIL | 2013-2016 2017-2021 | Marden and Yalding = £000,528,000 Harrietsham and Lenham £000,442,000 Headcorn = £000,500,000 Staplehurst = £000,323,000 |
| | Education: Total Estimated Cost | | £15,567,000 | | | | Requirements and estimated costs are based on KCCs Infrastructure Investment Finance Model (IIFM) for a reduced housing target. Further run of IIFM model is required to establish more detailed and accurate infrastructure requirements and estimated costs. |
| Secondary Education | | | | | | | |
| Expansion | Additional pupil capacity | Urban and rural area | £6,244,000 | KCC | S.106/CIL | 2013-2016 2017-2021 | Subject to a satisfactory technical feasibility study |
| | Total Estimated Cost (District) | | £6,244,000 | | | | Figure is based on KCCs Infrastructure Investment Finance Model (IIFM) and includes Rural Service Centres – another run of the model will be required based on up to date housing figures. |
| Higher & Further Education | | | | | | | |
| Mid Kent College (Oakwood Campus) | | | £0 | | | | Refurbishment of campus ongoing – paid for by Mid Kent College |
| Maidstone Studios | | | £0 | | | | UCA want to expand courses at Maidstone Studios – no decision made as yet |
| | Higher Education: Total Estimated Cost | | £0 | | | | |
| Health | | | | | | | |
| | Expansion or | North west | £0,741,312 | NHS Primary | S.106/CIL | 2013-2016 | GP practices – |

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| | improvement of GP facilities | of urban area Strategic sites | | Care Estates | | 2017-2021 | <ul style="list-style-type: none"> • College Practice (Barming) • Blackthorn Medical Centre • Vine Medical Centre • Lockmeadow Clinic • London Rd Surgery • Allington Clinic • Allington Park Surgery |
| | Expansion or improvement of GP facilities | South east of urban area strategic sites | £0,905,580 | NHS Primary Care Estates | S.106/CIL | 2013-2016 2017-2021 | <p>GP practices –</p> <ul style="list-style-type: none"> • Wallis Ave Surgery, Parkwood • Mote Medical, St Saviours Rd • Northumberland Court, Shepway • Orchard Surgery, Langley • Spires Medical Centre, Downswood • Grove Park Surgery, Sutton Rd • Cobtree Medical Practice, Sutt Val |
| | Expansion or improvement of GP facilities | Harrietsham | £0,265,356 | NHS Primary Care Estates | S.106/CIL | 2013-2016 2017-2021 | Impact likely to be greater and additional accommodation will be required to support the expansion of the clinical team. Capital investment in the existing surgery premises will be required to support the practice in providing the necessary capacity. This site serves as a branch site to the Lenham practice. The estimated cost of infrastructure for Harrietsham is based on a lower housing target – to be revised at public consultation. |
| | Expansion or improvement of GP facilities | Headcorn | £0,160,056 | NHS Primary Care Estates | S.106/CIL | 2013-2016 2017-2021 | New development – opening February 2014. Provision for growth allowed within the development, although funds would be sought to offset the NHS funding in terms of pump-priming the scheme and to allow for future redesign of the premises to accommodate additional growth. The estimated cost of infrastructure for Headcorn is based on a lower housing target. |
| | Expansion or improvement of GP facilities | Lenham | £0, 092,664 | NHS Primary Care Estates | S.106/CIL | 2013-2016 2017-2021 | Impact likely to be greater and additional accommodation will be required to support the expansion of the clinical team. Capital investment in the existing surgery premises will be required to support the practice in |

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| | | | | | | | providing the necessary capacity. The estimated cost of infrastructure for Lenham is based on a lower housing target – to be revised at public consultation |
| | Expansion or improvement of GP facilities | Marden | £0,269,568 | NHS Primary Care Estates | S.106/CIL | 2013-2016 2017-2021 | Premises already under some pressure and additional capacity will only be created through the physical extension of the premises - The estimated cost of infrastructure for Marden is based on a lower housing target – to be revised at public consultation |
| | Expansion or improvement of GP facilities | Staplehurst | £0,164,268 | NHS Primary Care Estates | S.106/CIL | 2013-2016 2017-2021 | Extension to car park to provide improved access to site. New purpose built surgery premises able to provide some capacity. Capital funding may be sought to provide for internal reconfiguration to create additional clinical space as required. The estimated cost of infrastructure for Staplehurst is based on a lower housing target – to be revised at public consultation |
| | Expansion or improvement of GP facilities | Coxheath | TBC | NHS Primary Care Estates | S.106/CIL | 2013-2016 2017-2021 | Local services already under some pressure and additional capacity will only be created through the physical extension of the premises. One practice requires internal upgrade if it is to be used for the delivery of healthcare in the long term. The second requires relocation into purpose built premises as it has reached its capacity and cannot support substantial growth in the village. |
| | Expansion or improvement of GP facilities | Yalding | TBC | NHS Primary Care Estates | S.106/CIL | 2013-2016 2017-2021 | Impact likely to be greater and additional accommodation will be required to support the expansion of the clinical team. Capital investment in the existing local surgery premises will be required to provide capacity. |
| | Expansion or improved GP facilities | Boughton Monchelsea | TBC | NHS Primary Care Estates | S.106/CIL | 2013-2016 2017-2021 | TBC |
| | Expansion or improved GP facilities | Eyhorne St | TBC | NHS Primary Care Estates | S.106/CIL | 2013-2016 2017-2021 | TBC |

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| | Expansion or improved GP facilities | Sutton Valence | TBC | NHS Primary Care Estates | S.106/CIL | 2013-2016 2017-2021 | |
| | New GP provision | Maidstone Barracks | TBC | NHS Primary Care Estates | CIL | 2027-2031 | TBC - The growth in this area will affect a number of town centre surgeries some of which have capacity for some growth, others which require substantial investment or relocation to support the increase in population proposed. |
| | Health: Total Estimated Cost | | £2,598,804 | | | | Further refinement required. |
| Libraries | | | | | | | |
| Libraries | Strategic District Provision Library Stock | District | £0,088,000 | KCC | S.106/CIL | 2013-2016 2017-2021 | |
| Libraries | Capital and revenue | District | £0,340,000 | KCC | S.106/CIL | 2013-2016 2017-2021 | |
| | Libraries: Total Estimated Cost | | £0,428,000 | | | | Figure is based on KCCs Infrastructure Investment Finance Model (IIFM) |
| Community Learning | | | | | | | |
| Main centres | Additional Community learning resource | District | £0,076,000 | KCC | S.106/CIL | 2013-2016 2017-2021 | To maintain service standard levels |
| Outreach centres | Additional Community learning resource | District | £0,050,000 | KCC | S.106/CIL | 2013-2016 2017-2021 | To maintain service standard levels |
| Youth | | | | | | | No funding required (from KCCs IIFM) |
| | Community Learning: Total Estimated Cost | | £0,126,000 | | | | Figure is based on KCCs Infrastructure Investment Finance Model (IIFM) and includes Rural Service Centres (RSCs) |
| Kent Adult Social Services | | | | | | | |
| Adult Social Services | Changing Places - Maidstone Leisure Centre and Library and History Centre | Urban area | £0,008,000 | KCC | S.106/CIL | 2013-2016 2017-2021 | |
| Adult Social Services | Integrated Dementia Day Care Facility | Urban area | £0,177,000 | KCC | S.106/CIL | 2013-2016 2017-2021 | |

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| Adult Social Services | Co-location with health | Urban area | £0,059,000 | KCC | CIL | 2013-2016 2017-2021 | |
| Adult Social Services | Building Community Capacity | District | £0,018,000 | KCC | CIL | 2013-2016 2017-2021 | |
| Adult Social Services | Assistive Technology | District | £0,011,000 | KCC | CIL | 2013-2016 2017-2021 | |
| | Adult Social Services: Total Estimated Cost | | £0,273,000 | | | | Figure is based on KCCs Infrastructure Investment Finance Model (IIFM) and includes RSCs. Further refinement required. |
| GREEN INFRASTRUCTURE | | | | | | | |
| Green Infrastructure | Several schemes (play areas) | Urban and rural | £1,750,000 | MBC | Internal funding | 2014-2016 | MBC is investing in play areas in the borough over the next 18 months to make sure that the majority of residents live only a short walk from a "good" play area. See draft play area strategy. 85 play areas are identified to take new investment |
| Green Infrastructure | Several schemes | Urban area – does not include strategic sites | £TBC | MBC | S.106/CIL | 2014-2031 | Off-site contributions to open space will be charged at £1575 per property |
| Green Infrastructure | Bridge Nursery strategic site | North west of urban area | £0,140,000 (off-site) 25 plot allotment on-site | MBC | S.106/CIL | 2013-2016 2017-2021 | <ul style="list-style-type: none"> Natural/semi-natural (ANGSt Standard) off-site £0,010,000 Equipped Play – off-site contribution of £0,100,000 to improve existing play areas in area Outdoor sports facilities – off-site contribution of £0,030,000 for improvements to existing pitches and facilities Allotments – 25 plot site (7,500m2) should be provided on site |
| Green Infrastructure | East of Hermitage Lane strategic site | North west of urban area | £0,040,000 (off-site) On-site play area provision and amenity green space (Circa | MBC | S.106/CIL | 2013-2016 2017-2021 | <ul style="list-style-type: none"> Equipped play – on-site provision for juniors, toddlers and youth – should be a similar standard to current provision at Giddyhome Lane which cost £0,160,000 Outdoor Sports – off-site contribution of £0,025,000 for improvements to existing pitches and facilities |

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| | | | £0,160,000) | | | | <ul style="list-style-type: none"> • Allotments and community gardens – off-site contribution of £0,015,000 towards improving allotments in surrounding area |
| Green Infrastructure | West of Hermitage Lane strategic site | North west of urban area | £0,170,000 (off-site) 25 plot allotment on-site | MBC | S.106/CIL | 2013-2016 2017-2021 | <ul style="list-style-type: none"> • Natural and semi natural (ANGSt) off-site contribution of £0,040,000 towards development of public park at Oakwood Cemetery • Equipped Play – off-site contribution of £0,110,000 to improve existing play areas in vicinity • Outdoor Sports – off-site contribution of £0,020,000 towards improvements to existing pitches and facilities • Allotments - 25 plot site (7,500m2) should be provided on site |
| Green Infrastructure | Langley Park strategic site | South east of urban area | £0,000,000 off-site On-site - see notes column | MBC | S.106/CIL | 2013-2016 2017-2021 | <ul style="list-style-type: none"> • Equipped Play – on-site provision for toddlers, juniors, youth of a similar standard to current provision at Giddyhorne Lane which cost £0,160,000 • Outdoor sports facilities – on-site contribution of at least 2 full size senior football pitches with sports pavilion/community hall, including changing facilities – to be provided in conjunction with SS2b (North of Sutton Road) and SS2c (North of Bicknor Wood) • Allotments - A 50 plot site (1.5 Ha) should be provided on one of the three sites in conjunction with SS2b North of Sutton Road and SS2c North of Bicknor Wood |
| Green Infrastructure | North of Sutton Road and North of Bicknor Wood strategic sites | South east of urban area | £0,080,000 (off-site) | MBC | S106/CIL | 2013-2016 2017-2021 | <ul style="list-style-type: none"> • Natural and semi natural (ANGSt) – at least 3ha provided on-site between the two sites |

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| | | | On-site – see notes column | | | | <ul style="list-style-type: none"> • Amenity green space – 0.7ha provided on each development site • Equipped Play – on-site provision for junior, toddlers and youth should be provided between the two sites. This should be to a similar standard to the current provision at Giddyhorne Lane, which cost £0,160,000. • Equipped Plan – off-site provision of £0,080,000 should be provided for the improvement of Senacre Play Area. • Outdoor Sports – on-site contribution of at least 2 full size senior football pitches with sports pavilion/community hall, including changing facilities to be provided in conjunction with SS2a Langley Park development. • Allotments - A 50 plot site (1.5 Ha) should be provided on one of the three sites in conjunction with Langley Park strategic site |
| Green Infrastructure | Several schemes | Harrietsham Headcorn Lenham Marden Staplehurst Coxheath Yalding | | MBC | S.106/CIL | 2014-2031 | As a general rule, off-site contributions will be charged at £1,575 per dwelling. On-site open space provision may be made in lieu of this charge and will alter estimated figures significantly |
| | Green Infrastructure: Total cost estimate | | £2,209,750 | | | | Estimate for off-site contributions only – includes strategic sites and RSCs |
| | IDP Total Estimated Costs | | £75,719,554 | | | | The IDP needs to be updated once site allocations and the spatial distribution of development are approved for public consultation. The draft site allocations have been circulated to stakeholders (e.g. KCC, |

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| | | | | | | Primary Care Trust) and revised information is expected soon. The IDP is a "live" document and will be further revised as more information is made available. |
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