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Section of Plan	Proposed Modification	Reason for Change
Utilities: Water Supply and Sewerage	<u>Updated text</u> Marden Parish Council remains concerned that water supply and sewerage infrastructure failures are not always being rectified promptly and effectively. These include: • Leakage and low water pressure • Sewer flooding in the village centre • Wastewater pumping station capacity and failures The Parish Council does, however, welcome the ongoing improvements that are being carried out by South East Water (water supply) under its Water Resources Management Plan 2020 to 2080 and being planned by Southern Water (sewerage) under its emerging Drainage and Wastewater Management Plan for the Medway catchment. Whilst dealing with existing water supply and sewerage infrastructure problems lies outside the planning regime, developers, planners, South East Water and Southern Water are urged to take a holistic approach to avoid any further detriment to the existing sub-standard systems and, work together to improve these before, or during, the construction of new developments and associated infrastructure. Following feedback at the ‘Vision for Marden 2037’ open day held in May 2022, water supply and sewerage were confirmed as still the biggest utility infrastructure concerns; therefore, the existing Marden Neighbourhood Plan policy In1 has been retained unamended.	Thorough update required to reflect current background but no change to policy.

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Utilities: Other	<u>Additional text</u> Feedback from the 'Vision for Marden 2037' open day held in May 2022 also highlights two other main areas of concern about utility infrastructure. Electricity Supply The reliability and resilience of the electricity supply network has always been a concern in Marden (as in many surrounding communities) because of the vulnerability of overhead lines to storm damage and power outages caused by lightning strikes. Many of the network vulnerabilities also extend well beyond the Plan area, so no new Marden Neighbourhood Plan policy has been added. However, the reliability and resilience improvements that UK Power Networks has identified in its 'RIIO-ED2 Business Plan 2023-2028' are welcomed. Communications Marden businesses and residents have become ever-more reliant on high-quality communications infrastructure, especially with the ongoing move from traditional landlines to broadband, wireless and mobile technologies. The problems and solutions are nearly all general in nature, being similar across the rural parts of the borough and wider nation, so no new Marden Neighbourhood Policy has been added. However, there are local issues to be resolved, with certain parts of the parish being less well served in terms of communications infrastructure quality, so a new action has been added.	New background required to cover utilities, other than water supply and sewage

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Utilities: Other Further Actions	<u>Additional text</u> Further action required - Broadband, wireless and mobile operators to pursue opportunities to provide equal access to high-quality communications infrastructure to all parts of the parish. - Southern Water to increase capacity and reliability of all waste water pumping stations in Marden. - Southern Water to investigate main sources of surface water ingress into the sewer network and develop them/implement a plan to control overloading of the system during heavy rainfall events. - Southern Water to investigate “pinch points” in the existing sewer network and development then implement a plan to provide sufficient capacity at each location.	Required to cover non-planning policy aspects.
POLICY In2: TRANSPORT – SUSTAINABLE TRAVEL	<u>Additional Text</u> Support will be given to developments designed to maximise travel on foot and by cycle and that provide direct links to village facilities and public transport services via off-road and lightly trafficked routes, or through improvements for non-motorised users on busier existing routes. Developments should not hinder existing walking and cycling routes unless a convenient alternative route is provided. Major sites should be designed to provide through routes for pedestrians and cyclists where this would help improve non-vehicular access from adjacent housing or business premises and to facilitate links with nearby public rights of way or open space as well as the surrounding countryside. Marden Parish Council supports the protection and enhancement of the public rights of way network. In these respects, applicants should take account of Kent County Council's Rights of Way Improvement Plan (ROWIP) and Kent Cycling and Walking Infrastructure Plan (KCWIP).	Moved from Policy BE2 – Residential Amenity as better fit for subject matter, but no substantive change when Policies BE2 and In2 are viewed together. Background specifically about sustainable travel.
Transport: Sustainable Travel Further Actions	<u>Additional text</u> Further actions required - KCC and other walking and cycling infrastructure stakeholders (including MBC, Marden Parish Council and landowners) to pursue opportunities to improve the following active travel priorities: - Walking and cycling routes in the village centre away from the roads - Walking and cycling routes along roads in the village centre	Required to cover non-planning policy aspects.

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Transport: Sustainable Travel Further Actions (contd.)	3) Off-road walking and cycling route along the B2079 Maidstone Road north of the village centre 4) Off-road walking and cycling route eastwards towards Staplehurst • Cycling infrastructure stakeholders (including KCC, MBC, Marden Parish Council, businesses and amenity owner(s)) to pursue opportunities for new or improved cycle parking facilities. • Bus infrastructure stakeholders (including bus operating companies, KCC, MBC and Marden Parish Council) to pursue enhancement opportunities including additional bus services, new or replacement bus stop signage, road markings and bus shelters. • Public parking stakeholders (including KCC, MBC and Marden Parish Council) to pursue opportunities for on, and off road, electric vehicle charging points – also see Transport: Marden Station.	
Transport: Traffic Generation	<u>Additional text</u> The routes most likely to require improvements to deal with traffic generation identified at the 'Vision for Marden 2037' open day were: • Main roads through the village centre. • Lorry route northwards from Pattenden Lane to B2079. • Route eastwards towards Staplehurst Other routes may also require improvement, depending on the nature, scale and location of individual planning applications. However, since the existing Marden Neighbourhood Plan policy In3 already provides for the impacts of developments to be assessed on a case-by-case basis, it has been retained unamended. Two other priorities associated with traffic generation were also identified at the 'Vision for Marden 2037' open day, and these have been added as new actions.	Background specifically about traffic generation.

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Transport: Traffic Generation Further Actions	<u>Additional text</u> Further actions required - KCC to consider designation of country lanes within the parish as 'quiet lanes' in association with Marden Parish Council. - KCC to consider extending the area covered by weight restrictions in association with Marden Parish Council.	Requested to cover non-planning policy aspects.
Transport: Marden Station	<u>Additional text</u> In a rural area with relatively limited bus services, Marden's main line station provides an essential sustainable travel service for many residents of the parish and a much wider catchment area, serving a wide range of work, education, shopping, leisure and other purposes. Destinations within easy reach include many of the main towns in Kent, together with London and Hastings. International connections are usually available via Gatwick and other London Airports, and it is hoped that Eurostar train services will restart from Ashford International in 2026. Feedback at the 'Vision for Marden 2037' open day confirmed that step-free access to the 'down' platform (either with or without a lift) is still the biggest priority; with car parking and improvements to the station facilities also remaining important. These findings align very well with the existing Marden Neighbourhood Plan policy In4 and the existing action, so no changes are proposed.	Background specifically about Marden station.
Transport: Marden Station Further Actions	<u>Additional text</u> Station infrastructure stakeholders (including Network Rail, train operating company, Department for Transport, KCC and Marden Parish Council) to pursue enhancement opportunities including additional station parking for cars and cycles, electric vehicle charging points, and lifts (and/or step-free from Pattenden Lane) to the 'down' platform.	Required to cover non-planning policy aspects.

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Housing	<u>Updated text</u> Marden residents have always been aware of the pressures for development in the village, particularly the pressure for housing development. This isn't always popular, but most people also acknowledge that MBC has to respond to government policy when deciding how, when and where to allocate land for housing development across the borough. Indeed, a well-considered plan for sustainable development is vastly preferable to developers submitting schemes for large housing developments on a speculative basis. Marden Parish Council worked hard during the steps leading to publication of the Maidstone Local Plan (Regulation 19 draft) to ensure that the housing land allocations in the parish were the most appropriate in the circumstances. These are: • Completion of 2017 Local Plan site H1 (46) • New site LPRSA295 – 113 dwellings As such, it is not considered necessary or appropriate to supplement this with a new Marden Neighbourhood Plan policy. However, with policy support from the Local and Neighbourhood Plans, the Parish Council will continue working to ensure that these developments are well designed and maximise the benefits to Marden.	Thorough update required to reflect current background.
Housing: Affordable Housing	<u>Updated text</u> Affordable housing provides housing for sale or rent, for those whose needs are not met by the open market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). Affordable housing is defined in NPPF Annex 2: Glossary. Marden's need for affordable housing has been proven through a series of Housing Needs Surveys, the most recent of which was carried out in the summer of 2022, and this shows a need for 26 affordable homes for a range of household types. Feedback at the 'Vision for Marden 2037' open day also confirmed that there is strong support for the existing Marden Neighbourhood Plan policy In5.	Thorough update required to reflect current background but no changes to policy.

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Housing: Affordable Housing (contd.)	Experience suggests that it is unlikely that all the need for affordable housing can be met through the MBC housing land allocations, particularly considering the length of the plan period, so the existing Marden Neighbourhood Plan policy In5 has been retained unamended.	
Housing: for Older People	<u>Change of heading and updated text</u> Housing: Specialist Residential Accommodation The Marden Neighbourhood Plan recognises the need to provide well-designed comfortable homes for all, and the necessity to meet the housing needs of older and disabled people. The MBC Local Plan seeks to provide for future housing that meets the changing needs of the borough's population, including provision for an increasingly ageing population. This is supported by the NPPF. The projected growth in the over-65 population means that a greater proportion of the housing stock will need to provide accommodation suitable for a range of mobility needs. This may require less conventional internal layouts and special consideration given to the siting of such homes. Siting is also considered particularly important when developing housing for older and disabled people. The need to see the outside world passing by the window has been highlighted as a primary requirement. This is particularly relevant for sheltered housing schemes in order to provide the visual stimulus so valuable to residents with restricted mobility. Further context is given in MBC Strategic Housing Market Assessment (2021). Marden's need for specialist residential accommodation has been proven through a series of Housing Needs Surveys, the most recent of which was carried out in the summer of 2022 and this shows that ten older owner-occupier households (five single people and five couples) want to downsize / move to more suitable housing for their needs. Eight of the households with a need for affordable housing (see above) were also older people. Feedback at the 'Vision for Marden 2037' open day also confirmed that there is strong support for the existing Marden Neighbourhood Plan policy In6, but a minor change has been made to address comments that it should also cover disabled people of any age.	

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POLICY In6: HOUSING FOR OLDER PEOPLE	<u>Changes to heading and to wording</u> HOUSING FOR OLDER AND DISABLED PEOPLE Support will be given to development which provides housing suitable for older and disabled residents. This may include smaller bungalow units sited where occupants are provided with a vibrant and interesting view and within easy reach of services, amenities and natural areas where development conforms with other policies in the Plan.	To acknowledge older and disabled residents, following consultation with residents and to reflect the provision of the Equality Act 2010.
Housing for Gypsies and Travellers	<u>Updated text</u> The need to provide well-designed and appropriately-sited homes for all includes every section of our community. The Marden Neighbourhood Plan therefore recognises the need to provide well-sited accommodation for gypsies and travellers. Marden has an established Romany population and has a socially rented gypsy and traveller site at Stilebridge. The site is owned and managed by MBC. The parish also has a number of privately owned sites in Tilden Lane, Summerhill Road and Park Road. The MBC Local Plan also allocates land at Oak Lodge. The Maidstone Local Plan (Regulation 19 draft) includes one gypsy and traveller site allocation in the parish at Oak Lodge, Tilden Lane: New site LPRGT1 (6) – two permanent pitches There is a good relationship between the settled and travelling residents of Marden. A new Gypsy, Traveller and Travelling Showpeople Development Plan Document is in preparation by MBC.	Thorough update required to reflect current background but no changes to policy.