

# AGENDA

## STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE MEETING



Date: Tuesday 19 January 2016

Time: 5.00 pm

Venue: Town Hall, High Street,  
Maidstone

Membership:

Councillors Burton (Chairman), English,  
Mrs Gooch, Mrs Grigg, D Mortimer,  
Paine, Springett, de Wiggondene and  
Mrs Wilson

---

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Notification of Visiting Members
4. Disclosures by Members and Officers

**Continued Over/:**

---

**Issued on Thursday 7 January 2016**

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact Tessa Ware on 01622 602621**. To find out more about the work of the Committee, please visit [www.maidstone.gov.uk](http://www.maidstone.gov.uk)

**Alison Broom, Chief Executive, Maidstone Borough Council,  
Maidstone House, King Street, Maidstone Kent ME15 6JQ**

5.	Disclosures of Lobbying	
6.	Urgent Items	
7.	Presentation of Petitions (if any)	
8.	Questions and answer session for members of the public	
9.	To consider whether any items should be taken in private because of the possible disclosure of exempt information	
10.	North Loose Neighbourhood Development Plan	1 - 40
11.	Report of the Head of Policy and Communications - Strategic Plan 2015-20 refresh	41 - 58
12.	Report of the Head of Finance and Resources - Medium Term Financial Strategy 2016-17 Onwards - Fees and Charges	59 - 77
13.	Medium Term Financial Strategy 2016-17 Onwards - Final Update	78 - 89

## Strategic Planning, Sustainability and Transportation Committee

19<sup>th</sup> January 2016

Is the final decision on the recommendations in this report to be made at this meeting?	Yes/No
---	--------

## North Loose Neighbourhood Development Plan

<b>Final Decision-Maker</b>	Full Council
<b>Lead Director or Head of Service</b>	Rob Jarman, Head of Planning and Development
<b>Lead Officer and Report Author</b>	Chris Berry, Interim Team Leader, Spatial Policy
<b>Classification</b>	Non-exempt
<b>Wards affected</b>	

### This report makes the following recommendation:

1. That the Committee recommends that Full Council approves the North Loose Neighbourhood Development plan (NLNDP) to proceed to referendum.

### This report relates to the following corporate priorities:

- Great People
- Great Place
- Great Opportunity

### Timetable

<b>Meeting</b>	<b>Date</b>
Council	25 January 2016

# Report title here

## **1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report is required to approve the North Loose Neighbourhood Development plan (NLNDP) for referendum as the final stage of the neighbourhood plan preparation process prior to adoption.
- 

## **2. INTRODUCTION AND BACKGROUND**

- 2.1 Following the decision of this Committee on 9<sup>th</sup> June 2015, a process was agreed for neighbourhood plans which required this Committee to recommend to Full Council that neighbourhood plans be approved for referendum as the final stage prior to its adoption.
- 2.2 A report was brought to this Committee on 6<sup>th</sup> October 2015 with the Council's representations to the independent Examiner for the North Loose Neighbourhood Development plan (NLNDP) according to Regulation 16 of the Neighbourhood Plan Regulations. The representations were approved and despatched to the Examiner together with representations received from the public.
- 2.3 The Examiner reported to the North Loose Community Association and MBC with suggested minor modifications, and made a recommendation that the NLNDP proceed to referendum. All the modifications suggested by the Examiner, which are discretionary, have been incorporated into the NLNDP and the final version, attached as Appendix A, is now ready to proceed to referendum.
- 2.4 No further modification or amendments may be made to the NLNDP at this stage and Neighbourhood Plan Regulation 18 requires the publication of a 'decision statement' which will be taken to Full Council following the referendum and indicating its result. If the referendum is in favour of the neighbourhood plan, the plan will then be made, that is, adopted as part of the development plan for Maidstone Borough.
- 2.5 This report comprises the penultimate procedural stage prior to recommendation to Full Council that it approves the NLNDP to proceed to referendum.

## **3. AVAILABLE OPTIONS**

- 3.1 The Committee may or may not recommend that Full Council approves the NLNDP for referendum,
- 

## **4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS**

- 4.1 The Borough Council is required to assist in the preparation of neighbourhood plans prepared by appropriate bodies, and has been fully involved at all stages of the NLNDP process
- 

## **5. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION**

- 5.1 Following the approval of recommendation 1. above, there will be a similar report to Full Council which recommends that the NLNDP proceeds to referendum.

<b>Issue</b>	<b>Implications</b>	<b>Sign-off</b>
<b>Impact on Corporate Priorities</b>	No impact on corporate priorities	[Head of Service or Manager]
<b>Risk Management</b>	Completing the requirements of MBC to assist in the preparation of neighbourhood plans according to the Neighbourhood plan Regulations	[Head of Service or Manager]
<b>Financial</b>	No financial implications beyond those covered in previous reports	[Section 151 Officer & Finance Team]
<b>Staffing</b>	Spatial Policy staff advise on the preparation of neighbourhood plans as required by legislation	[Head of Service]
<b>Legal</b>	This report has been prepared in accordance with the legislation and agreed procedures for the preparation of neighbourhood plans	[Legal Team]
<b>Equality Impact Needs Assessment</b>	None	[Policy & Information Manager]
<b>Environmental/Sustainable Development</b>	Neighbourhood Plans should be prepared in general conformity with the Local Plan and thus promote sustainable; development.	[Head of Service or Manager]
<b>Community Safety</b>	None	[Head of Service or Manager]
<b>Human Rights Act</b>	None	[Head of Service or Manager]
<b>Procurement</b>	None	[Head of Service & Section 151 Officer]
<b>Asset Management</b>	None	[Head of Service & Manager]

## 6. REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

- A North Loose Neighbourhood Development Plan
-

# North Loose Neighbourhood Development Plan

2015 - 2031

*Where town and country meet*



**North Loose Residents' Association**



## Tithe Map 1840





---

# North Loose Neighbourhood Development Plan


2015 to 2031

Page

**Vision** 2

**Foreword** 2

**Neighbourhood Plan Area** 3

 **1 Introduction and vision** 4


- About our neighbourhood
- North Loose Planning Forum
- History of North Loose
- Why we need a neighbourhood plan
- The role of North Loose within Maidstone Borough
- How the Plan evolved
- What the Plan aims to achieve
- Implementing the Plan
- Community Infrastructure Levy and North Loose Neighbourhood Forum

 **2 Health, Well-being and Transport Alternatives** 8

 **3 Green spaces, Sports and Recreation** 13

 **4 Sustainable Design** 17

 **5 Housing development** 24

 **6 Businesses and employment** 26

 **APPENDICES**

**Delivery partners** 28

**Glossary of terms** 29

**Separate documents:**

- Technical Appendix 1: Air Quality Assessment
- Technical Appendix 2: Green Living Plan
- Consultation Statement
- Basic Conditions Statement
- Delivery Strategy

## North Loose: where town and country meet

### Vision towards 2031

Our vision is to maintain and raise the quality of life for present and future residents and businesses by improving services; by carefully managing the provision of new homes, our ancient woodlands and open spaces and also by improving ease of movement across our community - to remain where Town and Country meet.

## Foreword

The Localism Act 2011 has given communities the right to shape their future development at a local level.

In this, the Localism Act provides that planning policy developed by communities shall, if passed by an independent examination and passed by a local referendum, be adopted by the Local Planning Authority. It would then become part of the statutory planning policy framework, having the same legal status as the Borough Local Plan and have significant weight when it comes to planning officers taking decisions about planning applications.

The North Loose Neighbourhood Development Plan should be read as a whole and conforms with those other policies within the Maidstone Borough Local Plan, existing and Draft, and National Planning Policy Framework (NPPF) and NPPG (2014) which set out the strategic and national policy frameworks respectively. Individual site allocations will be determined through the emerging MBC Local Plan. This plan seeks to manage positively the effects of development for the health and well-being of local residents

In December 2012, North Loose Neighbourhood Plan Area was approved by Maidstone Borough Council. The Forum was formally approved May 2013.

The North Loose Neighbourhood Plan reflects community-wide views, concerns and wishes about its future. It brings these together with local plan policies – emerging and extant – and locally gathered data into a coherent community drive to improve the quality of life and make North Loose an even better place to live and work, for present and future generations.

The draft plan has been produced by a Neighbourhood Planning Steering Group, community volunteers, RTPi's Planning Aid, the help of Maidstone Borough Council and consultants Sophie Leon, Leon Urban Design and Community Spirit Partnership CIC.



*Where town meets country - the western boundary of the North Loose area where it meets the Loose Valley Conservation Area*



## Neighbourhood Plan Area approved 18 December 2012





# 1 Introduction and vision

## 1.1 About our neighbourhood

The North Loose neighbourhood area is some 2 miles (3 km) south of Maidstone, Kent, situated at the head of the Loose Valley. The North Loose Neighbourhood Development Plan (NLNDP) Area consists of a busy central spine (once a historic route into the market town), and pleasant residential areas with easy access to the countryside.

- 1.2 The area the NLNDP covers is the whole of the non-parished sections of South Ward and does not overlap any other adjoining parish. It currently includes 2,460 houses, 58 business premises, a school campus, leisure centre, bowls club, hockey club, allotments and services such as doctors, dentist and care home. It contains two local centres, in the vicinity of the Wheatsheaf and Swan pubs. These perform an important role giving residents the opportunity to access local shops and services by foot. They have the potential to improve as community hubs but both are currently traffic dominated with a poor quality public realm.

## 1.3 Neighbourhood Planning Forum – history

The Forum began its life as a community initiative in 2003, the North Loose Residents Association. It was concerned about the type and scale of development being brought forward in the area, triggered by proposals for a major supermarket in a traffic hotspot. The country's planning system at the time only permitted local people's reactive input through objections to development proposals. Neighbourhood Planning now permits communities to be proactive and to actively plan for development in their areas.

- 1.4 The North Loose Residents Association (NLRA) continues as an active community body and takes guidance from members over community issues. Social events and a regular newsletter are used to keep members informed, and notice boards are installed in the area with information for all members of the public. The website is also available to communicate to the widest audience possible. [www.northloose.co.uk](http://www.northloose.co.uk)

- 1.5 On application to Maidstone Borough Council for designation of a Neighbourhood Forum, several representations were received in favour of the Association being designated as a neighbourhood forum and MBC considered the application met the criteria outlined in Part 3, S.8 of the Neighbourhood Planning Regulations 2012. MBC considered the plan area to be acceptable in planning terms and that the NLRA followed due process in line with the Neighbourhood Planning (General) Regulations, Part 2, S.5(1).

## 1.6 History of North Loose

The origin of the name 'Loose' is hard to establish. Some experts believe it to be Old English for 'pig-sty' and reflects how the people once earned a living – not how they lived! Others claim that it is a reference to the stream which disappears underground for several miles and is therefore lost to view – 'Hlosan' signified to lose or be lost in Saxon. Certainly the stream played an important part in the commercial life of the area. From the 17th to the 19th century the fast flowing water drove the mills that produced the fine quality paper for which the area was famous.

- 1.7 Kent Ragstone used to build walls, kerbs and gullies had been quarried locally since Roman times and continued to do so until the early part of the 20th century. The Tower of London is probably the most famous building to use this material.

- 1.8 The rich well drained soil meant that this was a thriving grain and fruit growing area and well within living memory there were apple and cherry orchards now occupied by the Fire Station and the recently demolished Ambulance Station.

- 1.9 The North Loose area is fortunate to be surrounded by places of historic interest although it has relatively little history of its own but does have a few sites of historic interest. The records do show Iron Age and Romano-British heritage in the area, with a Roman Road extending off the A229 heading through the Cemetery which could be surviving as a historic landscape feature and Iron Age



Top: The Loose Road, early 1920s (photo courtesy Loose History Society)

Bottom: The same view in 2014



*Above: The quiet and pleasant environment is valued by residents*

remains have been located to the east of the A229 and in the fields south of the New Line Learning School. The general store that stood at the corner of Cripple Street and Loose Road has long since disappeared and is now a Lloyds Bank. Next to the bank was a petrol station and garage but that too was demolished and a firm of heating engineers occupies the site.

1.10 The Loose Road is an area of particular townscape and high visual amenity which results from its landscaping and architecture and it once formed the settlement's historic core. Probably the oldest building in the area is The Swan public house which dates back to the late 17th century. There has been a public house on the site of the current Wheatsheaf since at least 1778 and possibly during the reign of Charles II. The current building on this site was completed in 1830. However the Loose Road illustrates the settlement's 19th and early 20th century suburban development.

1.11 At the southern-most part of our area is Lancet Lane a "highly desirable" location where substantial, detached Edwardian houses are the typical feature while at the northern-most part, there is a large housing development. At the western end of Lancet Lane stands the buildings and gardens of Old Loose Court. There are a few Grade II listed buildings – Bockingford Farm House and Osborne House are two built in the early to mid 19th century when the architectural style was still 'Regency'. Less than one hundred years later the occupants of Osborne House would have looked across the Loose Road to their new neighbours living in Edwardian houses but still surrounded by open fields. As can be seen in the photographs, the

Loose Road is no wider than it was almost a hundred years ago but the same road now has a traffic movement every two and a half seconds and that is likely to increase. In future the Neighbourhood Forum would want to highlight and recognise any listed buildings and any other buildings of local and architectural interest.

### 1.12 Why we need a Neighbourhood Plan

Over the years, planning developments and resultant traffic has caused lengthening delays and air pollution. This has caused a great deal of concern to residents and North Loose Residents' Association takes the lead in responding and advising members.

1.13 The area continues to come under ever more pressure from developers as this is seen as an ideal location, on the edge of the Loose Valley Conservation Area, with plenty of green spaces, attractive residential areas and yet within easy reach of Maidstone town centre. The traffic implications of each new development have not historically been taken into account by Maidstone Borough Council and Kent Highways, and the resultant traffic congestion and air pollution is lowering the quality of life of residents. Air pollution at the Wheatsheaf junction is the second highest hotspot in Maidstone. Within the same Air Quality Management Area, the highest is upper Stone Street. Both are on the same route to and from Maidstone on this stretch of the A229<sup>2</sup>.

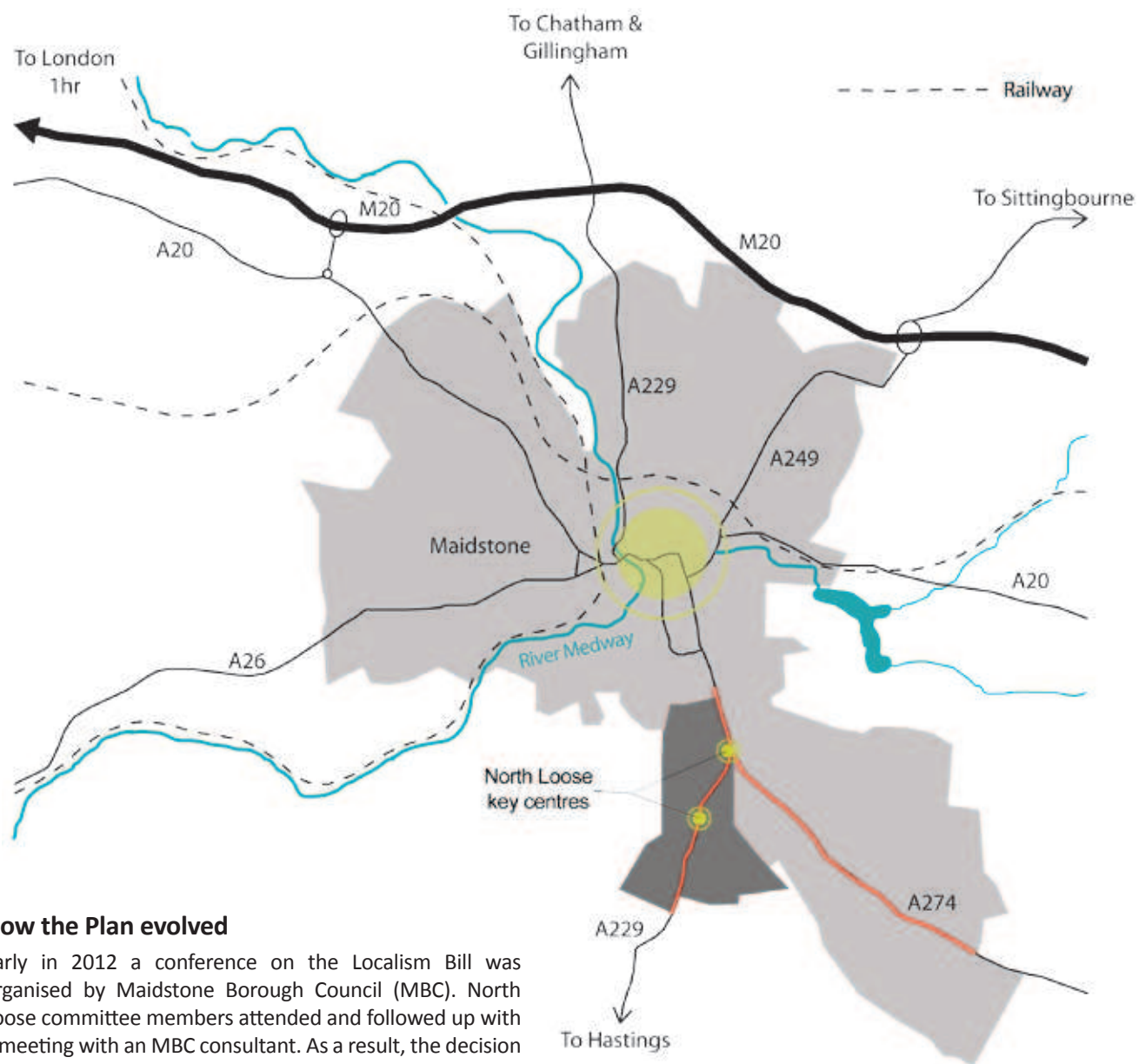
1.14 North Loose Neighbourhood Forum, through the forward planning enabled by our own locally focussed Neighbourhood Development Plan, therefore encourages more sustainable forms of development and to ensure that benefits are channelled for the well-being of the existing community, providing an holistic approach to improving the quality of life for residents and businesses in the area.

<sup>1</sup>[www.thewheatsheaf-maidstone.co.uk/about-us](http://www.thewheatsheaf-maidstone.co.uk/about-us)

<sup>2</sup>LAQM progress report 2013, Maidstone Borough Council Air Quality Action Plan 2013



## North Loose in relation to Maidstone



### How the Plan evolved

1.15 Early in 2012 a conference on the Localism Bill was organised by Maidstone Borough Council (MBC). North Loose committee members attended and followed up with a meeting with an MBC consultant. As a result, the decision was made to apply to become a Neighbourhood Forum and write our own Neighbourhood Development Plan.

1.16 The Plan has evolved through continuous engagement with residents and businesses and calls for expressions of interest from local people to join and assist with compiling their Plan. It has resulted in a boundary change for the Residents' Association area to incorporate the whole of the non-parished area of South Ward.

Our community engagement and outcomes are detailed in the attached Consultation Statement.

### 1.17 What this Plan aims to achieve

1. A more sustainable community
2. Improvements in health and well-being
3. Maintain and improve service areas
4. Encourage local business and home working and supporting retail and community uses

5. Encourage new residential development where it contributes to the viability of the Plan Area by:
  - requiring it to be well located so as not to exacerbate critical air quality and highway conditions;
  - providing residents with transport choices;
  - being well designed;
  - reducing energy consumption and managing water;
  - maintaining and enhancing green infrastructure especially the ancient woodland and contributing to local initiatives through the Developer and other contributions and funding sources indicated in the Delivery Strategy of this Plan
6. Manage and improve traffic flows through the Plan area
7. Proposing alternative movement routes and means of transport

### 1.18 Implementing the Plan

The North Loose Neighbourhood Forum will work in partnership with stakeholders and interested parties seeking to develop within the Plan Area to guide and encourage development that carries out the aims of this Plan.

1.19 The North Loose Neighbourhood Development Plan's aims and policies will be implemented by different stakeholders and interests through the statutory planning process in the context of the Neighbourhood Plan, the wider Local Authority policies, National Planning Policy Framework and National Planning Policy Guidance.

1.20 The North Loose Neighbourhood Development Plan (NLNDP) provides a direction for change through its vision, objectives and strategy specific to its area. Flexibility will be needed as new challenges and opportunities arise over the Plan period. In this way the review period will be crucial. NLNDP is a "living" document and as such will be reviewed every 5 years.

1.21 The Delivery Strategy is also a 'live' document that will continue to be updated during the Plan period. Monitoring procedures, delivery mechanisms and infrastructure requirements may therefore change.

1.22 The accompanying Delivery Strategy sets out expectations for developers to provide community benefits in their proposals. Policy HWTa 1 provides the link between this Plan and the Delivery Strategy's requirements.

1.23 There is a cost to everything. However we consider the cost of not undertaking these improvements would create too much of a strain on services in an area already under

pressure. Local improvements should be delivered through various funding streams including Community Infrastructure Levy (CIL) funding by Maidstone Borough Council (MBC) in partnership with developers in advance of any major residential developments within the neighbourhood.

1.24 Cycle routes would be delivered as a priority in advance of major residential developments in order to provide a genuine and environmentally friendly alternative to the use of the polluted and over congested main road.

1.25 Water and energy targets will be delivered by developers in accordance with MBC building regulations and development management as well as the work of Climate Local.

1.26 High quality sensitive development which contributes positively to the character of North Loose will be achieved by developers and MBC Development Management in accordance with the Kent Design Guide, Character Area Assessment for the Loose Road Area, MBC's adopted and emerging local plans and this Neighbourhood Development Plan.

### 1.27 Community Infrastructure Levy and North Loose Neighbourhood Forum

Maidstone Borough Council has decided that it will become a charging authority for the Community Infrastructure Levy. The timetable for the production of the CIL is expected to follow that of the Local Plan. The 'made' North Loose NDP would receive 25% of the value of development subject to CIL payments.



*Lakelands sheltered housing, Loose Road*



## 2.1 Issues

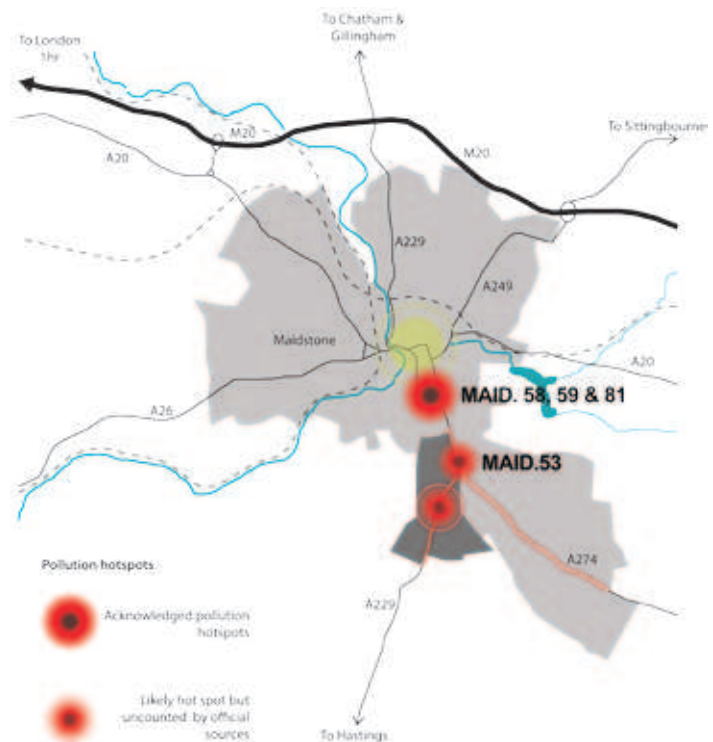
Poor air quality caused by traffic congestion is a major concern in North Loos and this is likely to be exacerbated by future development. It is therefore a priority to mitigate traffic congestion and provide convenient alternative forms of transport.

Much of the plan area is made up of residential development based on a layout of looping roads and cul-de-sacs. This has created a quiet and pleasant living environment which residents value. However, the lack of connectivity and indirect routes discourage walking and cycling and promote dependence on car travel, with negative implications for health and air quality.

The plan area contains two key centres in the vicinity of the Wheatsheaf and Swan pubs. These perform an important role giving residents the opportunity to access local shops and services by foot.

Water shortage is another major concern in the south east and scarce resources are likely to be stretched by planned development. The neighbourhood plan seeks to enhance local character while welcoming new technologies to make better use of natural resources including water management and energy.

The issues and menu of solutions highlighted in this section are important for the health and well-being of the neighbourhood – for residents, business and those moving through it. They have been arrived at through survey and consultation: see Consultation Statement.



Whilst motorways may be widened to increase their capacity as most have been built on open land, important trunk roads and primary routes rarely can. They are often constrained by ribbon development and therefore remain essentially as they were 50 or 100 years ago while attempting to cope with a significant increase in traffic. This is particularly true of the A229 running through North Loos.



The Wheatsheaf junction is a pollution hotspot

2.7 The existing draft Maidstone local plan proposes in excess of 2,000 houses to be built in adjoining parishes to the south of the NDP area. This will further exacerbate the congestion already being experienced on the A229 and A274, converging at the Wheatsheaf junction.

2.8 South Maidstone has much to commend it but for many people the noise, the pollution and the frustration created by the ever increasing number of vehicles is causing real concern.

2.9 The private car now causes the largest single impact on our area. Along with commercial vehicles, of ever increasing size and weight, our roads are in danger of becoming overwhelmed by the sheer volume of traffic.

2.10 The NLRA undertook three major traffic surveys between October 2012 and May 2013 and published the findings in a report attached in the Appendix to the Basic Conditions Statement. The statistic which caused the most concern is that there is a traffic movement every 2.5 seconds on the Loose Road throughout a 12 hour day. In an attempt to avoid the congestion, many drivers approaching Maidstone from the south will use side roads. Some of these are no more than country lanes and too narrow to pass oncoming traffic unless one vehicle pulls off the road – in some cases into private driveways.

2.11 Improving the flow of traffic on the Loose Road would reduce pollution and noise levels, reduce driver and pedestrian frustration and reduce damage to the environment where lanes and narrow roads are used as through ways.

2.12 Air quality is such an issue in the Borough that the latest Draft of the Maidstone Borough Local Plan issued March 2014 has a section on air quality and Air Quality Policies. Over 90% of North Loose Neighbourhood Development Plan Area is within the Designated Air Quality Management Area for Maidstone and is within the nine 'areas of exceedence' highlighted in the Air Quality Action Plan 2013. The North Loose NDP augments these policies to provide a local focus on improving the health and well-being of people in the area.

2.13 Additionally, the community consultation raised several ways of making small improvements to traffic flow, road safety and air quality which are outside the scope of a neighbourhood plan. North Loose Residents Association will therefore approach the community later to discuss and agree a range of options to take further. Each one would be relatively inexpensive to undertake. Individually they offer small improvements but the cumulative effect would be highly beneficial to our community with positive consequential benefits to neighbouring parishes.

2.14 Real improvements are an ongoing benefit and should be considered as a positive use of capital expenditure, not a negative drain on a budget. The following is one example of how costly 'doing nothing' can be –

*"Campaigners have been fighting for years to have a path built alongside a busy B Road so children can walk safely to their primary school in Bridport, Dorset. It would cost about £100,000 to lay the pathway but the*



*Cripple Street, another busy country lane*

*local authority has chosen to provide four minibuses a day to ferry the pupils at a cost of about £50,000 per school year".*

(The Daily Telegraph 16th November 2013)

It is not difficult to calculate that by the end of the third year it will have cost rate payers £50,000 to have nothing done and it will cost that much to do nothing every year thereafter.

2.15 These policies offer some easily attained and cost-effective solutions to the problems caused by the ever increasing number of vehicles passing through the North Loose area. The relatively low financial cost of putting these ideas into practice would soon be offset by the improvements and the real long term benefits to our neighbourhood and to our adjoining neighbours.

2.16 Recognising that North Loose acts as a major through route for vehicular traffic, the following policies are intended to manage and improve upon the current situation, in order to increase the health and prosperity of people and businesses within the Plan area and the surrounding environs, including Maidstone.



## Pedestrian and cycle links

2.17 The NPPF states, para 41, “Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.” NLNDP also encourages MBC to provide for safe, convenient and secure cycle parking in the centre of town to encourage cycle commuters, as per NPPF 40.

2.18 New and improved pedestrian and cycle links, together with safe and secure town centre cycle parking, have the potential to significantly improve the quality of life. Maidstone’s Draft Cycle Strategy encourages an improvement in the level of cycling in the borough as it is a healthy, non-polluting and environmentally friendly mode of transport. It is also timely as recent statistics reveal that Maidstone is now experiencing increasing levels of ill health, childhood and adult obesity, traffic congestion and air pollution.

2.19 Investment and commitment is required in order to achieve the Strategy’s aim to increase the proportion of trips made by walking or cycling from 12% to 20% of all trips made in the borough by 2026. A new cycle route linking North Loose to the town centre is an aspiration of the North Loose Neighbourhood Plan.

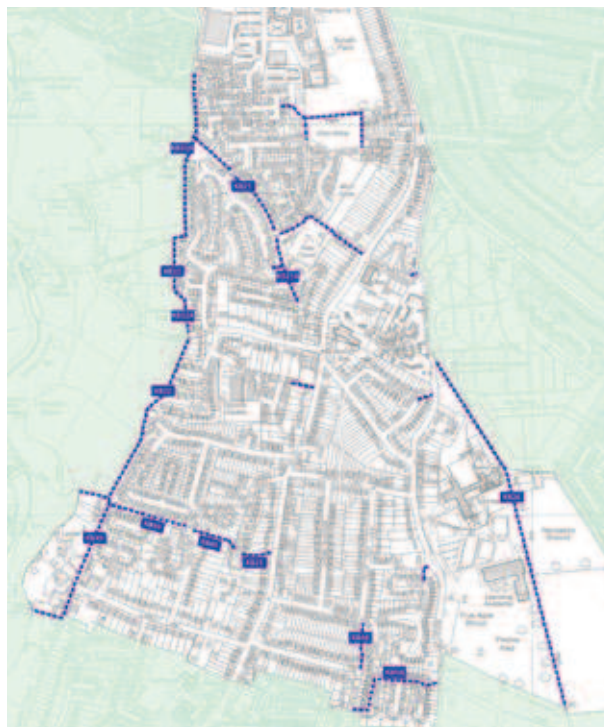
The North Loose Area has the great advantage of being within walking and cycling distance of both Maidstone town centre and the open countryside.



2.20 However as figure 3 (page 11) shows, cul-de-sacs are widespread in North Loose and there are few through routes within the area. Although this creates a quiet residential environment it has a number of disadvantages. In particular this sort of layout can make way finding difficult, discourages walking and cycling due to the lack of direct links and channels movement onto the over congested Loose Road. In some places footpath connections exist but they are not obvious and signage is poor or the footpaths are poorly maintained.

2.21 In discussions with KCC a new cycle route and greenway is proposed (as shown in Fig 1). This does not form part of this plan but is supported by the Forum. This section of proposed route will link people within the NDP area to the town centre and Loose village. Part will utilise an existing footpath which will also be considered for use as a bridleway. The section between Old Drive and Cripple Street is now being delivered.

2.22 A Green Living Plan (GLP) will ensure that there is an efficient and consistent environmental approach to new residential dwellings to assist new and existing residents integrate into the community and reduce impacts of new developments. It will include a set of advice and a map showing where and how to access low impact local sustainable aspects of the area such as green spaces, allotments and non-car based routes into Maidstone town centre and surrounding countryside. It is intended to contribute towards wider initiatives for reducing air pollution and resource use as well as improving quality of life, health and well being.



(Above) Figure 2: Plan showing footpaths, bridleways and connecting paths in North Loose

(Left) Figure 1: Proposed new Cycle route and 'greenway'



## Health, Well-being and Transport Alternatives Policies

### HWTA Policy 1: Promotion of Healthy Communities

New development will be expected to provide or contribute towards the provision of infrastructure and other measures that would contribute to the health and well-being of residents subject to an assessment that will include consideration of the development and site-specific issues and viability where necessary.

### HWTA Policy 2: Air Quality

- (a) In addition to meeting the assessment and mitigation policies in the local plan and AQAP, all site promoters are required to show how their proposals will maintain or contribute to an improvement in air quality in North Loose, in particular with regard to NO<sub>2</sub> concentrations.
- (b) Development will be resisted where proposals lead to air pollution above the objective values, in order to protect the health and well-being of residents in the area.
- (c) Items for inclusion in any air quality assessment carried out for the purposes of (a) are set out in Technical Appendix 1: Air Quality Assessment.

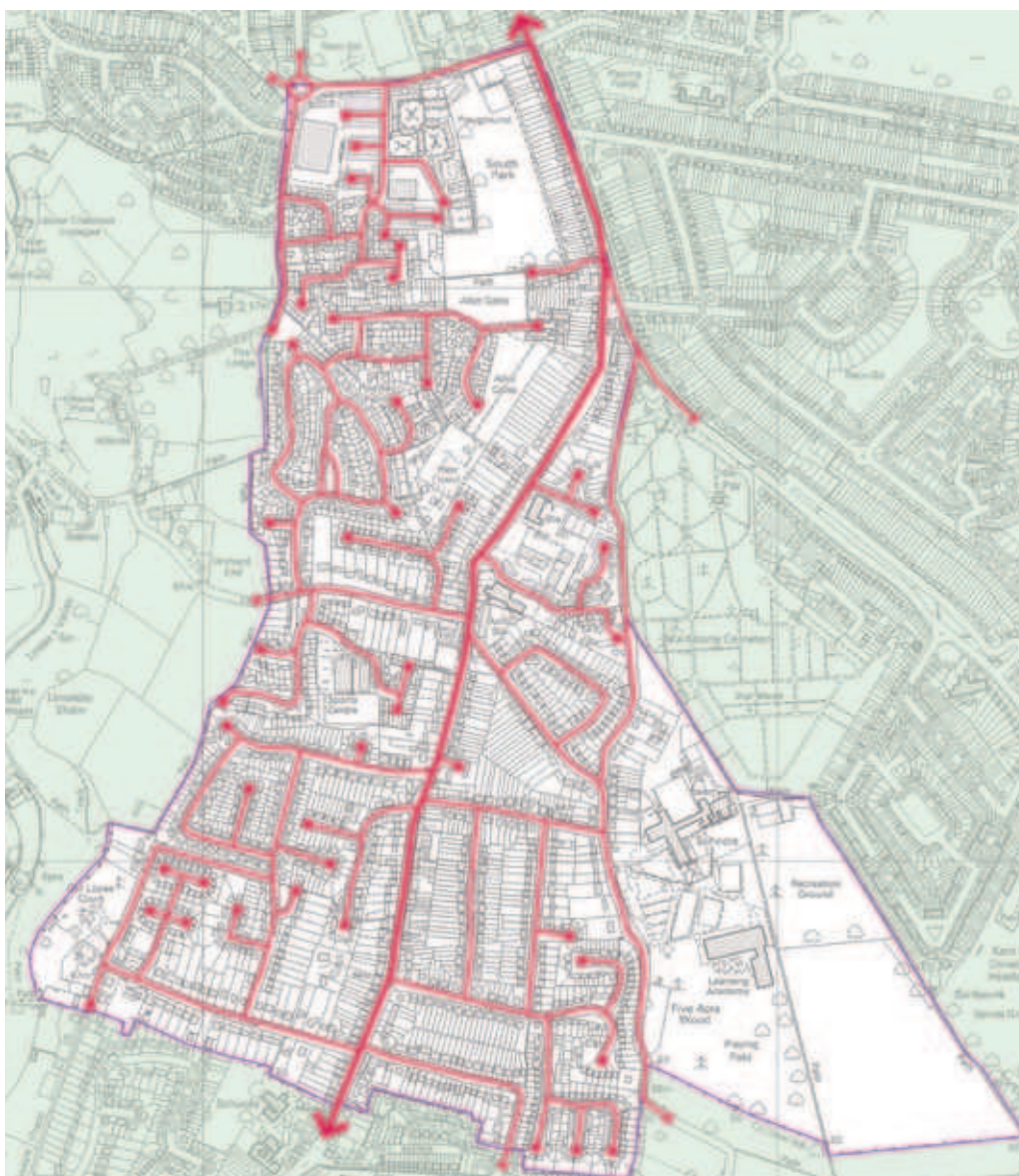


Figure 3

### **HWTA Policy 3: Transport Matters**

Development proposals will be permitted where the cumulative impacts of existing capacity and proposed transport requirements are taken into account at local junctions within the North Loose NDP Area and where residual cumulative traffic impacts of developments are shown not to be severe (ref: para 32 NPPF).

### **HWTA Policy 4: Connectivity, Pedestrian and Cycle Links**

New development should be well connected and demonstrate how it relates to existing pedestrian and cycle routes and take any opportunities available to provide new, or improve existing, convenient, safe and direct links for pedestrians and cyclists to local facilities and Maidstone town centre.

### **HWTA Policy 5: Sustainable Living**

Proposals for new residential development, whether conversions or new build, will be required to submit a Green Living Plan (GLP) with planning applications in order to contribute to a coordinated approach to sustainable living in North Loose.

Items for inclusion in the Green Living Plan are provided in the Technical Appendix 2: Green Living Plan.



*Mangravet Recreation Ground*





Above: Allotments looking north  
Left: South Park

3.1 **T**he area of North Loose has been heavily developed over the last 40 years and the majority of greenfield areas have disappeared, predominantly replaced by housing and a small business park. This extra housing has meant more people needing more leisure and recreation facilities and therefore we need to ensure existing facilities are improved to cater for this demand.

3.2 All that remains to serve a growing population is a park at the northern boundary, a recreation ground on the south-east boundary, an allotment site which is divided by a road, two pieces of ancient woodland and a small open space.

3.3 The main park, South Park, is divided by a road which is the dividing line between our designated area and the Town Ward of Maidstone. The park, owned by Maidstone Borough Council, comprises tennis courts, hockey pitch, skate park and gardens in the Town Ward part, and a car park, three football pitches and children's play area in the North Loose part, with plans for an outside adult gym. The whole park is well used and the southern part offers an alternative pedestrian route to avoid the main road.

3.4 The North Loose Residents Association works closely with Maidstone Borough Council and Friends of South Park to achieve joint aims for the park.

3.5 It is possible that a running track could be incorporated into the park as there is no such facility in the area. The local running club, Maidstone Harriers, has its changing

rooms in the Hockey Clubhouse which is adjacent to the park and therefore this needs to be explored in greater detail.

3.6 Overall, the satisfaction level of people using the park is high and North Loose Residents Association has agreed with Friends of South Park to register this as a community asset in 2016/7.

3.7 The other sports field in the North Loose area is Mangravet Recreation Ground, also owned by Maidstone Borough Council. At one time it was well used with a football pitch and a children's play area, but these facilities need upgrading to restore the Recreation Ground to full use.

3.8 The Recreation Ground, which does not have any parking facilities, backs on to a large housing estate which is outside the North Loose area. Discussions with Maidstone Borough Council planners have assured us there are no plans to build on this site; we have also met with the local ward councillor and set up meetings with local residents to get their views on how this asset could be better used.

3.9 One meeting resulted in requests for a perimeter path around the field, an adult outdoor gym, a larger skateboard area, seats, benches and litter bins.

3.10 Enhancements, including allowing car parking to encourage parents to use the field, better equipment and facilities such as changing rooms will be included in the delivery strategy. These changes would also help to develop a more secure environment.

3.11 North Loose also has a very successful bowls club, established in 1929, with an outdoor green and therefore only used during the summer months. Because of its position on the main Loose Road, parking is always an issue.

3.12 In Melrose Close off Cripple Street, the Y Centre is a leisure centre incorporating a fitness suite, rooms for meetings and a hall for indoor sports, an outdoor floodlit all weather pitch for football and a small café.

3.13 Directly to the south of South Park is an allotment site (123 plots) which is divided by a small residential road. At present there are no vacancies and a waiting list, despite a clever management initiative to divide larger



plots into two when they become available. The southernmost plots are bounded by a footpath which divides them from land owned by South East Water for a small pumping station and covered reservoir. There is also quite a good piece of grassland on this site and if in the future South East Water were to take the decision to vacate this land, it would be ideal to extend the allotments to cater for the requests for this amenity, as well as keeping a green corridor extending from Armstrong Road to nearby Cripple Street.

3.15 North Loose Residents Association acquires small but important pieces of amenity land for the benefit of residents now and in the future. There are two pieces of ancient woodland in our area. Mangravet Wood is already open to the public. We are maintaining and improving public access alongside proper woodland maintenance to encourage more wildlife and the potential for educational visits. The other piece of ancient woodland adjoins a school playing field in Boughton Lane and forms part of a green corridor which is of great importance to the area.

3.16 There are certain areas that should be retained as open space shown on Figure 4. Small plots of land such as Richmond Way are valuable in protecting and contributing

to the cumulative green lung of the area. Whilst outside the Plan area the Loose Valley is considered by local residents to be the jewel in the crown and both the valley and surrounding fields that overlook it are essential to providing the link between urban and rural. Identified by residents as being used and valued, they provide a link with other open spaces and make a cohesive grouping of green areas with an open aspect. The woodlands and green spaces bring the countryside into the area and contribute to its character as being 'where town and country meet'



*Above: Reservoir*

*Below: Mangravet Wood*





## Green Spaces, Sports and Recreation Policies

### GSSR Policy 1: Green Infrastructure

New development that makes a positive contribution to the existing network of green infrastructure or provides an increase in the amount of publicly available green spaces will be supported.

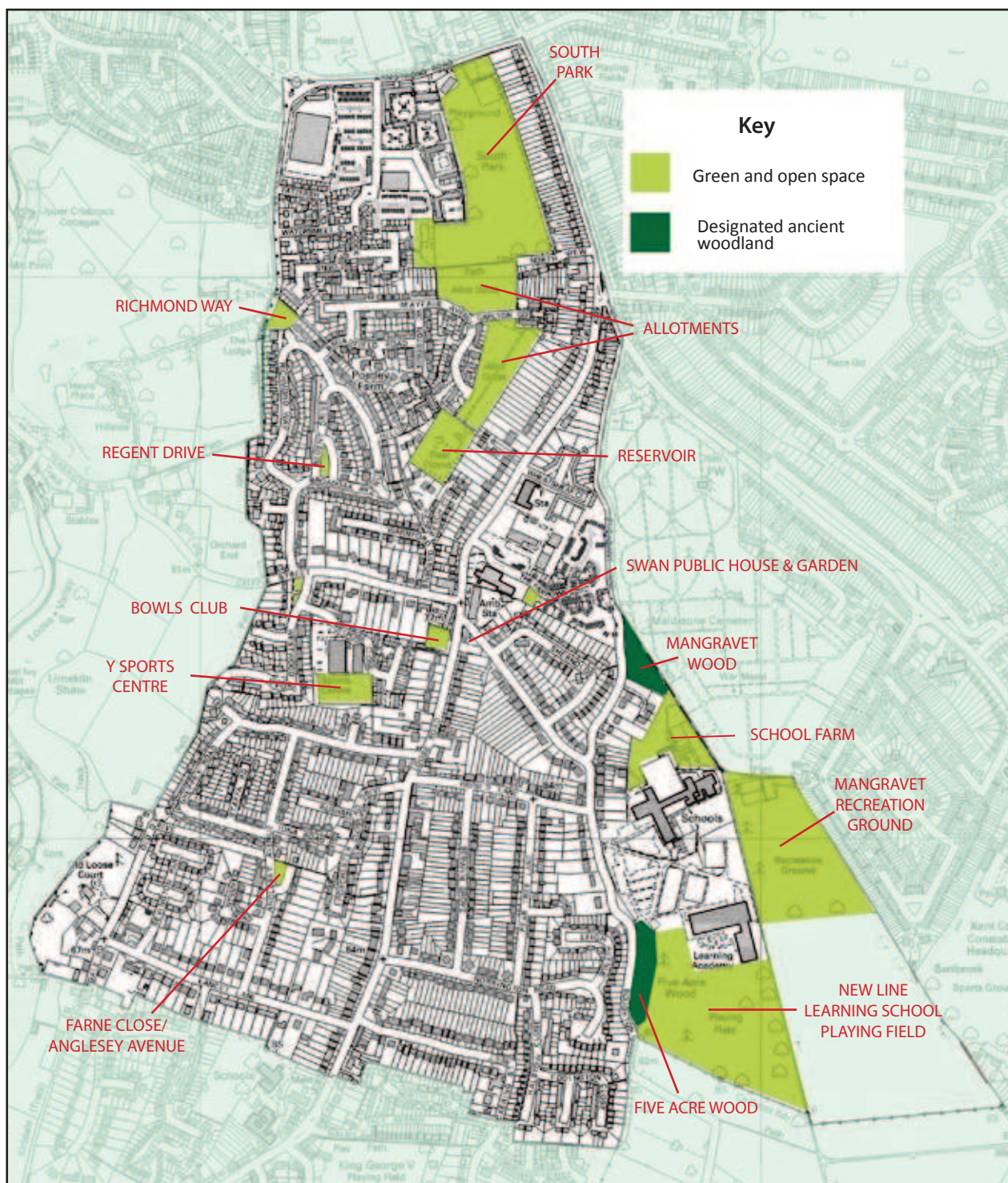


Figure 4: Plan showing existing green and open spaces in the NLRA area



## **GSSR Policy 2: Green and Other Spaces**

The green spaces, playing fields, allotments, ancient woodlands and other areas used for sports and recreation purposes identified on Figure 4 on page 15 will be conserved and enhanced to maintain and improve the quality of life for residents, to encourage health, recreation and sport opportunities, to encourage opportunities for these areas to be used as an educational resource, to promote biodiversity and to help manage air quality.

Ancillary development relating to the primary use of the green spaces, playing fields, allotments and other areas used for sport and recreation purposes will be supported provided that it does not adversely affect the quality and use of the area.

Proposals for new development which would result in the loss of green and other spaces will not be permitted unless an assessment clearly shows the open space, buildings or land to be surplus to requirements or alternative provision of an equivalent or better quantity and quality would be provided on a suitably located site or the development is for alternative sports and recreation provision, the needs for which clearly outweigh the loss. Any loss of green and other spaces should take account of the contribution that the area makes to the wider network of spaces and green corridors in the area. Any alternative provision should be made in locations that would ensure that the wider networks and green corridors are maintained and wherever possible enhanced.

Planning permission should be refused for development that results in the loss or deterioration of irreplaceable habitats including ancient woodlands unless the need for, and the benefits of, the development in that location clearly outweigh the loss.

Development for essential infrastructure will be supported where the benefits clearly outweigh any harm and there are no other reasonable alternative sites available.

## **GSSR Policy 3: New Public Open Space**

The creation of new public open space will be encouraged throughout the plan area.

On cessation of any operational or functional use of the reservoir and land at Hazlitt Place Reservoir, this site, identified on Figure 4, will be used for open space, allotments or other leisure and recreational uses for the benefit of the community.



*Open space at the lower end of Richmond Way*

#### 4.1 Natural Resources

Nationally the Energy Saving Trust estimates that by 2050, domestic and microgeneration could provide 30-40% of the UK's electricity needs. The Government is also committed to a zero carbon strategy which states that all new homes will be zero carbon from 2016. At the local level Climate Local is a Kent wide initiative supported by Maidstone Borough Council which is working towards a cut in emissions of 2.6% annually and a target of 10% of energy from renewable sources by 2020.

4.2 Domestic scale generation can provide all or a significant proportion of the energy needs of the building to which it is attached or associated. Micro energy generation can provide energy security, help tackle fuel poverty, and in some cases provide extra income for residents as well as addressing wider environmental concerns. A significant number of properties in North Loose have already benefited from improved insulation and installation of solar panels

4.3 Kent is one of the driest parts of England and Wales and this situation is likely to be exacerbated by planned levels of development. The level of water stress for South East water which supplies Maidstone is classified as Serious by the Environment Agency. (Water Stressed Areas Final Classification, July 2013). In view of this Climate Local Kent has set a target to reduce water consumption in Kent from 160 to 140 litres per person per day by 2016.

#### 4.4 Character

In the face of considerable development pressure the neighbourhood has seen a number of housing schemes in recent years which have not integrated successfully with the established character of the area.

4.5 The Character Area Assessment for the Loose Road Area (2008) is a detailed document prepared by Maidstone Borough Council in close consultation with the local community. Further excellent design guidance is provided by the Kent Design Guide. Nevertheless recent years have seen housing developments which integrate poorly with established character in terms of their scale, roof form, landscaping and use of materials.

4.6 Most of North Loose is characterised by two storey development with pitched roofs and bungalows. Traditional materials include stock brick, peg tiles and Kentish ragstone. Away from the Loose Road much of the development has a semi rural feel with features including views to the countryside, mature trees, grass verges and established hedges. Local character is summarised in the table on pages 22/23, which highlights positive features that should inform new development in the area.

#### 4.7 Public realm

Two locations have been identified as a priority for public realm improvements. The areas around the Swan and Wheatsheaf pubs have an important role to play. Both pubs are important local landmarks and the nearby shopping parades provide a valuable amenity. The importance of these locations and scope for improvement



*A typical bungalow in north Loose*



*Recent development in North Loose with PV panels replacing tiles*



*Recent developments which do not reflect local character*

has previously been identified in the Loose Road Character Area Assessment. In both cases these clusters of uses are located in prominent locations on the main road where various routes meet. As North Loose faces more residential development it is important for these local centres to be strengthened and improved in order to meet local need within the area, reduce the need to travel and boost local businesses.



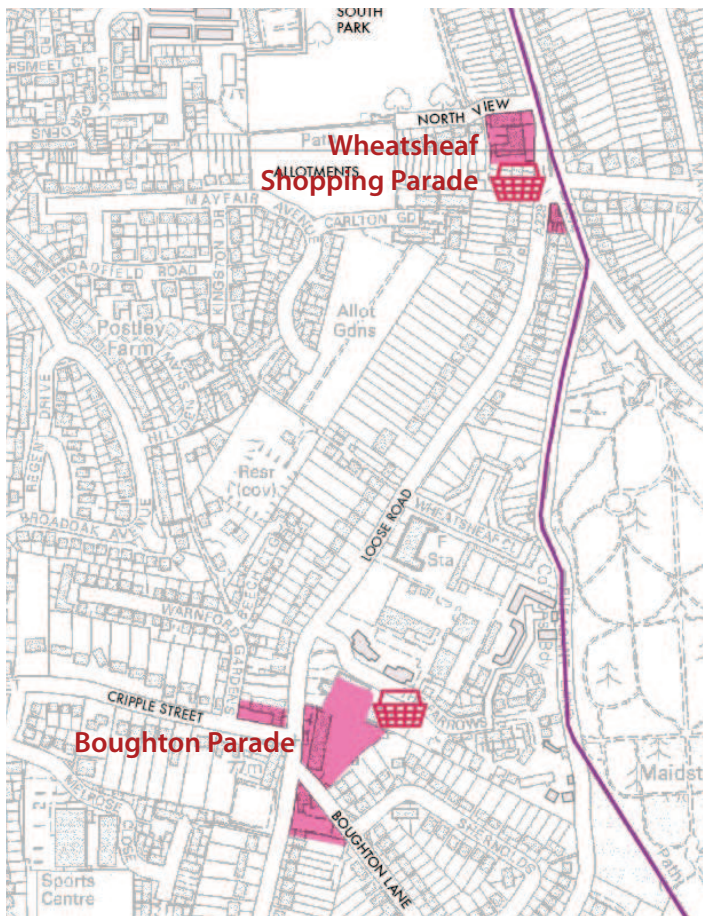


Figure 5: Two key centres



Unattractive frontage to bowls club



Street clutter detracts from the Wheatsheaf Pub which is a local landmark



The Swan Pub - a historic local landmark

#### 4.8 The Wheatsheaf

As identified in the Loose Road Character Area Assessment negative features include significant street clutter of signs, barriers and lights, design and condition of the shopping parade and external environment and the dominance of traffic. In addition the Wheatsheaf section of the A229 is one of the air quality hotspots requiring the greatest reductions in Nitrogen Dioxide.

#### 4.9 The Swan

While benefiting from a historic pub, attractive Edwardian terrace and some mature street trees, negative features listed in the character areas assessment include a mix of building styles that lack unity, the design and condition of the shopping parade and external environment and the dominance of traffic. Also in the vicinity communications boxes and the high fence boundary of Loose Bowls club detract from the quality of the public realm.





*Scope to improve public realm in front of parade of shops*



*Scope to improve parade of local shops and services*

## SD Policy 1: Public Realm Improvements

Improvements to the public realm in and around the two centres of the Wheatsheaf Shopping Parade and the Boughton Parade identified in Figure 5 will be encouraged and supported. New development is expected to contribute to enhancement work that could include the provision of street trees, improved shop fronts, high quality surface materials, provision of cycle parking, increased security measures and the removal of street clutter and barriers to pedestrian movement.

## SD Policy 2: Materials

Preference will be given to the use of durable, attractive and locally available or reclaimed materials. The use of red and buff stock brick, Kentish ragstone and white or cream painted brickwork and slate roof tiles is encouraged.

## SD Policy 3: Encouraging Sustainable Development

New development other than new dwellings which incorporates the use of solar panels and other energy generation technologies will be encouraged. Careful consideration should be given to the impact on heritage assets and buildings of local merit.

Developments of 10 or more dwellings, non-residential or mixed use development as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2010 will be expected to put in place sustainable drainage systems for the management of run-off unless demonstrated to be inappropriate.

## SD Policy 4: Lighting

Lighting associated with any activity including leisure, recreation and business must be managed to reduce energy usage and impact on biodiversity, to reduce light pollution and any potential harm to local residents and to minimise the visual impact on the local character of the area. Therefore it is expected that consideration will be given to any lighting at an early stage of design and planning so that this can be achieved.

## SD Policy 5: Design of New Housing

New development must demonstrate how it responds to its context and the established character of the area in which it is located and take account of the Loose Road Character Area Assessment. In particular developments should have regard to typical building form, roof lines, materials, openings and boundary treatments as well as responding well to its context.







## Built form



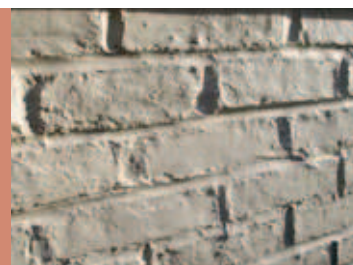
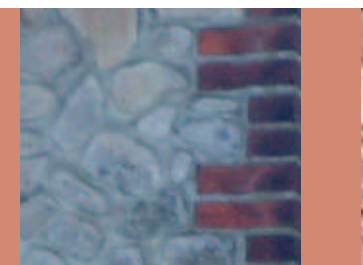
## Public realm



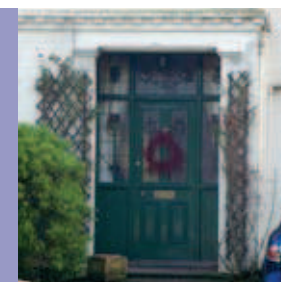
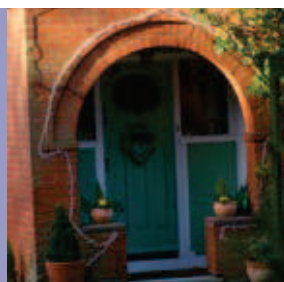
## Boundaries



## Materials



## Entrances



## Windows

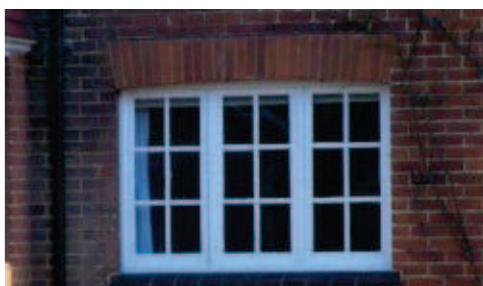


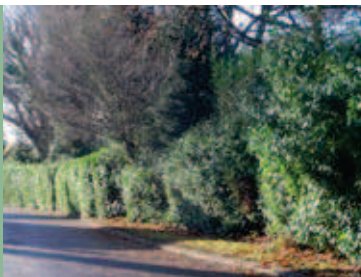
Table illustrating local character



## Positive features



Building types include terraced cottages, semi detached houses and bigger detached properties in large plots. Houses are predominately two storey with some areas of bungalows. Pitched roofs are typical and features such as chimneys and gables create a varied roofline.



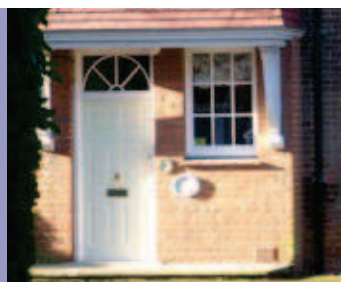
Mature trees make an important contribution to the street scene. Granite sets are used for kerbs and rumble strips to slow cars. Many streets have an informal, semi rural character with features including grass verges, tall hedges and timber fencing. Attractive signage can encourage travelling by foot and bicycle.



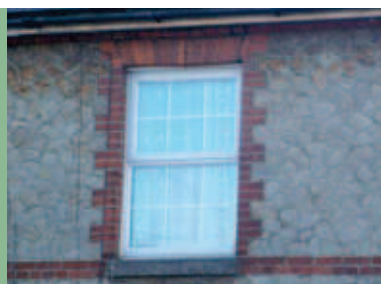
Typical and attractive front boundaries include Kentish ragstone walls, carefully detailed brick walls, substantial hedges and white picket fencing. In the more characterful streets such boundaries are used consistently creating a clear separation between the public street and private front gardens.



Typical, natural and attractive materials include Kentish ragstone, buff stock brick, red stock brick detailing, white or cream painted brickwork, Kent peg tiles and slate or clay roof tiles. The best buildings use a limited palette and materials are used to highlight elements such as an entrance, upper storey or bay, rather than being applied in patches as a superficial facade.



The best entrances are clearly visible and easy to access. They also create depth in the building frontage and provide space for inhabitants to personalise e.g. with pot plants. Well designed entrances use quality materials and are carefully detailed. Attractive house numbers, letter boxes, porch lights, door handles, doorbells and sidelight panels all contribute to welcoming and characterful entrances.



Tall sash windows and wide casement windows with careful brick detailing are found in characterful properties. Small dormer windows are also common. In better quality housing the windows are generously proportioned and subdivided with wooded frames. Windows can create depth in the building frontage and a regular rhythm along the street.

# 5 Housing development

## 5.1 Considerations

The local community, through the engagement in this Plan, said they really liked the area and the houses they live in. It has a stable population and local people feel the ambience is good with good local amenities. They value their green spaces and reasonable sized gardens. New developments are too dense and there are some extreme examples of this in the area. Parking provision should be on a case by case basis that considers housing type and locational context including visitor parking to reduce parking on roads and pavements as parking is a major problem. Increased traffic is causing air quality issues (see technical appendix). Developer contributions shall be sought through Community Infrastructure Levy, S.106 and other means, such as developer provision, as highlighted in the Delivery Strategy. In terms of house types, local people say - evidenced by responses to our questionnaire, consultations and the experience of local estate agents - the area needs more sheltered housing and bungalows. This is a fact supported by national statistics. Local age profiles show the largest increase in age range is that of 75 year olds and above. This will support downsizing thereby releasing larger family homes.

5.2 This NDP prioritises building on brownfield sites including, but not exclusively, the following list: Arriva bus depot, Armstrong Road; Papermakers Arms, Loose Road; Scout Headquarters, Pickering Street; Apollo/Celsius site, Loose Road and other potential windfall sites. Garden development is not encouraged in this Plan. The NPPF 2012 specifically excludes gardens from brownfield land definitions and so gardens are not a priority for development. Gardens, especially back gardens, can provide havens of peace and quiet and fresh air. This is particularly the case in North Loose which is characterised by heavy traffic and poor air quality, yet is close to open countryside with an expectation of quiet and low ambient noise and pollution levels. Garden development can erode the character of an area and further reduce the quality of life for neighbouring development through loss of privacy, increased activity in proximity and noise generation from vehicular movement into areas that are normally quiet. Gardens generally maintain a street's character as either leafy or semi-rural. Collectively they contribute to a 'green lung' for the area. Therefore in only exceptional circumstances will the North Loose NDP support development on gardens.

## Housing Development Policies

### HD Policy 1: Garden Development

Garden development will be considered only in exceptional cases where:-

1. There is a demonstrable local need and the development has an acceptable impact on the visual and landscape amenity of the area. This may be acceptable in the case of either new build dwellings or conversion of traditional buildings. In each case ancillary works such as access, outbuildings, curtilage boundaries should similarly have no unacceptable impact on the visual and landscape amenity of the area.
2. The higher density resulting from the development would not result in harm to the character and appearance of the area.
3. There is no significant loss of privacy, light or outlook for adjoining properties and/or their curtilages;
4. Access of an appropriate standard can be provided to a suitable highway; and
5. There would be no significant increase in noise or disturbance from traffic gaining access to the development. These developments will need to consider how the balance of benefits such as any social, economic, environmental or community benefits for the intended occupier or wider local community justifies the proposal and considers the visual impact particularly form, proportion and impacts upon the rhythm of the street.

### HD Policy 2: Housing Types, Mix, Density and Car Parking

A mix of housing types and densities that reflect local needs and demographic changes and respect the context and character of the area in which the development is located will be supported. The development of bungalows or housing to suit the needs of older people is particularly encouraged.

A case by case approach to parking will be adopted that considers housing and locational context including visitor parking.





## Businesses and Employment

6.1 North Loose Neighbourhood Forum has undertaken a study of businesses and employment in the area, attached in the Appendix, and which has informed this section.

6.2 The Neighbourhood Plan sets out to maintain and encourage the area's small local economy and to support its growth and on-going sustainability of the community. It will support the sustainable growth of all types of businesses and enterprise in the area and will ensure that the current provision of retail and commercial areas is maintained by encouraging positive changes and where a change of use to residential is initially promoted, to explore alternative uses to control changes of use of property purpose-built for commercial use.

6.3 Noise and hours of operation are already taken into account by the Local Planning Authority when

determining planning applications. Where appropriate conditions are imposed to ensure an adequate level of protection against noise especially generated outside of business hours.

### 6.4 Business Survey:

During the early stages of the Neighbourhood Planning initiative, the North Loose Residents Association surveyed 58 local businesses in the area. The results showed traffic congestion and delays at traffic lights is a common concern, raised by 31% of respondents. With a number of developments proposed for the neighbourhood, it will be important to consider the impact on traffic especially opportunities to improve upon the current situation within the built up area and considering often limited resources for highway improvements. The next biggest concerns were littering and vandalism.





## Business and Employment Policies

The Neighbourhood Plan will consider the following issues which could assist businesses to thrive in the area without causing harm to the neighbourhood. It provides greater and locally specific detail supporting emerging Local Plan Policies. Business and hence employment development will be supported in the area with the following considerations:

### **BCE Policy 1: New Retail and Commercial Development**

**New retail or commercial development, including any expansion of existing premises, will be supported throughout the Plan area provided all of the following criteria are met:**

- a) The proposal would maintain or enhance the retail and community functions and the vitality and viability of the two key centres, identified in Figure 5 as Boughton Parade and Wheatsheaf Shopping Parade, and**
- b) it would have an acceptable effect on residential amenity and any landscape or parking, highway and traffic considerations, and**
- c) it would respect the character of its surroundings and local buildings paying special attention to its scale, bulk and design and materials, and taking into account the Loose Road Character Area Assessment.**

### **BCE Policy 2: Change of Use of Commercial and Business Premises**

**Proposals that result in the loss of commercial and business premises that provide a service to the local community such as post offices, chemists, banks and shops will be required to demonstrate that either the use is no longer viable or the proposed use would provide an alternative community use. Where a lack of viability is satisfactorily demonstrated, and the building was originally built as a dwelling, there will be a preference for the unit to revert to residential use.**

# Appendices

---

## Appendix of Delivery Partners

MBC Council and Councillors  
KCC Council and Councillor  
Loose Parish Council  
Tovil Parish Council  
Y Centre  
Vine Church  
Valley Conservation Society  
Loose Amenities Association  
Loose Valley Conservation Area Partnership  
Loose Area History Society  
South Maidstone Action on Roads and Transport  
Friends of South Park  
Golding Homes – Eling Court  
Golding Homes – Enterprise Road  
Mangravet residents  
Enterprise Road residents



## Glossary of terms from NPPF 2012, relevant to NLNDP

**Air Quality Management Areas:** Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

**Ancient woodland:** An area that has been wooded continuously since at least 1600 AD.

**Climate change adaptation:** Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.

**Climate change mitigation:** Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

**Community Infrastructure Levy:** A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

**Development plan:** This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.)

**Economic development:** Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

**Ecological networks:** These link sites of biodiversity importance.

**Ecosystem services:** The benefits people obtain from ecosystems such as, food, water, flood and disease control and recreation.

**Environmental Impact Assessment:** A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

**Green infrastructure:** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. (from NPPF)

**Green Living Plan:** A light touch and low-cost set of advice and a map showing where and how to access low-impact local sustainable aspects of the local area such as green spaces, allotments and non-car based routes into Maidstone Town Centre and surrounding countryside. It is a step towards contributing to wider initiatives for reducing air pollution and resource use as well as improving quality of life, health and well-being. With reference to *One Planet Living*, the global sustainable initiative developed by BioRegional and WWF.

**Heritage asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Historic environment:** All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

**Inclusive design:** Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.

**Local Nature Partnership:** A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

**Local planning authority:** The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the district council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.

**Local Plan:** The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

**Nature Improvement Areas:** Inter-connected networks of wildlife habitats intended to re-establish thriving wildlife populations and help species respond to the challenges of climate change.

**Neighbourhood plans:** A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

**Older people:** People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.

**Open space:** All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

**People with disabilities:** People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

**Planning condition:** A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

**Planning obligation:** A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Playing field:** The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010.

**Pollution:** Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

**Previously developed land:** Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

**Public Realm:** publicly accessible space including streets, footpaths, cycle routes and parks.

**Renewable and low carbon energy:** Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

**Setting of a heritage asset:** The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the

ability to appreciate that significance or may be neutral.

**Site of Special Scientific Interest:** Sites designated by Natural England under the Wildlife and Countryside Act 1981.

**Stepping stones:** Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

**Strategic Environmental Assessment:** A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

**Sustainable transport modes:** Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

**Sustrans:** Sustrans is a UK charity helping to enable people to travel by foot, bike or public transport.

**Transport assessment:** A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

**Transport statement:** A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

**Travel plan:** A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

**Wildlife corridor:** Areas of habitat connecting wildlife populations.

**Windfall sites:** Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

#### **ADDITIONAL DEFINITIONS**

##### **Air Quality Management Area (AQMA)**

Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines. The boundary of the AQMA is set to define the geographical area that is to be subject to the management measure to be set out in a subsequent action plan, to work towards the achievement of national air quality objectives, rather than to define an area of potential exceedance. (source: URS)

**Air Quality Action Plan (AQAP)** (source: Maidstone Borough Council)









The North Loose  
Area in 1870





[www.northloose.co.uk](http://www.northloose.co.uk)



Designed by Brian Patey 01622 759093

© North Loose Neighbourhood Plan Group



## Strategic Planning and Sustainable Transport

**14 January 2016**

Is the final decision on the recommendations in this report to be made at this meeting?

**No**

### Strategic Plan 2015-20 refresh

<b>Final Decision-Maker</b>	Policy and Resources Committee
<b>Lead Head of Service</b>	Head of Policy and Communications
<b>Lead Officer and Report Author</b>	Policy and Information Manager
<b>Classification</b>	Public
<b>Wards affected</b>	All

#### This report makes the following recommendations to this Committee:

1. To consider the projects under the Priority Action areas and whether there is anything missing
2. Agree the action plan, milestones and outcomes (attached at Appendix I)

#### This report relates to the following corporate priorities:

- Securing a successful economy for Maidstone Borough

#### Timetable

<b>Meeting</b>	<b>Date</b>
Strategic Planning and Sustainable Transport Committee	14 January 2016
Policy and Resources Committee	24 February 2016
Council	2 March 2016

# Strategic Plan 2015-20 refresh

## 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Council's Strategic Plan sets the direction for the next five years and aligns with the Medium Term Financial Strategy. The Strategic Plan 2015-20 (Appendix II) will be refreshed for 2016 to ensure that it continues to align and projects remain relevant.
- 1.2 The Strategic Planning and Sustainable Transport Committee have the opportunity to shape the work that delivers the priority action areas for this committee.
- Securing Improvements to the transport infrastructure of our Borough
  - Planning for sufficient homes to meet our Borough's needs
- 1.3 The Committee are asked to review the projects and related draft action plan identifying any changes that they consider may be required.
- 

## 2. INTRODUCTION AND BACKGROUND

- 2.1 The Council's current Strategic Plan 2015-20 was agreed in March 2015 and set two priorities
1. Keeping Maidstone Borough an attractive place for all
  2. Securing a successful economy for Maidstone Borough
- 2.2 With eight priority action areas
- Providing a clean and safe environment
  - Encouraging good health and wellbeing
  - Respecting the character of our Borough
  - Ensuring there are good leisure and cultural attractions
  - Enhancing the appeal of the town centre for everyone
  - Securing improvements to the transport infrastructure of our Borough
  - Promoting a range of employment opportunities and skills required across the Borough
  - Planning for sufficient homes to meet our Borough's Needs
- 2.3 In September 2015 the Policy and Resource committee agreed that the existing strategic plan would be refreshed to ensure that the actions and performance measures align with changes to the budget strategy.
- 2.4 Chairmen and Vice Chairmen have already met with Head of Services and reviewed the proposed projects under the eight priority action areas and raised some areas for consideration. The draft action plan can be seen at appendix I.
-



### **3. AVAILABLE OPTIONS**

- 3.1 The Committee reviews the projects and related actions plan and comments on areas for change or development, and help shapes the Council's Strategic Plan. This can be seen at Appendix I.
- 3.2 The Committee could decide not consider the update areas and defer any decision to the Policy and Resources Committee but they would be missing the opportunity to shape future direction.
- 

### **4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS**

- 4.1 The Committee reviews the projects and related actions plan and comments on areas for change or development, and help shapes the Council's Strategic Plan.
- 

### **5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK**

- 5.1 This agenda item is the first part of the consultation with members before the refresh is presented to Full Council in March 2016.
- 5.2 Residents were consulted on our strategic priorities as part of developing the Strategic Plan 2015-20. Further consultation has now been undertaken through a resident survey, top ten results can be seen at appendix III.
- 

### **6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION**

- 6.1 The Strategic Plan 2015-20 refresh will be reported to Policy and Resources committee along with any suggested changes from the committee on 24 February 2016 and will be agreed at Full Council on 2 March 2016.
- 

### **7. CROSS-CUTTING ISSUES AND IMPLICATIONS**

<b>Issue</b>	<b>Implications</b>	<b>Sign-off</b>
<b>Impact on Corporate Priorities</b>	Securing a successful economy for Maidstone Borough	Angela Woodhouse
<b>Risk Management</b>		[Head of Service or Manager]
<b>Financial</b>	Any significant changes recommended by the committee would need to align	Paul Riley

	with the medium term financial strategy	
<b>Staffing</b>	Any changes to existing projects or work programmes may affect the staff delivering this	John Littlemore and Dawn Hudd
<b>Legal</b>		[Legal Team]
<b>Equality Impact Needs Assessment</b>		[Policy & Information Manager]
<b>Environmental/Sustainable Development</b>		[Head of Service or Manager]
<b>Community Safety</b>		[Head of Service or Manager]
<b>Human Rights Act</b>		[Head of Service or Manager]
<b>Procurement</b>		[Head of Service & Section 151 Officer]
<b>Asset Management</b>		[Head of Service & Manager]

## 8. REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

- Appendix I: Action Plan
- Appendix II: Strategic Plan 2015-20
- Appendix III: Resident Survey Results

---

## 9. BACKGROUND PAPERS



## Strategic Priority: Securing a successful economy for Maidstone

Priority Actions: Securing Improvements to the transport infrastructure of our Borough and Planning for sufficient homes to meet our Borough's needs

Project	Detail	Milestones	Outcome	Responsible Owner
<b>The Local Plan</b>	Together with this are companion documents such as the Integrated Transport Strategy and Infrastructure Delivery Plan (the latter will form much of the basis for a Community Infrastructure Levy (CIL) charging schedule).	<p>Submission of the Maidstone Borough Local Plan to the Secretary of State for Independent Examination -May 2016</p> <p>Public consultation on the Draft CIL Charging Schedule - 13 May to 24 June 2016</p> <p>Adoption of the Integrated Transport Strategy by SPS&amp;T Committee (and Full Council) April 2016</p> <p>Submission of the CIL Charging Schedule to the Secretary of State for Independent Examination - August 2016</p> <p>Independent Examination into the Maidstone Borough Local Plan – September-November 2016</p> <p>Independent Examination into</p>	We can better control development in the borough and secure improvements in infrastructure for our businesses and residents. We can plan future development effectively.	Rob Jarman

## Strategic Priority: Securing a successful economy for Maidstone

Priority Actions: Securing Improvements to the transport infrastructure of our Borough  
and  
Planning for sufficient homes to meet our Borough's needs

Project	Detail	Milestones	Outcome	Responsible Owner
		<p>the CIL Charging Schedule - February 2017</p> <p>Adoption of the Maidstone CIL Charging Schedule – April 2017</p> <p>Adoption of the Maidstone Borough Local Plan by Full Council - April 2017</p>		

## Strategic Priorities: Securing a successful economy for Maidstone

Priority Action: Planning for sufficient homes to meet our Borough's needs

Project	Detail	Milestones	Outcomes	Responsible Owner
<b>Treat large scale major planning applications cumulatively as a project</b>	We want to establish and deliver a service that provides 'planning performance agreements' for large scale major developments. This will include agreeing timescales at pre-app stage as well as	<p>Set a pricing structure. April 2016</p> <p>Set a template S106 agreement with standard heads of terms. April 2016</p> <p>Setting a standardised Planning</p>	Improved decision making for major large scale developments, including stakeholder engagement.	Rob Jarman

Strategic Priorities: Securing a successful economy for Maidstone				
Priority Action: Planning for sufficient homes to meet our Borough's needs				
Project	Detail	Milestones	Outcomes	Responsible Owner
	other elements such as direct contact officers. We will deal with these applications using a project management approach.	<p>Performance Agreement for future developments. April 2016</p> <p>Migration of all historic S106 data into a new system. July 2016</p>	<p>To help provide the homes we need in the need in the borough, and to deliver them in a timely manner.</p> <p>This will also support employment in the borough through both large scale residential developments as well as commercial developments.</p>	

Strategic Priority: Securing a successful economy for Maidstone				
Priority Action: Planning for sufficient homes to meet our Borough's needs				
Project	Detail	Milestones	Outcome	Responsible Owner
<b>Affordable Housing Programme</b>	We will continue to attract significant external investment to enable the delivery of over 160 new affordable homes including affordable rent, shared	<p>Deliver starter homes scheme – 2020</p> <p>March 2018 – delivery of more than 300 affordable homes</p>	Different housing products available to meet the change of income levels.	John Littlemore



Strategic Priority: Securing a successful economy for Maidstone

Priority Action: Planning for sufficient homes to meet our Borough's needs

Project	Detail	Milestones	Outcome	Responsible Owner
	ownership and Starter Homes. In addition the Council will through direct intervention embark on a programme of delivering its own housing.	April 2018 – Begin delivery of programme of affordable rented accommodation.		

# Strategic Plan 2015-2020



## Foreword from the Leader, Councillor Annabelle Blackmore



The Strategic Plan is Maidstone Borough Council's most important document because it illustrates how we will create the conditions in making Maidstone Borough an attractive place to live, work and visit. The council faces tough challenges over the next five years however we must create the conditions which allow for managed economic growth, but also respects our natural environment and the heritage which the county town of Kent possesses.

Maidstone is the county town of Kent and we have attracted investment and growth to help secure our future. We have a unique mix of rural Kentish villages, urban areas and a vibrant town centre, which makes Maidstone a highly desirable place in which to live, work and visit.

However I believe we must not be complacent. Following public consultation about our priorities it was clear residents value a clean and safe borough and improvement to our transport infrastructure to ease the traffic congestion across the Borough of Maidstone.

The delivery of improved road infrastructure must occur through close working with key partners. For example work on the improved Bridges Gyratory scheme will start later in 2015. Other schemes across the borough will be funded through a variety of measures and will seek to improve key pinch points.

Although our borough is a clean and safe place we must work with all partners to continue to improve all areas of the public realm for the benefit of all. Working together with our parish councils and other local community groups we will facilitate improvements across the borough.

Over the next five years the Council will face a difficult financial future, along with most public sector organisations, as our funding for the provision of local services is reduced. We are taking steps to manage our assets more effectively through a series of measures including our Festivals and Events programme.

This document puts people at the heart of our plans. I want Maidstone to have a bright future and I believe the Strategic Plan sets out what we want to achieve over the next five years and what we will deliver for our residents, our businesses and also our visitors.



## Our Vision, Mission and Values

### OUR VISION

That our residents live in decent homes, enjoy good health and a pleasant environment, with a successful economy that is supported by reliable transport networks.

### OUR MISSION

Putting People First.

#### PRIORITY 1

Keeping Maidstone Borough an attractive place for all

Providing a clean and safe environment

Encouraging good health and wellbeing.

Respecting the character of our Borough

Ensuring there are good leisure and cultural attractions

Enhancing the appeal of the town centre for everyone

#### PRIORITY 2

Securing a successful economy for Maidstone Borough

Securing improvements to the transport infrastructure of our Borough

Promoting a range of employment opportunities and skills required across our Borough

Planning for sufficient homes to meet our Borough's needs

### OUR VALUES

#### Service

Everything we do impacts on our customers, both internal and external. We will listen to and understand their needs, then take action to provide the right service in a positive and professional manner.

#### Teamwork

Working together to achieve our objectives and goals in a way that utilises the talents and creativity of everyone in our organisation.

#### Responsibility

We work in an environment that encourages us to take ownership for our actions. Making the right choices and decisions that lead to a satisfactory outcome for all.

#### Integrity

We have the courage to act on our convictions to build trust and honesty. We work with our partners and customers to create a feeling of openness and transparency in everything we do.

#### Value

Taking care and weighing up our options, aiming to get the maximum effect for every penny of public money we spend.

#### Equality

Valuing our differences and understanding how they can contribute to a better working environment and services that are fair and easy to access.

## Providing a Clean and Safe Environment

Over the past 5 years, Maidstone Borough Council has demonstrated its commitment to deliver cost effective and sustainable waste and recycling services as a result our recycling rate has improved significantly. Maidstone does not experience high levels of crime. We have with our Community Safety Partnership agreed that reducing anti-social behaviour, domestic abuse, reoffending and improving road safety are our priorities up until 2018.

### **We mean:**

- People feel safe in the Borough and they live in a clean environment of high quality

### **We will:**

- Work with our partners to improve all areas of the public realm
- Deliver the waste and recycling strategy
- Deliver an efficient and effective street cleansing service
- Deliver the Community Safety strategy
- Deliver the Air Quality Strategy working with partners

### **Measured by:**

- Resident satisfaction
- British crime survey
- Environmental quality indicators
- Recycling
- Reduction in residual waste
- Estimated levels of CO2 Emissions (per head of population)

## Encouraging Good Health and Wellbeing

Deprivation in the borough is lower than average, however 15% (4,300) of children (under 16 years old) in Maidstone live in poverty. There is a larger difference in life expectancy of men and women; 7 years lower for men and 4 years lower for women in the most deprived areas of Maidstone than in the least deprived.

### **We mean:**

- Addressing the social determinants of health through our role in services like Housing, Environmental Health and Community Development and our provider role in terms of leisure activities
- Improved health outcomes for residents, reduced health inequality

### **We will:**

- Deliver our housing strategy
- Deliver our health inequalities action plan
- Work with businesses to promote health and wellbeing

### **Measured by:**

- Health Indicators
- Number of private sector homes improved
- Disabled Facilities Grants
- Homelessness Prevention

## Respecting the Character of our Borough

Maidstone is the county town of Kent, in terms of its geography it is largely rural and the countryside offers high quality landscape and biodiversity. Approximately 50% of the borough population lives in a parished area. We are focused on achieving economic prosperity, whilst at the same time balancing protecting the environment and landscape that makes the borough of Maidstone a great place to live, work in and visit.

### **We mean:**

- Thriving and Resilient Urban and Rural Communities
- Listening to our communities
- Respecting our Heritage and Natural Environment
- Devolving services where we can and working with Kent County Council to do the same

### **We will:**

- Deliver and honour our parish charter
- Deliver the communication and engagement action plan
- Work with our Parishes and Communities on the design of their communities

### **Measured by:**

- Resident survey
- Parish survey

## Ensuring there are good Leisure and Cultural Attractions

There is always something to see or do in Maidstone with the river, two museums and a theatre in the town centre, four green flag parks, a well-used leisure centre, a castle, various markets and a variety of festivals and events held across the Borough and throughout the year.

### **We mean:**

- Maidstone has leisure and cultural offers which attract visitors and meet the needs of our residents

### **We will:**

- Adopt and deliver a Destination Management Plan with a shared statement of intent to manage, develop and promote our borough
- Deliver the festival and events strategy
- Maximise the benefits of our leisure and cultural assets through our commercialisation approach to maintain key services

### **Measured by:**

- Customer satisfaction with our leisure and cultural attractions
- Visitor economy indicators



## Enhancing the Appeal of the Town Centre for Everyone

Maidstone has had an historically thriving town centre however we need to ensure that we keep pace with the changing economic environment and continue to meet the demands of businesses and consumers. Investment in Maidstone town centre is needed if it is to continue to be a popular place for leisure, to live, shop and work.

### **We mean:**

- Ensuring we have a thriving and attractive town centre that is fit for the future

### **We will:**

- Be proactive in delivering a vision for the town centre through working with partners, businesses and regenerating areas ourselves.

### **Measured by:**

- % of vacant retail units
- Conversion of office space to residential,
- How Maidstone is rated as a retail destination
- Resident satisfaction

## Securing Improvements to the Transport Infrastructure for our Borough

Maidstone is strategically situated between London and the channel ports and is serviced by two motorway networks, the M20 and M2, with rail connections to central London. With regard to travelling in and around the Borough by car, congestion is an issue particularly at peak time in the town centre. The bus transport network serving Maidstone town is relatively strong whilst rural transport presents distinct challenges.

### **We mean:**

- A transport network that meets the needs of residents and businesses

### **We will:**

- Deliver an integrated transport strategy and work with our partners to seek improvements to the transport infrastructure

### **Measured by:**

- Measures from Integrated Transport Strategy
- Resident Survey

## Promoting a range of employment skills and opportunities across the borough

There were 68,300 people employed in the Maidstone economy in 2012 with a high proportion in the public sector, reflecting the town's status as Kent's County Town and administrative capital. There were 6,760 registered businesses in Maidstone in 2012, equivalent to 43 businesses per 1,000 population, compared to 39 for England and an above average rate of self-employment.

### **We mean:**

- Meeting the skills and employment needs of our residents, not becoming a dormitory borough and supporting and attracting businesses

### **We will:**

- Adopt a Economic Development Strategy and Deliver with Partners.
- Work with businesses and support them to grow and develop
- Support the principle of an enterprise hub
- Work with our partners to support those not in education, employment or training (NEET)

### **Measured by:**

- % of our residents that are NEET
- Net change in jobs
- % of Job Seekers Allowance claimants
- Business Start-ups versus failures

## Planning for Sufficient Homes to meet our Borough's Needs

Over the last five years, the supply of new affordable housing within the borough has been greater than in neighbouring authorities, although still less than historic levels. 189 new affordable homes were built in the borough in 2013/14. In total 630 new homes were delivered in 2012/13, of these new homes over 80% were built on land that had previously been developed.

### **We mean:**

- Having enough homes to meet our residents needs with sufficient homes across a range of tenures

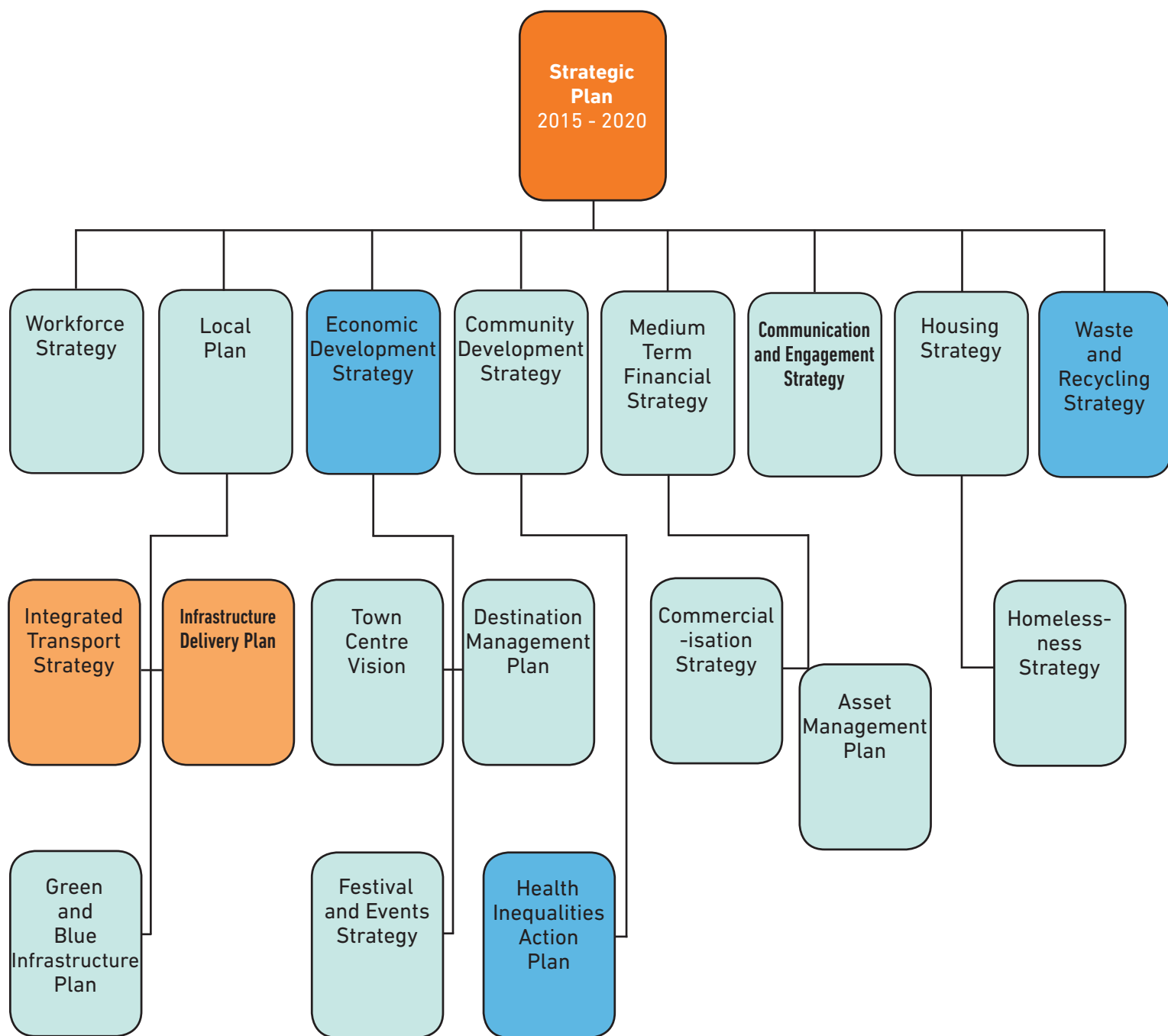
### **We will:**

- Adopt a local plan
- Deliver the Housing Strategy

### **Measured by:**

- Net Additional Homes
- % of additional homes that are affordable

## How it all fits together - Our Strategies and Plans



**Priority 1:** Keeping Maidstone an attractive place for all



**Priority 2:** Securing a successful economy

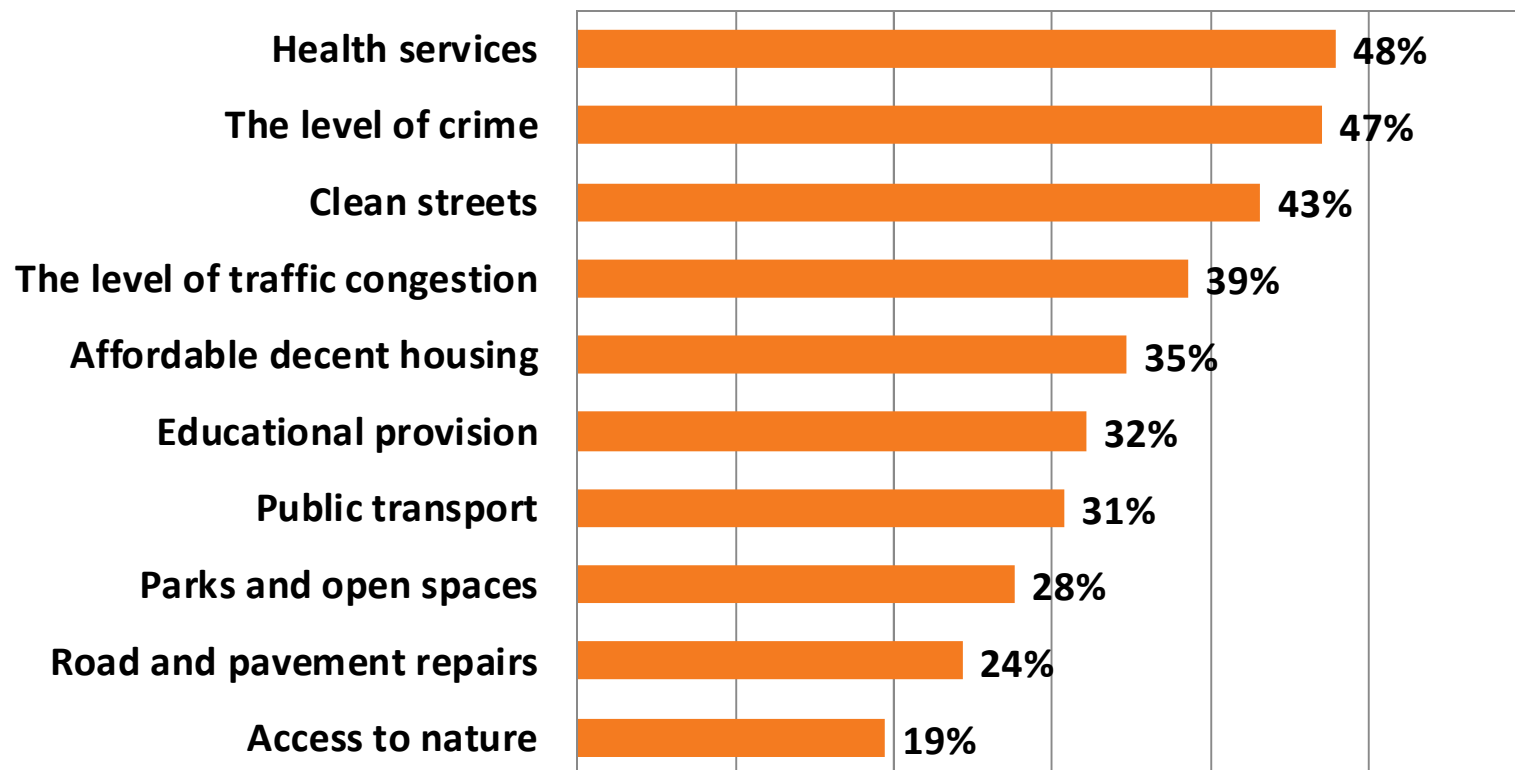


**Supports both priorities**



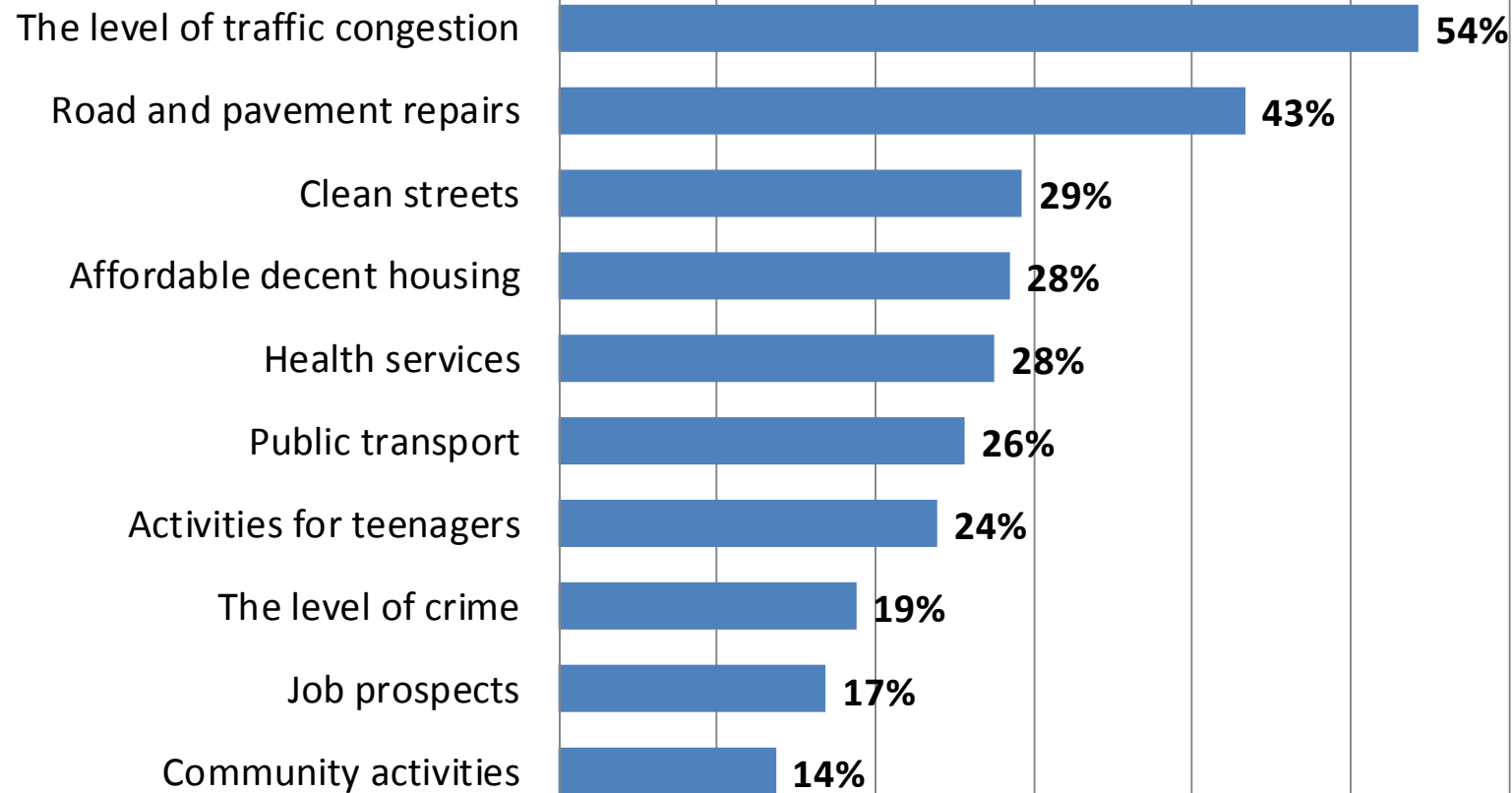
## Top 10 things that are most important in making somewhere a good place to live

0% 10% 20% 30% 40% 50% 60%



## Top ten things that most need improving

0% 10% 20% 30% 40% 50% 60%



## STRATEGIC PLANNING SUSTAINABILITY & TRANSPORT COMMITTEE

**13 JANUARY 2016**

Is the final decision on the recommendations in this report to be made at this meeting?

**No**

## MEDIUM TERM FINANCIAL STRATEGY 2016/17 – FEES & CHARGES

<b>Final Decision-Maker</b>	Strategic Planning Sustainability & Transport Committee
<b>Lead Head of Service</b>	Head of Finance & Resources
<b>Lead Officer and Report Author</b>	Head of Finance & Resources
<b>Classification</b>	Public Report
<b>Wards affected</b>	All

### This report makes the following recommendations to this Committee:

1. That the Committee approves the proposed fees and charges for 2016/17 as set out in detail in Appendix A.
2. That the Committee approves the budget increase set out in Appendix A and summarised in Table 1 at paragraph 2.6.

### This report relates to the following corporate priorities:

Increases in fees and charges can have a significant impact on the Council's objectives. The use of the policy as a guide to assessing a correct level of increase means that the most appropriate levels are proposed in this report.

### Timetable

<b>Meeting</b>	<b>Date</b>
Strategic Planning Sustainability & Transport Committee	13 <sup>th</sup> January 2016



# **MEDIUM TERM FINANCIAL STRATEGY 2016/17 – FEES & CHARGES**

## **1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 To consider proposals for setting the level of fees and charges for 2016/17 for services where the Committee raises income by charging the user of the service and where the setting of the fee or charge is discretionary. To also note the level of any fees and charges that may be set in accordance with statutory requirements where these apply to the Committee's range of services.
  - 1.2 To consider the impact of the proposed changes in the level of fees and charges on the Council's medium term financial strategy and the budget for 2016/17.
- 

## **2. INTRODUCTION AND BACKGROUND**

- 2.1 The Council adopted a corporate fees and charges policy in May 2009. The Policy promotes consistency across the Council, is focused on the strategic aims of the Council and sets out the approach that the Council takes in setting fees and charges.
- 2.2 The Policy covers fees and charges that are set at the discretion of the Council. It does not apply to services where the Council is prohibited from charging, e.g. collection of household waste or services where the charge is currently determined by Central Government, e.g. planning application fees. However consideration of any known changes to such fees and charges and any consequence to the medium term financial strategy are included in this report.
- 2.3 The headline objective of the Policy is that fees and charges are set at the maximum level after taking into account conscious decisions on the subsidy level for individual services, concessions, impact of changes on users and any impact on the delivery of the Strategic Plan. Therefore there is a presumption that a charge will be levied for a service unless justified by strategic consideration or legal constraints.
- 2.4 The Policy also proposes that a review of all fees and charges will occur annually in line with the development of the Medium Term Financial Strategy. The review of fees and charges should consider the following factors:
  - a) The Council's strategic plan and values, and how they relate to the specific services involved;
  - b) The level of subsidy currently involved and the impact of eliminating that subsidy on the level of fees and charges, the effect on users and the social impact;

- c) The actual or potential impact of any competition in terms of price or quality;
- d) Trends in user demand including the forecasted effect of price changes on customers;
- e) Customer survey results;
- f) Impact on users of proposals both directly and in terms of delivery of the Council's objectives;
- g) Financial constraints including inflationary pressure and service budget targets;
- h) The implications arising from developments such as an investment made in a service;
- i) The corporate impact on other service areas of Council wide pressures to increase fees and charges;
- j) Alternative charging structures that could be more effective;
- k) Proposals for targeting promotions during the year and the evaluation of any that took place in previous periods.

2.5 The detailed results of the review carried out this year are set out in **Appendix A** and the approval of the Committee is sought to the amended fees and charges for 2016/17 as set out in that appendix.

2.6 As required by the policy, the fees and charges budgets for 2016/17 set out in Appendix A reflect consideration of the effect of increasing the charges, such as elasticity of demand and creating movement of users to competitors or ceasing to use a service. Where services have proposed an increase in individual fees and charges these have not necessarily resulted in an increase in the budget due to current levels of demand being lower than current expectations. For some service areas such as planning applications the fees are set by central government and are provided here for completeness. The change in each service's fees and charges budget is given in the table below:

Service	2014/15 Actual £	2015/16 Budget £	Proposed Increase £	2016/17 Budget £
Building Control	276,667	303,960	0	303,960
Street Naming & Numbering	44,140	29,000	0	29,000
Development Control - Planning	1,218,801	1,032,970	0	1,032,970
Development Control - Pre-Application	80,454	73,000	20,000	93,000
Conservation	4,815	21,470	0	21,470
Development Control - Land Charges	234,761	253,750	0	253,750
Parking Services	2,883,196	2,773,570	80,000	2,853,570
Park & Ride	385,692	411,350	0	411,350
<b>Totals</b>	<b>5,128,526</b>	<b>4,899,070</b>	<b>100,000</b>	<b>4,999,070</b>

- 2.7 Each service has been considered separately and in all cases the Policy has been followed.
- 

### **3. AVAILABLE OPTIONS**

- 3.1 Option 1:** The Committee could approve the recommendations as set out in the report, adopting the revised fees and charges as proposed in Appendix A. As these proposals have been developed in line with the Council's policy on fees and charges they will create a manageable impact on service delivery and demand while maximising income levels.
- 3.2 Option 2:** The Committee could agree different increases to those proposed. Any alternative increase may not be fully compliant with the policy, would require further consideration before implementation and may not deliver the necessary levels of income to ensure a balanced budget for 2016/17.
- 

### **4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS**

- 4.1 Option 1 is the recommended option. Officers have considered all aspects of the policy in developing the proposed fees and charges set out in Appendix A and they are in line with the policy's factors set out earlier in this report.
- 

### **5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK**

- 5.1 No specific consultation has been completed on these fees and charges but the resident's survey included questions relating to direct payment for services and this option is seen by residents as the second most popular way of managing pressures on Council budgets, with over one third of responders voting in favour of this option. The most popular option relates to being more efficient in the delivery of services.
- 

### **6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION**

- 6.1 The decision of the Committee will be reported to Policy & Resources Committee. This will assist Policy & Resources Committee to make a final recommendation on a balanced budget to Council.
- 

### **7. CROSS-CUTTING ISSUES AND IMPLICATIONS**

<b>Issue</b>	<b>Implications</b>	<b>Sign-off</b>
<b>Impact on Corporate Priorities</b>	Increases in fees and charges can have a significant impact on the Council's objectives. The use of the policy as a	Head of Finance & Resources



	<p>guide to assessing a correct level of increase means that the most appropriate levels are proposed in this report.</p> <p>The direct charging of a fee for a service reduces the level of subsidy required by all council tax payers and ensures a greater element of the cost is recovered directly from the service users where this approach is appropriate.</p>	
<b>Risk Management</b>	<p>The budget agreed will form part of the medium term financial strategy for 2016/17. The major risk is that the proposed increases do not deliver the income that is reflected in the budget once it is approved. If the income does not reach the levels expected within the budget the Committee will have to take corrective action to manage the shortfall.</p> <p>This risk is faced every year and, where the income generated is not sufficient to reach the budget, corrective action is taken by service managers. In such cases the quarterly budget monitoring report will highlight any significant issues to the Committee. In addition the constitution requires that any significant variances from income targets (greater than £40,000) are reported to the Policy &amp; Resources Committee along with proposed actions to resolve the budget pressure created.</p>	Head of Finance & Resources
<b>Financial</b>	<p>The MTFS impacts upon all activities of the Council. The future availability of resources to address specific issues is planned through this process.</p> <p>The proposals set out in this report do not provide an increase in budgeted income from charged for services within this Committee's remit. Where increased individual fees and charges are proposed these are expected to resolve the reported shortfall in income</p>	Head of Finance & Resources

	during 2015/16 so the budget have been held at the level of the current year.	
<b>Staffing</b>	No specific issues identified.	Head of Finance & Resources
<b>Legal</b>	<p>A number of the fees and charges made for services by the Council are set so as to provide the service at cost. These services are set up as trading accounts to ensure that the cost of service is clearly related to the charge made. In other cases the fee is set by statute and the Council must charge the set fee. In both cases the proposals in this report meet the Council's obligations.</p> <p>Where a customer defaults the fee or charge for a service must be defensible, in order to recover it through legal action. Adherence to the policy on setting fees and charges provides some assurance that appropriate factors have been considered in setting these charges.</p>	Head of Finance & Resources
<b>Equality Impact Needs Assessment</b>	The objective of the review of fees and charges including a focus on the factors required by the corporate policy minimises the opportunity for unintended disadvantage to be created.	Head of Finance & Resources
<b>Environmental/Sustainable Development</b>	No specific issues identified	Head of Finance & Resources
<b>Community Safety</b>	No specific issues identified	Head of Finance & Resources
<b>Human Rights Act</b>	No specific issues identified	Head of Finance & Resources
<b>Procurement</b>	No specific issues identified	Head of Finance & Resources
<b>Asset Management</b>	No specific issues identified.	Head of Finance & Resources

## **8. REPORT APPENDICES**

The following documents are to be published with this report and form part of the report:

- Appendix A: Proposed level of fees and charges for 2016/17 – Strategic Planning, Sustainability & Transport Committee
- 

## **9. BACKGROUND PAPERS**

None



## STRATEGIC PLANNING SUSTAINABILITY TRANSPORT COMMITTEE

## PROPOSED FEES AND CHARGES FOR 2016/17

Fees and Charges April 2015 - March 2016	* Includes VAT	2014-2015 Actuals	2015-2016 Current Estimate	Current Charges 2015-2016	Proposed Charges 2016-2017	% Change	2016-2017 + / - Income	2016 -2017 Estimate	Comments
<b>Building Control</b>									
Erection of a single dwelling house	*	276,667	303,960	790.00	790.00		0	303,960	Building regulation charges are considered following the annual budget setting and come into force on 1st January. There is a requirement for the trading account to break even and all costs are included in the hourly rate used to calculate the charges needed to achieve this. Charges though are market sensitive therefore if costs increase in the trading account these are more likely to be met by savings elsewhere or new revenue streams.
Erection of 2 dwelling houses	*			1,180.00	1,180.00	0.00%			
Garages up to 60m²	*			390.00	390.00	0.00%			Charges will be frozen until such time a strategic direction on building control is decided.
Extensions up to 6m²	*			390.00	390.00	0.00%			
Extensions over 6m² and up to 40m²	*			565.00	565.00	0.00%			
Extensions over 40m² and up to 100m²	*			755.00	755.00	0.00%			
Loft Conversions up to 40m²	*			575.00	575.00	0.00%			
Loft Conversions over 40m² and up to 100m²	*			740.00	740.00	0.00%			
Garage or Basement Conversion under 40m²	*			370.00	370.00	0.00%			
Installation of single steel beam or lintel	*			230.00	230.00	0.00%			
Installation of Boiler or Electrical works up to £10000	*			220.00	220.00	0.00%			
Alterations up to the value of £1000	*			175.00	175.00	0.00%			
Alterations from £1001 to £5000	*			300.00	300.00	0.00%			
Alterations from £5001 to £10,000	*			390.00	390.00	0.00%			
Alterations from £10,001 to £25,000	*			495.00	495.00	0.00%			
Extensions over 6m² and up to 40m²	*			630.00	630.00	0.00%			
Extensions over 40m² and up to 100m²	*			780.00	780.00	0.00%			
Raised Storage Platform up to 50m²	*			520.00	520.00	0.00%			
Shop Fitting up to 500m²	*			480.00	480.00	0.00%			
Alterations from up to £5000	*			325.00	325.00	0.00%			
Alterations from £5001 to £10,000	*			400.00	400.00	0.00%			
Alterations from £10,001 to £25,000	*			530.00	530.00	0.00%			
<b>Building Control Total</b>		<b>276,667</b>	<b>303,960</b>				<b>0</b>	<b>303,960</b>	

## STRATEGIC PLANNING SUSTAINABILITY TRANSPORT COMMITTEE

## PROPOSED FEES AND CHARGES FOR 2016/17

Fees and Charges April 2015 - March 2016	* Includes VAT	2014-2015 Actuals	2015-2016 Current Estimate	Current Charges 2015-2016	Proposed Charges 2016-2017	% Change	2016-2017 + / - Income	2016 -2017 Estimate	Comments
<b>Street Naming &amp; Numbering</b>									
		44,140	29,000				0	29,000	
Name change				25.00	25.00	0.00%			
Addition of Name to numbered Property				25.00	25.00	0.00%			
Amendment to Postal Address				25.00	25.00	0.00%			
New Build - Individual Property				75.00	75.00	0.00%			
Official Registration of Postal Address previously not Registered				50.00	50.00	0.00%			
New Development - Fee per unit/flat				40.00	40.00	0.00%			
Creation of New Street				100.00	100.00	0.00%			
Renumbering of Development or Block of Flats - Fee per unit/flat				20.00	20.00	0.00%			
<b>Street Naming &amp; Numbering Total</b>		<b>44,140</b>	<b>29,000</b>				<b>0</b>	<b>29,000</b>	

Fess and Charges	April 2015 - March 2016	* Includes VAT	2014-2015 Actuals	2015-2016 Current Estimate	Current Charges 2015-2016	Proposed Charges 2016-2017	% Change	2016-2017 + / - Income	2016 -2017 Estimate	Comments
------------------	-------------------------	----------------	-------------------	----------------------------	---------------------------	----------------------------	----------	------------------------	---------------------	----------

### Application to discharge conditions related to a permission

97.00	97.00	0.00%
-------	-------	-------

28.00	28.00	0.00%
-------	-------	-------

97.00	97.00	0.00%
-------	-------	-------

80,454	73,000	0	73,000
--------	--------	---	--------

38.00	42.00	10.53%
-------	-------	--------

89.00	98.00	10.11%
-------	-------	--------

63.00	69.00	9.52%
-------	-------	-------

126.00	139.00	10.32%
--------	--------	--------

226.00	270.00	10.12%
--------	--------	--------

462.00	509.00	10.17%
--------	--------	--------

126.00	139.00	10.32%
--------	--------	--------

38.00	38.00	0.00%
-------	-------	-------

38.00	38.00	0.00%
-------	-------	-------

00.00 00.00 0.00%

1,218,801	1,032,970	20,000	1,052,970
-----------	-----------	--------	-----------

385.00	385.00	0.00%
--------	--------	-------

9,527.00	9,527.00	0.00%
----------	----------	-------

172.00	172.00	0.00%
--------	--------	-------

172.00	172.00	0.00%
--------	--------	-------

339.00	339.00	0.00%
--------	--------	-------

385.00	385.00	0.00%
--------	--------	-------

0,049.00	19,049.00	0.00%
----------	-----------	-------

Fess and Charges	April 2015 - March 2016	* Includes VAT	2014-2015 Actuals	2015-2016 Current Estimate	Current Charges 2015-2016	Proposed Charges 2016-2017	% Change	2016-2017 + / - Income	2016 -2017 Estimate	Comments
(more than 50)										
<b>Full Applications</b> (and First Submissions of Reserved Matters) continued...										
<b>Erection of buildings</b> (not dwellings, agricultural, glasshouses, plant or machinery)										
No gross floor space to be created by the development					195.00	195.00	0.00%			
No increase in gross floor space or no more than 40m²										
Gross floor space to be created by the development					385.00	385.00	0.00%			
Gross floor space to be created by the development										
Gross floor space to be created by the development					385.00	385.00	0.00%			
More than 75m² but no more than 3,750m²										
Gross floor space to be created by the development					19,049.00	19,049.00	0.00%			
More than 3,750m² plus £115 for each 75 sqm										
<b>The erection of buildings</b> (on land used for agriculture for agricultural purposes)										
Gross floor space to be created by the development					80.00	80.00	0.00%			
Gross floor space to be created by the development					385.00	385.00	0.00%			
Gross floor space to be created by the development More than 540m² but not more than 4,215m²					385.00	385.00	0.00%			
Gross floor space to be created by the development More than 540m²					19,049.00	19,049.00	0.00%			
<b>Full Applications</b> (and First Submissions of Reserved Matters) continued...										
<b>Erection of glasshouses</b> (on land used for the purposes of agriculture)										
Gross floor space to be created by the development Not more than 465m²					80.00	80.00	0.00%			
Gross floor space to be created by the development More than 465m²					2,150.00	2,150.00	0.00%			
<b>Erection/alterations/replacement of plant and machinery</b>										
Site area Not more than 5 hectares					385.00	385.00	0.00%			
Site area More than 5 hectares max £250,000					19,049.00	19,049.00	0.00%			
<b>Applications other than Building Works</b>										
Car parks, service roads or other accesses For existing uses					195.00	195.00	0.00%			
<b>Waste</b> (Use of land for disposal of refuse or waste materials or deposit of material remaining after extraction or storage of minerals)										
Site area Not more than 15 hectares					195.00	195.00	0.00%			
Site area More than 15 hectares					29,112.00	29,112.00	0.00%			
<b>Operations connected with exploratory drilling for oil or natural gas</b>										
Site area Not more than 7.5 hectares					385.00	385.00	0.00%			
Site area More than 7.5 hectares					28,750.00	28,750.00	0.00%			
<b>Other operations (winning and working of minerals)</b>										
Site area Not more than 15 hectares					195.00	195.00	0.00%			
Site area More than 15 hectares					29,112.00	29,112.00	0.00%			
Other operations (not coming within any of the above categories) Any site area					195.00	195.00	0.00%			
<b>Lawful Development Certificate</b>										
LDC - Existing Use - in breach of a planning condition										
LDC - Existing Use LDC - lawful not to comply with a particular condition					195.00	195.00	0.00%			
LDC - Proposed Use - half planning fee										



## STRATEGIC PLANNING SUSTAINABILITY TRANSPORT COMMITTEE

## PROPOSED FEES AND CHARGES FOR 2016/17

Fees and Charges April 2015 - March 2016	* Includes VAT	2014-2015 Actuals	2015-2016 Current Estimate	Current Charges 2015-2016	Proposed Charges 2016-2017	% Change	2016-2017 + / - Income	2016 -2017 Estimate	Comments
<b>Prior Approval</b>									
Agricultural and Forestry buildings & operations or demolition of buildings				80.00	80.00	0.00%			
Telecommunications Code Systems Operators				385.00	385.00	0.00%			
<b>Reserved Matters</b>									
Application for approval of reserved matters following outline approval				385.00	385.00	0.00%			
<b>Approval/Variation/discharge of condition</b>									
Application for removal or variation of a condition following grant of planning permission				195.00	195.00	0.00%			
Request for confirmation that one or more planning conditions have been complied with - householder				28.00	28.00	0.00%			
All other development				97.00	97.00	0.00%			
<b>Change of Use</b> of a building to use as one or more separate dwelling houses, or other cases									
Number of dwellings not more than 50				385.00	385.00	0.00%			
Number of dwellings More than 50				19,049.00	19,049.00	0.00%			
<b>Other Changes of Use</b> of a building or land				385.00	385.00	0.00%			
<b>Advertising</b>									
Relating to the business on the premises				110.00	110.00	0.00%			
Advance signs which are not situated on or visible from the site, directing the public to a business				110.00	110.00	0.00%			
Other advertisements				385.00	385.00	0.00%			
<b>Application for a New Planning Permission to replace an Extant Planning Permission</b>									
Applications in respect of major developments				575.00	575.00	0.00%			
Applications in respect of householder developments				57.00	57.00	0.00%			
Applications in respect of other developments				195.00	195.00	0.00%			
<b>Application for a Non-material Amendment Following a Grant of Planning Permission</b>									
Applications in respect of householder developments				28.00	28.00	0.00%			
Applications in respect of other developments				195.00	195.00	0.00%			
<b>Development Control Total</b>		<b>1,299,255</b>	<b>1,105,970</b>				<b>20,000</b>	<b>1,125,970</b>	

## STRATEGIC PLANNING SUSTAINABILITY TRANSPORT COMMITTEE

## PROPOSED FEES AND CHARGES FOR 2016/17

Fees and Charges April 2015 - March 2016	* Includes VAT	2014-2015 Actuals	2015-2016 Current Estimate	Current Charges 2015-2016	Proposed Charges 2016-2017	% Change	2016-2017 + / - Income	2016 -2017 Estimate	Comments
<b>Conservation</b>									
<u>Written Advice/Research</u>		0	11,370	38.00	42.00	10.53%		11,370	
<u>High Hedges</u>		470	2,500	368.00	368.00	0.00%		2,500	
<u>Heritage Advice</u>		3,162	5,000					5,000	
Site Visit/Meeting				126.00	139.00	10.32%			
<u>Landscape Advice</u>		1,183	2,600					2,600	
TPO/CA householder site visit/meeting (less than 5 trees)				38.00	42.00	10.53%			
TPO/CA householder site visit/meeting (more than 5 trees)				76.00	84.00	10.53%			
Other site visit/meeting				126.00	139.00	10.32%			
<b>Conservation Total</b>		<b>4,815</b>	<b>21,470</b>				<b>0</b>	<b>21,470</b>	

## STRATEGIC PLANNING SUSTAINABILITY TRANSPORT COMMITTEE

## PROPOSED FEES AND CHARGES FOR 2016/17

Fees and Charges April 2015 - March 2016	* Includes VAT	2014-2015 Actuals	2015-2016 Current Estimate	Current Charges 2015-2016	Proposed Charges 2016-2017	% Change	2016-2017 + / - Income	2016 -2017 Estimate	Comments
<b>Development Control-Land Charges</b>									
		234,761	253,750				0	253,750	
Search and Enquiries (LLC1 and CON29) - Paper Search				95.00	95.00	0.00%			
Search and Enquiries (LLC1 and CON29) - Electronic Searches - NLIS				95.00	95.00	0.00%			
Search only (LLC1 only) - Paper Search				35.00	35.00	0.00%			
Search only (LLC1 only) - Electronic Search				35.00	35.00	0.00%			
CON 29 Optional Enquiries (printed) each				15.00	15.00	0.00%			
CON 29 Additional Enquiries each				20.00	20.00	0.00%			
Additional Parcel of Land				10.00	10.00	0.00%			
Personal Search Register only				0.00	0.00	0.00%			
<b>Refined Information</b>									
<b>Question</b>									
1.1 (a) - (e)				0.00	0.00	0.00%			
1.1 (f) - (h)				4.06	4.06	0.00%			
1.2				0.00	0.00	0.00%			
2 (a)				0.00	0.00	0.00%			
2 (b) - (d)				3.83	3.83	0.00%			
3.1				3.48	3.48	0.00%			
3.2				3.83	3.83	0.00%			
3.3 (a)									SOUTHERN WATER
3.3 (b)									SOUTHERN WATER
3.4 (a), (e), (f)				0.00	0.00	0.00%			
3.4 (b) - (d)				3.83	3.83	0.00%			
3.5				3.83	3.83	0.00%			
3.6 (a) - (l)				3.83	3.83	0.00%			
3.7				11.42	11.42	0.00%			
3.8				4.06	4.06	0.00%			
3.9 (a) - (n)				3.48	3.48	0.00%			
3.10 (a)				0.00	0.00	0.00%			
3.10 (b)				3.48	3.48	0.00%			
3.11				3.83	3.83	0.00%			
3.12 (a)				0.00	0.00	0.00%			
3.12 (b) (i)				3.52	3.52	0.00%			
3.12 (b) (ii)				0.00	0.00	0.00%			
3.12 ©				3.52	3.52	0.00%			
3.13				HPA	HPA				

STRATEGIC PLANNING SUSTAINABILITY TRANSPORT COMMITTEE

PROPOSED FEES AND CHARGES FOR 2016/17

Fees and Charges April 2015 - March 2016	* Includes VAT	2014-2015 Actuals	2015-2016 Current Estimate	Current Charges 2015-2016	Proposed Charges 2016-2017	% Change	2016-2017 + / - Income	2016 -2017 Estimate	Comments
<b>Unrefined Information</b>									
<b>Question</b>									
1.1 (a) - (e)				0.00	0.00	0.00%			
1.1 (f) - (h)				3.25	3.25	0.00%			
1.2				0.00	0.00	0.00%			
2 (a)				KCC	KCC				
2 (b) - (d)				KCC	KCC				
3.1				3.09	3.09	0.00%			
3.2				KCC	KCC				
3.3 (a)				SOUTHERN WATERS	SOUTHERN WATER				
3.3 (b)				SOUTHERN WATERS	SOUTHERN WATER				
3.4 (a), (e), (f)				KCC	KCC				
3.4 (b) - (d)				KCC	KCC				
3.5				KCC	KCC				
3.6 (a) - (l)				KCC	KCC				
3.7				5.64	5.64	0.00%			
3.8				3.26	3.26	0.00%			
3.9 (a) - (n)				3.09	3.09	0.00%			
3.10 (a)				0.00	0.00	0.00%			
3.10 (b)				3.09	3.09	0.00%			
3.11				2.88	2.88	0.00%			
3.12 (a)				0.00	0.00	0.00%			
3.12 (b) (i)				3.10	3.10	0.00%			
3.12 (b) (ii)				0.00	0.00	0.00%			
3.12 ©				3.10	3.10	0.00%			
Land Charges Total		234,761	253,750				0	253,750	



## STRATEGIC PLANNING SUSTAINABILITY TRANSPORT COMMITTEE

## PROPOSED FEES AND CHARGES FOR 2016/17

Fees and Charges April 2015 - March 2016	* Includes VAT	2014-2015 Actuals	2015-2016 Current Estimate	Current Charges 2015-2016	Proposed Charges 2016-2017	% Change	2016-2017 + / - Income	2016 -2017 Estimate	Comments
<b>Parking Services</b>									
Business Permits	*	7,447	12,710	100.00	100.00	0.00%		12,710	
Residents Permits		92,445	85,440	25.00	25.00	0.00%		85,440	Maximum of two residents permits, third (Visitors Permit) is £50
Visitors Permits		105,575	83,240	25.00	25.00	0.00%		83,240	Maximum of one per property
3rd Permit [resident / visitor parking]				50.00	50.00	0.00%			Applied to 3rd permit where applicable
Replacement Permits	*	1,801	780	10.00	10.00	0.00%		780	(For lost Permits)
Carers Permits - Organisation	*	2,125	1,290	20.00	20.00	0.00%		1,290	
Carers Permits - Individuals				0.00	0.00	0.00%			Currently not charged
School Permit	*	476		10.00	10.00	0.00%			Bulk issue only
<b>Dispensations and Waivers</b>		6,024	2,560					2,560	
Waivers/Work permits [max 1 day]	*			11.00	11.00	0.00%			
Waivers/ Work Permits [max 1 week]	*			33.00	33.00	0.00%			
Waivers/ Work Permits [max 3 months]	*			55.00	55.00	0.00%			
Dispensations [max 1 day]	*			11.00	11.00	0.00%			
Dispensations [max 1 week]	*			33.00	33.00	0.00%			
Dispensations [max 3 months]	*			55.00	55.00	0.00%			
Cones/ Suspension administration Fee	*			70.00	70.00	0.00%			(Plus any bay charges for Pay & Display)
PCN Low - Statutory		825,131	840,660	50.00	50.00	0.00%		840,660	Discounted by 50% if paid within 14 days.
PCN High - Statutory				70.00	70.00	0.00%			Discounted by 50% if paid within 14 days.
<b>Season Tickets</b>		74,211	63,670					63,670	
3 Month 5 days Mon - Fri	*			237.00	237.00	0.00%			
3 Month 6 days Mon - Sat	*			289.00	289.00	0.00%			
6 Month 5 days Mon - Fri	*			418.00	418.00	0.00%			
6 Month 6 days Mon - Sat	*			515.00	515.00	0.00%			
12 Month 5 days Mon - Fri	*			732.00	732.00	0.00%			
12 Month 6 days Mon - Sat	*			886.00	886.00	0.00%			
<b>PAY AND DISPLAY</b>									
<b>On Street</b>		216,590	213,180				0	213,180	
30 mins				0.60	0.60	0.00%			
1 hr				1.10	1.10	0.00%			
1.5 hr				1.70	1.70	0.00%			
2 hr				2.20	2.20	0.00%			
3 hr				3.30	3.30	0.00%			
4 hr				4.40	4.40	0.00%			
<b>Off street</b>		1,551,371	1,470,040				80,000	1,550,040	
<b>Short Stay</b>									
<b>Medway St</b>									
1 hr	*			0.90	1.10	22.22%			
3 hr	*			2.00	2.20	10.00%			
4 hr	*			3.00	3.50	16.67%			
<b>Brewer Street [E]</b>									
30 mins	*			0.50	0.50	0.00%			
1 hr	*			0.90	0.90	0.00%			
3 hr	*			2.00	2.00	0.00%			
4 hr	*			3.00	3.00	0.00%			
<b>King Street</b>									
1 hr	*			0.90	1.10	22.22%			
3 hr	*			2.00	2.20	10.00%			
4 hr	*			3.00	3.50	16.67%			
<b>Wheeler Street</b>									
30 mins	*			0.50	0.50	0.00%			
1 hr	*			0.90	0.90	0.00%			
3 hr	*			2.00	2.00	0.00%			
4 hr	*			3.00	3.00	0.00%			
<b>Palace Avenue</b>									

## STRATEGIC PLANNING SUSTAINABILITY TRANSPORT COMMITTEE

## PROPOSED FEES AND CHARGES FOR 2016/17

Fees and Charges April 2015 - March 2016	* Includes VAT	2014-2015 Actuals	2015-2016 Current Estimate	Current Charges 2015-2016	Proposed Charges 2016-2017	% Change	2016-2017 + / - Income	2016 -2017 Estimate	Comments
3 hr	*			2.00	2.20	10.00%			
4 hr	*			3.00	3.50	16.67%			
<b><u>Mote Road</u></b>									
1 hr	*			0.90	0.90	0.00%			
3 hr	*			2.00	2.00	0.00%			
4 hr	*			3.00	3.00	0.00%			
<b><u>Mill Street</u></b>									
1 hr	*			0.90	0.90	0.00%			
3 hr	*			2.00	2.00	0.00%			
4 hr	*			3.00	3.00	0.00%			
<b><u>Long Stay</u></b>									
<b><u>Barker Road</u></b>									
1 hr	*			0.90	0.90	0.00%			
3 hr	*			2.00	2.00	0.00%			
4 hr	*			3.00	3.00	0.00%			
5 hr	*			4.50	4.50	0.00%			
Over 5 hours				6.00	6.00	0.00%			
<b><u>Brooks Place</u></b>									
1 hr	*			0.90	0.90	0.00%			
3 hr	*			2.00	2.00	0.00%			
4 hr	*			3.00	3.00	0.00%			
5 hr	*			4.50	4.50	0.00%			
Over 5 hours				6.00	6.00	0.00%			
<b><u>Runswick Street</u></b>									
1 hr	*			0.90	0.90	0.00%			
3 hr	*			2.00	2.00	0.00%			
4 hr	*			3.00	3.00	0.00%			
5 hr	*			4.50	4.50	0.00%			
Over 5 hours				6.00	6.00	0.00%			
<b><u>College Road</u></b>									
1 hr	*			0.90	0.90	0.00%			
3 hr	*			2.00	2.00	0.00%			
4 hr	*			3.00	3.00	0.00%			
5 hr	*			4.50	4.50	0.00%			
Over 5 hours				6.00	6.00	0.00%			
<b><u>Lucerne Street</u></b>									
1 hr	*			0.90	0.90	0.00%			
3 hr	*			2.00	2.00	0.00%			
4 hr	*			3.00	3.00	0.00%			
5 hr	*			4.50	4.50	0.00%			
Over 5 hours				6.00	6.00	0.00%			
<b><u>Sittingbourne Road</u></b>									
1 hr	*			0.90	0.90	0.00%			
3 hr	*			2.00	2.00	0.00%			
4 hr	*			3.00	3.00	0.00%			
5 hr	*			4.50	4.50	0.00%			
Over 5 hours				6.00	6.00	0.00%			
<b><u>Union Street [E]</u></b>									
1 hr	*			0.90	0.90	0.00%			
3 hr	*			2.00	2.00	0.00%			
4 hr	*			3.00	3.00	0.00%			
5 hr	*			4.50	4.50	0.00%			
Over 5 hours				6.00	6.00	0.00%			
<b><u>Union Street [W]</u></b>									
1 hr	*			0.90	0.90	0.00%			
3 hr	*			2.00	2.00	0.00%			
4 hr	*			3.00	3.00	0.00%			
5 hr	*			4.50	4.50	0.00%			
Over 5 hours				6.00	6.00	0.00%			

STRATEGIC PLANNING SUSTAINABILITY TRANSPORT COMMITTEE

PROPOSED FEES AND CHARGES FOR 2016/17

Fess and Charges April 2015 - March 2016	* Includes VAT	2014-2015 Actuals	2015-2016 Current Estimate	Current Charges 2015-2016	Proposed Charges 2016-2017	% Change	2016-2017 + / - Income	2016 -2017 Estimate	Comments
<u>Well Road</u>									
1 hr	*			0.90	0.90	0.00%			
3 hr	*			2.00	2.00	0.00%			
4 hr	*			3.00	3.00	0.00%			
5 hr	*			4.50	4.50	0.00%			
Over 5 hours				6.00	6.00	0.00%			
<u>Lockmeadow</u>									
1 Hour -	*			0.90	0.90	0.00%			
3 hr	*			2.00	2.00	0.00%			
4 hr	*			3.00	3.00	0.00%			
Up to 5 hours	*			4.50	4.50	0.00%			
Over 5 hours	*			6.00	6.00	0.00%			
Parking Services Total		<u>2,883,196</u>	<u>2,773,570</u>				<u>80,000</u>	<u>2,853,570</u>	

STRATEGIC PLANNING SUSTAINABILITY TRANSPORT COMMITTEE

PROPOSED FEES AND CHARGES FOR 2016/17

Fess and Charges April 2015 - March 2016	* Includes VAT	2014-2015 Actuals	2015-2016 Current Estimate	Current Charges 2015-2016	Proposed Charges 2016-2017	% Change	2016-2017 + / - Income	2016 -2017 Estimate	Comments
<b>Park and Ride</b>									
<u>On Bus Charges</u>		363,580	389,280					389,280	Budget does not Include Concessionary Travel income or reduction for the closure of Sittingbourne Rd site
Peak Day Return (up to 9am inclusive, Mondays to Fridays)				2.60	2.60	0.00%			
Off-Peak Day Return				1.60	1.60	0.00%			
10 Single Trip Ticket -10 singles				10.30	10.30	0.00%			
<u>Season tickets</u>									
Twelve-Week Season Ticket		22,112	22,070	103.00	103.00	0.00%		22,070	
Annual Season Ticket				412.00	412.00	0.00%			
<b>Park and Ride Total</b>		<b>385,692</b>	<b>411,350</b>				<b>0</b>	<b>411,350</b>	



# Agenda Item 13

## **STRATEGIC PLANNING SUSTAINABILITY & TRANSPORT COMMITTEE**

**19 JANUARY 2016**

Is the final decision on the recommendations in this report to be made at this meeting?

**No**

## **MEDIUM TERM FINANCIAL STRATEGY 2016/17 ONWARDS – FINAL REVIEW**

<b>Final Decision-Maker</b>	Council
<b>Lead Head of Service</b>	Head Of Finance & Resources
<b>Lead Officer and Report Author</b>	Head Of Finance & Resources
<b>Classification</b>	Public Report
<b>Wards affected</b>	All

### **This report makes the following recommendations to this Committee:**

1. That the Committee agrees the additional savings and efficiencies set out in Appendix B to this report.
2. That the Committee agreed the budget proposed for 2016/17 as set out in Appendix C to this report and confirm the decision to Policy and Resources Committee.
3. That the Committee agree the capital programme 2016/17 to 2020/21, for this Committee, as set out in Appendix F to this report subject to the addition of any schemes agreed as part of the Committee's consideration of the Infrastructure Delivery Plan and submit the decision to Policy and Resources Committee for inclusion in the full programme.

### **This report relates to the following corporate priorities:**

The medium term financial strategy and the budget are a re-statement in financial terms of the priorities set out in the strategic plan. It reflects the Council's decisions on the allocation of resources to all objectives of the strategic plan.

<b>Timetable</b>	
<b>Meeting</b>	<b>Date</b>
Strategic Planning Sustainability & Transport Committee	13 <sup>th</sup> January 2016
Policy & Resources Committee	17 <sup>th</sup> February 2016
Council	2 <sup>nd</sup> March 2016

# MEDIUM TERM FINANCIAL STRATEGY 2016/17 ONWARDS – FINAL REVIEW

## 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the current revenue and capital budget plans of this Committee for 2016/17 incorporating the budget pressures and savings agreed by this committee in November 2015 and endorsed by Policy & Resources in December 2015.
  - 1.2 This is a final opportunity for the Committee to consider resources available to provide the services that are its responsibilities and comment to Policy and Resources Committee on any matters for their consideration before a recommendation is made to Council in March 2016.
- 

## 2. INTRODUCTION AND BACKGROUND

- 2.1 The work to date this year on the medium term financial strategy for revenue was reported to Policy and Resources Committee on 16<sup>th</sup> December 2015. At that meeting the Policy and Resources Committee confirmed the proposals put forward by this committee for growth, savings and efficiencies.
- 2.2 At the time of the meeting of the Policy and Resources Committee the provisional finance settlement had not been announced. The reported details, as endorsed by that committee, produced a balanced budget for 2016/17 based upon an earlier estimate of the revenue support grant and business rates values.
- 2.3 The provisional finance settlement was received on 17<sup>th</sup> December 2015 and provided significantly less resources than the earlier estimate. The variance between the estimated figures and the provisional settlement figures are set out in **Appendix A**.
- 2.4 The Council must agree a balanced budget at the budget settling meeting on 2<sup>nd</sup> March 2016 and it is therefore necessary for this Committee to consider additional savings and efficiencies to achieve a balanced budget. Proposed areas are set out in **Appendix B**.
- 2.5 The outcome of each service committee's consideration of the additional savings will be reported to the Policy & Resources Committee on 27<sup>th</sup> January 2016. In addition the medium term financial strategy for capital will be considered by the Policy & Resources Committee on 27<sup>th</sup> January 2016 including submissions made by this Committee arising from this report.
- 2.6 Final approval of the budget is reserved for the Council's budget setting meeting on 2<sup>nd</sup> March 2016. The Policy & Resources Committee will consider the final details and agree a set of recommendations to Council at its meeting on 17<sup>th</sup> February 2016.

- 2.7 Elsewhere on this agenda the Committee has considered the level of fees and charges it wishes to set for the services of this Committee that make a direct charge.
- 2.8 This report combines all of the information confirmed to date for this Committee's services. Contained within the appendices are the following details:

**Appendix C**, providing a summary of the revenue budget for this Committee's services. This includes all endorsed growth, savings and efficiencies; and the recommended level of fees and charges as reported on this agenda. It DOES NOT include the additional savings and efficiencies proposed in Appendix B;

**Appendix D**, providing details of growth included in Appendix A and endorsed by Policy & Resources Committee;

**Appendix E**, providing details of savings and efficiencies included in Appendix A and endorsed by Policy & Resources Committee; and

**Appendix F**, providing details of the capital programme as it reflects the actions and strategies of this Committee. Previous programmes have included resources for infrastructure related to the infrastructure delivery plan (IDP) which has been updated and was recently considered by this committee. Due to timing it was not possible for the appendix to be amended to account for the proposals in the revised IDP. It is proposed that, once the funding gap has been isolated, funding from the Council's available resources will be incorporated into schemes that are reliant on community infrastructure levy funding.

- 2.9 The Committee is requested to consider the details set out in the appendices, agree the proposals set out in Appendix B and confirm that the final details meet the previously agreed amendments to the budget.

---

### 3. AVAILABLE OPTIONS

- 3.1 **Option 1:** The Committee could chose to confirm the budget as set out in this report. This will enable the Committee's services to be funded at a level that is compatible with continued service provision while supporting the Council corporately to agree a balanced budget for 2016/17.
- 3.2 **Option 2:** The Committee could propose alternative additional savings and efficiencies. Subject to a suitable level of savings and efficiencies, this option could provide a balanced budget. However any decision made at this late stage may not allow adequate time to evaluate and action any alternative proposals in time for 1<sup>st</sup> April 2016.
- 3.3 **Option 3:** The Committee could reject the proposed savings or propose further growth. The proposal would be refer to Policy & Resources Committee on 17<sup>th</sup> February 2016. Given the financial pressure on the organisation it is unlikely that Policy & Resources Committee would be able

to accept a request of this type and may need to choose savings options without the Committee's consent.

---

#### **4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS**

- 4.1 Option 1 is the preferred option as it provides the committee with revised and reduced resources and supports the Council's medium term financial strategy in a managed and controlled way.

---

#### **5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK**

- 5.1 Both this Committee and Policy & Resources Committee have previously considered and endorsed the revenue budget.
- 5.2 This is the first formal consideration of the capital programme that includes resources proposed for the actions and strategies of this committee. It is also the first formal consideration of the additional savings and efficiencies proposed to resolve the additional pressure created by the provisional finance settlement.

---

#### **6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION**

- 6.1 The decision of the Committee will be reported to Policy & Resources Committee. This will assist Policy & Resources Committee to make a final recommendation on a balanced budget to Council.

---

#### **7. CROSS-CUTTING ISSUES AND IMPLICATIONS**

<b>Issue</b>	<b>Implications</b>	<b>Sign-off</b>
<b>Impact on Corporate Priorities</b>	The medium term financial strategy and the budget are a re-statement in financial terms of the priorities set out in the strategic plan. It reflects the Council's decisions on the allocation of resources to all objectives of the strategic plan.	Head of Finance & Resources
<b>Risk Management</b>	Matching resources to priorities in the context of the significant pressure on the Council's resources is a major strategic risk.  The significance of the effect of the provisional finance	Head of Finance & Resources



	settlement on the medium term financial strategy requires additional savings and efficiencies when the medium term financial strategy is in the final stage of development. Late developments such as these increase the risk of non-delivery. It will be necessary for the budget and specifically these proposals to be carefully monitored in 2016/17.	
<b>Financial</b>	<p>The MTFS impacts upon all activities of the Council. The future availability of resources to address specific issues is planned through this process.</p> <p>It is important that the committee is aware of the additional budget pressure placed upon the medium term financial strategy by the provisional finance settlement. The settlement is for the four years 2019/20</p>	Head of Finance & Resources
<b>Staffing</b>	The report proposes funding to ensure that the Committee has resources to fund appropriate salaries.	Head of Finance & Resources
<b>Legal</b>	The Council has a statutory obligation to set a balanced budget and development of the savings proposals assists this obligation.	Head of Finance & Resources
<b>Equality Impact Needs Assessment</b>	The objective of the MTFS is to match available resources to the priorities set out in the Strategic Plan. Delivery of those priorities should enable delivery in line with the impact assessment of the strategic plan.	Head of Finance & Resources
<b>Environmental/Sustainable Development</b>	None identified	Head of Finance & Resources
<b>Community Safety</b>	None identified	Head of Finance & Resources

<b>Human Rights Act</b>	None identified	Head of Finance & Resources
<b>Procurement</b>	None identified	Head of Finance & Resources
<b>Asset Management</b>	Resources for management and maintenance of the Committee's assets are included within the proposed budget.	Head of Finance & Resources

## 8. REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

- Appendix A: Comparison of the resources available from the estimated finance settlement and the provisional finance settlement.
- Appendix B: Additional Budget Savings and Efficiencies 2016/17 – Strategic Planning, Sustainability and Transportation Committee.
- Appendix C: Budget Summary 2016/17 – Strategic Planning, Sustainability and Transportation Committee
- Appendix D: Budget Growth 2016/17 – Strategic Planning, Sustainability and Transportation Committee
- Appendix E: Budget Savings & Efficiencies 2016/17 – Strategic Planning, Sustainability and Transportation Committee
- Appendix F: Proposed Capital Programme 2016/17 to 2020/21 – Strategic Planning, Sustainability and Transportation Committee

---

## 9. BACKGROUND PAPERS

None

## MEDIUM TERM FINANCIAL STRATEGY 2016/17 ONWARDS

## IMPACT OF PROVISIONAL FINANCE SETTLEMENT

TABLE 1: DATA FROM 16 DECEMBER 2015 REPORT TO P&amp;R

2015/16 £,000		2016/17 £,000	2017/18 £,000	2018/19 £,000	2019/20 £,000	2020/21 £,000
2,267	REVENUE SUPPORT GRANT	1,463	922	420	0	0
2,959	RETAINED BUSINESS RATES	3,018	3,078	3,140	3,203	3,267
1,176	BUSINESS RATES GROWTH & POOL INCOME	1,186	1,196	1,206	1,216	1,226
302	COLLECTION FUND ADJUSTMENT	169				
13,429	COUNCIL TAX	14,069	14,456	14,855	15,264	15,685
20,133	<b>BUDGET REQUIREMENT</b>	19,905	19,652	19,621	19,683	20,178
14,214	OTHER INCOME	14,214	14,214	14,214	14,214	14,214
<b>34,347</b>	<b>TOTAL RESOURCES AVAILABLE</b>	<b>34,119</b>	<b>33,866</b>	<b>33,835</b>	<b>33,897</b>	<b>34,392</b>

TABLE 2: DATA FROM PROVISIONAL FINANCE SETTLEMENT

2015/16 £,000		2016/17 £,000	2017/18 £,000	2018/19 £,000	2019/20 £,000	2020/21 £,000
2,267	REVENUE SUPPORT GRANT	870	0	0	0	0
2,959	RETAINED BUSINESS RATES	2,983	3,042	3,132	3,232	3,297
1,176	BUSINESS RATES GROWTH & POOL INCOME	1,186	1,196	1,206	1,216	1,226
	BUSINESS RATES ADJUSTMENT		-223	-868	-1,589	-2,909
302	COLLECTION FUND ADJUSTMENT	169				
13,429	COUNCIL TAX	14,069	14,456	14,855	15,264	15,685
20,133	<b>BUDGET REQUIREMENT</b>	19,277	18,471	18,325	18,123	17,299
14,214	OTHER INCOME	14,214	14,214	14,214	14,214	14,214
<b>34,347</b>	<b>TOTAL RESOURCES AVAILABLE</b>	<b>33,491</b>	<b>32,685</b>	<b>32,539</b>	<b>32,337</b>	<b>31,513</b>

TABLE 3: REVISED TARGET FIGURES

2015/16 £,000		2016/17 £,000	2017/18 £,000	2018/19 £,000	2019/20 £,000	2020/21 £,000
	DECEMBER P&R SAVINGS TARGET	1,753	1,198	910	572	61
	SAVINGS IDENTIFIED	1,753	459	418	49	0
	<b>BALANCE REMAINING PER P&amp;R REPORT</b>	<b>0</b>	<b>739</b>	<b>492</b>	<b>523</b>	<b>61</b>
	REVISED SAVINGS TARGET FROM PFS	2,381	1,751	1,025	836	1,380
	SAVINGS IDENTIFIED	1,753	459	418	49	0
	<b>BALANCE REMAINING PER P&amp;R REPORT</b>	<b>628</b>	<b>1,292</b>	<b>607</b>	<b>787</b>	<b>1,380</b>
	<b>INCREASED IMPACT</b>	<b>628</b>	<b>553</b>	<b>115</b>	<b>264</b>	<b>1,319</b>

**STRATEGIC PLANNING SUSTAINABILITY & TRANSPORT  
ADDITIONAL SAVINGS PROPOSALS**

<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>
<b>£,000</b>	<b>£,000</b>	<b>£,000</b>	<b>£,000</b>	<b>£,000</b>

<b>ADDITIONAL SAVINGS PROPOSALS</b>
-------------------------------------

PAY AND INFLATION ADJUSTMENT	-3				
ADDITIONAL FEES AND CHARGES	-40				
	-43	0	0	0	0



## SUMMARY REVENUE BUDGET 2016/17

## STRATEGIC PLANNING SUSTAINABILITY TRANSPORT COMMITTEE

Cost Centre	Original Estimate 2015/16 £	Revised Estimate 2015/16 £	Original Estimate 2016/17 £
Building Regulations Chargeable	-337,520	-295,160	-295,160
Building Control	-990	-990	-990
Street Naming & Numbering	-29,000	-29,000	-29,000
Development Control Advice	-73,000	-78,250	-79,000
Development Control Applications	-864,190	-1,067,780	-1,153,140
Development Control Appeals	19,410	19,410	19,410
Development Control Enforcement	67,070	67,070	67,070
Planning Policy	56,530	204,290	-7,030
Conservation	-11,670	-6,420	-11,670
Land Charges	-239,170	-231,170	-231,040
Environment Improvements	12,300	12,270	14,240
Name Plates & Notices	17,600	17,600	17,600
On Street Parking	-280,190	-285,250	-277,560
Residents Parking	-223,410	-223,980	-223,060
Pay & Display Car Parks	-1,208,010	-1,209,210	-1,202,540
Non Paying Car Parks	9,350	9,160	9,310
Off Street Parking - Enforcement	-157,010	-159,270	-179,580
Mote Park Pay & Display	0	1,200	-89,560
Mote Park - Enforcement	0	0	24,720
Park & Ride	467,820	475,430	186,450
Socially Desirable Buses	63,780	63,780	63,780
Other Transport Services	15,700	15,700	-9,300
Development Management Section	618,670	702,300	802,980
Spatial Policy Planning Section	354,770	439,350	472,290
Head of Planning and Development	92,020	94,060	99,700
Development Management Enforcement Section	135,930	167,020	139,970
Building Surveying Section	404,780	335,490	348,980
Mid Kent Planning Support Service	153,360	232,530	253,260
Heritage Landscape and Design Section	155,790	156,590	164,150
Parking Services Section	272,460	270,440	283,390
<b>Strategic Planning, Sustainability &amp; Transport</b>	<b>-506,820</b>	<b>-302,790</b>	<b>-821,330</b>

**STRATEGIC PLANNING SUSTAINABILITY & TRANSPORT  
BUDGET STRATEGY GROWTH 2016/17 ONWARDS**

**2016/17    2017/18    2018/19    2019/20    2020/21**  
**£,000       £,000       £,000       £,000       £,000**

<b>ENDORSED GROWTH PROPOSALS</b>
----------------------------------

PAY AND INFLATION INCREASES	80	82	83	83	84
SHARED PLANNING SUPPORT SERVICE	42	14			
	122	96	83	83	84

NB: Some corporate growth proposals relating to employee costs will be included if required following consideration of the proposals by the Employment Committee.

STRATEGIC PLANNING SUSTAINABILITY TRANSPORT COMMITTEE  
MEDIUM TERM FINANCIAL STRATEGY 2016/17 ONWARDS

SAVINGS PROPOSALS - MTF5 2016/17 ONWARDS

ENDORSED PROPOSALS

Committee	Head of Service	Proposal	Saving			2016/17 £	2017/18 £	2018/19 £	2019/20 £	2020/21 £
			Priority	Category	Risk					
Strategic Planning Committee	Planning and Development	Increase pre-applications fees	2	2	L	20,000	-	-	-	-
Strategic Planning Committee	Finance & Resources	Bus Shelter Income	1	2	L	25,000	-	-	-	-
Strategic Planning Committee	Parking Services	Park & Ride	2	3	M	298,000	-	-	-	-
Strategic Planning Committee	Planning Income	Increase to cover Shared Service	2	2	L	42,000	14,000	-	-	-
						<b>385,000</b>	<b>14,000</b>	<b>-</b>	<b>-</b>	<b>-</b>

<sup>1</sup> Corporate Priorities

Keeping Maidstone Borough an attractive place for all	1
Securing a successful economy for Maidstone Borough	2

<sup>2</sup> Savings Categories: 1 - Efficiency; 2 - Income; 3 - Service Reconfiguration

## MEDIUM TERM FINANCIAL STRATEGY - CAPITAL PROGRAMME 2016/17 ONWARDS

## STRATEGIC PLANNING SUSTAINABILITY TRANSPORT COMMITTEEE COMMITTED SCHEMES AND ADDITIONAL BIDS

Estimate 2015/16 £	COMMITTED SCHEME LIST	Estimate 2016/17 £	Estimate 2017/18 £	Estimate 2018/19 £	Estimate 2019/20 £	Estimate 2020/21 £
	Sustainable Transport Scheme	500,000				
22,100	King Street Multi-storey Car Park					
14,800	Improvements to the Council's Car Parks					
<b>36,900</b>	<b>TOTAL</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Estimate 2015/16 £	ADDITIONAL PROPOSALS	Estimate 2016/17 £	Estimate 2017/18 £	Estimate 2018/19 £	Estimate 2019/20 £	Estimate 2020/21 £
	Infrastructure as per IDP report (Up to £4m)					
		0	0	0	0	0