

Tunbridge Wells Borough



Tunbridge Wells Borough Council

# Infrastructure Delivery Plan

**Draft**  
**2019**



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# 1.0 Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) has been prepared by Tunbridge Wells Borough Council (the Council). The IDP sets out:
- Background and context to key infrastructure that has been delivered recently, or is in the process of being delivered;
  - An analysis of existing infrastructure provision; Any capacity issues in relation to current provision;
  - Details of the infrastructure that is required to support the existing and future needs and demands for the borough to support new development and a growing population, as envisaged through the Council's emerging Draft Local Plan;
  - An Infrastructure Delivery Schedule setting out the infrastructure required, priority, risk, delivery body, indicative cost (if known), funding position and expected funding gap (if known).
- 1.2 The IDP has been informed through discussion and consultation with relevant service providers operating in the borough, alongside reviewing existing evidence and publications (such as management plans and strategies).
- 1.3 The IDP is supported by various appendices, as follows: Appendix 1 - Infrastructure Schedule;
- Appendix 2 - Links to evidence and management plans;
  - Appendix 3 - Consultation and record of liaison with key stakeholders;
  - Appendix 4 - Existing Open Space provision.
- 1.4 The IDP provides critical evidence to support the Draft Local Plan and provides details of projects required to be delivered to support the growth proposed in the borough. It also provides detail for negotiation with developers to ensure developer contributions are delivered as part of new development.

## 2.0 Background and Policy Context

- 2.1 The Council, in its role as the Local Planning Authority, is required to plan positively to ensure that development and infrastructure needs are met. This is to ensure that new development is delivered sustainably in a planned way and that housing and employment growth is balanced alongside vital infrastructure.

### National Policy

- 2.2 The National Planning Policy Framework February 2019 (NPPF) highlights the importance of the provision of infrastructure to achieve sustainable development as the overarching objective of the planning system and plan making. Paragraph 8 sets out the following:

*"Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):*

- an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by coordinating the provision of infrastructure;*
- a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
- an environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*

- 2.3 Furthermore, paragraphs 15 and 16 refer to the importance of the planning system being genuinely plan led, and that plans should *"be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees..."*

- 2.4 Paragraph 20 refers to how "*strategic policies should set out an overall strategy for the pattern, scale, and quality of development, and make sufficient provision for:*
- *housing (including affordable housing), employment, retail, leisure and other commercial development;*
  - *infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
  - *community facilities (such as health, education and cultural infrastructure); and*
  - *conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaption."*
- 2.5 Paragraph 25 reiterates the importance of effective collaboration with relevant bodies to identify strategic matters, including with infrastructure providers, and that such joint working should help to determine where additional infrastructure is necessary to ensure a "*positively prepared and justified strategy*". In terms of the delivery of infrastructure, paragraph 34 considers that Local Plans should set out the contributions expected from development, including infrastructure such as that needed for education, health, transport, flood and water management, and green and digital infrastructure. However, it is important to note that such policies should not undermine the deliverability of the Plan.
- 2.6 Additionally, the National Planning Practice Guidance supports this position and emphasises the need to ensure that the Local Plan is capable of being delivered, including with the provision of infrastructure. It states that early discussion with infrastructure and service providers is particularly important to help understand their investment plans and critical dependencies.

## Local Policy

- 2.7 At the local level, Kent County Council (KCC), which plays a vital role in the provision of infrastructure in Kent, has produced a Growth and Infrastructure Framework (GIF) (2018 update) to provide a view of emerging development and infrastructure requirements to support growth across Kent and Medway. KCC has worked closely with the borough and district councils, including Tunbridge Wells Borough Council, as well as other strategic partners, in the preparation of this document.
- 2.8 The GIF highlights opportunities and challenges to creating sustainable communities in Kent and Medway through the identification of infrastructure needs required to support housing and employment growth. It includes infrastructure provided by KCC and other providers. The GIF draws together information and data

from a range of sources, including the individual districts and borough's Local Plans and Infrastructure Delivery Plans.

- 2.9 It should be noted that the GIF is a 'snapshot in time' and the data used was the best available at the time it was produced. In some cases, theoretical costings and assumptions have been used where exact data is not available and the GIF is subject to regular review by KCC.

## **Local Plan policy context and strategy for growth**

- 2.10 Tunbridge Wells Borough Council has prepared a Draft Local Plan, which will cover the period up to 2036. As a result of the work undertaken by the Council in preparing the Draft Local Plan, it has prepared a development strategy to meet the development needs of the borough based on a number of options that were consulted on through the Local Plan Issues and Options consultation in 2017.
- 2.11 The strategy set out within the Draft Local Plan is the Council's preferred strategy for meeting the growth required in the borough over the plan period. This is on the basis of the following considerations and approach:
- A growth strategy that is based on the premise of infrastructure-led development to ensure that essential infrastructure and connectivity is integral to all new development;
  - It fully meets the need for some 13,560 new homes in the borough over the plan period, notably through a major urban extension and the creation of a new garden village, with some loss of Green Belt land, and also further growth spread across a number of settlements, including in the High Weald AONB (having first maximised potential outside the AONB);
  - It is a strategy that prioritises opportunities for economic growth; through providing for the allocation of around 14 hectares of employment land to provide for a mix of employment opportunities for residents of the borough and elsewhere, and to ensure the growth in the economic vitality of the borough;
  - The strategy supports the growth and viability of Royal Tunbridge Wells town centre to provide enhanced employment, leisure, retail, and cultural provision, as well as new homes within the town centre and the wider urban area to support other uses and provide housing choice for existing and new residents;
  - The comprehensive expansion of the settlement of Paddock Wood (including land within Capel parish) following garden settlement principles;
  - A new garden settlement at Tudeley Village within Capel parish to deliver development within this plan period and into the next plan period, securing a long term option for the borough to deliver the needs of future generations;
  - Sustainable development of an appropriate scale at the smaller settlements to provide opportunities at the local level to meet housing needs and sustain local

services and infrastructure, as well as the support for new local facilities where required, and at all times being aware that such development is taking place on valued and (in many cases) protected landscapes.

- 2.12 Table 3: Scale and Distribution of Development, and Policy STR1: The Development Strategy of the Draft Local Plan set out the detailed strategy as above. Table 3 of the Draft Plan is set out below for ease of reference.

Parish/Settlement	Housing Allocations	Retails and other town centre uses (A1/A2/A3/A4/B1/D1/D2)	Employment (B1/B2/B8)	Infrastructure (significant infrastructure listed and all infrastructure to be set out within the IDP)
<b>Main Urban Area</b>				
Royal Tunbridge Wells	1,222-1,320 (average 1,271)	Mix of town centre uses to include new theatre, Council Offices, Cultural and Learning hub, cinema, up to 30,000sqm of A1 retail (comparison) and up to 7,500sqm retail (convenience)* as well as additional B1 office provision through mixed use place shaping policies	Safeguarding and intensification of existing Key Employment Area at Longfield Road to provide up to 90,000 sqm additional B1/B2/B8 floorspace	Range of infrastructure measures, including: <ul style="list-style-type: none"> <li>- one new secondary school, and expansion of others;</li> <li>- expansion of two existing primary schools</li> <li>- expanded health provision/new medical centre</li> <li>- package of transport measures, including enhanced public and active travel, and junction improvements</li> <li>- new sports hub at Hawkenbury and improved sport and recreation facilities across the urban area.</li> <li>- Other infrastructure set out within the IDP</li> </ul>
Southborough	135-205 (average 170)	Limited increase through mixed use place shaping policies	Safeguarding and intensification of existing Key Employment Area	Set out within the IDP
<b>Paddock Wood</b>	4,000	To be determined as part of masterplanning to include convenience and comparison retail provision, as well as range of town centre leisure uses	To be determined as part of masterplanning  Safeguarding and intensification/expansion of existing Key Employment Areas to provide additional B1/B2/B8 floorspace to be determined through masterplanning	Range of infrastructure measures, including: <ul style="list-style-type: none"> <li>- provision of offline A228 (Colts Hill by-pass) and associated junction improvements</li> <li>- other highways and junction improvements</li> <li>- contribution to link to Tudeley Village</li> <li>- flood mitigation measures, including new flood storage area and on-site measures</li> <li>- expansion of secondary school</li> <li>- new primary schools</li> </ul>

Parish/Settlement		Housing Allocations	Retails and other town centre uses (A1/A2/A3/A4/B1/D1/D2)	Employment (B1/B2/B8)	Infrastructure (significant infrastructure listed and all infrastructure to be set out within the IDP)
					<ul style="list-style-type: none"> <li>- new sports hub and improved sports and recreation provision across the area, including a public swimming pool</li> <li>- new medical centre</li> <li>- other infrastructure set out within the IDP</li> </ul>
Capel	Land at and around the settlement of Paddock Wood				
	Tudeley Village	2,500-2,800 (average 2,650, 1,900 included within plan period)	To be determined as part of masterplanning	To be determined as part of masterplanning	<ul style="list-style-type: none"> <li>- new secondary school</li> <li>- active travel connections</li> <li>- junction and highways improvements</li> <li>- contributions to offline A228;</li> <li>- contributions to highway link to expanded Capel/Paddock Wood or off-line A228</li> <li>- other infrastructure set out within the IDP</li> </ul>
	Remainder of Capel Parish	0	0	0	- flood mitigation for Five Oak Green
<b>Cranbrook and Sissinghurst</b>					
	Cranbrook	718-803 (average 761)	Limited increase through mixed use place shaping policies	Limited increase through mixed use place shaping policies	<ul style="list-style-type: none"> <li>- new medical centre</li> <li>- new community centre</li> <li>- expansion of primary school</li> <li>- expansion of secondary schools</li> <li>- other infrastructure set out within the IDP</li> </ul>
	Sissinghurst	100-115 (average 108)	0	0	Set out within the IDP

Parish/Settlement		Housing Allocations	Retails and other town centre uses (A1/A2/A3/A4/B1/D1/D2)	Employment (B1/B2/B8)	Infrastructure (significant infrastructure listed and all infrastructure to be set out within the IDP)
<b>Hawkhurst</b>					
	Hawkhurst	643-693 (average 668)	0	Limited increase through mixed use place shaping policies	<ul style="list-style-type: none"> <li>- new medical centre</li> <li>- new community centre</li> <li>- expansion of primary school</li> <li>- a new relief road to relieve the crossroads at the centre of Hawkhurst</li> <li>- other infrastructure set out within the IDP</li> </ul>
	Gill's Green	38	0	Safeguarding and intensification/ expansion of existing Key Employment Areas to provide up to 1,000sqm additional B1/B2/B8 floorspace	Set out within the IDP
<b>Benenden</b>					
	Benenden	53-57 (average 55)	0	0	Set out within the IDP
	East End	66-72 (average 69)			Set out within the IDP
	Iden Green	0			Set out within the IDP
<b>Bidborough</b>		0	0	0	Set out within the IDP
<b>Brenchley and Matfield</b>					
	Brenchley	0	0	0	Set out within the IDP

Parish/Settlement		Housing Allocations	Retails and other town centre uses (A1/A2/A3/A4/B1/D1/D2)	Employment (B1/B2/B8)	Infrastructure (significant infrastructure listed and all infrastructure to be set out within the IDP)
	Matfield	91-150 (average 121)	0	0	Set out within the IDP
<b>Frittenden</b>		25-30 (average 28)	0	0	Set out within the IDP
<b>Goudhurst</b>		21-26 (average 24)	0	0	Set out within the IDP
<b>Horsmonden</b>		225-305 (average 265)	0	0	<ul style="list-style-type: none"> <li>- expansion of primary school</li> <li>- new medical centre</li> </ul>
<b>Lamberhurst</b>		50-60 (average 55)	0	0	Set out within the IDP
<b>Pembury</b>		294-304 (average 299)	0	Limited increase through mixed use place shaping policies	<ul style="list-style-type: none"> <li>- health hub</li> <li>- contributions to improvements to A264, A228 and/or A21 and/or relevant junctions</li> </ul>
<b>Rusthall</b>		15	0	0	Set out within the IDP
<b>Sandhurst</b>		20-27 (average 24)	0	0	Set out within the IDP
<b>Speldhurst</b>		15-20 (average 18)	0	0	Set out within the IDP

\* A1 retail floorspace to be reviewed through the five-year review of the Plan, and floorspace figures to be used as broad indications of need over the plan period.

# What is infrastructure?

- 2.13 The term 'infrastructure' covers a wide range of services and facilities provided by both public and private organisations. The definition of infrastructure is outlined in section 216(2) of the Planning Act 2008 (as amended) and identifies infrastructure categories as roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, open space, and affordable housing (affordable housing is not covered by this IDP).
- 2.14 Further to this, infrastructure is often described as either physical infrastructure - utilities, transport, including pedestrian facilities, flood defences, and waste; community infrastructure schools and educational facilities, health and social wellbeing, emergency services, social and community (including libraries, community halls, leisure and recreational facilities; and green infrastructure - open space, public rights of way, allotments, etc.
- 2.15 Infrastructure for the purpose of this IDP includes the following.

Table 1: Types of infrastructure

Infrastructure Type	Detail
Transport	Highways (local and strategic road network) Public transport (the rail network and buses) Cycling and walking
Education	Primary Secondary Further and higher education Community learning and skills
Health	General practitioner services (GPs) Other health services: hospitals/social care
Water	Water supply Waste water Flood risk mitigation and surface water management
Utilities and Digital Infrastructure	Energy supply – gas Energy supply - electricity Digital communications - broadband and mobile phones
Community, public and social services	Libraries Community centres Emergency services
Sport and recreation	Sports facilities Indoor facilities

Infrastructure Type	Detail
	Outdoor facilities Built facilities
Green infrastructure	Parks, open spaces Allotments, gardens, street trees Streams, rivers, ponds ditches Green corridors
Waste and recycling	Local waste collection: recycling and disposal Minerals and waste
Public realm, art and culture	Public art Public realm Cultural provision

2.16 Essentially, the purpose of the IDP is to set out the following:

- **What infrastructure is required and how it will be provided;**
- **Who is to provide the infrastructure;**
- **How the infrastructure will be funded;**
- **When the infrastructure will be provided.**

2.17 Discussions and consultations have taken place with a variety of infrastructure providers; between Tunbridge Wells Borough Council, Kent County Council, and external organisations, in order to ensure a comprehensive understanding of what is required. This process has enabled these infrastructure providers to think more strategically in terms of future provision and the challenges brought about by significant growth in the borough over the plan period. This IDP brings all of these agencies' plans together in one document and encourages inter-relationships between parties and provides an opportunity to share information and possibly infrastructure.

## Prioritisation of infrastructure

- 2.18 After collating all the information gathered from the relevant providers, the known projects are shown in the Infrastructure Delivery Schedule (IDS) that supports the IDP (see Appendix 1). Alongside the identification of infrastructure projects, it is also best practice to identify timescales and establish the importance of each infrastructure item to the delivery of the Local Plan strategy.
- 2.19 For instance, there are some items that must be delivered in advance of development taking place or being occupied. Other infrastructure items are essential to the strategy, and these projects are then prioritised to give an indication

of whether they are critical, essential, or desirable. These terms, for the purpose of the IDS, are as follows:

- **Critical infrastructure:** infrastructure that must happen to enable physical development to take place. Critical infrastructure items may be required in order to 'unlock' development sites and are critical to enable the delivery of growth in Tunbridge Wells borough. Failure to provide these pieces of infrastructure could result in significant delays in the delivery of development.
- **Essential infrastructure:** infrastructure that is required if development is to be achieved in a timely and sustainable manner. Although infrastructure in this category is unlikely to prevent physical development in the short term, failure to invest in it could result in delays in development in the medium or long term. This type of infrastructure needs to be provided in a coordinated manner alongside development to ensure that the impacts of development are mitigated, and to avoid unacceptable overuse of existing facilities, or leaving new developments without necessary facilities.
- **Desirable infrastructure:** infrastructure that is required to deliver the overall spatial strategy objectives but is unlikely to prevent development in the short or medium term. Although infrastructure identified within this category may have a lower level of priority than critical or essential infrastructure, its importance to the delivery of sustainable development and the Local Plan strategy should not be underestimated.

## Identified risks

2.20 The IDP also identifies, in broad terms, the risk to delivery for each infrastructure item. This information focuses on the risk that the infrastructure will not be delivered, not the wider risk to the Local Plan if infrastructure doesn't take place. Broad definitions of each category are outlined below:

- **High:** fundamental constraints attached to the delivery of the scheme, e.g. no clear funding stream, no site identified, land/site assembly issues;
- **Moderate:** some constraints or uncertainty attached to the delivery of the scheme;
- **Low:** strong certainty of delivery, e.g. costs identified, funding in place, political and community support.

2.21 As with many of the projects identified within the IDP, the level of risk identified is clearly subject to change throughout the Local Plan period and will need to be kept under review. In identifying the indicative level of risk in the IDP, however, the document provides an additional layer of information to inform future decision making on infrastructure delivery, and will, alongside the timescale and importance

to strategy information, indicate where resources may need to be prioritised or where further work is required.

## Timing

2.22 The timing of delivery of infrastructure schemes is dependent upon a number of key factors, including when development comes forward, the point at which an infrastructure project is actually required, and the timing of funding being made available. Given this complexity, the IDP breaks down the timescale for delivery into three tranches:

- Short term - five years and less;
- Medium term - five to 10 years;
- Long term - 10 plus years.

2.23 In some instances, the timing of delivery may straddle two of these periods, while, for other items, the timing of infrastructure delivery could be more variable and may take place periodically throughout the life of the Local Plan. The IDP therefore indicates broadly when schemes are likely to be delivered. However, this will be kept under regular review and will inevitably change over the course of the Local Plan period.

## Costs

2.24 This IDP has been written during a time of significant change, with the government reforming many of the public services that are responsible for providing and planning infrastructure. This is likely to have an impact on provision, delivery, funding, and how the relevant organisations are able to respond in relation to future growth. In addition, it is often difficult to be certain about infrastructure requirements so far into the future, as the detail of many development schemes is currently not known.

2.25 The detailed costs for infrastructure will be fully considered at the planning application stage; therefore, figures contained within the schedule of this IDP are generally to be considered as being indicative and recognised as subject to change. This IDP, therefore, is intended to be a document that is regularly updated given the uncertainty and fluid nature of planning for

2.26 infrastructure. Where funding sources are known to be secured, this has been indicated. Other possible funding sources are identified, but at this stage these are only possible sources and no funding has been secured from them. The funding gap therefore identifies the extent of funding required that has not been secured and made available at this point in time.

## Potential funding sources

2.27 Provision of infrastructure can be funded in a variety of ways, as set out below.

### Funding from development

2.28 New development is generally expected to meet the needs for infrastructure that are generated from the development itself. This can be in the form of connections to utility services or the building of new roads, junctions, schools, and open space areas. Provision can be delivered directly by the developer or by way of financial contributions to a service provider/third party.

2.29 The Council will use a combination of Section 106 and Section 278 agreements, alongside Community Infrastructure Levy if the Council decides to pursue this option. Whatever the process is, developers will continue to be expected to provide funding for new infrastructure that is required to meet the needs of the development.

### Infrastructure providers and statutory agencies

2.30 Infrastructure providers and the statutory agencies are responsible for meeting their statutory obligations and responding to growth through their own funding sources, planning for infrastructure provision through investment plans, which take into account the Council's plans for development.

2.31 Other potential sources of funding could come forward through a number of the following funding schemes/grants:

- South East Local Enterprise Partnership
- Growth deal through the Single Local Growth Fund
- Housing infrastructure fund
- Skills Capital Fund
- The District Deal
- Local Growth Fund (South East Local Enterprise Partnership)
- Major Road Networks Programme (Department for Transport)
- Department for Transport funding
- Quality Bus Partnerships/bus operator investment
- Air Quality Grant/Clean Air Fund
- Local Transport Plan 4 funding
- Network rail/Rail franchises
- Environment Agency Grants

- Heritage Lottery/Sports Council grants
- Private investment

## Status of the IDP

- 2.32 The IDP is a supporting document for the second Regulation 18 consultation version of the Draft Local Plan, which follows on from the previous consultation on the Issues and Options in summer 2017. The IDP covers the plan period up to 2036, although its content will be monitored annually and periodically reviewed as part of the five-year review of the Local Plan. It is important to reiterate at this stage that much of the information presented in the Draft IDP and the Infrastructure Delivery Schedule is indicative at this stage and subject to change. As the work progresses on the Local Plan preparation, further discussions will take place with the various infrastructure providers to firm up the requirements, timescales, associated costs, etc. and will be updated in a revised IDP to support the Pre-submission version of the Local Plan.
- 2.33 The final IDP will also form an important part of the evidence base for a Community Infrastructure Levy (CIL) charging schedule, should the Council wish to pursue the implementation of CIL in the future - a decision will be made on this by the Council by the end of 2019.

## 3.0 Overview of Infrastructure

3.1 The following section provides an overview of each infrastructure type. For ease of reference the types of infrastructure in this IDP are grouped by theme as set out below.

- Transport
- Education
- Health
- Water
- Utilities
- Community, public and social services
- Sport and Recreation
- Green Infrastructure
- Waste and Recycling
- Public realm, art and culture

3.2 Where relevant, the following information is provided:

- Lead agency;
- Related strategies and evidence;
- Summary of consultation with lead agencies; Overview of existing provision;
- Current planned provision;
- Additional future requirements needed to deliver growth proposed in the Draft Local Plan; Funding sources;
- Summary of infrastructure provision.

# Theme 1: Transport

- 3.3 Transport and movement within, and into, the borough is a critical issue for the delivery of the strategic objectives as well as the individual site allocations in the Draft Local Plan. The generic term 'Transport' encompasses private and commercial vehicular movements on the strategic and local road network, buses, trains, walking, and cycling. This theme is further broken down into sub-categories to reflect the above types of transport.

## Highways

### Lead Agencies

- Highways England (Strategic Road Network)
- Kent County Council Highways and Transport (Local Road Network)
- Kent County Council Public Rights of Way and Access Service
- Tunbridge Wells Borough Council (Local Road Network)

### Related Strategies and Evidence

- Kent County Council: Local Transport Plan 4 Delivering Growth Without Gridlock 2016-2031
- Kent County Council: Active Travel Strategy 2017
- Kent County Council Rights of Way Improvement Plan 2018-2028
- Tunbridge Wells Borough: Transport Strategy 2015
- Tunbridge Wells Borough: Cycling Strategy 2016
- Tunbridge Wells Borough: Air Quality Action Plan 2019
- Tunbridge Wells Borough: Economic Development Strategy 2018
- West Kent Partnership: West Kent Priorities for Economic Growth 2019
- Tunbridge Wells Borough: Emerging Local Cycling & Walking Infrastructure Plan 2019

### Summary of consultation with lead agencies

- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016
- Consultation at the Regulation 18 Issues and Options

- Consultation from May to June 2017 Stakeholder consultation with infrastructure providers in July/August 2018
  - Stakeholder consultation with infrastructure providers in March/April 2019
  - Stakeholder consultation with infrastructure providers in June 2019
- 3.4 Highways England (HE) responded to the Tunbridge Wells Local Plan Issues and Options Consultation Statement in 2017. HE, Tunbridge Wells Borough Council and Kent County Council (KCC) officers met in November 2018 to discuss requirements for the Transport Assessment work. A meeting was held with Highways England in June 2019 where it was agreed that they would assess the impact on the Highways England Network (A21). Currently, there are no further planned improvements for the A21 within the borough.
- 3.5 KCC Highways officers have been involved in the Local Plan Review since the start of the process, as part of the Officers Working Group and have been working with the Council in identifying a practical, deliverable transport strategy. KCC has provided advice on over 300 sites put forward for potential development during the Call for Sites process, and has made comment on the opportunities and constraints of different growth patterns and specific locations throughout the borough. Most recently, KCC Highways has been assisting the Council in commissioning a transport consultant to undertake the Local Plan Transport Assessment and working with the consultants on the existing and future growth scenarios and the identification of mitigation measures.
- 3.6 East Sussex County Council (ESCC) responded to the IDP consultation in 2019 and has stated that it will be considering a potential Major Roads Network study/bid for the A26 in East Sussex. ESCC will take account of the proposed development within Tunbridge Wells borough, as well as in Wealden district in this work.

### **Overview of existing provision**

- 3.7 The A21 London to Hastings road is the only strategic (trunk) road in the borough, and is therefore the only road under the responsibility of HE. The dualling of the Tonbridge-Pembury section of the A21 has provided some relief for other parts of the local road network, but has created a new bottleneck at the Kippings Cross roundabout. HE has acknowledged the peak hour congestion issues at the A21/B2160 junction at Kippings Cross and also at Flimwell, which impacts back into the borough beyond the junction with the B2079.
- 3.8 The A26 London Road is a key north/south strategic route through Tunbridge Wells and Southborough. It links the M20 to the west of the borough, passing through Tonbridge, Southborough, Royal Tunbridge Wells, and Crowborough, continuing towards Lewes. The A26 between Southborough and Royal Tunbridge Wells is a designated Air Quality Management Area (AQMA), and is very congested at peak periods, particularly in the morning. Connecting with the A26, the A267 Frant Road links the borough with Eastbourne via the A22.

- 3.9 The A264 Pembury Road runs through Royal Tunbridge Wells from Pembury to Ashurst, and on to East Grinstead and Crawley in West Sussex. This route provides an important link to Gatwick Airport from the west of the borough and to Tunbridge Wells Hospital to the east of the urban area of Royal Tunbridge Wells. The section of the A264 between Pembury village and Tunbridge Wells town centre is very congested in the morning and evening peak periods, in both directions.
- 3.10 The A228 links the borough to Paddock Wood, West Malling, Maidstone, and the Medway Towns. The road suffers restricted width on some sections, leading to peak hour congestion, and there is a poor accident record on the A228 at Colts Hill. A relief scheme for Colts Hill has been explored in the past by Kent County Council but has not been progressed to date. The estimated cost of the scheme is £46 million.
- 3.11 The A229 provides the main north/south link in the east of the borough. It passes through Hawkhurst, to the west of Cranbrook, and continues north towards Maidstone via Staplehurst. The A229 is constrained at the junction with the A268 in Hawkhurst and this cross-roads suffers from severe congestion at peak times and other times of the day. The A262 runs from Lamberhurst via Goudhurst, connecting with the A229 and then continues to Biddenden before joining the A274.
- 3.12 A number of capacity improvements have been made to the road network over the last five years to address congestion issues, including:
- Dualling of Longfield Road on North Farm Estate between the A21 and Dowding Way, completed in 2015;
  - A21 dualling between Tonbridge and Pembury, completed in 2017;
  - Improved signalisation on the A26 at Speldhurst Road and Yew Tree Road in Southborough, completed in 2018.

### **Current planned provision**

- 3.13 Junction improvements at Badsell Road/Mascalls Court Road and at the Colts Hill roundabout near Paddock Wood will be funded as part of the approved residential developments at Church Farm, Mascalls Farm and Mascalls Court Farm.

### **Additional future requirements needed to deliver growth proposed in the Draft Local Plan**

- 3.14 The following highway mitigation measures have been identified as necessary to support the proposed growth in the Local Plan:
- Develop 5G capability to facilitate the evolution of highly connected and ultimately fully autonomous vehicles;
  - A26 - reallocation of road space with smart traffic management to improve journey time reliability and provide infrastructure for sustainable modes (walk, cycle and bus);

- A26 junction at Broadwater Forest Lane/Bunny Lane- Increase capacity at junction and improve safety with signals;
- New bypass link for Colts Hill reducing congestion at key junctions and increasing link capacity and installation of measures on existing A228 for bus and/or cycle priority use;
- Additional capacity between A26 and Capel on B2017;
- New link to Colts Hill bypass (above) from B2017 (to bypass Five Oak Green) or to north towards Paddock Wood;
- New roundabout at B2017 Tudeley Road/Hartlake Road to increase junction capacity;
- Upgraded roundabout at A26 Woodgate Way/B2017 Tudeley Road to increase capacity at junction;
- Upgraded roundabout at A228 Whetsted Road/B2160 Maidstone Road to provide additional capacity;
- Distributor road to the east of Paddock Wood: upgrade from single land links around allocated sites to reduce congestion on local links and remove through vehicle trips in Paddock Wood;
- Upgrade junction at B2107 Badsell Road/B2160 Maidstone Road/, Mascalls Court Road with signals to remove delay generated by additional new highway trip demand;
- New relief road through the Hawkhurst Golf Club site linking the A268 High Street and A229 Cranbrook Road and new junction with the existing A229 Cranbrook Road; Additional capacity on approaches for B2160 Maidstone Road/Lucks Lane.

3.15 It is also expected that individual site allocations will bring forward site-specific mitigation on the local road network, through the mechanism of site-specific Transport Assessments.

### **Funding sources**

- 3.16 The above projects will be delivered through a combination of funding from the following sources:
- Developer contributions funding (Section 106/Section 278/ CIL);
  - Local Growth Fund (South East Local Enterprise Partnership);
  - Major Roads Network Programme (Department for Transport);
  - Housing Infrastructure Fund;
  - Local Transport Plan 4 funding (Kent County Council);
  - Transport for the South East.

## The Rail Network

- 3.17 There are a number of railway lines running through the borough; southwards from London through Royal Tunbridge Wells to Hastings, westerly to Paddock Wood; and southerly from East Croydon to the village of Ashurst, which lies to the west of Tunbridge Wells.

### Lead Agencies

- Network Rail
- South Eastern Railway (current franchise holder)
- Southern Railway (current franchise holder)
- Department for Transport

### Related Strategies and Evidence

- DfT South Eastern Rail Franchise
- Network Rail Control Period 5 Delivery Plan (April 2014 – March 2019)
- Network Rail South East Route: Kent Area Route Study
- Kent County Council: Rail Action Plan for Kent 2011
- Kent County Council: Local Transport Plan 4 Delivering Growth Without Gridlock 2016-2031
- Kent County Council: Active Travel Strategy 2017
- Tunbridge Wells Borough: Transport Strategy 2015
- Tunbridge Wells Borough: Cycling Strategy 2016
- Tunbridge Wells Borough: Air Quality Action Plan 2019
- Tunbridge Wells Borough: Economic Development Strategy 2018
- West Kent Partnership: West Kent Priorities for Economic Growth 2019
- Tunbridge Wells Borough: Emerging Local Cycling & Walking Infrastructure Plan 2019

### Summary of consultation with lead agencies

- South Eastern responded to the IDP Consultation in 2018;
- A meeting was held with Kent County Council, Network Rail, and Southeastern in August 2018 to discuss the Local Plan Growth Strategy.

## Overview of existing provision

- 3.18 The borough is served within its boundary by four mainline railway stations, including Tunbridge Wells, High Brooms, and Paddock Wood on the South Eastern network, and Ashurst on the Southern network.
- 3.19 Tunbridge Wells and High Brooms are situated on the London to Hastings mainline, which provides a frequent service to London stations (London Bridge, Waterloo East, and Charing Cross) via Sevenoaks and Tonbridge. There are five/six peak hour services and four off-peak services per hour, with an average journey time of 55 minutes between Tunbridge Wells and London stations and 37-50 minutes between Tunbridge Wells and Hastings. This route is subject to operational constraints, including single track tunnels, insufficient power in the Hastings area to support multiple 12 coach units, and the requirement for a signals upgrade in the Orpington area. Additionally, there have been a number of landslips on the line, disrupting services in recent years, and concerns remain regarding the resilience of this route.
- 3.20 Paddock Wood is served by the Ramsgate/Dover to London mainline, with services via Ashford International and Tonbridge. Journey times between Paddock Wood and London Bridge range from 42 to 53 minutes. Services between Paddock Wood and Ashford International take an average of 30 minutes. Paddock Wood benefits from up to six direct services per hour connecting with London terminals, during the morning and evening peak periods. There are three services per hour off peak. As with the Hastings services, trains from Paddock Wood are adversely impacted by the requirements for signal upgrade in the Orpington area.
- 3.21 The Medway Valley Line (to Strood) can be accessed via Tonbridge and Paddock Wood, and High Speed 1 services via Ebbsfleet to St Pancras can be accessed from Maidstone West and Ashford International.
- 3.22 Estimates of current usage are provided annually by the Office of Rail and Road. The entry and exit data for the four stations in Tunbridge Wells borough is provided in Table 2 below.

Table 2: Office of Rail and Road annual estimates of current usage

Station	17/18 entries and exits	16/17 entries and exits	% change	Ranking	Operator
High Brooms	1,224,846	1,226,784	-0.2%	461	Southeastern
Tunbridge Wells	3,679,224	3,820,560	-3.7%	146	Southeastern
Paddock Wood	1,181,218	1,174,732	+0.6%	481	Southeastern

Station	17/18 entries and exits	16/17 entries and exits	% change	Ranking	Operator
Ashurst	25,700	22,628	+13.6%	2,169	Govia Thameslink Railway

- 3.23 Ashurst station provides direct half hourly services to London Bridge via East Croydon during the am and pm peak periods, with an hourly off peak service.
- 3.24 Due to the geography of Tunbridge Wells borough, many rail passengers use stations that are situated outside of the borough, but within shorter travelling distance of their homes. These include Frant station on the Hastings to London Line, Tonbridge, Marden, Staplehurst, and Headcorn on the Ramsgate/Dover to London line, and Eridge station on the Southern network.
- 3.25 Part of the now disused rail line between Tunbridge Wells West station and Eridge station is owned and operated by the Spa Valley Railway, for heritage steam services via High Rocks and Groombridge.
- 3.26 The aspiration for a direct Gatwick service from Mid/West Kent is identified as a key requirement in KCC's Rail Action Plan for Kent, which outlines the County Council's objectives for the operation of train services across the county. It is also identified as an aspiration of all of the West Kent local authorities, and this is set out in West Kent Partnership strategies.

### Current planned provision

- 3.27 There has been a delay in the award of the new South Eastern franchise (and December 2022 is the latest date for implementation). However, the Department for Transport has set out a new service pattern via the franchise process, including:
- Off peak 4tph Tunbridge Wells to London (2tph fast Tonbridge-London);
  - Added 2tph off peak fast to Ashford via Paddock Wood;
  - 2tph all day service Tonbridge/Paddock Wood to Strood (Medway Valley Line) including one fast Paddock Wood to Maidstone West;
  - New fast Thameslink 2tph all day service Maidstone East to Cambridge (via Swanley and London) – this service should relieve stations on the Paddock Wood line.
- 3.28 There is no specific requirement for a direct service between Kent and Gatwick Airport as part of the franchise. However, one of the Train Operating Companies could choose to run a service from Tonbridge to Gatwick without the need to change services at Redhill.

- 3.29 Network Rail has prepared the South East/Kent Route Study and 1 April 2019 was the start of Control Period 6, which runs for five years to 2024. The CP6 period shows limited scope for enhancements of the local rail infrastructure within current funding (without private sector investment). However, enhancements to the railway are no longer funded through the five year control periods. These types of improvements to the network are now funded on a case by case basis through the Rail Network Enhancement Pipeline (RNEP).
- 3.30 Network Rail will also be carrying out modular studies in the coming years, allowing them to look in more detail at a particular area or aspect of the network in Kent. These documents will look at options for improvements that could then be taken through the Rail Network Enhancements Pipeline process and funded either by government or via private sector investment.
- 3.31 However, it is recognised that the following schemes may be needed in the future to address current constraints:

#### Short Term

- Metropolitan Reversible line at Cannon Street. Cost £10 million. Adds 1 tph;
- Power supply and signalling upgrade on Tunbridge Wells to Hastings line between Tonbridge & Bo-Peep junction. The funding required is relatively low cost for large benefits, permitting the use of more 11/12 car trains.

#### Medium to Long Term

- Rebuild of Charing Cross station to accommodate additional train paths on the South East main line;
- Resignalling under the Digital Railway Programme between Sevenoaks and Orpington.

- 3.32 None of the above schemes are funded at present.

#### Other rail infrastructure

- 3.33 The Council is aware of the rail scheme known as Brighton Main Line 2. This is being promoted by a range of rail interest groups and business interests/potential investors. The Brighton Mainline 2 Scheme comprises three elements: Sussex, Kent, and London.
- **Sussex** – Reopening the seven-mile ‘missing link’ between Uckfield and Lewes to provide a new direct route from Eastbourne, Seaford, and Newhaven to London via Uckfield. The construction of Ashcombe tunnel beneath the South Downs to deliver a fast, direct link into the City of Brighton & Hove, thus making it possible to operate many more trains between London and the Sussex Coast. Station at Falmer on a main line to London;

- **Kent** – Reinstatement of the former main line into Tunbridge Wells (West) from both the north (Ashurst) and south (Eridge) directions, thus linking the borough and western Kent fully into the core BML2 route. This would require use of the line currently used by the Spa Valley Railway visitor attraction;
- **London** – A new subterranean line commencing south of Croydon (connecting all lines from the Sussex Coast); a new station in central Croydon (for interchange with East Croydon), then running fast to Lewisham to connect with the forthcoming extension of the Bakerloo underground line. Canary Wharf would be the next stop, for Crossrail and Jubilee line services and Docklands area. Stratford comes next, where interchange with Crossrail, Stratford International HS1, London Underground, and national rail services would be possible.

3.34 None of the above phases has funding committed.

3.35 In relation to the potential scheme outlined above, the unused line between Eridge and Tunbridge Wells Central is safeguarded in planning policy so that proposals that would compromise the reopening of the rail line or its use as a green infrastructure corridor are refused.

### **Parking at stations**

3.36 There is some provision of off-street parking at the stations in the borough. However, on-street commuter parking causes issues at all the stations and requires addressing. There is likely to be a requirement for additional station parking in the borough, but this has not yet been quantified. However, improvements to bus, cycle, and pedestrian infrastructure will aim to encourage more rail passengers to access the stations by these more sustainable modes.

### **Additional future requirements needed to deliver growth proposed in the Local Plan**

3.37 The transport assessment has not identified any rail infrastructure improvements as critical to the delivery of the Draft Local Plan.

### **Funding sources**

- 3.38 Any new rail infrastructure will be delivered through a combination of funding from the following sources:
- Developer contributions funding (Section 106 or CIL)
  - Rail Franchisee - South Eastern and Southern Railways
  - Network Rail
  - Private investment

# Bus

## Lead Agencies

- Kent County Council - Public Transport Team
- Traffic Commissioner
- Arriva Southern Counties (main bus operator)
- Bus Operators (Brighton and Hove (including Metrobus which serves some of the rural areas), Go-Coach, Nu-Venture, Stagecoach, Autocar and others)
- Voluntary Providers (for example Compaid)

## Related Strategies and Evidence

- Kent County Council: Local Transport Plan 4 Delivering Growth Without Gridlock 2016-2031
- Kent County Council: Active Travel Strategy 2017
- Tunbridge Wells Borough: Transport Strategy 2015
- Tunbridge Wells Borough: Cycling Strategy 2016
- Tunbridge Wells Borough: Air Quality Action Plan 2019
- Tunbridge Wells Borough: Economic Development Strategy 2018
- West Kent Partnership: West Kent Priorities for Economic Growth 2019
- Tunbridge Wells Borough: Emerging Local Cycling & Walking Infrastructure Plan 2019
- Transport for the South East: Emerging South East Transport Strategy 2019

## Summary of consultation with lead agencies

- 3.39 Bus operators were invited to respond to the two IDP consultations in 2018 and 2019.
- 3.40 A meeting took place with a number of the Bus Operators in January 2019 to discuss the proposed growth strategy for the Local Plan.
- 3.41 The following general comments have been received from Bus Operators:
- Additional bus services will need to serve new developments from the first occupation to encourage public transport use by new residents. These will need to be supported through Section 106 contributions to support the services until the occupation levels at new developments are sufficient to support the commercial operation of these bus services;

- New bus stop infrastructure will be necessary to ensure that bus services are able to serve the new developments;
- Bus priority measures on key corridors and at key junctions are necessary to ensure that bus services are an attractive option for new residents;
- Sufficient bus infrastructure (e.g. layover bays) is needed in Royal Tunbridge Wells town centre to accommodate additional bus services required as a result of growth;
- Improvements are needed to relieve the congestion on the main A26 and A264 bus routes.

## Overview of existing provision

- 3.42 Tunbridge Wells borough is served by an extensive network of bus services, operated by 12 bus companies, although Arriva Southern Counties operates the majority of the high frequency services. The best served corridor is the A26 between Tonbridge and Tunbridge Wells town centre.
- 3.43 Arriva has recently opened a new state of the art bus depot at North Farm in Tunbridge Wells, with sufficient capacity to support additional services. This depot is working well for Arriva staff and services across West Kent.
- 3.44 In the urban areas of Royal Tunbridge Wells there are limited opportunities for bus lanes, which could provide more consistent/faster journey times for bus services. This is a particular issue on the A26 (which has a discontinuous bus lane) and the A264 Pembury Road.
- 3.45 There is currently no bus station in the borough and there are inadequate lay over facilities in Royal Tunbridge Wells town centre, which causes problems for some of the bus operators that are providing important school services.
- 3.46 Many of the bus operators are now introducing smart ticketing. Arriva and Brighton & Hove recently introduced contactless payment on their services in Tunbridge Wells. The implementation of this system has been smooth and benefits staff and passengers and allows better planning of future services through data capture.
- 3.47 In 2008, a Quality Bus Partnership (QBP) was established between Arriva Southern Counties, Tunbridge Wells Borough Council and Kent County Council. The aim of the QBP is to create a local bus network that is attractive to residents, visitors, and businesses, as an alternative to the private car. The partnership has achieved many positive outcomes, including: a rolling programme of bus modernisation, new bus shelters etc. It is now intended to integrate Tonbridge & Malling Borough Council within the QBP. Tunbridge Wells Borough Council also now facilitates a quarterly meeting with all the bus operators in the borough to discuss any issues and also new projects (e.g. Public Realm Phase 2).
- 3.48 Some of the bus services in rural areas are subsidised by KCC. In 2018, KCC undertook a wide ranging consultation termed ‘the Big Conversation’, which has

considered alternative ways to provide bus services to rural areas of the county. The options included: taxi-buses, feeder buses, and demand responsive services. Pilots are currently running in a number of locations in the county from which lessons will then be learned.

### **Current planned provision**

3.49 The following services have recently received Section 106 funding to enhance timetables:

- Improvements to the Arriva Route 5 Service between Maidstone, Hawkhurst and Sandhurst;
- Improvements to the Arriva 277 Service between Knights Wood and Royal Tunbridge Wells town centre and Tonbridge town centre.

### **Additional future requirements needed to deliver growth proposed in the Local Plan**

3.50 The Transport Assessment for the Local Plan has identified the following requirements for supporting the growth in the borough:

- New bus priority right turn from Tonbridge Road towards Royal Tunbridge Wells at Woodsgate Corner signalised junction to reduce delay for key right turn on bus route, enhancing accessibility from Tunbridge Wells Hospital to Pembury Road and Royal Tunbridge Wells;
- Bus priority measures on A264 Pembury Road from Woodsgate Corner to Oakley School in-bound (towards Royal Tunbridge Wells town centre). Dedicated lane to allow buses to bypass delay points at A21 junctions and reduce delay at Blackhurst Lane/Halls Hole Lane; Bus only route through Calverley Park Gardens. Remove access for other through traffic.
- Provides a bus bypass of Calverley Road/Pembury Road/Bayhall Road/Prospect Road junction;
- North Farm/Pembury - bus interchange facilities to assist in transfer between proposed core bus corridor services and potential local services around Pembury, North Farm, and other locations;
- Develop rural on-demand bus service in east Tunbridge Wells connecting homes to key destination hubs such as rail stations, Paddock Wood, Tunbridge Wells Hospital and North Farm offering flexible routing to maximise demand;
- New bus only link from Paddock Wood to Tonbridge via Tudeley, with opportunity for automation (Level 4 /Level 5);
- Demand Responsive urban bus services in Paddock Wood area (linking residential developments to town centre and rail station).

3.51 Other facilities identified by the bus operators include:

- Lay over facilities in Royal Tunbridge Wells town centre;

- Coach parking in Royal Tunbridge Wells town centre;
- Bus stop improvements such as real time screens for some of main bus stops or 'live updates' Apps for mobile phones.

## **Funding sources**

3.52 The above projects will be delivered through a combination of funding from the following sources:

- Section 106/CIL
- Bus operator investment
- Quality Bus Partnership
- Air Quality Grant/Clean Air Fund

## **Cycling and Walking**

### **Lead Agencies**

- Kent County Council Highways and Transportation
- Kent County Council Public Rights of Way and Access Service Tunbridge Wells Borough Council
- Parish Councils
- Landowners
- Tunbridge Wells Bicycle Users Group

### **Related Strategies and Evidence**

- Kent County Council: Local Transport Plan 4 Delivering Growth Without Gridlock 2016-2031
- Kent County Council: Active Travel Strategy 2017
- Tunbridge Wells Borough: Transport Strategy 2015
- Tunbridge Wells Borough: Cycling Strategy 2016
- Tunbridge Wells Borough: Air Quality Action Plan 2019
- Tunbridge Wells Borough: Economic Development Strategy 2018
- West Kent Partnership: West Kent Priorities for Economic Growth 2019
- Tunbridge Wells Borough: Emerging Local Cycling & Walking Infrastructure Plan 2019
- Transport for the South East: Emerging South East Transport Strategy 2019

## Summary of consultation with lead agencies

- 3.53 Consultation was undertaken for the preparation of the Borough Cycling Strategy 2016. On-going consultation is taking place as part of the preparation of the Local Cycling and Walking Infrastructure Plan (LCWIP), in partnership with Kent County Council. The LCWIP was discussed at the Joint Transportation Board on 15 April 2019.

## Overview of existing provision

- 3.54 Cycling provision has been poor historically in the borough, with partial routes provided along the A26 (not continuous), A264 (Pembury Road) and 21st Century Way (between Royal Tunbridge Wells town centre and North Farm). Since the preparation of the Borough Cycling Strategy there have been some improvements, as follows:
- Longfield Road route – the scheme to dual Longfield Road also provided a shared pedestrian cycle path on the northern side of the road, crossing to the south and then joining the A21 NMU (below). This route is acknowledged to be sub-standard, particularly across the entrances to the retail parks along Longfield Road;
  - A21 Non-Motorised User Route – as part of the dualling project between Tonbridge and Pembury (Longfield Road junction) a segregated non-motorised user route has been delivered providing a safe off-road route for pedestrians, cyclists, and equestrians;
  - Tonbridge Road link and overbridge – linking to the A21 NMU, a cycle route has been delivered along Tonbridge Road as far as the entrance to Tunbridge Wells Hospital. In addition, an overbridge linking the Tonbridge Road route to Blackhurst Lane was provided as part of the A21 scheme;
  - A26 London Road/St John's Road – some limited improvements have been made to the cycle route on the A26 between Southborough and Royal Tunbridge Wells town centre. These include re-surfacing, inclusion of advisory lanes on the hill at Southborough Common, a number of raised tables in the St John's area, as well as some red surfacing across junctions to make the cycle route more obvious to motorists approaching the junction;
  - The first area-wide 20mph scheme was introduced in the St John's area north of the town centre in 2017 and provides benefits for both cyclists and pedestrians;
  - 21st Century Way – improvements to this route are underway, with the first phase being two 20mph areas in the Goods Station Road and Oak Road/Clifton Road areas. In addition, re-surfacing of Home Farm Lane and Apple Tree Lane footpath now facilitates pedestrians and cyclists to use these Public Rights of Way in all weather conditions - however, while surfacing improvements have been completed along Public Footpaths WB8 (Home Farm Lane) and WB9

(Apple Tree Lane), it is noted that the legal status of these routes have not yet been upgraded to facilitate cycling;

- New cycle parking has been delivered at Tunbridge Wells station and High Brooms station, as well as additional stands in Royal Tunbridge Wells town centre as part of wider public realm works;
- There is an extensive pedestrian network in most urban parts of the borough, although it is recognised that some of the rural villages lack good footpaths. There are significant maintenance issues on the pavements of the borough, including broken pavings and tactiles, missing dropped kerbs, overgrown vegetation, and footway parking;
- There are approximately 365 miles of Public Rights of Way (PRoW) in the borough, including footpaths, bridleways, byways, and restricted byways. These are signed and maintained by Kent County Council. There are however known limitations of this resource, and developments that will be required to ensure the PRoW network evolves to meet future public needs. There are also gaps in the network, where new paths are required that would provide convenient active travel links for the public;
- Improvement of the public realm in Royal Tunbridge Wells town centre has been a key objective of the Council, as set out in the Five Year Plan 2017-2022. At Fiveways, an area of shared space has been delivered, with bus only access between 9am and 6pm, and a 20mph speed limit. The second phase of this work is now underway, with improvements to Mount Pleasant Road between the junction with Monson Road and Church Road/Crescent Road. This will provide a better environment for pedestrians, cyclists, and bus passengers.

### **Current planned provision**

- 3.55 It is anticipated that improvements will be made to the A26 and the 21st Century Way cycle routes in the next financial year, with funding available from the Local Growth Fund and Section 106 agreements for the A26, and Section 106 agreements for the 21st Century Way.
- 3.56 Section 106 funding has been committed to improve cycling and walking routes in Paddock Wood from the residential permissions at Church Farm, Mascalls Farm, and Mascalls Court Farm in Paddock Wood.
- 3.57 Building on the existing Borough Cycling Strategy, the Council is currently preparing a Local Cycling and Walking Infrastructure Plan (LCWIP). The preparation of a LCWIP follows an approach set out by the Department for Transport using specific analysis tools to develop:
- a network plan for walking and cycling;
  - a prioritised programme of improvements;
  - a report setting out the analysis undertaken.

- 3.58 Having an LCWIP will enable the Council to apply for any funding that becomes available under the Government's Cycling and Walking Investment Strategy (CWIS), as well as any other relevant funding streams. It will also assist with negotiating Section 106 agreements with developers.

### **Additional future requirements needed to deliver growth proposed in the Local Plan**

- 3.59 In order to achieve a modal shift away from the private car, high quality, safe pedestrian and cycle routes will need to be delivered. The Transport Assessment has identified the following routes as required to support the growth in the Local Plan:
- Upgraded cycle route from Pembury/ Tunbridge Wells Hospital along the A264 Pembury Road into Royal Tunbridge Wells town centre, with bus and cycle only on Calverley Park Gardens;
  - Upgrade cycling corridor and rights of way between Tunbridge Wells and Tonbridge to support cycling on A26 corridor. Route follows close to rail line requires asphalt overlay of existing Right of Way. Supports e-bikes and other bikes. Offers quality cycle link to North Farm - includes linking high Brooms station to North Farm;
  - New cycle route to link Paddock Wood to Tonbridge via Tudeley village.
  - New cycling infrastructure within Paddock Wood town and linking to the proposed Hop Pickers Line cycle route via Horsmonden and Goudhurst to A229 Hartley Road;
  - Provide continuous footpath on A229 between Hawkhurst and Sissinghurst to enhance accessibility to proposed Local Plan sites, as well as improving access to existing bus stops (in particular route 5) improving viability of bus services.
- 3.60 Additionally, in terms of multi-modal provision - the North Farm Masterplan, for the North Farm area of Royal Tunbridge Wells, is identified for multi-modal improvements to walking, cycling and public transport infrastructure to encourage a modal shift to sustainable modes of transport.
- 3.61 The Hop Pickers Line is safeguarded by planning policy so that proposals that would compromise its use as a green infrastructure corridor will not be permitted.
- 3.62 A growing population will undoubtedly add to the pressure and importance of the PRoW network, as the public seek opportunities for walking and cycling. Appropriate investments will therefore need to be made in the PRoW network, to ensure this access resource caters for future user demands and these highly regarded links are not degraded. The Borough Council will also work with and support the work of the Public Rights of Way and Access service at KCC to support localised Public Rights of Way improvements across the borough.

## Parking

- 3.63 Alongside the provision of sustainable transport options, a sufficient level of car parking facilities will be provided for both residential and non-residential purposes at suitable standards within all settlements of the borough. Car parking infrastructure will be carefully managed through developing innovative strategies that will both provide a sufficient level of parking in the borough as well as encouraging sustainable travel. Whilst not specifically dealt with within this IDP document, the Council as Local Planning Authority, will be closely involved with the Council's forthcoming parking strategy, to ensure an integrated approach to parking, transport and land use planning.

### Funding sources

- Developer contributions through Section 106/CIL
- The Department for Transport's Cycling and Walking Investment Strategy (CWIS)
- Air Quality Grant/Clean Air Fund
- Transport for the South East

## Summary

- 3.64 Table 3 summarises the transport needs for each of the broad areas within the borough in order to support the growth planned for in the Draft Local Plan. These are set out in more detail, with costs, funding where known, priorities and risks, within Appendix 1: The Infrastructure Delivery Schedule.

Table 3: Summary of transport needs for the settlements within Tunbridge Wells borough

Settlement	Transport Mode	Project
Borough-wide	Walking	Improvements to the Public Rights of Way Network across the borough
	Highways	Develop 5G capability to facilitate the evolution of highly connected and ultimately fully autonomous vehicles
Royal Tunbridge Wells and Main Urban Area	All modes	North Farm Masterplan: Improvements to walking, cycling and public transport infrastructure to encourage a modal shift to sustainable modes of transport.

Settlement	Transport Mode	Project
	Bus	New bus priority right turn from Tonbridge Road towards Royal Tunbridge Wells at Woodgate Corner - signalised junction to reduce delay for key right turn on bus route, enhancing accessibility from Tunbridge Wells Hospital to Pembury Road and Royal Tunbridge Wells.
		<p>Bus priority measures on A264 from Woodgate Corner to Oakley School Inbound (towards Tunbridge Wells town centre).</p> <p>Dedicated lane to allow buses to bypass delay points at A21 junctions and reduce delay at Blackhurst Lane / Halls Hole Lane.</p>
		Bus only route through Calverley Park Gardens. Remove access for through traffic. Used as bus bypass of Calverley Road / Pembury Road / Bayhall Road / Prospect Road junction
		North Farm/Pembury –bus interchange facilities to assist in transfer between proposed core bus corridor services and potential local services around Pembury, North Farm, and other locations
		Develop rural on-demand bus service in east Tunbridge Wells connecting homes to key destination hubs such as rail stations, Paddock Wood, Tunbridge Wells Hospital and North Farm offering flexible routing to maximise demand.
	Walking and Cycling	Upgraded cycle route from Pembury/Tunbridge Wells

Settlement	Transport Mode	Project
		Hospital along the A264 Pembury Road into Royal Tunbridge Wells town centre, with bus and cycle only on Calverley Park Gardens.
		<p>Upgrade cycling corridor and rights of way between Tunbridge Wells and Tonbridge to support cycling on full corridor. The</p> <p>Route follows close to the rail line. Requires asphalt overlay of existing rights of way. Supports e-bikes and other bikes. Offers quality cycle link to North Farm – includes linking High Brooms station to North Farm</p>
	Highways	A26 – reallocation of road space with smart traffic management to improve journey time reliability and provide infrastructure for sustainable modes (walk, cycle and bus)
		A26 junction at Broadwater Forest Lane/Bunny Lane – increase capacity at junction and improve safety with signals.
<b>Paddock Wood/ Capel/Tudeley</b>	Bus	New bus only link from Paddock Wood to Tonbridge via Tudeley, with opportunity for automation (Level 4/Level 5)
		Demand responsive urban bus services in Paddock Wood area (linking residential developments to town centre and rail station)
	Walking and Cycling	New cycle route to link Paddock Wood to Tonbridge via Tudeley Village. Make use of new road and bus links as

Settlement	Transport Mode	Project
		above to provide dedicated segregated cycling infrastructure that connects to both Tonbridge and Paddock Wood town centres and rail stations.
		New cycling infrastructure within Paddock Wood town and linking to the proposed Hop Pickers Line cycle route via Horsmonden and Goudhurst to A229 Hartley Road.
	Highways	Additional capacity between A26 and Capel on B2017.
		New bypass for Colts Hill. Reduce congestion at key junctions and match link quality to adjoining Pembury bypass standard and installation of measures on existing A228 for bus and/or cycle priority use.
		New link to new Colts Hill bypass (above) from B2017 (to bypass Five Oak Green), or route to Paddock Wood to north.
		New roundabout B2017 Tudeley Road/Hartlake Road to increase junction capacity.
		Upgraded roundabout at A26 Woodgate Way/B2017 Tudeley Road to increase capacity at junction.
		Upgraded roundabout at A228 Whetsted Road/B2160 Maidstone Road to provide additional capacity.
		Distributor road to the east of Paddock Wood: upgrade from single lane links around allocated sites to reduce congestion on local links and

Settlement	Transport Mode	Project
		remove through vehicle trips in Paddock Wood.
		Upgrade junction at B2107 Badsell Road/B2160 Maidstone Road/Mascalls Court Road with signals.
East of the borough	Walking and Cycling	Provide continuous footpath between Hawkhurst and Sissinghurst along A229. Enhances accessibility to proposed Local Plan sites, as well as improving access to existing bus stops (in particular route 5) that will improve viability of bus services
	Highways	New relief road through the Hawkhurst Golf Club site linking the A268 High Street and A229 Cranbrook Road and new junction with the existing A229 Cranbrook Road.

# Theme 2: Education

## Primary and secondary education

- 3.65 Kent County Council has statutory duties as the Education Authority to ensure sufficient primary and secondary school places are available for all children in the borough. Consideration also needs to be given to the provision of early years, sixth form education, and further education.

### Lead Agencies

- Kent County Council.

### Related Strategies and Evidence

- Commissioning Plan for Education Provision in Kent 2019-2023;
- Kent County Council Growth and Infrastructure Framework.

### Summary of consultation with lead agencies

- 3.66 Consultation has taken place with Kent County Council Education Department to inform the development of the Local Plan and to identify infrastructure requirements and constraints. Liaison with Kent County Council has taken place as a continuous process over the development of the Local Plan to inform requirements for new education provision.
- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016;
  - Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017;
  - Stakeholder consultation with infrastructure providers in July/August 2018;
  - Stakeholder consultation with infrastructure providers in March/April 2019;
  - Stakeholder consultation with infrastructure providers in June 2019.
  - Continuous engagement with officers of Kent County Council in relation to future education provision across the borough through individual meetings, site specific discussions, and regular District liaison meetings.
- 3.67 The birth rate for Tunbridge Wells borough has fluctuated over the past five years but remains below Kent and national figures. The number of births is slightly reduced from previous years and around 200 fewer than the peak in 2011.

## Overview of existing provision

### Primary Schools

3.68 There are currently 33 primary schools (state funded - does not include fee paying schools) in the borough and these are split into education 'Planning Groups': Tunbridge Wells East/Tunbridge Wells West/Paddock Wood/Brenchley, Horsmonden and Lamberhurst/Cranbrook and Goudhurst/Hawkhurst, Sandhurst and Benenden.

3.69 The existing primary schools in the borough are set out in Table 4 below:

Table 4: Existing primary schools

Group				
Tunbridge Wells East	Tunbridge Wells West	Paddock Wood/Brenchley/Horsmonden	Cranbrook and Goudhurst	Hawkhurst, Sandhurst/Benenden
Broadwater Down Primary School	Bidborough CE Primary School	Capel Primary School	Colliers Green CE Primary School	Benenden CE Primary School
Claremont Primary School	Bishops Down Primary School	Paddock Wood Primary School	Cranbrook CE Primary School	Hawkhurst CE Primary School
Skinner's Kent Primary School	Langton Green Primary School	Brenchley and Matfield Primary School	Frittenden CE Primary School	Sandhurst CE Primary School
St Barnabas CE Primary School	Rusthall St Paul's CE Primary School	Horsmonden Primary School	Goudhurst CE Primary School	
St James' CE Infant School	Southborough CE Primary School	Lamberhurst Primary School	Sissinghurst CE Primary School	
St James' CE Junior School	Speldhurst CE Primary School			
St Mark's CE Primary School	St Augustine's RC Primary School			
St Peter's CE Primary School	St John's CE Primary School			
Temple Grove Academy	St Matthew's CE Primary School			
The Wells Free School				

### Secondary Schools

3.70 There are currently eight secondary schools (state funded - does not include fee paying schools) in the borough. KCC has identified that there are four Planning Groups that are within Tunbridge Wells borough, or which cross the borough boundary. Two Planning Groups are non-selective: 'Ashford South and Cranbrook' and 'Tonbridge and Tunbridge Wells'. Some of the schools within these Planning Groups fall outside of the borough boundary and it is acknowledged that a number

of children in the borough, travel to schools outside of the borough - including to schools in Maidstone, Tonbridge, Tenterden etc, in some cases to access selective schools. All of the schools within the planning groups serving the borough are set out in Table 5 below:

Table 5: Existing secondary schools

	Group	
Ashford South and Cranbrook non-selective	Tonbridge and Tunbridge Wells non-selective	West Kent selective
High Weald Academy, Cranbrook	Hadlow Rural Community School, Hadlow (outside of the borough)	Judd School, Tonbridge (outside of the borough)
Homewood School, Tenterden (outside of the borough)	Hayesbrook School, Tonbridge (outside of the borough)	Tonbridge Grammar School, Tonbridge (outside of the borough)
	Hugh Cristie Technology College, Tonbridge (outside of the borough)	Weald of Kent Grammar School, Tonbridge (outside of the borough)
	Bennett Memorial Diocesan School, Royal Tunbridge Wells	The Skinners' School, Royal Tunbridge Wells
	Mascalls Academy, Paddock Wood	Tunbridge Wells Girls' Grammar School, Royal Tunbridge Wells
	The Skinners' Kent Academy, Royal Tunbridge Wells	Tunbridge Wells Grammar School for Boys, Royal Tunbridge Wells
	St Gregory's Catholic School, Royal Tunbridge Wells	Cranbrook School
		* children from the Paddock Wood/Capel area also travel to Grammar Schools in Maidstone (including Oakwood Park Grammar School and Invicta Grammar) as well as others which fall outside of the West Kent selective group

## Current planned provision

- 3.71 There are a number of current planned school expansions as a result of previous growth in population in the borough, as set out below.

**Primary Schools:** In the short term, there are forecast to be sufficient primary places in all year groups in the borough to meet existing needs, with a surplus of Year R (Reception) places. However, there are pockets of localised pressure anticipated in specific Planning Groups, towards the end of the current Plan period.

- Speldhurst Primary School increased its capacity from 20 to 30 Reception places from September 2019.
- St Peter's Primary School, Tunbridge Wells is due to relocate to a new site at Hawkenbury as part of the Hawkenbury Farm development in September 2020.

The school has increased its capacity from 20 to 30 places in Year R from September 2019.

- Paddock Wood - demand for places is expected to increase as new homes from the three larger consented developments are delivered, leading to a deficit of primary provision. A new free school, St Andrew's Primary School, has been approved by the Secretary of State to provide the places needed to meet this increasing demand. The Department for Education is yet to confirm the opening date.

**Secondary Schools (non-selective):** There are forecast to be sufficient Year 7 and Year 7-11 places in the Ashford South and Cranbrook Non-selective Planning Group. In the Tonbridge and Tunbridge Wells Non-selective Group there has been significant demand for additional places in recent years. Substantial expansions have been commissioned in West Kent that have created 155 additional permanent Year 7 places, including 90 in this Planning Group. There have also been temporary expansions created to ensure adequate places to meet the local demand.

Place pressure is forecast to continue to increase through the current planned period and therefore the following provision is planned to meet existing needs:

- Two FE expansion of Bennett Memorial School from September 2020.
- One FE expansion of St Gregory's School from September 2020.
- One FE expansion of Mascalls Academy for 2021-22.

**Secondary Schools (selective):** Demand for selective places is forecast to increase and exceed capacity throughout the current period, peaking at a deficit in 2022-23. Therefore, the following provision is planned to meet existing needs (FE refers to 'Forms of Entry'):

- One FE expansion of Tunbridge Wells Grammar School for Boys from September 2019.
- Changes to priority/preference areas for individual schools from 2019-20 will impact on the future access to grammar schools. This will ensure more local children secure a place to appropriate local grammar provision within the education planning group.

## **Additional future requirements needed to deliver growth proposed in the Local Plan**

### **Primary Schools:**

- Expansion of Horsmonden Primary School by up to one FE to provide for the Brenchley/Horsmonden/Lamberhurst planning area.
- Expansion of Cranbrook Church of England Primary School by up to one FE to provide for the Cranbrook/Sissinghurst/Goudhurst planning area.
- Expansion of Hawkhurst Church of England Primary School by up to one FE to provide for Hawkhurst/Sandhurst and Benenden planning area.

- Establishment of four new 2FE primary schools in Paddock Wood/Capel parish. Establishment of up to 4FE provision to serve the proposed garden settlement at Tudeley Village of either one 3FE or two 2FE primary schools and/or 1 FE expansion of the existing Capel Primary School at Five Oak Green.
- Tunbridge Wells Town, within the Local Plan period:
  - 1 FE expansion of Skinners Kent Primary School.
  - 1 FE expansion of St Peter's Church of England Primary School.

### **Secondary Schools:**

- Up to eight FE new Secondary School to be provided on land at the garden settlement at Tudeley Village and further expansion of Mascalls Academy at Paddock Wood.
- Land reserved for the establishment of a new secondary school in RTW post 2030.
- Two FE expansion of an existing school for 2021-22 at Royal Tunbridge Wells.
- Potential for additional places to be provided in Cranbrook towards the end of the plan period, should there be a required need.

## **Higher and further education**

### **Lead Agencies**

- Canterbury Christ Church University
- University of Kent
- West Kent College (Hadlow Group)
- Tunbridge Wells Borough Council

### **Related Strategies and Evidence**

3.72 None identified at this stage.

### **Overview of existing provision**

3.73 There is limited existing further and higher education provision within the borough.

- **Higher Education** - Canterbury Christ Church University operates a campus from the centre of Royal Tunbridge Wells, 'the Salomons Institute for Applied Psychology', which provides postgraduate study, training, and research opportunities.
- **Further Education** - Further education serving the borough is provided by the Hadlow Group at West Kent College, which is just outside the borough at Tonbridge.

## Current planned provision

- 3.74 None identified at this stage, although the Borough Council is actively engaging with higher and further education providers to explore any potential opportunities within the borough as a result of the growth proposed.

## Additional future requirements needed to deliver growth proposed in the Local Plan

- 3.75 None identified at this stage.

## Community learning and skills

- 3.76 Community learning and skills is delivered by KCC, meeting central and local Government priority objectives in areas such as social inclusion and social mobility, personal health and well-being, skills and employability.
- 3.77 While Community Learning and Skills is wholly owned by KCC, its income is primarily derived through contracts with Central Government departments, namely the Department for Business, Energy and Industrial Strategy and the Department for Education. Through the two funding streams the following education and learning opportunities are provided:
- community learning - Kent Adult Education
  - apprenticeships - Kent Training and Apprenticeships
  - traineeships - Kent Training and Apprenticeships
  - basic skills (English, Maths, Information Technology and Employability) - Skills Plus
- 3.78 From the above identified strands, the main areas being promoted across Kent are as follows:
- **Kent Adult Education** - offers a varied programme to adults 19+ seeking additional skills, personal development or learning for pleasure and well being.
  - **Kent Training and Apprenticeships** - offers young people opportunities to enter work via study programmes, traineeships and apprenticeships.
  - **Skills Plus** - delivers English and Maths to adults aged 19+ from entry level course up to GCSE
- 3.79 The Community Learning and Skills programme delivers a broad programme of vocational and non-vocational courses offered at venues across Kent. KCC has identified a number of areas for investment including within Tunbridge Wells borough.

## Lead Agencies

- Kent County Council

- Tunbridge Wells Borough Council

## Related Strategies and Evidence

- 14-24 Learning, Employment and Skills Strategy 2015-18 (KCC)
- Adult learning, employment and skills strategy 2015-18 (KCC)
- Increasing opportunities, increasing outcomes KCC Statement 2015-2020

## Overview of existing provision

3.80 The adult education centre at Royal Tunbridge Wells provides a range of classes and subjects from its existing premises in the centre of the town.

## Current planned provision

3.81 The planned Cultural and Learning Hub (The Amelia) will incorporate a new adult education centre as well as a new art gallery, museum, and library (further details on this are set out in Theme 10: Public Realm, art and culture).

## Additional future requirements needed to deliver growth proposed in the Local Plan

3.82 None identified at this stage.

## Funding sources

3.83 The above projects will be delivered through a combination of funding from the following sources:

- Developer contributions through Section 106/and or CIL
- KCC capital budgets
- Government grant programme, including basic needs, academies programme, and free school programme

## Summary

3.84 Table 6 summarises the education needs identified or each of the settlements within the borough in order to support the growth planned for in the Draft Local Plan.

Table 6: Summary of education needs

Settlement	Primary	Secondary	Community learning and skills
Royal Tunbridge Wells	2 FE expansion of existing schools	Land reserved for the establishment of a new secondary school in RTW post 2030 (Spratsbrook)	Tunbridge Wells Adult Education Centre

<b>Settlement</b>	<b>Primary</b>	<b>Secondary</b>	<b>Community learning and skills</b>
Paddock Wood (including land in Capel parish)	Expansion of Capel Primary School at Five Oak Green by one FE		
Capel – Tudeley Garden Village	Creation of one, 3FE or two, 2FE	Creation of a new secondary school on land in Tudeley Village as part of the new Garden Settlement	
Cranbrook	Expansion of Cranbrook by one FE	Additional expansion if required towards the end of the plan period	
Hawkhurst	Expansion of Hawkhurst by one FE		
Horsmonden	Expansion of Horsmonden by one FE		

# Theme 3: Health

## Overview

- 3.85 For the purposes of the IDP, health is considered to consist of the following: general practitioner services (GPs), community health (out of hospital/local care), hospitals, social care and public health and dentistry. There are a number of agencies and organisations responsible for the delivery of health infrastructure in the borough, and the commissioning of health services is split across three main organisations: NHS England and NHS Improvement, the Clinical Commissioning Group (West Kent CCG), and Public Health (Kent County Council).

### Lead Agencies

- West Kent Clinical Commissioning Group (CCG) NHS England and NHS Improvement
- KCC Public Health
- NHS Property Services
- Maidstone and Tunbridge Wells NHS Trust Individual GP surgeries

### Related Strategies and Evidence

- NHS West Kent Clinical Commissioning Group - Strategic Commissioning Plan 2014-19
- West Kent CCG GP Estates Strategy - November 2018
- NHS West Kent Clinical Commissioning Group - Local Care Plan July 2017
- A needs assessment for General Dental Services in Kent, Surrey and Sussex - June 2018

### Summary of consultation with lead agencies

- 3.86 Consultation with the above health agencies has taken place at the following stages to inform the development of the Local Plan, and to identify infrastructure requirements and constraints:
- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016;
  - Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017;
  - Stakeholder consultation with infrastructure providers in July/August 2018;
  - Stakeholder consultation with infrastructure providers in March/April 2019;

- Stakeholder consultation with infrastructure providers in June 2019;
- Continuous engagement with the CCG in relation to the emerging strategy and implications for local primary care provision;
- Meetings with individual GP's and practice groups to improve understanding of the Local Plan process and implications of growth as well as site specific discussions at the practice group level.

## General practitioner services (GPs)

- 3.87 General medical services are provided through a number of GP practices across the borough.
- 3.88 It should be noted that general practice premises plans are kept under regular review as priorities are subject to change as the CCG must ensure appropriate general medical service capacity is available as part of their commissioning responsibilities and subject to available funding, affordability and value for money.

### Overview of existing provision

- 3.89 There are seven clusters (groupings) of GP practices within West Kent CCG, and each of the 55 practices is aligned to one cluster. In line with the NHS Long Term Plan and the new GP contract this will be changing to Primary Care Networks (PCN) from July 2019 with each practice being part of a PCN serving circa 30-50,000 patients. PCNs in the West Kent area to be confirmed.
- 3.90 It is also important to recognise that it is not just the infrastructure impacts from a building perspective, but it is also important to consider the wider issue of workforce and longer term sustainability and resilience of general practices.
- 3.91 Within the Tunbridge Wells borough, there are 18 existing General Practices, which fall within three clusters: Tunbridge Wells, Weald, and Tonbridge, as set out in Table 7 below:

Table 7: Existing general practices

	Cluster	
Tunbridge Wells	Weald	Tonbridge
Clanricarde Medical Centre - with a branch surgery at Rowan Tree	Howel Surgery - Main surgery in Brenchley and branch surgery in Horsmonden (serving Horsmonden, Brenchley and Matfield)	Woodlands Medical Centre in Paddock Wood
Lonsdale Medical Centre	Lamberhurst Surgery	
Grosvenor and St James Medical Centre	The Old School Surgery - Cranbrook	
Kingswood Surgery	Orchard End Surgery - Cranbrook	

	Cluster	
Tunbridge Wells	Weald	Tonbridge
Abbey Court Medical Centre	The Crane Surgery - Cranbrook	
Rusthall Medical Centre – Rusthall	Old Parsonage Surgery – Goudhurst	
St Andrews Medical Centre – Southborough	North Ridge Medical Practice – Hawkhurst	
Greggs Wood Medical Centre - branch surgery at Old Bakery Surgery, Speldhurst	Wish Valley Surgery - Hawkhurst (The Moor)	
Waterfield House Surgery - Pembury		

### Current planned provision

3.92 There are a number of projects currently in the pipeline for premises development to existing provision of health facilities, including the following:

- St Andrew's Medical Practice, Southborough has been part of the project for the Southborough Hub. This scheme is going through the final approval process with NHS England (as NHS Capital is funding the GP element of the build). The Clinical Commissioning Group GP Estates Strategy confirm premises priority in this area;
- Greggswood and Speldhurst Practice is currently developing an outline business case for the proposed new surgery in the TN2 community centre building. The CCG has a three stage process for premises development - the practice has Stage 1 support to develop the more detailed outline business case for Stage 2. Final approvals are not given until Stage 3. CCG GP estates strategy confirms premises priority in this area;
- Tunbridge Wells Borough Council is aware that Clanricarde Medical Centre has put forward a proposal to close the branch at Rowan Tree. NHS West Kent Clinical Commissioning group is the decision-making body which will consider the proposal and make this decision. However before a final decision can be made, an extended engagement process will take place.
- North Ridge Medical Practice and Wish Valley Surgery in Hawkhurst have Stage 1 support from the CCG to develop the more detailed outline business case (Stage 2) for a new surgery in Hawkhurst.

### Additional future requirements needed to deliver growth proposed in the Draft Local Plan

3.93 During September to November 2018, the CCG has undertaken a thorough assessment of future population growth in the borough and engaged with existing

GP practices to establish appetite to grow in order to accommodate increased demand, and has identified priorities from a premises perspective in order to respond to growth. This work has allowed the CCG to define, at a cluster level, the priority areas for general practice premises development between 2018/2019 and 2022/2023 to ensure sufficient provision of primary medical services in West Kent. as set out within the GP Estates Strategy.

- 3.94 The following key areas have been highlighted by the CCG as areas that will need to be addressed in terms of future provision to support the level of growth proposed in the draft Local Plan:

#### **Cranbrook/Benenden/Sissinghurst/Frittenden**

- Due to the geography and catchment areas of practices, it would be expected that the majority of new residents would register at one of the three (small) existing practices in Cranbrook. The existing premises are older converted buildings and are not considered suitable for the provision in the longer term, as highlighted in a premises survey carried out in 2018. The physical constraints of the existing sites mean that the current buildings cannot be extended or reconfigured to the extent that they would be considered suitable for the future. The practices have very limited capacity to accommodate growth in registered patient lists while based in their existing buildings, as there is no capacity to expand workforce and services. The impact of further development can only be met through the relocation of existing practices to a new site to ensure sustainable general practice provision to the area;
- The three practices have confirmed to the CCG that they wish to take forward a premises development project, which focuses on all three practices relocating into a new building on the same site. The practices have also stated their intention to merge, and have been engaging in the Cranbrook Neighbourhood Plan process in order to explore opportunities to support the project. An application for stage 1 of the CCG process is expected to be submitted this year for a new premises on a site to be allocated in the Draft Local Plan.

#### **Hawkhurst/Benenden**

- Due to the geography and catchment area of the practices, it would be expected that the majority of new residents in this area would register at one of the two practices in Hawkhurst - North Ridge Medical Practice or Wish Valley Surgery. New growth proposed would broadly result in an increase of the patient list of approximately 30%. This need can only be met through the development of new practice premises to ensure sustainable general practice in the area: the physical constraints of the existing practice premises mean that the current buildings cannot be extended or reconfigured. The practices have very limited capacity to accommodate future growth in registered patient lists while based in their existing buildings, as there is no capacity to expand the workforce and services;

- The practices are therefore actively seeking a site for new practice premises and have stated their intention to merge. The practices submitted a stage 1 application in April 2018 that was supported by the CCG. The practices are now developing the more detailed plans and outline business case to progress to Stage 2 of the CCG process. The practices have a preferred site which will be allocated as such within the Draft Local Plan.

#### **Horsmonden/Lamberhurst/Matfield/Goudhurst/Brenchley**

- There are three existing practices in this area of the Weald: all three practices are small. The Howell Surgery branch surgery in Horsmonden is a converted domestic property and is not suitable for the medium or longer term, with no capacity to accommodate the level of growth proposed in Horsmonden, or for the growth in Brenchley and Matfield which it also serves through the surgery in Brenchley;
- As the majority of the growth in the Local Plan within this cluster is in the Horsmonden area, the CCG has requested that land is safeguarded for a doctors surgery in this area. A strategic assessment, linked to the overall growth in the Local Plan, will need to be undertaken by the CCG, with local practices, to inform requirements.

#### **Paddock Wood/Capel/Tudeley/Five Oak Green**

- One general practice covers the Paddock Wood area, although three other practice boundaries (some outside of the Tunbridge Wells Borough Council area) also cover part of this area. Due to the significant growth proposed for this area, it is considered that a new general practice is commissioned to serve this area and the new population. A guide land take would be up to 0.5 hectares and land should be allocated as part of the development proposals for this area.

#### **Pembury**

- One general practice covers the Pembury area. The potential development proposed at Pembury would increase the list size by about 13%. The existing premises is suitable for the current list size and could be reconfigured and extended to accommodate the level of growth proposed in Pembury. Section 106 contributions should support the expansion ahead of population growth and ensure capacity is available.

#### **Royal Tunbridge Wells Main Urban Area**

- Of the 12 premises (for nine General Practices), four are of poorer quality and not suitable for future longer term provision (three of which are in the centre of Royal Tunbridge Wells). Priorities in the current GP Estates Strategy relate to Southborough Hub and Greggs Wood, as provided above, will accommodate some of the growth in the main urban area. Opportunities through the Draft

Local Plan to secure options for new general practice premises (as a relocation), possibly in the south of the town, to accommodate growth will be required and should be allocated for within the Draft Local Plan.

## Other health services: hospitals/social care/dentists

### Overview of existing provision

- 3.95 Secondary health care is provided at the Tunbridge Wells Hospital at Pembury), by the Maidstone and Tunbridge Wells NHS Trust, which also serves the wider West Kent area. The hospital has 512 beds and provides a full range of clinical services, including an accident and emergency department. Kent Community Health NHS Foundation Trust provide services at Hawkhurst Community Hospital, this is a 22 bed unit providing rehabilitation and intermediate care.

### Local Care Hubs

- 3.96 The aim of Local Care Hubs are to provide Local care/out of hospital services at a local level. These services need to be provided across a large area and to be based together in a hub. It is considered that a Local Care Hub can significantly expand the support available to people in the community offering health services nearer to home rather than travelling to a hospital for treatment. The specific locations and services to be provided from the hubs are still being explored by the CCG.
- 3.97 The West Kent CCG are exploring the options to establish three main hubs in Maidstone, Tonbridge and Sevenoaks areas and the possibility of two further 'mini-hubs' in the weald of Kent and Aylesford areas. Therefore although there are not plans to develop a hub within the Tunbridge Wells Borough Council area, it would be expected that residents of the borough would access the hubs in Tonbridge and the mini hub in the Weald.

### Other services

- 3.98 Emergency response in the borough is provided by the South East Coast Ambulance Service, which is set out in more detail in Section 6 of this IDP.
- 3.99 Acute mental health services are provided by Kent and Medway NHS and Social Care Partnership Trust.
- 3.100 Kent Community Healthcare NHS Trust provides community healthcare in the borough and across Kent from a range of premises.
- 3.101 Hospice care is provided by Hospice in the Weald, located at Pembury.
- 3.102 In terms of dental services, NHS England and NHS Improvement - South East Region have confirmed that there are no plans currently to support Tunbridge Wells as an area for NHS Commissioned dental services. A full needs assessment has

been undertaken across Kent, Surrey and Sussex which highlights Sevenoaks and Tonbridge as priority areas closest to Tunbridge Wells.

### **Current planned provision**

3.103 Nothing identified at this stage.

### **Additional future requirements needed to deliver growth proposed in the Draft Local Plan**

- 3.104 The Council has not been made aware of any specific requirements over the plan period; however, discussions with the Maidstone and Tunbridge Wells NHS Trust have highlighted potential need for extension of either the Tunbridge Wells Hospital or Maidstone Hospital to serve the West Kent Area over the Plan period. Additionally, there is an area of land that has been submitted to the Council in close proximity to the hospital, which could be utilised for a range of health/medical related uses to support the existing hospital. Therefore, it is considered prudent to safeguard land in the vicinity of Tunbridge Wells Hospital to allow extension if necessary over the course of the plan period, but also could accommodate other ancillary uses: for example, emergency services provision, key worker housing, medical research/education, hospital parking. This area is subject to further discussions with NHS England and the Hospital Trust and any other partner organisations.
- 3.105 Land is also planned to be safeguarded in the vicinity of the Hospice in the Weald at Pembury to allow for expansion of the Hospice over the plan period if required.

### **Funding sources**

- 3.106 Capital funding is likely to be provided through a mix of public and private funding, from the following sources:
- Section 106/CIL
  - NHS England Capital funding
  - Direct delivery by developers in relation to site specific mitigation.
  - Third Party developers

### **Summary**

- 3.107 Table 8 summarises the health needs for each of the settlements within the borough in order to support the growth planned for in the Draft Local Plan. These are set out in more detail, with costs, funding where known, priorities, and risks, within Appendix 1: The Infrastructure Delivery Schedule.

Table 8: Summary of health needs for the settlements within Tunbridge Wells borough

<b>Settlement</b>	<b>Primary Health Care/GP Practices</b>	<b>Hospitals</b>
Royal Tunbridge Wells/Main Urban Area	Premises for a GP practice (relocation) should be allocated for within the south of the town	
Paddock Wood/Capel parish (including the proposed garden settlement at Tudeley Village)	One new GP practice should be commissioned and allocated to serve this area	
Pembury	Extension of the existing GP practice at Pembury	Safeguarded land for possible expansion of the District General Hospital and expansion of Hospice in the Weald if required over the plan period.
Cranbrook (serving the Cranbrook/Benenden/ Sissinghurst/Frittenden cluster area)	One new GP premises as an amalgamation of the existing three practices within this cluster area and land should be allocated for this	
Hawkhurst (serving the Hawkhurst/Sandhurst/ Benenden cluster area)	One new GP premises as an amalgamation of the existing two practices within this cluster area and land should be allocated for this	
Horsmonden (serving the Horsmonden/Lamberhurst/ Matfield/Brenchley/ Goudhurst cluster area)	New practice premises to serve this area (potentially in Horsmonden), and land should be safeguarded or allocated subject to further discussions with existing practices	

# Theme 4: Water

## Overview

- 3.108 Tunbridge Wells borough has an extensive and varied water environment, including aquifers, rivers, lakes, ponds, and reservoirs. The majority of the borough is covered by the Medway Management Catchment, and the key watercourses flowing through the study area are the River Medway and its tributaries, including the River Teise, River Beult, Southborough Stream, Greggs Wood Stream, and Paddock Wood Stream.
- 3.109 Development can potentially have a great impact on water resources, from putting additional strain on existing supplies, to affecting flood patterns through new development. Therefore, it is essential to ensure adequate service provision, conserve water supplies and manage flood risk across the borough.

## Water supply

- 3.110 South East Water is responsible for supplying the water to Tunbridge Wells borough and it also supplies water to a wider area of Kent, Sussex, Surrey, Hampshire, and Berkshire. It is responsible for pumping water from source, treating it to the highest standards, and distributing it to customers through water mains. Drinking water is supplied by South East Water from groundwater, surface water, Bewl Reservoir, and imported water sources.
- 3.111 The Water Resources Management Plan is the statutory 25 year plan that all water companies in England and Wales are required to update, publish, and consult on every five years. The plans show how companies intend to secure water supplies for current and future customers, at least cost to customers, society, and the environment, while meeting all other environmental obligations.

### Lead Agencies

- South East Water
- Environment Agency

### Related Strategies and Evidence

- South East Water, Water Resources Management Plan 2019
- Revised Water Resources Management Plan 2020 to 2080
- Kent County Council's Water for Sustainable Growth Study - AECOM 2017

## Summary of consultation with lead agency

- 3.112 Consultation with South East Water has taken place at the following stages to inform the development of the Local Plan, and to identify infrastructure requirements and constraints.
- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016.
  - Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017.
  - Stakeholder consultation with infrastructure providers in July/August 2018.
  - Stakeholder consultation with infrastructure providers in March/April 2019.
  - Stakeholder consultation with infrastructure providers in June 2019.

## Overview of existing provision

- 3.113 Tunbridge Wells borough is serviced by South East Water's Water Resource Zones One (Tunbridge Wells WRZ1) and Seven (Cranbrook WRZ7).

## Current planned provision

- 3.114 South East Water has multiple new mains and upgrades to existing lines planned as detailed in the Water Resources Management Plan 2019, and updated in the Revised Water Resources Management Plan 2020-2085 (rWRMP 2020 to 2080). These are planned to maintain and improve existing levels of service, while also creating the capacity for the expected growth in the borough over the next 60 years.
- 3.115 Generally, the rWRMP 2020 to 2080 identifies the following approach to water provision within the Water Resource Zones affecting Tunbridge Wells borough.

Table 9: Preferred approach by water resource zone

Water Resources Zone	Year	Preferred Plan
Tunbridge Wells WRZ1	2020-2025	Leakage reductions Water efficiency
	2025-2045	Leakage reductions Water efficiency Catchment management in the Pembury Area Regional transfer from SES Water
	2045-2080	Leakage reductions Water efficiency
Cranbrook WRZ7	2020-2025	Leakage reductions

Water Resources Zone	Year	Preferred Plan
		Water efficiency
	2025-2045	Leakage reductions Water efficiency Increased connectivity between WRZ1 and WRZ7
	2045-2080	Leakage reductions Water efficiency

#### The period 2020-2025

- 3.116 It specifies that generally in the period from 2020-2025, the preferred plan includes a mix of demand management initiatives (leakage and efficiency) that provide additional capacity.

#### The period 2025-2045

- 3.117 During the period from 2025-2045, South East Water will continue its demand management initiatives to achieve further leakage and water efficiency savings. However, by that stage, additional water supply options to meet the increase in shortfall of the water supply balance will be required. This will include the following:
- Carrying out a targeted catchment programme at Pembury in WRZ1 - year activated - 2034
  - Developing company transfers (sharing resources with neighbouring companies) between water resource zones (for example from SES Water which covers East Surrey and parts of West Sussex, West Kent and South London) and three improvements schemes to the pipe network to improve the connectivity within the supply area.
  - Company transfers - WRZ1 to WR27 transfer - Blackhurst to Bewl: year activated - 2028; Regional transfer (imports) - SESW to South East Water WRZ1 - Bough Beech to River Hill SR: year activated - 2042.

#### The period 2045-2080

- 3.118 During the period from 2045-2080, South East Water will continue demand management initiatives to achieve further leakage and water efficiency savings and developing a new company transfer between the water resource zones as necessary.

#### Additional future requirements needed to deliver growth proposed in the Draft Local Plan

- 3.119 With regard to the provision of service, the expected increase in housing and population through the proposed Local Plan falls well within the expectations as

outlined in the Water Resources Management Plan 2019 and revised Water Management Plan 2020-2080. Therefore, South East Water considers that there will be no deficits in service as a result of the growth proposed. However, although there is some capacity already in place to serve the proposed Tudeley garden settlement, it is considered that it may require an adaption or expansion of the existing mains in addition to the laying of new mains within the residential area. Further details, when the Local Plan is more advanced, will be required to fully ascertain any changes required.

- 3.120 At this stage, South East Water believes all other draft proposals can be met with little change to existing infrastructure, other than extending mains to new streets.
- 3.121 Water efficiency is key to assisting to meet future water needs and Tunbridge Wells Borough Council is seeking to achieve the highest levels of efficiency in order to support the statutory water companies in achieving their ambitions without the need for significant infrastructure projects. Policies within the Draft Local Plan support the implementation of a more ambitious water conservation target for both new residential and commercial development in order to minimise the impact of new development on water resources over the Plan period.

### **Funding sources**

- 3.122 The Water Act enables South East Water to charge developers for a contribution towards any reinforcement and new mains required as a result of new development to ensure it maintains levels of service for both new and existing customers. The cost of contribution is based upon the cost of both on-site and off-site mains less all the revenue South East Water receives over the first 12 years for the new properties.

### **Waste Water**

- 3.123 Southern Water is the statutory sewerage undertaker in Tunbridge Wells borough and Southern Water has a statutory obligation to provide waste water services to existing customers and to serve planned new development.

### **Lead Agency**

- Southern Water

### **Related strategies and evidence**

- Direct consultation with Southern Water

### **Summary of consultation with lead agency**

- 3.124 Consultation with Southern Water has taken place at the following stages to inform the development of the Draft Local Plan, and to identify infrastructure requirements and constraints:

- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016.
- Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017.
- Stakeholder consultation with infrastructure providers in July/August 2018.
- Stakeholder consultation with infrastructure providers in March/April 2019.
- Specific liaison with Southern Water and a meeting in July 2019 with particular regard to existing provision and capacity concerns in relation to current development schemes and future growth around Paddock Wood/Capel/Tudeley Village.

### **Overview of existing provision**

- 3.125 As referred to above, Southern Water is the statutory sewerage undertaker within the borough and has a statutory obligation to provide waste water services to all existing and new development across the borough to ensure that waste water is adequately dealt with.
- 3.126 There are a number of wastewater treatment works across the borough including sewage works and sewage pumping stations.
- 3.127 The Paddock Wood Wastewater Treatment Works (WWTW) serves Paddock Wood and Five Oak Green. The Kent Water for Sustainable Growth Study (WfSG) indicates that the level of growth proposed would require levels of wastewater treatment that are at the limit of what can be achieved with current technology - The Hawkhurst North and Hawkhurst South WWTWs serve the settlements of Hawkhurst and Gills Green. Tunbridge Wells South WWTW serves the urban area of Tunbridge Wells.

### **Current planned provision**

- 3.128 There are no major growth schemes committed at present in the borough. However work is due to be carried out in the Paddock Wood area (commencing next year) to increase capacity through the lining of pipes throughout the network in the catchment area - The Council is awaiting further information from Southern Water to provide further details on this in terms of timescales, funding etc. Southern Water will then review capacity in the network following this initial work to assess capacity to accommodate future growth in the Paddock Wood area.
- 3.129 Southern Water monitors housing growth across its operational area and its investment plans are periodically reviewed in order to ensure growth needs are met across all waste water processes.
- 3.130 There is an AMP (2015-2020) growth scheme underway at Horsmonden Waste Water Treatment Works, currently scheduled for completion in 2021.

## **Additional future requirements needed to deliver growth proposed in the Draft Local Plan**

- 3.131 Capacity in the local sewer network is funded, planned, and delivered in tandem with the new development it is required to serve, while treatment capacity is planned in accordance with catchment-wide forecasts and funded through the five yearly business plan. Southern Water has commented that assessments of local sewer network capacity in relation to individual housing sites will be carried out once Southern Water is formally consulted on the Draft Local Plan at the Regulation 18 consultation stage. However at this stage it would be prudent to safeguard land around the existing water treatment works at Paddock Wood, to ensure that land is available should expansion of the works be required during the plan period.
- 3.132 Southern Water have confirmed that any projects of a strategic scale that are required to increase the local sewer network capacity, in particular in the Paddock Wood/Capel area will need to be included in their next AMP (AMP 8 - 2025-2030) which will cover the period from 2025-2030 and will be agreed by Ofwat, the Water Services regulation Authority.
- Paddock Wood and Capel - Southern Water note that treatment capacity is currently limited at Paddock Wood ,and the levels of development proposed exceed the current catchment forecast. The level of growth outlined at this stage for Paddock Wood will more than double the size of the catchment, triggering the need for investment in network and treatment capacity solutions. This is not considered to be a 'showstopper' to development, however, provided it is coordinated with the delivery of additional waste water capacity.
  - There will be a need for investment in the Paddock Wood WWTW to deliver increased capacity for the proposed housing growth. Therefore, new development would need to be coordinated with the provision of additional capacity and Southern Water will need clarification on the potential phasing of new development to ensure that this issue is addressed early in the process and to ensure that this investment is delivered alongside the housing growth.
  - Capel (Tudeley Village) - Southern Water will be carrying out further capacity assessments at both the existing Paddock Wood Water Treatment Works and the Tonbridge Water Treatment works to assess capacity to meet future needs of Capel parish including the proposed Garden settlement - Tudeley Village.
  - Hawkhurst - Need to ensure that Hawkhurst North and Hawkhurst South WWTWs have adequate capacity to meet the needs of the growth proposed in the Hawkhurst and Gills Green area.
  - Royal Tunbridge Wells - the WfSG identified that the Tunbridge Wells South WWTW is approaching its limit of current treatment technology. It is important that Southern Water is made aware of proposals and that appropriate investment is made as required to facilitate housing growth.
- 3.133 In catchments where waste water treatment capacity may be exceeded in future by the proposed levels of growth, this is business as usual for Southern Water who will

plan, fund, and deliver additional capacity at its waste water treatment works to meet demand from new development.

- 3.134 In terms of the sewage network, this is upgraded in line with the specific requirements of individual development proposals as they come forward. It is likely that some sites will necessitate reinforcement of the sewerage network in order to accommodate additional foul flows. Southern Water aims to provide timely infrastructure in cooperation with developers and the local authority, and therefore early engagement is encouraged.
- 3.135 Where capacity constraints for new development have been identified in the sewer network, occupation of development will need to be phased with the delivery of network reinforcement, in liaison with the service provider and Southern Water has requested that this requirement is set out in the Local Plan.

### **Funding sources**

- Developer contributions for local sewerage infrastructure will be secured through the New Infrastructure Charge.
- Additional investment in waste water treatment works is funded by Southern Water through the water industry's price review process as agreed by Ofwat. Over the lifetime of the Local Plan, there will be repeated opportunities to fund any future investment as it is needed.

## **Flood risk: mitigation and surface water management**

- 3.136 Parts of Tunbridge Wells borough fall within areas of flood risk, and the Strategic Flood Risk Assessment carried out on behalf of the Council assesses at a strategic level the areas that are most prone to flooding and have suffered from historical flood events, primarily from fluvial (river/watercourses) and pluvial (surface water) sources. Surface water flooding is also an issue in the borough, and these flood events can be caused by intense rainfall events linked to issues of poor drainage, or drainage blocked by debris. However some storm events have exceeded the design standards for drainage and there are developments in inappropriate areas and consequently at risk of flooding during an exceedance event, e.g. at the bottom of steep hills (the Pantiles) or in flat marshy areas with poor drainage, for example at area at Paddock Wood and Capel.
- 3.137 The flood history in the borough highlights that in the past there have been issues with surface water and sewer flooding and insufficient capacity in watercourses and culverts, causing flood events in Royal Tunbridge Wells town.
- 3.138 In terms of fluvial flood risk, this is associated with the River Medway and its tributaries, e.g. the River Teise and River Beult in areas around Paddock Wood/Capel and Lamberhurst. The fluvial flood risk is generally from the small tributaries of the Medway, e.g. Alders Stream, Somerhill Stream, Paddock Wood

Stream and Tudeley Brook. Much of the pluvial flooding is associated with small watercourses, rather than large main rivers, many of which are culverted.

- 3.139 It is essential that all new development across the borough does not increase flood risk, and that any new development proposed in areas that are vulnerable to flood risk build in additional capacity in terms of flood mitigation and provide 'betterment' where possible and take account of climate change.

### **Lead Agency**

- Environment Agency
- Kent County Council (as the Lead Local Flood Authority)
- Upper and Lower Medway Internal Drainage Board
- Tunbridge Wells Borough Council
- Private developers

### **Related strategies and evidence**

- Environment Agency Flood and Coastal Management Capital Investment Programme
- Tunbridge Wells Borough Council Level 1 and Level 2 Strategic Flood Risk Assessment (2019)
- Tunbridge Wells Level 2 SFRA: Proposed Flood Risk Management Measures Modelling (2019)
- Technical Note - Costings of potential Flood Risk Management measures at Paddock Wood Kent County Council Flood Investigation Report (December 2018)

### **Summary of consultation with lead agency**

- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016.
- Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017.
- Stakeholder consultation with infrastructure providers in July/August 2018.
- Stakeholder consultation with infrastructure providers in March/April 2019.
- Specific and ongoing discussions with the Environment Agency and Kent County Council (as the Lead Local Flood Authority) in relation to the SFRA work, in particular in relation to Paddock Wood/Capel/Five Oak Green and Royal Tunbridge Wells.

## Overview of existing provision

3.140 There are a number of existing flood defences across the borough, which are present alongside sections of river channel to protect certain areas from fluvial flooding. A review of key defences across the borough has been carried out as part of the SFRA work. The following are existing defences within the borough:

- embankments along the River Rother south east of Sandhurst;
- embankment and raised sandbags along the Southborough Stream north east of Southborough and adjacent to Woodgate Way in Tonbridge;
- embankment and concrete bank protection along the banks of the Alder Stream at Five Oak Green;
- The Leigh Flood Storage Area (FSA) is an online storage reservoir located on the River Medway that was constructed in 1982. and lies approximately 1km north of the borough boundary north of Bidborough (a small section of the area forming the Flood Storage Area extends into Tunbridge Wells borough). Although the FSA is kept empty under normal flow conditions, it attenuates floods from the Upper Medway catchment (River Medway and River Eden) during times of raised flows and primarily aims to reduce the flow of the Medway and protect Tonbridge from flooding. However, it provides some benefit in terms of reduced peak flood flows downstream of Tonbridge in the River Medway floodplain at the north of the borough.
- Since the flooding events in 2013/2014, a partnership has been formed between the Environment Agency, Kent County Council, Sevenoaks and Tonbridge and Malling Borough Councils to bring forward plans to increase the capacity of the Leigh FSA. As part of this planning, Tunbridge Wells Borough Council has been consulted on the proposals. The latest update on plans for the Leigh Flood Storage Area expansion, indicate that detailed design is currently underway and subject to receiving planning permission, construction is scheduled for 2020-2023. It is anticipated that the main construction should be complete by 2022.

## Current planned provision

3.141 Based on the information published by the Environment Agency within its Flood and Coastal Management Capital Investment Programme, there are three projects within the development programme for Tunbridge Wells borough, which have previously been planned, as set out below:

1. Five Oak Green Flood Alleviation Scheme - Following flooding events in Five Oak Green, several measures have been implemented to reduce the risk of flooding to the properties within the village of Five Oak Green. In order to further reduce the risk of flooding from the Alder Stream, a Five Oak Green flood alleviation Scheme has been proposed, however the Environment Agency are still investigating options for Five Oak Green, and a recent study has been undertaken to improve understanding of the Alder Stream catchment and what

may be feasible to reduce fluvial flood risk. Further investigation is needed into the viability of options. The project remains on the Environment Agency's register of potential schemes, but no date for taking additional work forward is known at this time. Tunbridge Wells Borough Council is continuing to liaise with the EA on this issue.

2. Greggs Wood Stream Culvert Renovation Scheme - The culverted section of Greggs Wood Stream beneath the North Farm Industrial Estate in Tunbridge Wells was found to be in poor condition and some sections were at risk of collapse. A renovation scheme was proposed by the Environment Agency and it has been coordinating with several riparian owners to repair sections of culvert running under their sites. The majority of the identified repairs have been completed, with a few small sections remaining. No future funding is allocated by the Environment Agency.
  3. Paddock Wood Flood Alleviation Scheme - Paddock Wood and Capel is at risk from both fluvial and pluvial flooding when the amount of rainfall is too much for the watercourses and sewers to discharge quickly enough, and as a result of this a number of incidents have been reported across the Paddock Wood area over recent years. A study was carried out by Kent County Council, who appointed consultant Jackson Hyder to carry out a hydraulic modelling study to assess a series of options to mitigate flooding in Paddock Wood. A number of mitigation options were identified and it demonstrated that storage on the three main ordinary watercourse systems, Tudeley Brook/Gravelly Ways, Paddock Wood Stream and Rhoden Streams, has a flood risk benefit to Paddock Wood. However, this study has effectively been superseded by the updated modelling carried out for the Tunbridge Wells borough Strategic Flood Risk Assessment produced as part of the Local Plan evidence.
- 3.142 There are a number of smaller flood mitigation projects that are committed through consented planning permissions, particularly in relation to development proposed at Paddock Wood.
- 3.143 In addition, Kent County Council, the Environment Agency and partners are also looking at natural flood management options in the borough. This includes Tudeley Brook, Alders Stream, Somerhill Stream and the River Grom. KCC are delivering measures in Hilbert Recreation Ground to reduce flows in the Somerhill Stream and assessing options for the Commons to reduce flows to the Pantiles.

### **Additional future requirements needed to deliver growth proposed in the Draft Local Plan**

- 3.144 The SFRA has been produced to evidence the allocations and policies within the Draft Local Plan. In particular the Level 2 SFRA refers to a number of Flood Risk Management options/mitigation measures which would be required to deliver the growth proposed in the Draft Local Plan, particularly within the areas of Capel and

Paddock Wood, where significant new growth is proposed and is the focus of the Level 2 SFRA work.

- 3.145 The following sets out the flood risk management measures which are shown to provide mitigation/benefits as recommended by the SFRA work carried out by consultants on behalf of the Council to mitigate the impact of development and manage flood risk in the Capel and Paddock Wood area:
- Strategic Storage upstream of Parcel 1 on land within Capel Parish (as defined within the Draft Local Plan and referred to in the SFRA work) on Tudeley Brook - in order to reduce peak flow of flood events by reducing flood depths within Paddock Wood.
  - Flood defence (including walls and embankment) extending north of eastern residential development in Parcel 1 to the railway line - preventing eastward flow of flood water from Tudeley Brook. Would need to be considered in combination with other measures to help manage change in risk.
  - Increased channel conveyance/new channels provide some betterment to flood depths but at a more localised scale rather than strategic benefits.
  - Raising level of occupied floors of buildings above ground level so that a relatively unobstructed flow route under buildings is permitted, substantially reduces flood depths.
- 3.146 The above management options are strategic in scale and reflect the Strategic nature of the SFRA work - it is expected that future studies/assessment would refine this work and the options for mitigating flood risk in these areas.
- 3.147 Additionally, floodplain restoration or augmentation represents the most sustainable form of strategic flood risk solution by allowing watercourses to return to their natural state and should be considered in all new developments. This can have multiple benefits through river restoration and possible habitat creation, which help to deliver both flood risk management and green infrastructure/biodiversity opportunities.

## Funding sources

- 3.148 Funding is likely to be provided through a mix of public and private funding, as follows:
- Section 106 contributions/CIL
  - Environment Agency
  - Kent County Council
  - Tunbridge Wells Borough Council
  - Direct delivery by developers in relation to site specific mitigation.

- Additionally, funding may be available from the Housing Growth Fund for Infrastructure

## Summary

3.149 Table 10 summarises the water needs for each of the settlements within the borough in order to support the growth planned for in the Draft Local Plan. These are set out in more detail, with costs, funding where known, priorities, and risks, within Appendix 1: The Infrastructure Delivery Schedule.

Table 10: Water needs for settlements within Tunbridge Wells borough

Settlement	Water Supply	Waste Water	Flood Risk Mitigation
Borough-wide	Extending mains to any new streets as a result of new development	<p>Where capacity constraints for new development have been identified in the sewer network, occupation of development will need to be phased with the delivery of network reinforcement, in liaison with the service provider.</p> <p>Additional capacity at waste water treatment works may be required - SW to identify these sites as part of Regulation 18 Draft Local Plan consultation</p> <p>Some reinforcement of the sewerage network in order to accommodate additional foul flows.</p>	<p>Floodplain restoration or augmentation should be considered in all new developments</p> <p>All development in the borough should provide betterment with respect to surface water discharges in order to help address the drainage and flooding issues across the borough.</p>
Royal Tunbridge Wells/Main Urban Area		Additional waste water treatment capacity may be required	<p>All development should provide betterment with respect to surface water discharges in order to help address the drainage and flooding issues across the borough.</p> <p>Any development on a culverted watercourse should take the opportunity to open the watercourse.</p>
East Capel and Paddock Wood		<p>Additional waste water treatment capacity required during the Plan Period</p> <p>Safeguarding land adjacent to the existing Waste Water Treatment Works at Paddock</p>	All development in the borough should provide betterment with respect to surface water discharges in order to help address the drainage and flooding

Settlement	Water Supply	Waste Water	Flood Risk Mitigation
		Wood for future expansion if required	<p>issues across the borough.</p> <p>Any development on a culverted watercourse should take the opportunity to open the watercourse.</p> <p>Potential strategic Storage upstream of 'Parcel 1' on land within Capel Parish on Tudeley Brook</p> <p>Potential flood defence (walls and embankments) extending north of Parcel 1 to the railway line</p> <p>Increased channel conveyance/new channels</p> <p>Raising level of occupied floors of buildings above ground level</p> <p>Natural Flood Management (NFM) opportunities explored</p> <p>Floodplain restoration or augmentation</p>
Capel parish/Five Oak Green			<p>Five Oak Green Flood Alleviation scheme - The EA is still investigating options for mitigation</p> <p>Natural Flood Management investigations for the Alder Stream catchment are being considered</p>
Capel parish – Tudeley Garden Settlement	Adaption or expansion of existing mains and laying of new mains within residential area		Drainage systems, which would be in keeping with the principles and promotion of a new garden settlement.
Hawkhurst		Additional capacity may be required to serve Hawkhurst and Gill's Green	

# Theme 5: Utilities and Digital Infrastructure

## Energy supply – gas

- 3.150 Gas is delivered through seven reception points into the United Kingdom and distributed through a National Transmission System.

### Lead Agency

- SGN

### Related strategies and evidence

- SGN Long-term Development Statement 2016 Network Capacity, October 2016
- Strategic Planning Report - Tunbridge Wells IPMP - October 2018
- Strategic Planning Report - West Kent IPMP - December 2018

### Summary of consultation with lead agency

- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016.
- Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017.
- Stakeholder consultation with infrastructure providers in July/August 2018
- Stakeholder consultation with infrastructure providers in March/April 2019
- Stakeholder consultation with infrastructure providers in June 2019

### Overview of existing provision

- 3.151 SGN owns and operates the local gas distribution network in Tunbridge Wells borough, involving the management and responsibilities for regional high pressure transmission pipes and intermediate pressure distribution pipes, along with a number of pressure reduction stations.
- 3.152 The borough is served by two grids as follows:
- Grid 307 West Kent IPMP - this grid serves around a third of the borough including Paddock Wood, Cranbrook and Hawkhurst.
  - Grid 312 Tunbridge Wells IPMP - Serving the west of borough and Royal Tunbridge Wells
- 3.153 SGN forecast that for the period up to 2025, future gas demand will decline by over 10% in the southern region. This decline is predicted due to the uncertainty over the

economy, the introduction of government targets for renewable energy, policies to decarbonise the energy economy, growing low-carbon economy and smart metering.

- 3.154 Horsmonden and some of the surrounding areas are not currently serviced by the gas network.

### **Current planned provision**

- 3.155 SGN are currently engaged in ongoing mains replacement programme; however, there are no other major infrastructure plans at present.

### **Additional future requirements needed to deliver growth proposed in the Draft Local Plan**

- 3.156 It is considered that overall, the Tunbridge Wells grid (which covers the TWBC area) is robust and identified proposals within the borough (and other surrounding Local Authority areas within the same grid) will have little effect on network pressures, apart from a reinforcement zone likely to be required in the long term, although this falls within Tandridge District Council area. The West Kent Grid is also likely to need reinforcement within Maidstone Borough to accommodate new growth particularly within the Marden area.
- 3.157 New development will likely require connections to the gas network, in some instances this may drive reinforcement.

### **Funding sources**

- SGN are funded by OFGEM, through the current price control period of RIIO-GD1 and in some instances through customer funding calculated by way of an economical assessment based on annual quantity of gas/number of dwellings over a long term period.
- Developer connection charges.

## **Energy supply – electricity**

- 3.158 National Grid operates the national electricity transmission system across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. The company does not distribute electricity to individual premises directly. It is the role of local distribution companies to distribute electricity to homes and businesses.
- 3.159 Electricity is generated from power stations and transmitted through a national network of electricity lines operating at 275kV and 400kV before connecting to local networks owned by distribution companies. UK power Networks (UKPN) is the electricity distribution company for Tunbridge Wells borough.

## **Lead Agency**

- UK Power Networks.

## **Related strategies and evidence**

3.160 None identified at this stage.

## **Summary of consultation with lead agency**

- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016.
- Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017.
- Stakeholder consultation with infrastructure providers in July/August 2018.
- Stakeholder consultation with infrastructure providers in March/April 2019.

## **Overview of existing provision**

- 3.161 There are no National Grid substations located within Tunbridge Wells borough, with the closest being at Sellindge, Dungeness and Canterbury North. It is considered that specific development proposals within Tunbridge Wells borough are unlikely to have a significant direct effect upon National Grid's electricity transmission infrastructure. Generally, network developments to provide supplies to the local distribution network are as a result of overall regional demand growth rather than site specific developments.
- 3.162 UKPN owns and operates the local electricity distribution network in Tunbridge Wells borough. UKPN ensures continuity in supply by carrying out an annual review for reinforcement needs. UKPN's Regional Development Plans set out infrastructure requirements over a 10-year period, which take into account plans for development in the area.

## **Current planned provision**

- 3.163 UKPN is currently investing around £10 million in the electrical infrastructure of Tunbridge Wells borough to accommodate current and future predicted growth in the area.

## **Additional future requirements needed to deliver growth proposed in the Draft Local Plan**

- 3.164 None identified at this stage in the borough: UKPN has confirmed that from an initial assessment it does not believe that any deficits will be created as a result of the

growth proposed. As each developer applies for new connections, UKPN will carry out detailed studies that will allow for a greater level of certainty of provision.

- 3.165 if new infrastructure is required in response to an increase in demand across the local electricity distribution network, UKPN may request improvements to an existing National Grid substation or a new grid supply point.

### **Funding sources**

- Upgrades/improvements to the local electricity distribution network are funded by system charges, through electricity bills.
- Developer funding required for new connections and upgrades to any infrastructure that is required as a result of development.

## **Digital communications (broadband and mobile)**

- 3.166 Advanced, high quality communications infrastructure plays a key role in sustainable economic growth, and digital technologies have been a major driving force in influencing and shaping commerce and society in recent years. The development of high speed communication networks, including broadband are also significant in enhancing the provision of local community services and facilities. The NPPF strongly promotes the expansion of such electronic communication networks, including telecommunications, high speed broadband and digital services infrastructure.

### **Broadband**

- 3.167 Improved connectivity via broadband infrastructure is revolutionising our quality of life, from how we work and how our children learn, to how we spend our leisure time, how we do our weekly shop, and how we engage with public services.
- 3.168 Broadband Delivery UK (BDUK), part of the Department for Culture, Media and Sport sets targets for properties in the UK to have access to superfast broadband. The Governments goal is to deliver nationwide full fibre coverage by 2033.
- 3.169 The target is being delivered through a combination of market led investment by broadband infrastructure providers (e.g. BT Openreach, Virgin etc) and programmes funded by BDUK and KCC to upgrade areas of market failure by retrofitting superfast broadband provision into existing business and residential premises. It is essential therefore that new build properties are able to access high-quality and 'future proofed' broadband connectivity. Ultra fast fibre to the premises connectivity can be easily installed at the point of build, offering homes and businesses 'future proofed' broadband speeds of over 300mbps.
- 3.170 In terms of broadband service, superfast broadband is available in Tunbridge Wells, Pembury, Horsmonden, Lamberhurst, and Cranbrook. Other villages throughout the borough have a lesser service, including areas of Goudhurst, Kilndown, and

Lamberhurst (The Down) of less than 10Mbps. However, generally the coverage is considered to be reasonable.

### **Mobile phones**

- 3.171 Mobile phone coverage in the borough is provided by the main UK operators of Vodafone, O2, EE, and Three. Although not all operators have a full 4G coverage within the borough, O2, Vodafone, and EE do appear to cover the majority of the borough.

### **Lead Agencies**

- Openreach
- Mobile phone operators
- Broadband services
- Kent County Council

### **Related strategies and evidence**

- UK Next Generation Infrastructure Deployment Plan - Broadband Delivery UK - March 2015
- Future Telecoms Infrastructure Review - July 2018

### **Summary of consultation with lead agency**

- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016.
- Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017.
- Stakeholder consultation with infrastructure providers in July/August 2018.
- Stakeholder consultation with infrastructure providers in March/April 2019.
- Stakeholder consultation with infrastructure providers in June 2019
- Discussions with Openreach in June 2019

### **Overview of existing provision**

- 3.172 It is considered that the borough has reasonable coverage from both broadband and mobile phone services, however some areas of the borough are not served by superfast broadband at all. The Council's Economic Development Team are currently carrying out an audit of provision across the borough and identifying areas where there is no or insufficient provision. This work has not been completed at this stage and will need to be incorporated in a later iteration of the IDP.

## **Current planned provision**

- 3.173 There is a rolling programme of improvements to broadband across the country as part of the Government's goal to provide nationwide full fibre coverage by 2033. Full fibre connectivity is already being delivered to many new housing developments. Openreach play a key role in helping the government realise these ambitions and are working to pass three million premises with full fibre connectivity by the end of 2020, and a goal of 10 million premises by mid-2020's. Ensuring that new build developments are connected at the time of construction is an essential component of enabling this to be delivered.
- 3.174 Additionally, officers at Kent County Council are working with the Government's broadband agency, Broadband Delivery UK (BDUK), to improve access to superfast broadband services. This is part of the Government's national broadband programme to improve provision of superfast broadband across the UK.

## **Additional future requirements needed to deliver growth proposed in the Draft Local Plan**

- 3.175 As above - there is a Government led Nationwide planned programme of investment to provide full fibre broadband across the country over the course of the Draft Local Plan period.
- 3.176 Additionally, the draft Local Plan includes a development management policy which requires superfast broadband to be connected to all new developments in the borough - both residential and commercial to ensure delivery within the borough. Officers of TWBC are currently looking at the possibility of requiring through agreement that fibre provision should be in place by the time that planning permission is granted - to ensure that new premises in the borough have full fibre connectivity. This is still the subject of discussion/negotiation with Openreach.
- 3.177 Further work is required to establish current provision and ensure future delivery across the rural areas of the borough over the course of the Plan period.

## **Funding sources**

- 3.178 There are a number of funding opportunities for the delivery of digital infrastructure including the following:
- National productivity Investment Fund for Local Full Fibre Networks
  - Challenge Fund
  - Gigabit Broadband Voucher Scheme
  - Better Broadband Voucher Scheme
  - 'Duty to connect' provision
  - Developer contributions through Section 106/CIL

## Summary

3.179 Table 11 summarises the utility needs for each of the settlements within the borough in order to support the growth planned for in the Draft Local Plan. These are set out in more detail, with costs, funding where known, priorities and risks, within Appendix 1: The Infrastructure Delivery Schedule.

Table 11: Utility needs for settlements within Tunbridge Wells borough

Settlement	Gas	Electricity	Broadband/digital
Borough-wide	New development will require new gas supply connections	May be requirements for improvements to existing National Grid substation or a new grid supply point	All new developments to be able to access high quality and future proofed broadband connectivity - ultra fast full fibre to the premises

## Theme 6: Community, public and social services

- 3.180 Social and community infrastructure helps to create, sustain, and enliven communities. Community, public, and social infrastructure for the purposes of this IDP is considered to include the following: libraries, community centres, youth services, emergency services, and burial space. Together, these places support the activities that are required to help build community, foster a sense of place, meet the cultural and recreational needs of communities, and promote community well-being.

### Libraries

- 3.181 Library services are provided by Kent County Council library, Registration and Archive Service which is developing a future approach for library services focused on outcomes that make a difference to people's lives. The service is delivered through library buildings across Kent, the mobile library service, an online offer and for those unable to use those options, a range of outreach services such as the home library and postal loan services. As well as books, there is also access to ICT, a place to meet others and a range of events and activities for all ages.
- 3.182 Libraries and their services are changing significantly, partly due to reducing budgets, but also due to changes in technology and how the public access information. There is also an increasing trend towards meeting the population's needs through a core community information service.

### Lead Agency

- Kent County Council
- Tunbridge Wells Borough Council

### Related strategies and evidence

- KCC statistics for libraries, registrations and archives
- Tunbridge Wells Borough Council's Five Year Plan

### Summary of consultation with lead agency

- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016.
- Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017.
- Stakeholder consultation with infrastructure providers in July/August 2018.
- Stakeholder consultation with infrastructure providers in March/April 2019.

- Stakeholder consultation with infrastructure providers in June 2019.

## Overview of existing provision

3.183 There are a number of libraries within the borough, with the existing provision in the borough being provided at the following locations:

- Tunbridge Wells Library
- Cranbrook Library
- Hawkhurst Library
- Paddock Wood Library
- Pembury Library
- Rusthall Library
- Sherwood Library
- Showfields Library
- Southborough Library

3.184 There are also two mobile libraries, which cover the rural areas of the borough:

- The Mobile Library - Tonbridge Van Route
- The Mobile Library - Ashford 1 Van Route

## Current planned provision

3.185 Enhancements to existing services are proposed for all libraries in the borough. In particular, the following projects are currently in the pipeline for new library service provision within the borough:

- **Royal Tunbridge Wells - The Cultural and Learning Hub (The Amelia Scott)** - This ambitious project, which is being jointly led by Tunbridge Wells Borough Council and Kent County Council working in partnership, includes a new modern library and will also incorporate the museum, art gallery, and adult education centre (more detail on this project is set out in the Public Realm, Art, and Culture theme).
- **Southborough - The Southborough Hub** - This project, which is being led jointly by Tunbridge Wells Borough Council, Southborough Town Council, Kent County Council, and the CCG/NHS includes the provision of a new library to replace the existing library (more detail on this project is set out in the Public Realm, Art, and Culture theme).
- **Cranbrook - The Cranbrook Community Centre** - This project is being led by Cranbrook and Sissinghurst Parish Council and includes the provision of a new library for the parish to replace the existing library.

## **Additional future requirements needed to deliver growth proposed in the Draft Local Plan**

- 3.186 Nothing specific has been identified by Kent County Council at this stage, apart from additional book stock to be provided to meet the needs of new development at existing libraries. KCC is also looking at ways to work in partnership with others and look at different models of service delivery to ensure KCC is continuing to make efficiencies while keeping a focus on the customer in delivering library services.

## **Funding sources**

- 3.187 Developer contributions through Section 106/and or CIL.

## **Community Centres**

- 3.188 For the purposes of this IDP, a community centre or hall is considered to be a venue that is owned and supported by the community, with recognised policies and practices of full community use, and which are large or flexible enough to embrace and offer a wide range of recreation and community activities and functions.
- 3.189 In practice, community halls and centres are a vital form of infrastructure, offering a host of activities of appeal to a wide sector of the community, including the young and old, and are a hub of local community activities.

## **Lead Agencies**

- Tunbridge Wells Borough Council
- Kent County Council
- Parish and town councils

## **Related strategies and evidence**

- 3.190 Tunbridge Wells Borough Council Built Sports Facilities Assessment (2018).

## **Summary of consultation with lead agencies**

- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016.
- Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017.
- Consultation with parish and town councils during the production of the Open Space Study in 2018.

- Stakeholder consultation with infrastructure providers in July/August 2018.
- Stakeholder consultation with infrastructure providers in March/April 2019.
- Site and location specific discussions with site promoters/agencies and providers.
- Discussions with Neighbourhood Plan groups as part of development of the Draft Local Plan

## Overview of existing provision

3.191 There are a number of existing community halls across the borough, and the Tunbridge Wells Borough Built and Indoor Sports Facility: Needs Assessment (2018) identifies over 30 venues that it considers are bespoke stand-alone village and community halls serving the borough.

Table 12: Existing community halls

Parish	Name of venue
Benenden	Benenden Village Hall
Bidborough	Bidborough Village Hall
Brenchley	Matfield Village Hall
Brenchley	Brenchley Village Hall
Capel	Capel Parish Hall
Cranbrook	St George's Institute
Cranbrook	The Vestry Hall
Frittenden	Frittenden Memorial Hall
Goudhurst	Goudhurst Village Hall
Hawkhurst	Copthall
Horsmonden	Horsmonden Village Hall
Lamberhurst	Lamberhurst Village Hall
Paddock Wood	No hall of a reasonable size at present
Pembury	Pembury Village Hall
Rusthall	Sunnyside Community Hall
Sandhurst	Sandhurst Village Hall
Southborough	Southborough Village Hall
Speldhurst	Langton Green Village Hall
Speldhurst	Ashurst McDermott Hall

Parish	Name of venue
Speldhurst	Speldhurst Village Hall
Royal Tunbridge Wells	Number One Community Centre
Royal Tunbridge Wells	The Camden Centre
Royal Tunbridge Wells	TN2 Community Centre

3.192 There are, however, a number of other venues/halls that are owned by churches, clubs, organisations, education, health, and social institutions, which all offer further provision serving the locality and wider population.

### Current planned provision

3.193 There are a number of community halls within the parishes that are currently being progressed by parish councils and community trusts as set out below:

- **Hawkhurst** - The King George V Playing Field at Hawkhurst the Moor, is allocated within the Site Allocations Local Plan (2016) for a new community centre to replace the existing Copthall. It is understood that the Hawkhurst Community Trust established in 2018 to oversee the project are working with Hawkhurst Parish Council to deliver the project. The centre is planned to include such facilities as internet access, cafe, meeting rooms, changing facilities, dance floor, help points, hearing loop, post office and an office for the Parish Council.
- **Cranbrook** - The Cranbrook Hub project includes a multi-purpose indoor meeting space as well as part of a wider community space including new library provision and town council offices.
- **Southborough** - The Southborough Community Hub project provides a range of community space including new library provision, replacement theatre and town council offices.
- **Paddock Wood** - A new community hall is planned for the Memorial Field at Paddock Wood to be delivered by the Paddock Wood Town Council.

### Additional future requirements needed to deliver growth proposed in the Draft Local Plan

3.194 In terms of current and planned provision, the Built Facilities Assessment considers that, in quantitative terms, there is a good range and spread of village and community halls across the borough, with most residents of the borough being in close proximity to a village or community hall when access is by car, and, where gaps in population are sparse, there may be other smaller venues (such as church halls) that serve a similar community function. However, it is considered that in some locations natural and planned population change within the borough may increase the demand for access to such venues.

- 3.195 In qualitative terms, the Built Facilities Assessment also considers that most of the village/community halls appear to be of a good level of repair and maintenance, although of varying age and fitness for contemporary needs. In some locations, their upgrading will help to meet community needs where access to more centrally placed leisure centres is difficult.
- 3.196 In terms of accessibility, the surveys carried out as part of the Built Facilities Assessment suggest that most respondents would be prepared to travel around 10 minutes (by foot or car) to a village/community hall, and this suggests that there is already a good spread of facilities.
- 3.197 Based on the projected population increase over the Local Plan period, the Built Facilities Assessment considers that approximately 3-4 additional small community halls should be provided across the borough (taking into account areas of growth). Paddock Wood was specifically identified as an area which requires future provision due to the current lack of community hall provision within the parish and future growth being directed to the area. Additionally, it is considered that a new community hall should be provided as part of the proposed garden settlement - Tudeley Village.

### **Funding sources**

- 3.198 New community facilities are either provided from local authority capital expenditure budgets or through developer contributions. In certain circumstances, funding can be sought from Sport England if the facility is to provide a significant level of sports facilities. Contributions from development will come forward via Section 106 or CIL.
- 3.199 Additionally, on some occasions, as part of major developments, land for the provision of community facilities is provided free in lieu of other charges, so a developer may offer either the land and a capital contribution towards the construction of a community building, or the identification of a site and construction of the building with subsequent transfer to a parish council if appropriate, or another community body or trust.

## **Emergency Services**

- 3.200 Emergency services for the purposes of this IDP include Police, Fire and Rescue, and Ambulance services.

### **Lead Agencies**

- Kent Police
- Kent Fire and Rescue Service
- The South East Coast Ambulance Service

## Related strategies and evidence

- None identified at this stage.

## Summary of consultation with lead agency

- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016.
- Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017.
- Stakeholder consultation with infrastructure providers in July/August 2018.
- Stakeholder consultation with infrastructure providers in March/April 2019.

## Overview of existing provision

3.201 Emergency services are situated across the borough in the following locations:

### Police

- Royal Tunbridge Wells Police Station, Civic Way - providing a local and county service (however, all police officers have been relocated to the Police Station at Tonbridge to better pool resources)
- Paddock Wood Police Station (not open to the public and it is understood that the building has recently been sold and the police operations being relocated)
- Cranbrook Police Station (does not offer a full service)

### Fire and Rescue

- Royal Tunbridge Wells Fire Station
- Southborough Fire Station
- Paddock Wood Fire Station
- Cranbrook Fire Station
- Hawkhurst Fire Station

### Ambulance

- Paddock Wood - Make Ready Ambulance Depot at Eldon Way - this depot is where staff start and end their shifts and is supported by a network of community response ambulance posts.
- Cranbrook - although the Ambulance station in Cranbrook has now closed, it has been replaced by a new Ambulance Community Response Post (ACRP) at Angley Rugby Club to support the Make Ready Depot at Paddock Wood.

## Current planned provision

- 3.202 It is understood that many police officers from the Tunbridge Wells Police Station have been moved to the Tonbridge Station in 2018 and that the police station in Tunbridge Wells Town Centre is due to close in the short term.

## Additional future requirements needed to deliver growth proposed in the Draft Local Plan

- 3.203 Nothing identified at this stage.

## Funding sources

- 3.204 In general, the provision of emergency services will continue to be funded largely through the general government grant, with much of the income being raised through Council Tax bills.

## Summary

- 3.205 Table 12 summarises the community, public, and social services needs for each of the settlements within the borough in order to support the growth planned for in the Draft Local Plan. These are set out in more detail, with costs, funding where known, priorities, and risks, within Appendix 1: The Infrastructure Delivery Schedule.

Table 13: Community, public, and social services needs for settlements within Tunbridge Wells borough

Settlement	Libraries	Community Centres	Emergency Services
Borough-wide	Additional book stock to be provided to meet needs of new development at existing libraries across the borough	3-4 new community halls to be provided across the borough over the Plan period	None identified
Tunbridge Wells	New cultural and Learning Hub (including library provision) and new book stock to be provided		
Southborough	New Southborough Hub with new book stock to be provided		
Paddock Wood	New book stock to be provided	New community hall/centre to serve the parish	None identified

<b>Settlement</b>	<b>Libraries</b>	<b>Community Centres</b>	<b>Emergency Services</b>
Cranbrook	New Cranbrook Hub with new book stock to be provided	New community hall/centre to serve the parish	
Hawkhurst	New book stock to be provided	New community hall/centre to serve the parish	
Pembury	New book stock to be provided		
Rusthall	New book stock to be provided		
Sherwood	New book stock to be provided		
Showfields	New book stock to be provided		
Tudeley Garden Settlement	Not identified to be provided	New community hall/centre to serve the new settlement	None identified

# Theme 7: Sport and Recreation

## Overview

- 3.206 Sports, leisure, and recreation infrastructure helps to create, sustain, and enliven communities. Leisure and recreation infrastructure ranges from purpose-built leisure facilities, indoor and outdoor sport facilities, and play space. These facilities are owned and operated by a mixture of private sector, voluntary organisations, local authorities, and education establishments.
- 3.207 Together, these places support the activities that are required to help build community, foster a sense of place, meet the cultural and recreational needs of communities, and promote community wellbeing. Central government policy is very much focused on tackling inactivity and supporting/encouraging under-represented groups to be active as it is considered that physical activity improves physical and mental health as well as individual and social/community development. Therefore, all new development needs to consider such infrastructure to encourage people to be more active, including walking and cycling routes, open spaces etc in both the urban and rural areas.

## Lead Agencies

- Tunbridge Wells Borough Council
- Sport England
- National Governing Bodies for Sport (football, rugby, hockey and cricket etc)
- Kent County Council Public Rights of Way and Access Service
- Kent Sport Parish councils
- Local sports clubs

## Related Strategies and Evidence

- The Kent County Council Rights of Way Improvement Plan 2018
  - Sport England - Active Design Guide 2015
  - Planning for Sport Guidance 2019
- 3.208 In 2017, the Borough Council commissioned a Playing Pitch Strategy and in 2018, two further studies were commissioned: the Open Space Study and the Indoor Sports Facilities Study.
- 3.209 These studies have been produced in accordance with the guidance provided by Sport England and are supported by the National Government Bodies for Sport (NGBs). They have been subject to extensive consultation with local clubs and parish councils, who all play a key role in delivering and maintaining sport and

recreational facilities in the borough. These studies have been ratified by Sport England. The Playing Pitch Strategy is supported by an Action Plan, which shows where the focus should be in the short to medium terms, based on existing population and the likely future population which is subject to annual review.

- Tunbridge Wells Borough Indoor/Built Sports facility needs assessment - June 2018
- Tunbridge Wells Borough Council Open Space, Sport and Recreation Study (2013-2033)
- Tunbridge Wells Borough Council Playing Pitch Strategy 2017-2033
- Tunbridge Wells Borough Council Open Space, Sports and Recreation Study (2017) - Community and Stakeholder Consultation Report (Final)
- Tunbridge Wells Borough Retail and Leisure Study on behalf of Tunbridge Wells Borough Council - April 2017

### **Summary of consultation with lead agencies**

- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016.
- Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017.
- Stakeholder consultation with infrastructure providers in July/August 2018.
- Stakeholder consultation with infrastructure providers in March/April 2019.
- Stakeholder consultation with infrastructure providers in June 2019.
- Continuous engagement with stakeholders including discussions with the Council's Parks and Leisure Team.
- Consultation with parish/town councils, The Town Forum, local sports groups and organisations and national governing bodies as part of the consultation on the Open Space Study and Playing Pitch Strategy

### **Overview of existing provision**

- 3.210 There is a wide range of sports and recreational facilities across the borough, including formal sports pitches, parks and recreation grounds, formal and informal open space, indoor sports facilities (including multi-purpose leisure centres), as well as sports halls and specialist sporting provision. It is recognised within the Open Space Study that a number of facilities used by residents fall outside of the boundaries of the borough; for example, built sports facility provision at Tonbridge and Crowborough are well used by a number of residents. This is taken into account in the work that has been undertaken.

- 3.211 Broadly, the provision within the borough can be considered under the following typologies:

**Indoor facilities – main leisure centres**

- 3.212 There are three strategic leisure centres available for community use at Royal Tunbridge Wells, Paddock Wood, and Cranbrook.

**Tunbridge Wells Sports Centre, Royal Tunbridge Wells:** the key indoor sports facility within the borough. Facilities include:

- Swimming pool complex (25m x six lanes) main pool, teacher/learner pool, diving pool)
- Sports halls (two x four court halls)
- Tennis hall (four court halls) Squash courts (three courts)
- Gym (circa 100 stations plus weights)
- Studios (x 2)
- Restaurant; cafe;
- Sauna
- Creche
- Children's soft play
- Disability access

**The Weald Sports Centre, Cranbrook.** Facilities include:

- Swimming pool (25m x five lanes) main pool Sports Hall (one x four court hall)
- Gym (circa 50 stations)
- Studio
- Disability access

**Putlands Sports Centre, Paddock Wood.** Facilities include:

- Sports hall (one x four court hall)
- Gym (circa 30 stations)
- Studio (small)
- Sauna
- Therapy room
- Disability access

**Indoor facilities – other provision**

- Other activity halls - the borough contains a number of activity halls - halls which are big enough to accommodate a variety of activities ranging from yoga, pilates, badminton, children's sporting activities etc.

- Gyms and health clubs - a number of gyms and health clubs are in operation across the borough including a number of fitness stations - pieces of static equipment.
- Indoor bowls: There is one indoor bowls facility in Royal Tunbridge Wells which has six indoor rinks. The closest alternative venue is in Tonbridge.
- Lawn tennis: There are a number of tennis courts/facilities across the borough, including the Tunbridge Wells Lawn Tennis Club
- Athletics facility: There is one athletics facility at Paddock Wood which is the only synthetic track in the Borough- this consists of a 4 lane running track. The closest alternatives are at Tonbridge, Crowborough and Maidstone which residents of the borough do use.
- This list is not exhaustive as there are a number of other sporting facilities/activities across the borough including niche specialist facilities such as Fentons Curling rink at Dundale Farm, Tunbridge Wells and the rifle range in Royal Tunbridge Wells.

### **Outdoor facilities**

- 3.213 There are a number of playing pitches across the borough for formal and informal sports - in particular for football, rugby, cricket, netball and hockey as well as for other sports such as tennis, basketball, bowls etc. In addition there are a plethora of parks and recreation grounds across the borough, as well as other provision such as children and youth play spaces, amenity green space, allotments, public rights of way etc.
- 3.214 There is also an extensive Public Rights of Way network across the borough for informal recreation for walkers, runners, cyclists and equestrian users.
- 3.215 The Tunbridge Wells Borough Council Playing Pitch Strategy 2017-2033, assesses the existing quantitative and qualitative provision of formal playing pitches (rugby, football, cricket and hockey) across the borough - See Appendix 2 for table detailing the existing provision identified across the borough.
- 3.216 The Tunbridge Wells Borough Open Space Study 2018, assesses the existing quantitative and qualitative provision of other outdoor open space, such as parks and recreation grounds, children's and youth play space, outdoor gyms, allotments, informal open space -see Appendix 2 for table of existing provision identified.
- 3.217 Some of the sporting facilities/pitches are referred to in both studies as a number of pitches/recreation grounds etc are used for a number of purposes - both in an informal and a formal way.

### **Current planned provision**

- 3.218 A number of schemes are currently the subject of planning permission as part of larger development schemes where on-site open space has been planned/required as part of schemes coming forward - in particular the permitted major developments

at the edge of the town of Paddock Wood include a range of formal and informal open space provision as part of the developments currently being implemented.

- 3.219 Planning permission has also been granted for the expansion of sporting facilities at Hawkenbury in Royal Tunbridge Wells bringing forward an allocation in previous Local Plans for the expansion of facilities in Royal Tunbridge Wells. Additionally, planning permission has been granted for the expansion of facilities at Rusthall to again bring forward a previous Local Plan allocation to expand sporting facilities.

### **Additional future requirements needed to deliver growth proposed in the Draft Local Plan**

- 3.220 The Playing Pitch Strategy, Open Space Study and Built Facilities Assessment identifies the following provision that is needed to meet the need of the future population, taking account of existing provision and planned provision coming forward through existing planning permissions/projects.

#### **Built sports facilities**

- Indoor swimming pools - one 25m x four/six-lane swimming pool
- Sports halls - one standard size four-court sports hall
- Health and fitness suites - 111 health and fitness stations spread over the existing leisure centres
- Indoor bowling - potential extension of the existing venue in RTW by one lane if possible
- Indoor tennis - potential extension of existing venue in RTW by one court if possible
- Athletics - expansion of the existing running track at Paddock Wood from 4 to a full six-lane facility
- Small community halls (also included in the community services theme) - 3.6 additional venues (or the equivalent)

#### **Outdoor formal sports facilities**

- 3.221 There are a number of new sports facilities identified within the Playing Pitch Strategy and the Open Space Study - including complete new provision to meet the needs of the new population and some enhancement/improvements to existing provision and ancillary facilities as well as reconfiguration and rationalisation of pitches to make better use of them.

#### **Provision for football:**

- there is currently an oversupply of adult pitches and an under supply of junior 11 v 11 and junior 9 v 9 pitches. The Playing Pitch Strategy sets out how

existing sites can be reconfigured to meet the needs over the Local Plan period to meet the needs of both junior and adult pitches.

- Rationalisation of some pitches and the provision of new and better 'sports hubs' across the borough at Hawkenbury in Royal Tunbridge Wells and Paddock Wood providing the right pitches to meet demand with upgraded facilities.
- The increased provision of 3G Rubber Crumb Pitches
- Improved pitch facilities are required of many existing pitches, including improved drainage and enhancements to changing facilities are required at some facilities across the borough
- the utilisation of Community Use Agreements to ensure use of facilities at education establishments for community use

#### **Provision for cricket:**

- The Playing Pitch Strategy considers that there is sufficient current supply to meet current demand for cricket across the borough.
- Qualitative improvements are required to some clubhouses and pitches to meet modern standards.
- Improved facilities required at the Nevill Sports Ground for the provision of Cricket and Hockey (see below)
- the utilisation of Community Use Agreements to ensure use of facilities at education establishments for community use

#### **Provision for rugby:**

- The Playing Pitch Strategy considers that all rugby clubs in the borough have sufficient pitches at peak match times, with some spare capacity but the pitches are overused for training.
- future investment in quality enhancements required - improved drainage, floodlights and access to 3G rubber crumb pitches required.
- Qualitative improvements are required to ensure pitches and ancillary facilities are fit for purpose
- the utilisation of Community Use Agreements to ensure use of facilities at education establishments for community use to help meet demand

#### **Provision for hockey:**

- The Playing Pitch Strategy considers that the current accessible supply of hockey facilities in the borough will not be enough to meet future demand - there is the need for 1 additional AGP England Hockey Category 1-3 will be required in the borough.

- Any new facility should be located close to an existing pitch and served by changing and social facilities and it is considered that the Nevill Sports Ground could meet this need for enhanced cricket and hockey provision.

### **Outdoor open space, sports and recreation requirements**

- 3.222 There are a number of requirements set out within the Open Space, Sport and Recreation Study as a result of the projected population increase across Tunbridge Wells borough. These are considered for the various typologies against existing standards and supply. The following sets out the requirements for each typology:
- Allotments - 5.34 Hectares
  - Amenity Green Space/Natural Green Space - 14.25 hectares
  - Park and Recreation Grounds (combined) - 19.59 hectares
  - Play Space - Children - 0.71 hectares
  - Play Space Youth - 0.71 hectares Total - 40.60 hectares
- 3.223 The above requirements are planned to be met through the allocation of open space, sport and recreation facilities provided as part of development sites allocated within the Draft Local Plan. Using the standards recommended in the study - site allocation policies set out within the policy criteria, what open space provision should be provided as part of any development. Additionally, the development management policies set out the standards which should be applied for any sites coming forward for development in the borough (non-allocated sites).
- 3.224 Additionally, the Open Space, Sport and Recreation Study sets out opportunities for 're-designating open space' by parish, to make better use of land by relocating an open space or sport and recreation facility especially if it will enhance its quality or accessibility for existing or future users.
- 3.225 All of the above requirements are set out within Table 14 below and the Infrastructure Delivery Schedule at Appendix 1 of this IDP.

### **Funding Sources**

- 3.226 Sport England has changed its approach to capital funding and now has a considerably reduced ability to fund sport infrastructure projects. This is particularly the case for community sporting facilities. This is in part due in response to falling lottery sales, and a focus on informal sport being the best way to support the least active people to start being active.
- 3.227 Additionally, many schools and colleges allow the community to use their facilities. However, increasingly, some free schools and Academies do not. Some of the under supply in sports facilities provision could be met by those education establishments being encouraged to be more willing to do so or being required to do so when applying for planning permission.

- Section 106/CIL
- Sport England
- Governing Bodies

## Summary

3.228 Table 14 summarises the sport and recreation provision needs for each of the settlements within the borough in order to support the growth planned for in the Draft Local Plan. These are set out in more detail, with costs, funding where known, priorities, and risks, within Appendix 1: The Infrastructure Delivery Schedule.

Table 14: Sport and recreation provision needs for settlements within Tunbridge Wells borough

<b>Parish</b>	<b>Requirement (outdoor): open space, sports and recreation grounds, sports pitches, allotments, children and youth play space, amenity green space</b>	<b>Requirement (indoor/built facilities): sports halls, leisure centres, swimming pools, community halls</b>
Borough-wide	<ul style="list-style-type: none"> <li>• Improvements to the PRoW network across the borough</li> </ul>	
Benenden	<ul style="list-style-type: none"> <li>• Youth and children's play space</li> <li>• Retention of football/cricket pitches</li> </ul>	
Brenchley and Matfield	<ul style="list-style-type: none"> <li>• Youth and children's play space</li> <li>• Allotments and/or amenity green space</li> <li>• Improvements to changing rooms at the Brenchley War Memorial ground</li> </ul>	
Capel	<ul style="list-style-type: none"> <li>• Requires improvements to football pitches at Five Oak Green recreation ground</li> </ul>	
Cranbrook and Sissinghurst	<ul style="list-style-type: none"> <li>• Extensions to existing provision across the parish – apply standards for new provision as part of new development</li> <li>• Re-designation of junior pitches to adult pitches at King George Field at Sissinghurst and Ball Field, Cranbrook</li> <li>• Improvements required to the King George Field and the Tomlin Ground at Cranbrook</li> <li>• Improvements to the changing rooms and new pavilion at Cranbrook Rugby Club</li> </ul>	<ul style="list-style-type: none"> <li>• New community hall in the parish</li> <li>• Improvements to, or replacement of, St George's Hall, Sissinghurst</li> </ul>
Frittenden	<ul style="list-style-type: none"> <li>• Improvements to youth provision</li> <li>• Provision of allotments/food growing area as part of park/recreation ground</li> </ul>	
Goudhurst	<ul style="list-style-type: none"> <li>• Existing allotment should be improved/reinstated</li> <li>• Amenity green space could accommodate youth provision</li> </ul>	

<b>Parish</b>	<b>Requirement (outdoor): open space, sports and recreation grounds, sports pitches, allotments, children and youth play space, amenity green space</b>	<b>Requirement (indoor/built facilities): sports halls, leisure centres, swimming pools, community halls</b>
Hawkhurst	<ul style="list-style-type: none"> <li>• Extension of existing area for children's play space and parks and recreation grounds in the south of the parish</li> <li>• Provision of children's natural play at Hawkhurst nature pond</li> <li>• Increase quality and playing capacity of King George V playing field as a priority site</li> </ul>	<ul style="list-style-type: none"> <li>• New community hall at King George V playing field (current preferred site) or other location in parish</li> </ul>
Horsmonden	<ul style="list-style-type: none"> <li>• Youth provision at Locket Green should be upgraded</li> <li>• Provision of amenity green space or improvements to sports ground to accommodate children's play and allotments/food growing areas</li> </ul>	
Lamberhurst	<ul style="list-style-type: none"> <li>• Improvements to Spray Hill Park and recreation ground to provide youth provision and allotments/food growing areas</li> <li>• Amenity green space may also have potential to accommodate low impact uses such as natural play or food growing areas to reduce shortfalls in access/supply</li> <li>• Re-designate two lapsed football pitches at Lamberhurst to junior pitches</li> </ul>	
Paddock Wood (including land within Capel parish)	<ul style="list-style-type: none"> <li>• Open space and youth provision at Fuggles Close could be upgraded/improved</li> <li>• Potential for Maidstone Road or Cogate Road to accommodate children's play space to reduce gaps in provision in this area</li> <li>• Potential for youth facilities (or expanding existing ones) within parks and recreation grounds</li> <li>• Outdoor sports hub, or if not progressed, a priority pitch for improvement (drainage issues) is Elm Tree playing fields, as well as possible additional pitches (one adult, two junior and two mini soccer pitches) and ancillary facilities (changing rooms); also improvements required at Green Lane recreation ground</li> <li>• Support for PW Juniors as a juniors club</li> </ul>	<p>Range of facilities required, including:</p> <ul style="list-style-type: none"> <li>• New community hall</li> <li>• Improvements to Putlands Leisure Centre</li> <li>• New public swimming pool</li> <li>• Expansion of athletics track from four to six lanes</li> </ul>

Parish	Requirement (outdoor): open space, sports and recreation grounds, sports pitches, allotments, children and youth play space, amenity green space	Requirement (indoor/built facilities): sports halls, leisure centres, swimming pools, community halls
	<ul style="list-style-type: none"> <li>• Memorial recreation ground should also be protected for football use</li> <li>• Possible reuse of lapsed cricket ground at the Memorial Ground to come back into use</li> <li>• East Peckham and PW rugby club at Putlands – pitch requires drainage</li> </ul> <p>Improvements:</p> <ul style="list-style-type: none"> <li>• Demand for one adult men's team and junior team pitch over Plan period</li> </ul>	
Pembury	<ul style="list-style-type: none"> <li>• Existing facilities could be extended to reduce shortfalls in supply, particularly to the north of Pembury</li> <li>• Increase quality and capacity of Woodside playing field</li> <li>• Improvements to practise net and non-turf pitch at Pembury Cricket Club</li> </ul>	
Royal Tunbridge Wells	<ul style="list-style-type: none"> <li>• Potential for parks and recreation grounds to accommodate new youth provision and allotments to reduce the shortfall in supply</li> <li>• Potential for natural green space to accommodate low impact uses such as food growing areas</li> <li>• New enhanced and expanded provision and sporting facility at Hawkenbury, as well as improvements to existing facilities at Hawkenbury</li> <li>• Improvements to pitches at Hilbert recreation ground and changing/welfare facilities</li> <li>• Improvements at the Nevill Ground to facilitate enhanced facilities for cricket and hockey</li> <li>• Improvement to pitches at Bayham Road</li> </ul>	<ul style="list-style-type: none"> <li>• Expansion of health and fitness suites</li> <li>• Expansion of indoor bowling centre by one lane if possible</li> <li>• Expansion of existing indoor tennis centre by one court if possible</li> </ul>
Rusthall	<ul style="list-style-type: none"> <li>• May be potential for natural green space such as Rusthall Common to accommodate natural play space</li> <li>• Allan Close amenity green space to accommodate children's play space to reduce the gap in access to this typology</li> </ul>	

<b>Parish</b>	<b>Requirement (outdoor): open space, sports and recreation grounds, sports pitches, allotments, children and youth play space, amenity green space</b>	<b>Requirement (indoor/built facilities): sports halls, leisure centres, swimming pools, community halls</b>
	<ul style="list-style-type: none"> <li>• Rusthall playing fields are a priority site for improvements of non-playing pitch facilities, as the site has ageing ancillary facilities</li> <li>• Support to Rusthall Juniors FC and also the provision of a 3G pitch at Rusthall</li> <li>• Rusthall Southwood recreation ground: ancillary facilities may need to be replaced or improved</li> </ul>	
Sandhurst	<ul style="list-style-type: none"> <li>• Potential for Sandhurst playing fields to accommodate youth provision and a food growing area/allotments to reduce shortfalls in supply and access</li> <li>• Conghurst Lane sports ground requires improvements to the football pitches, as well as sorting drainage issues</li> </ul>	
Southborough	<ul style="list-style-type: none"> <li>• Opportunities for play space provision to reduce the gap in access in this area</li> <li>• May be potential for natural green space or amenity green space to accommodate food growing areas/allotments to reduce shortfall/gaps in access to this typology</li> <li>• Good access to natural green spaces at Barnetts Wood Nature Reserve and Southborough Common, which could be further enhanced</li> </ul>	<ul style="list-style-type: none"> <li>• New community hall as part of the Southborough Hub development</li> </ul>
Speldhurst	<ul style="list-style-type: none"> <li>• Potential for existing parks and recreation grounds to accommodate youth provision and allotments to reduce shortfalls in provision and access</li> <li>• Reconfiguration of pitches at Langton Green</li> </ul>	
Tudeley Garden Settlement	<ul style="list-style-type: none"> <li>• New provision in accordance with recommended open space standards as part of new development</li> </ul>	<ul style="list-style-type: none"> <li>• New community hall to server new community at Tudeley Garden Settlement</li> </ul>

# Theme 8: Green Infrastructure

## Overview

- 3.229 Green infrastructure (GI) is defined as a network of multi-functional green spaces, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. In the context of the IDP, the term 'green infrastructure' is extended to also incorporate 'blue infrastructure' (i.e. water resources such as ponds, rivers and streams) that contribute to the wider green/blue network.
- 3.230 The existing network of green infrastructure across the borough, includes parks, open spaces, playing fields (which are included within the previous section, Theme 7: Sport and Recreation) semi natural habitats including woodlands, hedgerows and meadows, but also in urban areas street trees, allotments, private gardens, green roofs, green walls with elements of blue infrastructure, that includes streams, rivers, lakes and ponds including drainage ditches and surface features of Sustainable Urban Drainage Systems (SuDS) (reference included in theme 4: Water).
- 3.231 The retention, improvement and provision of green infrastructure can have many positive impacts on the local environment, including the promotion of healthier living, lessening the impacts of climate change, improving air and water quality, encouraging walking and cycling, improving biodiversity and ecological resilience, and environmental benefits through carbon storage.
- 3.232 Many of the Green Infrastructure issues are also covered in other 'Themes' of this IDP as previously referred to, including 'Theme 7: Sport and Recreation', 'Theme 4: Water' and 'Theme 10 Public Realm, Art and Culture'.

## Lead Agencies

- All those involved in the management and development of land
- Tunbridge Wells Borough Council
- Kent County Council
- Kent Local Nature Partnership
- Environment Agency
- Natural England
- Kent Wildlife Trust

## Related Strategies and Evidence

- Green Infrastructure Framework for Draft Local Plan - Regulation 18 Consultation September 2019

- Tunbridge Wells Borough Council 2014 Green Infrastructure Supplementary Planning Document (2014)
- Tunbridge Wells Borough Council Biodiversity Action Plan Part 1: Habitats and Part 2: Proposed Actions (2008)
- Biodiversity Evidence Base for Draft Local Plan - Regulation 18 Consultation September 2019
- Tunbridge Wells Borough Landscape Character Assessment: Supplementary Planning Document (2017)
- High Weald Area of Outstanding Natural Beauty Management Plan 2019-2024
- Biodiversity 2020 (2018) -A strategy for England's wildlife and ecosystem services: Indicators (DEFRA)
- A Green Future: Our 25 Year Plan to improve the Environment (2018) – DEFRA
- Kent Environment Strategy: A Strategy for Environment, Health and Economy - March 2016
- Kent Biodiversity 2020 and beyond - a strategy for the natural environment 2015-2025
- Kent County Council Rights of Way Infrastructure Plan 2018-2028

### **Summary of consultation with lead agencies**

- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016.
- Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017.
- Stakeholder consultation with infrastructure providers in July/August 2018.
- Stakeholder consultation with infrastructure providers in March/April 2019.
- Stakeholder consultation with infrastructure providers in June 2019.
- Site specific discussions with landowners/promoters and agencies in relation to specific sites and locations.

### **Overview of existing provision**

3.233 There is a wealth of existing green infrastructure across the borough in both the rural and urban areas which is described in more detail in the Green Infrastructure Framework, but elements of GI that characterise the borough include:

- Extensive areas of ancient woodland (16.3% land cover for the borough)

- Large blocks of forested land with public access at Bedgebury, Pembury, Cranbrook and Benenden
- Around 40 sites designated as Historic Park and Garden that contain extensive areas of parkland and gardens
- Large areas of Common land at Royal Tunbridge Wells and Rusthall, Southborough and Lamberhurst the Down
- More than 4,000 hectares of land designated for its value to wildlife
- Significant rivers and streams including the Bewl and Teise which cut through the borough and the Rivers Medway and Rother bordering the borough and drainage channels such as the Hmmer Stream and Hexden Channel
- An intricate network of steep sided and wooded gill stream across the High Weald
- A high density of ponds (many of historic origin) and a number of notable modern ornamental/fishing lakes
- Townscape with extensive tree cover from gardens and street trees

### **Current planned provision**

- 3.234 The provision of GI is encompassed in many different elements and is an integral part of many of the proposals in the Draft Local Plan and reflected within this IDP. The provision of GI in relation to parks, play spaces and sports pitches is set out in Theme 7: Sport and Recreation of this IDP. Other planned provision of infrastructure that may also deliver GI included flood mitigation measures and surface water management as set out in Theme 4: Water of this IDP. Also, improvements to walking and cycling as set out in Theme 1: Transport.
- 3.235 The proposals for more general GI improvements are set out in the Council's Green Infrastructure Framework.

### **Additional future requirements needed to deliver growth proposed in the Draft Local Plan**

- 3.236 To accommodate the amount of planned growth whilst protecting and enhancing the existing GI and to maximise opportunities for new GI there will need to be a strong policy framework as part of all new development. This will require a set of policies and supporting guidance for GI specifically but requiring support from allied policies including those for landscape, biodiversity, flooding and drainage.
- 3.237 Policies in relation to parks and sports provision will also have their effect but a new and significant policy is that for net gain for biodiversity which not only adds greater weight to the protection and enhancement of GI features but may also through biodiversity offsetting provide for new areas of land to be put aside specifically for biodiversity. These policies are all set out within the Draft Local Plan.

3.238 Further guidance and information will be found in the Draft Green Infrastructure Framework and the net gain for biodiversity policy will in future be supported by more detailed guidance/Supplementary Planning Document.

### **Funding Sources**

- Section 106/CIL.
- External partners and bodies including:
  - Kent Nature Partnership
  - Forestry England
  - Kent High Weald Partnership
  - Woodland Trust
  - Kent Wildlife Trust
  - RSPB

### **Summary**

3.239 As previously referred to, many of the GI projects are included within other 'Themes' of this IDP and are therefore already reflected within these sections. In terms of specific GI projects, these are listed within the Draft Green Infrastructure Framework.

## Theme 9: Waste and Recycling

- 3.240 The management of municipal waste is a both a nationwide and borough challenge as policy and legislation seeks to deal with waste more sustainably and to reduce the amounts of waste being deposited into landfill. Waste is also increasingly seen as a resource that through recycling and treatment processes can be utilised.
- 3.241 Kent County Council is the Waste disposal Authority (WDA) covering Tunbridge Wells borough and provides waste disposal infrastructure to ensure waste generated by households, and other wastes collected by Councils in the County, is effectively managed. Tunbridge Wells Borough Council is the Waste Collection Authority and is responsible for the collection of this municipal waste. Municipal waste includes household waste and any other wastes collected by, or on behalf, of Council's.
- 3.242 The delivery of Local Plans which increase residential development, through both infilling and major developments, will impact on waste management systems on a number of levels as the resultant population growth will lead to an increase in waste which require handling and disposal.

### Waste collection – recycling and disposal

- 3.243 Household waste collection and recycling is dealt with on a contract basis on behalf of Tunbridge Wells Borough Council.

#### Lead Agencies

- Tunbridge Wells Borough Council (service provided by Urbaser)
- Kent County Council Waste Management
- Kent County Council (Minerals and Waste Planning)

#### Related Strategies and Evidence

- Household recycling, waste collection and street cleaning contract procurement - Tunbridge Wells Borough Council
- Kent Minerals and Waste Local Plan 2013-30 (KMWLP)
- Kent Minerals and Waste Safeguarding Planning Document (2017)

#### Summary of consultation with lead agencies

- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016.

- Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017.
- Stakeholder consultation with infrastructure providers in July/August 2018.
- Stakeholder consultation with infrastructure providers in March/April 2019.
- Stakeholder consultation with infrastructure providers in June 2019
- Discussions with Tunbridge Wells Borough Council Officers responsible for contract with Urbaser Ltd for local waste and recycling collection.

## **Overview of existing provision**

- 3.244 Recycling, waste collection, and street cleaning is provided by Urbaser Ltd, who took on the contract on behalf of Tunbridge Wells Borough Council on 30 March 2019. The Council is working in partnership with Tonbridge & Malling Borough Council, having entered an eight-year contract with Urbaser to provide enhanced recycling services for residents.
- 3.245 The enhanced service will give residents a kerbside glass recycling collection, opt-in chargeable garden waste collection, and a weekly food waste collection will begin from Monday 30 September. Improved levels of service across both boroughs and expanded services will help to generate a significant rise in local recycling rates, benefiting residents and the environment.
- 3.246 Kent County Council Waste Management operates a network of 18 Household Recycling Centres (HWRs) and six co-located Waste Transfer Stations (WTSs) and demand on these sites is at unprecedented levels.

## **Current planned provision**

- 3.247 The new contract will take effect from 1 March 2019, although service commencement will take place on 30 March 2019, with the new recycling and waste collection service arrangements coming into operation between 1 July 2019 and 30 November 2019. The mobilisation of the new service will be a significant logistics project, including the delivery of new containers to residents and changes to collection days and recycling weeks as the successful contractor optimises the collection rounds across the two council areas.

## **Additional future requirements needed to deliver growth proposed in the Draft Local Plan**

- 3.248 Urbaser Ltd is responsible for ensuring that there is sufficient infrastructure capacity to deal with growth in demand. This will mainly be in the form of capacity at the depot, the need for new vehicles, additional staff, and potential changes to collection rounds. Reviews are carried out on an annual basis to determine whether additional capacity is required. Predicted housing completions are taken into consideration in this.

- 3.249 It is difficult to predict on a long term basis additional infrastructure that will be required, as demand is not only impacted by increases in population, but other external factors, such as the value of recyclable material and the drive to reduce waste disposal.
- 3.250 There are unlikely to be any major short term (five years) infrastructure requirements, but potentially some over the lifetime of the Plan, such as expansion to the depot.
- 3.251 New development will need to ensure that layouts enable appropriate access and turning for refuse collection vehicles, and that there is sufficient refuse storage provided for each property.
- 3.252 Kent County Council Waste Management have stated that as a result of additional demand generated by housing growth, this could result in a requirement to build more, larger sites or invest in the maintenance or repair of existing Household Waste Recycling Centres (HWRCs) and Waste Transfer Sites (WTSs). At the Tunbridge Wells (North Farm) HWRC and WTS, KCC are expecting an increase in waste throughput especially through the Waste Transfer Station as a result of significant housing development resulting in an increase in kerbside collections. The new waste collection contract between Tunbridge Wells Borough Council and Urbaser is requiring work to be completed at the Transfer Station by KCC to allow for the increased range of materials collected kerbside. Pressure on this site will be exacerbated further as population increases. With regards to the HWRC provision at the site, the site operates well, although will near capacity by 2030 - the location of the site will make expansion challenging, however, minor amendments to facilitate access and flow around the site as throughput increases would be beneficial.

## **Minerals and Waste**

- 3.253 As the minerals and waste planning authority for Kent, Kent County Council have responsibility for planning for waste management capacity and mineral provision. This includes allocating land for future development and ensuring that this development happens in the right place at the right time. The plans and policies which enable this form part of the Development Plan for Kent, alongside district/borough local plans, neighbourhood plans and national planning policy.

### **Overview of existing provision**

- 3.254 Kent County Council is currently preparing a minerals sites plan that will allocate sites needed to meet requirements for minerals as set out in the adopted Kent Minerals and Waste Local Plan.

### **Current planned provision**

- 3.255 As set out in the Tunbridge Wells Borough Minerals Safeguarding Area proposals map (Policy CSM5 Land-won Minerals safeguarding of the adopted KMWLP), there

are some economic minerals highlighted which may coincide with some of the proposed site allocations in the Draft Local Plan.

### **Additional future requirements needed to deliver growth proposed in the Draft Local Plan**

- 3.256 KCC is currently undertaking a minor review of the KMWLP. However, this does not affect the principal requirements outlined in the KMWLP. Safeguarding impacts for waste management facilities will also need to be considered. The following safeguarded waste management facilities appear to be within 250m of some of the potential site allocations as set out in the Draft Local Plan.
- North Farm Waste Recycling Centre. North Farm Lane, Royal Tunbridge Wells
  - North Farm Depot, North Farm Lane, Royal Tunbridge Wells
  - Urbaser Ltd, North Farm, Royal Tunbridge Wells
  - Mid Kent Metal Recycling, North Farm Lane, Royal Tunbridge Wells
  - Weald Waste, North Farm Lane, Royal Tunbridge Wells
- 3.257 KCC has raised the fact that the potential site allocations developments could have an adverse effect on the continued lawful operation of the safeguarded waste management facilities. These facilities are safeguarded in Policy CSW16 of the adopted KMWLP. Policy DM8 of the adopted KMWLP sets out the need to assess the potential impact of the waste management facilities which, legitimately arise from their lawful activities on the proposed new site allocations, particularly with regard to the impacts of noise, dust, light and air emissions. It must be demonstrated that the occupants of the new development would not be experienced to an unacceptable level of emissions that may legitimately arise from the activities from the activities taking place at the safeguarded sites should development be within 250 metres of the safeguarded facility. In addition, vehicle access to and from the safeguarded facilities should not be constrained by the new development proposed in the site allocations.

### **Funding Sources**

- Urbaser Ltd is responsible for providing additional infrastructure to meet service demands. This is funded through payments from the Council, which increase as the number of properties in the borough increase. Funding is sourced through Council Tax and enabling payment funding provided by Kent County Council.

### **Summary**

- 3.258 Table 14 summarises the waste and recycling needs for each of the settlements within the borough in order to support the growth planned for in the Draft Local Plan. These are set out in more detail, with costs, funding where known, priorities, and risks, within Appendix 1: The Infrastructure Delivery Schedule.

Table 15: Waste and recycling needs for settlements within Tunbridge Wells borough

	<b>Household waste and recycling</b>	<b>Minerals and Waste</b>
Borough-wide	New household waste contractor for the whole borough	Kent County Council should be consulted on any minerals and waste developments or on sites that may impact on the operation of any such sites
	Possible expansion and improvements to the existing household waste recycling centre towards the end of the Plan period	

# Theme 10: Public Realm, Art, and Culture

## Overview

- 3.259 The provision of art and culture is a key corporate priority of the borough council and the borough is rooted in culture, leisure and the arts and has strong cultural opportunities. There is increasing evidence that the cultural offer of an area can benefit wellbeing and be beneficial to the economy. It is recognised that public art is a key component of the delivery of cultural provision and that public art is more than just a physical structure or installation. It is considered that public art can be events, performance, engagement activities (e.g. a celebration of local heritage, a drama class, or an educational programme). Public Art responds to the cultural needs and aspirations of the local community to make it a better place to live.
- 3.260 An aim of the Council's Five Year Plan is for Tunbridge Wells borough to remain the cultural capital of the Kent and Sussex Weald. The Draft Local Plan recognises opportunities for the provision and enhancement of art and cultural infrastructure across the borough and the provision of buildings and spaces that allow for increased or improved cultural opportunities and through the provision of public art within the public realm.

### Lead Agencies

- Tunbridge Wells Borough Council
- Kent County Council
- Private Landowners/developers

### Related Strategies and Evidence

- Tunbridge Wells Borough Council Cultural Strategy 2014-2024
- Tunbridge Wells Borough Council Public Art Guidance 2019 (Draft)
- Royal Tunbridge Wells Urban Design Framework
- Tunbridge Wells Borough Council Five Year Plan
- Kent Design Guide

### Summary of consultation with lead agencies

- Early engagement consultation with infrastructure providers as part of scenario testing and determining constraints and development options in November 2016.
- Consultation at the Regulation 18 Issues and Options Consultation from May to June 2017.

- Stakeholder consultation with infrastructure providers in July/August 2018.
- Stakeholder consultation with infrastructure providers in March/April 2019.
- Stakeholder consultation with infrastructure providers in June 2019

## Overview of existing provision

3.261 There have been a number of public realm improvement projects over the last few years, vastly improving some of the key public areas of the borough. These have included stand-alone public realm schemes such as the Five Ways and Millennium Clock Area - Public Realm Improvements in Royal Tunbridge Wells, or schemes as part of the delivery of new housing and other development. Many of these have also included elements of public art within the designed scheme, often using local artists.

## Current planned provision

- Royal Tunbridge Wells - The Cultural and Learning Hub (The Amelia Scott) has approval from both the National Heritage Lottery Fund and Arts Council England with secured grant funding of over £5m. This project will provide high quality cultural provision and is an example of how shared spaces can deliver opportunities for growth in cultural provision. Following the tender process, Wilmott Dixon have been engaged as the project contractor. They will take forward the development of the project with start on site expected later in 2019.
- Public Realm Improvements in Royal Tunbridge Wells - work has started on the project to further improve the public realm in Royal Tunbridge Wells town centre. Improvements are being made around the War Memorial including Civic Way, Mount Pleasant Road and Monson Road to improve the look of this part of the town centre and make it a safer, more pleasant place for pedestrians and also improving the setting of the war memorial creating the sense of a public square.
- Calverley Square - A key corporate project of the Council, this development is to be located on the edge of Calverley Grounds and will include the creation of a modern theatre and office building, close to the railway station, will better link the Pantiles and High Street with Royal Victoria Place and shopping precinct – creating a new heart for the town alongside Calverley Grounds. Planning permission was granted in May 2018; however, this project is currently subject to further consideration by Council Members.

## Additional future requirements needed to deliver growth proposed in the Draft Local Plan

3.262 Many of the site allocation policies set out within the draft Local Plan, seek the inclusion of public realm improvements, public art, and cultural provision. These

elements are specifically required in the policy wording and will therefore need to be provided when development is brought forward on site.

## **Funding Sources**

3.263 Public realm, culture and art projects will be delivered by a variety of funding sources, including:

- Section 106/CIL
- Private investment
- Funding from public bodies
- Council resources

## **Summary**

3.264 Many of the public realm improvements are included within other 'themes' of this IDP and are therefore already reflected within these sections. In terms of specific public realm improvement projects in relation to public realm improvements, these are set out within the Draft Local Plan policies.

## 4.0 Summary

- 4.1 This Infrastructure Delivery Plan (IDP) underpins the delivery of the Tunbridge Wells Borough Draft Local Plan. In respect of the sites allocated within the Draft Local Plan, it identifies the required infrastructure (where known) in order to support the growth planned for.
- 4.2 The IDP has identified that the infrastructure will be funded in three main ways:
- As a site-specific infrastructure item (as distinct from 'standard development' items, which most developments would be expected to provide, e.g. access, landscaping, utilities connections, etc);
  - As a Section 106 contribution; or
  - Through a CIL charging regime if the Council decides to implement CIL.
- 4.3 When considering the projects that are required to be delivered as part of the development set out within the draft IDP, it is important to consider the funding and potential funding gaps/shortfalls. Therefore, costings have been applied where they are known, and shortfalls are identified.
- 4.4 It will be important to review the IDP at regular intervals, and the Council intends to review and update the IDP before the submission of the Draft Local Plan for Examination. It is considered that the IDP is a 'live' document, which requires regular updating in order to accurately reflect emerging information in respect of infrastructure needs, costs funding, and implementation.

# Appendices

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
<b>Borough-wide</b>								
<b>Transport</b>	Develop 5G capability to facilitate the evolution of highly connected and ultimately fully autonomous vehicles	Essential	Moderate	Short/medium/long	TWBC/KCC/private developers/digital technology providers	TBC	Highways England  (Developing digital roads and improving air quality) + DfT Future of mobility: urban strategy (or similar)	TBC
<b>Transport (walking and cycling – public rights of way)</b>	<p>Package of measures to improve the Public Rights of Way Network across the borough, to encourage active travel and provide opportunities for outdoor recreation, as identified in the KCC Rights of Way Improvement Plan.</p> <p>Could include the following:</p> <ul style="list-style-type: none"> <li>- Upgrading status of existing paths</li> <li>- Creating new Public Rights of Way</li> </ul>	Desirable	Moderate	Short/medium/long	KCC Public Rights of Way and Access or private developer	TBC	SELEP + Developer Funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
	<ul style="list-style-type: none"> <li>- Localised surfacing improvements</li> <li>- Replacing network infrastructure (e.g. stiles)</li> </ul>							
<b>Green Infrastructure</b>	<p>Green Infrastructure to be provided through development</p> <p>Biodiversity Net Gain through development</p> <p>Protection and enhancement of existing features</p>	Essential	Moderate	Short/medium/long	Developers/TWBC/Landowner/Others	To be included within development costs and viability testing	Developer Funding (CIL/S106) or on-site provision	TBC
<b>Water (water supply)</b>	Extending mains to any new streets as a result of new development	Critical	Moderate	Short/medium/long	South East Water	TBC	South East Water	TBC
<b>Water (waste water)</b>	Additional capacity at waste water treatment works may be required	Critical	Moderate	Medium/long	Southern Water			
<b>Water (waste water)</b>	Some reinforcement of the sewerage network in order to accommodate additional foul flows	Critical	Moderate	Short/medium	Southern Water	Mostly will be funded through customer rates	Southern Water/ funding through customer rates or developer funding	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
<b>Water (flood risk)</b>	Floodplain restoration or augmentation should be considered in all new developments where relevant	Desirable	Moderate	Short/ medium/long	Environment Agency/private developer	TBC	Environment Agency/ Developer Funding (CIL/S106)	TBC
<b>Utilities – gas</b>	New development will require new gas supply connections	Essential	Moderate	Short/ medium/long	SGN	TBC	SGN	TBC
<b>Utilities – electricity</b>	May be requirements for improvements to existing National Grid substation or a new grid supply point	Essential	Moderate	Short/ medium/long	UK Power Networks	TBC	UK Power Networks	TBC
<b>Utilities – digital telecommunications – broadband/mobile</b>	Improvements to be made across the borough	Essential	Moderate	Short/ medium/long	Range of providers	TBC	Developer Funding (CIL/S106)  Operators under 'Duty to Connect'	TBC
<b>Libraries</b>	Additional book stock across the borough	Desirable	Moderate	Short/ medium/long	KCC	TBC	S106/CIL	TBC
<b>Royal Tunbridge Wells</b>								
<b>Transport (all modes)</b>	North Farm Masterplan: Improvements to walking, cycling and	Essential	Moderate	Short/ medium/long	TBC	£1m-£5m	Developer Funding	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
	public transport infrastructure to encourage a modal shift to sustainable modes of transport.						(CIL/S106) + LCWIP	
<b>Transport (highways)</b>	A26 – reallocation of road space with smart traffic management to improve journey time reliability and provide infrastructure for sustainable modes (walk, cycle and bus)	Critical	Moderate	Short/medium/long	TWBC/KCC Highways	£1m-£5m	Government Future High Streets Fund or similar fund and Developer Funding (CIL/S106)	TBC
<b>Transport (highways)</b>	A26 junction at Broadwater Forest Lane/Bunny Lane – increase capacity at junction and improve safety with signals.	Critical	Moderate	Short/medium	TBC	£100k-£500k	Developer Funding (CIL/S106)	TBC
<b>Transport (bus)</b>	New bus priority right turn from Tonbridge Road towards Royal Tunbridge Wells at Woodsgate Corner - signalised junction to reduce delay for key right turn on bus route, enhancing accessibility from	Critical	Moderate	Medium	KCC Highways/ bus operators	£100k-£500k	SELEP + Developer Funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
	Tunbridge Wells Hospital to Pembury Road and Royal Tunbridge Wells.							
<b>Transport (bus)</b>	Bus priority measures on A264 from Woodsgate Corner to Oakley School  Inbound (towards Tunbridge Wells town centre). Dedicated lane to allow buses to bypass delay points at A21 junctions and reduce delay at Blackhurst Lane/Halls Hole Lane	Critical	Moderate	Medium	KCC Highways/bus operators	£100k-£500k	SELEP + Developer Funding (CIL/S106)	TBC
<b>Transport (bus)</b>	Bus only route through Calverley Park Gardens. Remove access for through traffic. Used as bus bypass of Calverley Road/Pembury Road/Bayhall Road/Prospect Road junction	Critical	Moderate	Medium	KCC Highways/bus operators	£500k-£1m	SELEP + Developer Funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
<b>Transport (bus)</b>	North Farm/Pembury –bus interchange facilities to assist in transfer between proposed core bus corridor services and potential local services around Pembury, North Farm, and other locations	Essential	Moderate	Short/medium	Bus operators	£500k-£1m	SELEP + LCWIP + Developer Funding (CIL/S106)	TBC
<b>Transport (bus)</b>	Develop rural on-demand bus service in east Tunbridge Wells connecting homes to key destination hubs such as rail stations, Paddock Wood, Tunbridge Wells Hospital and North Farm offering flexible routing to maximise demand.	Desirable	High	Short/medium/long	Bus operators	£1m-£5m	Developer Funding (CIL/S106) + potentially Innovation Challenge Fund (or equivalent)	TBC
<b>Transport (walking and cycling)</b>	Upgraded cycle route from Pembury/ Tunbridge Wells Hospital along the A264 Pembury Road into Royal Tunbridge Wells town centre,	Critical	Moderate	Short/medium	TWBC/KCC Highways	£1m-£5m	Developer Funding (CIL/S106) + LCWIP	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
	with bus and cycle only on Calverley Park Gardens.							
<b>Transport (walking and cycling)</b>	Upgrade cycling corridor and rights of way between Tunbridge Wells and Tonbridge to support cycling on full corridor. The route follows close to the rail line. Requires asphalt overlay of existing rights of way. Supports e-bikes and other bikes. Offers quality cycle link to North Farm – includes linking High Brooms station to North Farm.	Desirable	Moderate	Short/medium	TWBC/KCC Highways	£1m-£5m	Developer Funding (CIL/S106) + LCWIP	TBC
<b>Education (primary)</b>	1FE expansion in RTW East	Essential	Moderate	First FE by 2025, Second FE by 2030. The order of expansion is to be determined at a point in the future based on the	KCC Education	£3,862,576 approximate	KCC/Developer Funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
				distribution of demand.				
<b>Education (primary)</b>	1FE Expansion in RTW West	Essential	Moderate	First FE by 2025, Second FE by 2030. The order of expansion is to be determined at a point in the future based on the distribution of demand.	KCC Education	£3,862,576 approximate	KCC/Developer Funding (CIL/S106)	TBC
<b>Education (secondary)</b>	One new 6FE Secondary school (to be confirmed)	Essential	Moderate	Post 2030	KCC Education	£30,880,063 Approximate	KCC/Developer Funding (CIL/S106)	TBC
<b>Health</b>	One new GP Practice premises (to replace existing premises) within the south of the town	Essential	Moderate	Medium	GP/contractor	£3m-£4m	GP contractor/ third party/Developer Funding (CIL/S106)	TBC
<b>Water (waste water)</b>	Additional waste water treatment capacity may be required over the Plan period	Critical	Moderate	Short/ medium/long	Southern Water	TBC	Southern Water: SW capital investment programme	TBC

<b>Infrastructure Type</b>	<b>Project</b>	<b>Priority</b>	<b>Risk</b>	<b>Timing</b>	<b>Delivery Body</b>	<b>Indicative Cost</b>	<b>Funding Position</b>	<b>Expected Funding Gap</b>
<b>Open Space, Sport and Recreation</b>	Expansion of health and fitness suites	Desirable	Moderate	Short/medium/long	TWBC/private developer	TBC	Developer Funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Expansion of indoor bowling centre	Desirable	Moderate	Short/medium/long	TWBC/private developer	£368,750 approximate	Developer Funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Expansion of existing indoor tennis centre by one court	Desirable	Moderate	Short/medium/long	TWBC/private developer	£780,000 approximate based on extension of existing venue	Developer Funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Potential for parks and recreation grounds to accommodate new youth play provision and allotments to reduce shortfall in supply	Desirable	Moderate	Short/medium/long	TWBC	TBC	Developer Funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Expansion and enhancements to Hawkenbury Recreation Ground and new sporting facility	Essential	Moderate	Short/medium	TWBC	TBC	Developer Funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Enhancements of existing natural greenspace to	Desirable	Moderate	Short/medium/long	TWBC	TBC	Developer Funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
	accommodate food growing areas							
<b>Open Space, Sport and Recreation</b>	Improvements to Hilbert Recreation Ground pitches and changing facilities	Desirable	Low	Short	TWBC	TBC	Developer Funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Improvements to pitches at Bayham Road	Desirable	Moderate	Short	TWBC	TBC	Developer Funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Improvements and enhancements at the Nevill Ground for Hockey and Cricket	Desirable	Moderate	Short/medium	TWBC/sport governing bodies	TBC	Developer Funding (CIL/S106)/ sports funding	TBC
<b>Southborough</b>								
<b>Health</b>	New GP practice (replacing existing) as part of the Southborough Hub scheme	Essential	Low	Short	KCC/Southborough TC/NHSE	Funding in place and currently being implemented	NHS England	None
<b>Community, public and social services</b>	New community Hall as part of Southborough Hub Project	Essential	Low	Short	KCC/Southborough TC/TWBC	TBC	Developer Funding (CIL/S106)/KCC	TBC
<b>Open Space, Sport and Recreation</b>	New Play space provision to reduce gap in access to provision	Desirable	Moderate	Short/medium/long	Developer Funding (CIL/S106)	TBC	Developer Funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
<b>Open Space, Sport and Recreation</b>	Enhancements to natural greenspaces at Barnetts Wood and Southborough Common	Desirable	Moderate	Short/medium/long	Developer Funding (CIL/S106)	TBC	Developer Funding (CIL/S106)/KCC	TBC
<b>Open Space, Sport and Recreation</b>	Additional natural greenspace and food growing areas/allotments	Desirable	Moderate	Short/medium/long	Developer Funding (CIL/S106)	TBC	Developer Funding (CIL/S106)/KCC	TBC
<b>Paddock Wood/Land at and around the settlement of Paddock Wood within Capel parish</b>	(some of the transport measures will also serve and connect the proposed garden settlement - Tudeley Village on land within Capel parish)							
<b>Transport (highways)</b>	Additional capacity between A26 and Capel on B2017.	Critical	Moderate	Medium/long	KCC/private developer	£5m-£10m	Developer funding (CIL/S106)	TBC
<b>Transport</b>	New bypass for Colts Hill  Reduce congestion at key junctions + match link capacity and link quality to adjoining Pembury bypass standard and installation of measures on existing	Critical	Moderate	Medium/long	KCC/private developer	£40m	SELEP + Developer funding (CIL/S106) + Kent Highways	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
	A228 for bus and/or cycle priority use.							
<b>Transport (highways)</b>	<ul style="list-style-type: none"> <li>- New link to new Colts Hill bypass (above) from B2017 (to bypass Five Oak Green), or</li> <li>- Route to Paddock Wood to north</li> </ul>	Critical	Moderate	Medium/long	KCC/private developer	TBC	Developer funding (CIL/S106)	TBC
<b>Transport (highways)</b>	New roundabout B2017 Tudeley Road/Hartlake Road to increase junction capacity.	Critical	Moderate	Medium/long	KCC/private developer	£100k-£500k	Developer funding (CIL/S106)	TBC
<b>Transport (highways)</b>	Upgraded roundabout at A26 Woodgate Way/B2017 Tudeley Road to increase capacity at junction.	Critical	Moderate	Medium/long	KCC/private developer	£100k-£500k	Developer funding (CIL/S106)	TBC
<b>Transport (highways)</b>	Upgraded roundabout at A228 Whetsted Road/B2160 Maidstone Road to provide additional capacity	Critical	Moderate	Medium/long	KCC/private developer	£100k-£500k	Developer funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
<b>Transport (highways)</b>	Distributor road to the east of Paddock Wood: upgrade from single lane links around allocated sites to reduce congestion on local links and remove through vehicle trips in Paddock Wood	Critical	Moderate	Medium/long	KCC/private developer	£5m-£10m	Developer funding (CIL/S106)	TBC
<b>Transport (highways)</b>	Upgrade junction at B2107 Badsell Road/B2160 Maidstone Road/Mascalls Court Road with signals.	Critical	Moderate	Medium/long	KCC/private developer	£100k-£500k	Developer funding (CIL/S106)	TBC
<b>Transport (bus)</b>	New bus only link from Paddock Wood to Tonbridge via Tudeley, with opportunity for automation (Level 4/ Level 5)	Critical	Moderate	Medium/long	Bus operators	£5m-£10m	Developer funding (CIL/S106) and Housing Infrastructure Fund (or equivalent)	TBC
<b>Transport (bus)</b>	Demand Responsive urban bus services in Paddock Wood area (linking residential developments to town centre and rail station)	Essential	Moderate	Medium/long	Private bus operators	£100k-£500k	Developer funding (CIL/S106) + Innovation Challenge Fund (or equivalent)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
<b>Transport (walking and cycling)</b>	New cycle route to link Paddock Wood to Tonbridge via Tudeley village.  Make use of new road and bus links as above to provide dedicated segregated cycling infrastructure that connects to both Tonbridge and Paddock Wood town centres and rail stations	Desirable	Moderate	Short/ medium/long	TWBC/KCC	£1m-£5m	Developer funding (CIL/S106) + LCWIP	TBC
<b>Transport (walking and cycling)</b>	New cycling infrastructure within Paddock Wood town and linking to the proposed Hop Pickers Line cycle route via Horsmonden and Goudhurst to A229 Hartley Road.	Desirable	Moderate	Short/ medium/long	TWBC/KCC	£1m-£5m	Developer funding (CIL/S106) + LCWIP	TBC
<b>Education (primary)</b>	Creation of four new 2FE primary schools	Essential	Moderate	First FE by 2025  Second FE by 2027  3rd FE 2030	KCC	£30,900,612 approximate	KCC/Developer funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
				4th FE 2032 +				
<b>Education (secondary)</b>	Creation of up to 8FE within Paddock Wood/Capel/Tudeley	Essential	Moderate	Dependent on a number of factors (2024-2028)	KCC	£31,931,850 approximate	KCC/Developer funding (CIL/S106)	TBC
<b>Health</b>	One new GP practice to serve this area	Essential	Moderate	Medium/long	TBC – GP contractor/NHS	£5m approximate cost	TBC – GP contractor or third party/Developer funding (CIL/S106)	TBC
<b>Water (waste water)</b>	Additional waster water treatment capacity required over the Plan Period to be determined  Safeguarding of land around the existing wastewater treatment works at Paddock Wood for future expansion works should they be required	Critical	Moderate	Short/ medium/long	Southern Water	Mostly will be funded through customer rates	Southern Water: capital investment	TBC
<b>Water (flood risk)</b>	Range of Strategic flood risk measures	Critical	Moderate	Medium/long	EA/KCC/TWBC/ private developer	Package of flood mitigation measures	Developer funding (CIL/S106) +	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
	<p>Strategic storage upstream of Parcel 1 at Paddock Wood on Tudeley Brook</p> <p>Flood defence (walls and embankments) extending north of Parcel 1 to the railway line</p> <p>Increased channel conveyance/new channels</p> <p>Raising level of occupied floors of buildings above ground floor level</p> <p>Floodplain augmentation or restoration</p> <p>May need further projects included following further FRA work</p>					<p>include the following indicative costings:</p> <p>-Flood Storage Areas - £1,491,000 (Capital cost) £3,700,000 (Total operation and maintenance cash costs (100 years))</p> <p>-Improved channel conveyance - £626,000 (Capital cost) £6,200,000 (Total operation and maintenance cash costs)</p>	Housing Growth Fund/KCC/EA	

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
						(100 years) -Flood Defences (Embankments) £320,000 (Capital cost) £290,000 (Total operation and maintenance cash costs (100 years)) -Flood Defences (Walls) £626,000 (Capital Cost) £16,000 (Total operation and maintenance cash costs (100 years)).		
<b>Water (flood risk)</b>	Five Oak Green Flood alleviation scheme – subject to	Critical	Moderate	Medium	EA	TBC	TBC	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
	further detail/discussion with the EA							
<b>Water (water supply)</b>	Adaption or expansion of existing mains and laying of new mains within residential area	Critical	Moderate	Short/medium/long	Southern Water	TBC	Southern Water	TBC
<b>Open Space, Sport and Recreation</b>	Open space and youth provision at Fuggles close could be upgraded	Desirable	Moderate	Short/medium/long	TWBC/TC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Potential for Maidstone Road or Cogate Road to accommodate children's play space	Desirable	Moderate	Short/medium/long	TWBC/TC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Provision of new or expanded youth facilities within parks and recreation grounds	Desirable	Moderate	Short/medium/long	TWBC/TC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Outdoor sports hub, or if not taken forward Improvements to Elm Tree playing fields as well as additional pitches and ancillary facilities	Desirable	Moderate	Short/medium/long	TWBC/TC	TBC	Developer funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
<b>Open Space, Sport and Recreation</b>	Pitch improvements at PW Rugby Club	Desirable	Moderate	Short/medium/long	TWBC/TC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Additional football pitches – 1 adult and 1 junior	Desirable	Moderate	Short/medium/long	TWBC/TC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Re-provision of lapsed cricket pitch at memorial ground	Desirable	Moderate	Short/medium/long	TWBC/TC	TBC	Developer funding (CIL/S106)	TBC
<b>Sports and recreation – built facilities</b>	Improvements to Putlands Leisure centre including additional sports hall	Desirable	Moderate	Short/medium/long	TWBC/TC/private developer	£2,808,000 approximate for one new sports hall	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Provision of new public swimming pool	Desirable	Moderate	Medium/long	TWBC/TC/private developer	£3,207,611 approximate	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Expansion of athletics track from four to six lanes	Desirable	Moderate	Medium/long	TWBC/TC/private developer	£697,500 approximate	Developer funding (CIL/S106)	TBC
<b>Cranbrook and Sissinghurst</b>								
<b>Education (primary)</b>	Expansion of Cranbrook by one FE	Essential	Moderate	2026 approximate	KCC	£3,862,576 approximate	KCC/Developer funding (CIL/S106)	TBC
<b>Health</b>	One new GP practice premises to replace	Essential	Moderate	Medium	GP contractor	£4m approximate	TBC – GP contractor or third	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
	existing three practice premises						part/Developer funding (CIL/S106)	
<b>Community, public and social services</b>	New community hall/centre to serve the parish	Essential	Moderate	Short/medium	PC	TBC	Developer funding (CIL/S106) and parish funding	TBC
<b>Community, public and social services</b>	Improvements to/replacement of St George's Hall, Sissinghurst	Desirable	Moderate	Medium/long	PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Extensions to existing provision across the parish	Desirable	TBC	Medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Re-designation of junior pitches to adult pitches at King George Field at Sissinghurst and Ball Field, Cranbrook	Desirable	TBC	Medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Improvements required to the King George Field and the Tomlin Ground at Cranbrook	Desirable	TBC	Medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Improvements to the changing rooms and new pavilion at	Desirable	TBC	Medium/long	TWBC/Rugby Club	TBC	Developer funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
	Cranbrook Rugby Club							
<b>Hawkhurst</b>								
<b>Transport (highways)</b>	New Relief Road through the Hawkhurst Golf Club site linking the A268 High Street and A229 Cranbrook Road and new junction with the existing A229 Cranbrook Road.	Critical	Moderate	Medium	KCC Highways/ private developer	£5m approximate	Developer funding (CIL/S106)	TBC
<b>Transport (walking and cycling)</b>	Provide continuous footpath between Hawkhurst and Sissinghurst along A229  Enhances accessibility to proposed Local Plan sites, as well as improving access to existing bus stops (in particular route 5) that will improve viability of bus services	Essential	Medium	Short/medium	KCC	£100k-£500k	Developer funding (CIL/S106) + LCWIP	TBC

<b>Infrastructure Type</b>	<b>Project</b>	<b>Priority</b>	<b>Risk</b>	<b>Timing</b>	<b>Delivery Body</b>	<b>Indicative Cost</b>	<b>Funding Position</b>	<b>Expected Funding Gap</b>
<b>Education (primary)</b>	Expansion of Hawkhurst by one FE	Essential	Medium	2028 approximate	KCC	£3,862,576 approximate	KCC/Developer funding (CIL/S106)	TBC
<b>Health</b>	One new GP practice premises to replace existing two practice premises	Essential	Moderate	Short/medium	GP contractor	£4m approximate	TBC – GP contractor or third party/Developer funding (CIL/S106)	TBC
<b>Community, public and social services</b>	New community hall/centre	Essential	Moderate	Short/medium	PC	TBC	Developer funding (CIL/S106)	TBC
<b>Water (waste water)</b>	Additional capacity may be required to serve Hawkhurst and Gill's Green	Essential	Mod	Medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Extension of existing areas for children's play space and parks and recreation grounds in the south of the parish	Desirable	Mod	Medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Provision of children's natural play at Hawkhurst nature pond	Desirable	Mod	Medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
<b>Open Space, Sport and Recreation</b>	Increase quality and capacity of King George V playing field	Desirable	Mod	Medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Benenden</b>								
<b>Open Space, Sport and Recreation</b>	Additional youth and children's play space	Desirable	Moderate	Short/medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Bidborough</b>								
<b>Open Space, Sport and Recreation</b>	Expansion of existing allotments and youth play space	Desirable	Mod	Short/medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Brenchley and Matfield</b>								
<b>Open Space, Sport and Recreation</b>	Children's and youth play space	Desirable	Mod	Short/medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Allotments and or amenity green space	Desirable	Mod	Short/medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Improvements to changing rooms at the Brenchley War Memorial Ground	Desirable	Mod	Short/medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
Capel – new garden settlement at Tudeley (Tudeley Village)	(some of the transport measures will also serve and connect the proposed extension on							

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
land around Paddock Wood and within Capel parish)								
<b>Transport (highways)</b>	Additional capacity between A26 and Capel on B2017.	Critical	Moderate	Medium/long	KCC/private developer	£5m-£10m	Developer funding (CIL/S106)	TBC
<b>Transport (highways)</b>	New bypass for Colts Hill  Reduce congestion at key junctions + match link capacity and link quality to adjoining Pembury bypass standard and installation of measures on existing A228 for bus and/or cycle priority use.	Critical	Moderate	Medium/long	KCC/private developer	£40m	SELEP + Developer funding (CIL/S106) + KCC Highways	TBC
<b>Transport (highways)</b>	- New link to new Colts Hill bypass (above) from B2017 (to bypass Five Oak Green), or  - Route to Paddock Wood to north	Critical	Moderate	Medium/long	KCC/private developer	TBC	Developer funding (CIL/S106)	TBC
<b>Transport (highways)</b>	New roundabout at B2017 Tudeley	Critical	Moderate	Medium/long	KCC/private developer	£100k-£500k	Developer funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
	Road/Hartlake Road to increase junction capacity.							
<b>Transport (highways)</b>	Upgraded roundabout at A26 Woodgate Way/B2017 Tudeley Road to increase capacity at junction.	Critical	Moderate	Medium/long	KCC/private developer	£100k-£500k	Developer funding (CIL/S106)	TBC
<b>Transport (highways)</b>	Upgraded roundabout at A228 Whetsted Road/B2160 Maidstone Road to provide additional capacity.	Critical	Moderate	Medium/long	KCC/private developer	£100k-£500k	Developer funding (CIL/S106)	TBC
<b>Transport (bus)</b>	New bus only link from Paddock Wood to Tonbridge via Tudeley, with opportunity for automation (Level 4 / Level 5)	Critical	Moderate	Medium/long	Bus operators	£5m-£10m	Developer funding (CIL/S106) + Housing Infrastructure Fund (or equivalent)	TBC
<b>Transport (walking and cycling)</b>	New cycle route to link Paddock Wood to Tonbridge via Tudeley village.  Make use of new road and bus links as	Desirable	Moderate	Short/medium/long	TWBC/KCC	£1m-£5m	Developer funding (CIL/S106) + LCWIP	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
	above to provide dedicated segregated cycling infrastructure that connects to both Tonbridge and Paddock Wood town centres and rail stations							
<b>Education (secondary)</b>	Creation of up to eight FE within Paddock Wood/ Capel/Tudeley	Essential	Moderate	Dependent on a number of factors (2024-2028)	KCC	£31,931,850 approximate	KCC/Developer funding (CIL/S106)	TBC
<b>Education (primary)</b>	Creation of one, 3FE primary school or two, 2FE– Tudeley Garden Village	Essential	Moderate	1FE in 2027, further FE when required	KCC	£11,587,729 to £15,450,306 approximate	KCC/Developer funding (CIL/S106)	TBC
<b>Health</b>	New GP practice to serve this area (either within the new garden settlement or within the Paddock Wood/Capel area) serving the wider area	Essential	Moderate	Medium/long	TBC – GP contractor/NHS	£5m approximate	TBC – GP contractor or third party/Developer funding (CIL/S106)	TBC
<b>Community, public and social services</b>	New community hall/centre to serve the new settlement	Essential	Moderate	Medium/long	TBC	£2,880,000 approximate	Developer funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
<b>Open Space, Sport and Recreation</b>	New provision in accordance with recommended open space standards as part of new development	Essential	Moderate	Medium/long	TWBC	TBC	Developer funding (CIL/S106)	TBC
<b>Capel – remainder of Capel parish</b>								
<b>Education</b>	Expansion of Capel Primary School at Five Oak Green by one FE	Essential	Moderate	Medium/long	KCC	TBC	KCC/Developer funding (CIL/S106)	TBC
<b>Water (flood risk)</b>	Five Oak Green Flood Alleviation Scheme – the EA are still investigating options for mitigation including Natural Flood Management investigations for the Alder Stream Catchment	Critical	Moderate	Medium	EA	TBC	TBC	TBC
<b>Open Space, Sport and Recreation</b>	Requires improvements to football pitches at Five Oak Green Recreation Ground	Desirable	Moderate	Short/medium	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
<b>Frittenden</b>								
<b>Open Space, Sport and Recreation</b>	Improvements to youth provision	Desirable	Moderate	Short/medium	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Provision of allotments/food growing areas as part of park/recreation ground	Desirable	Moderate	Short/medium	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Goudhurst</b>								
<b>Open Space, Sport and Recreation</b>	Improvements to existing allotments	Desirable	Moderate	Short	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Amenity greenspace could accommodate youth provision	Desirable	Moderate	Short/medium	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Horsmonden</b>								
<b>Education</b>	Expansion of Horsmonden Primary School by one FE	Essential	Moderate	TBC	KCC	TBC	KCC/Developer funding (CIL/S106)	TBC
<b>Health</b>	New practice premises to serve this area	Essential	Moderate	Medium	GP contractor	£3m approximate	TBC – GP contractor or third party/Developer funding (CIL/S106)/NHS	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
<b>Open Space, Sport and Recreation</b>	Provision of amenity greenspace or improvements to sportsground to accommodate children's play space and food growing areas	Desirable	Moderate	Medium	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Upgrading of existing youth facilities	Desirable	Moderate	Medium	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Lamberhurst</b>								
<b>Open Space, Sport and Recreation</b>	Improvements to Spray Hill Park and recreation ground to provide youth provision and allotment/food growing areas	Desirable	Moderate	Short/medium	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Improvements to amenity greenspace to provide natural play/food growing areas	Desirable	Moderate	Short/medium	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Re-designate two lapsed football pitches to junior pitches	Desirable	Moderate	Short/medium	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
<b>Pembury</b>								
<b>Health</b>	Extension of the existing GP Practice	Desirable	Moderate	Medium	GP contractor	TBC	TBC - GP contractor/ Developer funding (CIL/S106)	TBC
<b>Health</b>	Medical facilities hub – (emergency services/parking related to hospital/key worker housing/hospital expansion etc)	Essential	Moderate	Long	CCG/NHS/ Emergency Services	TBC	TBC	TBC
<b>Open Space, Sport and Recreation</b>	Existing facilities extended and improved	Desirable	Moderate	Short/ medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Increase quality and capacity of woodside playing field	Desirable	Moderate	Short/ medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Improvements to Pembury Cricket Ground	Desirable	Moderate	Short/ medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Rusthall</b>								
<b>Open Space, Sport and Recreation</b>	Potential for natural play space at Rusthall Common	Desirable	Moderate	Short/ medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
<b>Open Space, Sport and Recreation</b>	Allan Close amenity greenspace to accommodate children's play space	Desirable	Moderate	Short/medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Improvements to non-playing pitch facilities	Desirable	Moderate	Short/medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Provision of 3G pitch	Desirable	Moderate	Short/medium/long	TWBC/PC	Check	Developer funding (CIL/S106)	TBC
<b>Sandhurst</b>								
<b>Open Space, Sport and Recreation</b>	Potential for Sandhurst playing field to accommodate youth provision and a food growing area/allotment	Desirable	Moderate	Short/medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Open Space, Sport and Recreation</b>	Conghurst Land Sports Ground – improvements to football pitches	Desirable	Moderate	Short/medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC
<b>Speldhurst</b>								
<b>Open Space, Sport and Recreation</b>	Potential for existing parks and recreation grounds to accommodate youth provision and food	Desirable	Moderate	Short/medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position	Expected Funding Gap
	growing areas/allotments							
<b>Open Space, Sport and Recreation</b>	Re-configuration of pitches at Langton Green to provide more junior pitches	Desirable	Moderate	Short/medium/long	TWBC/PC	TBC	Developer funding (CIL/S106)	TBC

## Appendix 2: Existing open space by parish

Parish	Name	Typology	Size (hectares)
Benenden	Benenden Bowls	Outdoor Sport (Fixed)	0.10
Benenden	Benenden Play Area	Play (Child)	0.02
Benenden	Coldharbour Play Area	Play (Child)	0.02
Benenden	Coldharbour Road Recreation Ground	Parks and Recreation Grounds	0.91
Benenden	Coldharbour Tennis	Outdoor Sport (Fixed)	0.11
Benenden	The Harold Vyvyan Harmsworth Recreation Field	Parks and Recreation Grounds	1.40
Bidborough	Bidborough Play Area	Play (Child)	0.03
Bidborough	Bidborough Recreation Ground	Parks and Recreation Grounds	1.44
Bidborough	Bidborough Recreation Ground Bowls	Outdoor Sport (Fixed)	0.10
Bidborough	Bidborough Recreation Ground Tennis	Outdoor Sport (Fixed)	0.06
Bidborough	Spring Lane Allotments	Allotments	0.27
Bidborough	Spring Lane MUGA	Play (Youth)	0.04
Bidborough	Spring Lane Obstacle Course	Play (Child)	0.03
Brenchley	Brenchley Club	Parks and Recreation Grounds	2.42
Brenchley	Brenchley Club Bowls	Outdoor Sport (Fixed)	0.08
Brenchley	Brenchley Club Tennis	Outdoor Sport (Fixed)	0.11
Brenchley	Brenchley Play Area	Play (Child)	0.02
Brenchley	Brenchley Road Allotments	Allotments	0.58
Brenchley	Crook Road	Outdoor Sport (Private)	2.43
Brenchley	Kent National Golf and Country Club	Outdoor Sport (Private)	80.61
Brenchley	Tibbs Court Allotments	Allotments	0.16
Capel	Badsell Road Allotments	Allotments	1.13
Capel	Capel Recreation Ground	Parks and Recreation Grounds	4.09
Capel	Capel Park Outdoor Gym	Outdoor Sport (Fixed)	0.02
Capel	Capel Park Play Area 1	Play (Child)	0.03

Parish	Name	Typology	Size (hectares)
Capel	Capel Park Play Area 2	Play (Child)	0.02
Capel	Tudeley Lane Allotments	Allotments	1.11
Cranbrook & Sissinghurst	Angley Playing Fields	Outdoor Sport (Private)	2.75
Cranbrook & Sissinghurst	Baker's Cross Basketball	Play (Youth)	0.01
Cranbrook & Sissinghurst	Baker's Cross Play Area	Play (Child)	0.03
Cranbrook & Sissinghurst	Baker's Cross Recreation Ground	Parks and Recreation Grounds	0.66
Cranbrook & Sissinghurst	Ball Field	Parks and Recreation Grounds	2.99
Cranbrook & Sissinghurst	Ball Field Basketball	Play (Youth)	0.00
Cranbrook & Sissinghurst	Ball Field Bowls	Outdoor Sport (Fixed)	0.13
Cranbrook & Sissinghurst	Ball Field Play Area	Play (Child)	0.08
Cranbrook & Sissinghurst	Brookside Allotments	Allotments	0.40
Cranbrook & Sissinghurst	Campion Play Area	Play (Child)	0.02
Cranbrook & Sissinghurst	Carriers Road Allotments	Allotments	1.06
Cranbrook & Sissinghurst	Cranbrook Rugby Football Club	Outdoor Sport (Private)	4.33
Cranbrook & Sissinghurst	Crane Valley Play Area	Play (Child)	0.03
Cranbrook & Sissinghurst	Crane Valley Recreation Ground	Parks and Recreation Grounds	0.72
Cranbrook & Sissinghurst	Crane Valley Skate Park	Play (Youth)	0.02
Cranbrook & Sissinghurst	Hempstead Forest Golf Course	Outdoor Sport (Private)	36.77
Cranbrook & Sissinghurst	Sissinghurst Basketball	Play (Youth)	0.01
Cranbrook & Sissinghurst	Sissinghurst Cricket Club	Outdoor Sport (Private)	2.92
Cranbrook & Sissinghurst	Sissinghurst Play Area	Play (Child)	0.03
Cranbrook & Sissinghurst	Sissinghurst Recreation Ground	Parks and Recreation Grounds	0.81
Cranbrook & Sissinghurst	Sissinghurst Tennis Club	Outdoor Sport (Fixed)	0.12

Parish	Name	Typology	Size (hectares)
Cranbrook & Sissinghurst	Swattendon Centre	Outdoor Sport (Private)	7.74
Cranbrook & Sissinghurst	Weald Sports Centre	Outdoor Sport (Private)	1.61
Frittenden	Frittenden Basketball	Play (Youth)	0.01
Frittenden	Frittenden Community Play Area	Play (Child)	0.08
Frittenden	Frittenden Recreation Ground	Parks and Recreation Grounds	0.89
Frittenden	Frittenden Tennis	Outdoor Sport (Fixed)	0.05
Frittenden	King George Cricket	Outdoor Sport (Private)	1.69
Goudhurst	Back Lane Play Area	Play (Child)	0.04
Goudhurst	Bedgebury Play Area	Play (Child)	0.09
Goudhurst	Bedgebury Play Area 2	Play (Child)	0.04
Goudhurst	Cranbrook Road Sports Ground	Outdoor Sport (Private)	1.29
Goudhurst	Firs Pitch	Outdoor Sport (Private)	1.99
Goudhurst	Kilndown Millenium Play Area	Play (Child)	0.11
Goudhurst	North Road Allotments	Allotments	0.24
Goudhurst	North Road Tennis Courts	Outdoor Sport (Private)	0.25
Goudhurst	Risebridge Health and Sports Club	Outdoor Sport (Private)	0.28
Goudhurst	Rogers Rough Road	Outdoor Sport (Private)	1.29
Hawkhurst	Fairview MUGA	Play (Youth)	0.02
Hawkhurst	Hawkhurst Allotments	Allotments	1.50
Hawkhurst	Hawkhurst Cricket Ground	Outdoor Sport (Private)	1.30
Hawkhurst	Hawkhurst Golf Course	Outdoor Sport (Private)	28.56
Hawkhurst	Hawkhurst Tennis Club	Outdoor Sport (Private)	0.33
Hawkhurst	Hawkhurst Youth FC	Outdoor Sport (Private)	1.24
Hawkhurst	Heartenoak Outdoor Gym	Outdoor Sport (Fixed)	0.01
Hawkhurst	Heartenoak Play Area	Play (Child)	0.05
Hawkhurst	Heartenoak Play Area 2	Play (Child)	0.03
Hawkhurst	Heartenoak Play Fields	Parks and Recreation Grounds	0.69
Hawkhurst	Hensill Allotments	Allotments	0.57
Hawkhurst	MUGA	Play (Youth)	0.08
Hawkhurst	The Moor Play Area	Play (Child)	0.17
Hawkhurst	The Moor Recreation Ground	Parks and Recreation Grounds	2.51

Parish	Name	Typology	Size (hectares)
Horsmonden	Horsmonden Sports Ground	Parks and Recreation Grounds	3.51
Horsmonden	Horsmonden Tennis Club	Outdoor Sport (Private)	0.75
Horsmonden	Locket Green Basketball	Play (Youth)	0.01
Horsmonden	Locket Green Play Area	Play (Child)	0.02
Horsmonden	Mill Lane	Outdoor Sport (Private)	0.47
Lamberhurst	Brewer Street Allotments	Allotments	0.32
Lamberhurst	Furnace Lane Bowls Club	Outdoor Sport (Private)	0.24
Lamberhurst	Lambehurst Playground	Play (Child)	0.08
Lamberhurst	Lamberhurst Golf Course	Outdoor Sport (Private)	46.39
Lamberhurst	Spray Hill Park	Parks and Recreation Grounds	3.96
Paddock Wood	Badsell Road Allotments	Allotments	1.29
Paddock Wood	Badsell Road Allotments	Allotments	1.13
Paddock Wood	Clover Way Play Area	Play (Child)	0.04
Paddock Wood	Fuggles Close Basketball	Play (Youth)	0.01
Paddock Wood	Green Lane	Parks and Recreation Grounds	3.78
Paddock Wood	Green Lane Play Area	Play (Child)	0.04
Paddock Wood	Paddock Wood Allotments	Allotments	0.77
Paddock Wood	Paddock Wood, Memorial Park	Parks and Recreation Grounds	2.98
Paddock Wood	Paddock Wood, Memorial Park Tennis	Outdoor Sport (Fixed)	0.13
Paddock Wood	Paddocks Wood, Memorial Park Play Area	Play (Child)	0.21
Paddock Wood	Putlands Bowling Green	Outdoor Sport (Fixed)	0.19
Paddock Wood	Putlands MUGA	Play (Youth)	0.02
Paddock Wood	Putlands Skate Park	Play (Youth)	0.04
Paddock Wood	Putlands Sports	Parks and Recreation Grounds	3.79
Paddock Wood	Putlands Sports Athletics Track	Outdoor Sport (Private)	1.88
Paddock Wood	St. Andrews Recreation Ground	Parks and Recreation Grounds	1.96
Paddock Wood	St. Andrews Recreation Ground Outdoor Gym	Outdoor Sport (Fixed)	0.01
Paddock Wood	St. Andrews Recreation Ground Play Area	Play (Child)	0.06
Paddock Wood	St. Andrews Recreation Ground Play Area 2	Play (Child)	0.06
Paddock Wood	The Ridings Play Area	Play (Child)	0.05

Parish	Name	Typology	Size (hectares)
Pembury	Chalket Lane Cricket Ground	Outdoor Sport (Private)	1.00
Pembury	Lower Green Outdoor Gym	Outdoor Sport (Fixed)	0.04
Pembury	Lower Green Play Area	Play (Child)	0.01
Pembury	Lower Green Rec Bike Ramps	Play (Youth)	0.02
Pembury	Lower Green Rec MUGA	Play (Youth)	0.04
Pembury	Lower Green Rec Play Area 1	Play (Child)	0.05
Pembury	Lower Green Recreation Ground	Parks and Recreation Grounds	2.10
Pembury	Pembury Allotments	Allotments	2.00
Pembury	Pembury Athletic Youth FC Bowls	Outdoor Sport (Fixed)	0.14
Pembury	Pembury Athletic Youth FC Play Area 1	Outdoor Sport (Fixed)	0.06
Pembury	Pembury Athletic Youth FC Tennis	Outdoor Sport (Fixed)	0.14
RTW	Bayham Road Playing Field	Parks and Recreation Grounds	1.77
RTW	Bayham Road Sports Ground	Outdoor Sport (Private)	3.18
RTW	Cadogan Playing Fields	Outdoor Sport (Private)	1.48
RTW	Calverley Adventure Grounds	Play (Child)	0.16
RTW	Calverley Croquet	Outdoor Sport (Fixed)	0.29
RTW	Calverley Grounds	Parks and Recreation Grounds	6.87
RTW	Calverley Tennis	Play (Youth)	0.13
RTW	Calverley Tennis	Outdoor Sport (Fixed)	0.18
RTW	Cornford Lane Allotments	Allotments	0.58
RTW	Culverden Park Play Area	Play (Child)	0.03
RTW	Cunningham Close Allotments	Allotments	0.22
RTW	Dunorlan Park	Parks and Recreation Grounds	27.24
RTW	Dunorlan Park Play Area	Play (Child)	0.17
RTW	Eastlands Road Play Area	Play (Child)	0.03
RTW	Eridge Road Allotments	Allotments	1.25
RTW	Friars Way MUGA	Play (Youth)	0.04
RTW	Friars Way Play Area	Play (Child)	0.07
RTW	Greggs Wood Play Area	Play (Child)	0.22

<b>Parish</b>	<b>Name</b>	<b>Typology</b>	<b>Size (hectares)</b>
RTW	Grosvenor and Hilbert Bowls	Outdoor Sport (Fixed)	0.15
RTW	Grosvenor and Hilbert MUGA	Play (Youth)	0.09
RTW	Grosvenor and Hilbert Park	Parks and Recreation Grounds	13.53
RTW	Grosvenor and Hilbert Play Area	Play (Child)	0.45
RTW	Grosvenor and Hilbert Skate Park	Play (Youth)	0.07
RTW	Grove Bowling Club	Outdoor Sport (Fixed)	0.37
RTW	Hawkenbury AGP	Outdoor Sport (Fixed)	0.69
RTW	Hawkenbury Allotments	Allotments	6.57
RTW	Hawkenbury Outdoor Gym	Outdoor Sport (Fixed)	0.09
RTW	Hawkenbury Play Area	Play (Child)	0.24
RTW	Hawkenbury Recreation Ground	Parks and Recreation Grounds	6.09
RTW	Hawkenbury Tennis	Outdoor Sport (Fixed)	0.23
RTW	Colebrook Recreation Ground	Parks and Recreation Grounds	4.67
RTW	Colebrook Recreation Ground basketball	Play (Youth)	0.03
RTW	Colebrook Recreation Ground Play Area	Play (Child)	0.23
RTW	Hilbert Road	Allotments	0.29
RTW	Hunter's Way MUGA	Play (Youth)	0.03
RTW	Hunter's Way Play Area	Play (Child)	0.24
RTW	Jackwood Way Play Area	Play (Child)	0.02
RTW	Julian Hewitt Play Area	Play (Child)	0.03
RTW	King George Allotments	Allotments	1.59
RTW	King George Allotments	Allotments	0.87
RTW	Lakeman Way Allotments	Allotments	0.55
RTW	Linden Park Cricket Ground	Outdoor Sport (Private)	1.80
RTW	Liptraps Lane Allotments	Allotments	1.67
RTW	Merrion Way Play Area	Play (Child)	0.13
RTW	Nevil Sports Pavilion	Outdoor Sport (Private)	5.33
RTW	Oak Road BMX	Play (Youth)	0.04
RTW	Oak Road Outdoor Gym	Outdoor Sport (Fixed)	0.02
RTW	Pepenbury Outdoor Gym	Outdoor Sport (Fixed)	0.03
RTW	Reynolds Lane Allotments	Allotments	0.25
RTW	Saunders Road MUGA	Play (Youth)	0.05
RTW	Sherwood Road Basketball	Play (Youth)	0.01

Parish	Name	Typology	Size (hectares)
RTW	Sherwood Road Play Area	Play (Child)	0.13
RTW	Showfields Outdoor Gym	Outdoor Sport (Fixed)	0.01
RTW	Showfields Play Area	Play (Child)	0.02
RTW	St. John's Bowls	Outdoor Sport (Fixed)	0.13
RTW	St. John's MUGA	Play (Youth)	0.04
RTW	St. John's Park	Parks and Recreation Grounds	1.43
RTW	St. John's Play Area	Play (Child)	0.15
RTW	St. John's Skate ramps	Play (Youth)	0.03
RTW	St. John's Tennis	Outdoor Sport (Fixed)	0.15
RTW	St. Mark's Recreation Ground	Outdoor Sport (Private)	8.52
RTW	The Grove Play Area	Play (Child)	0.10
RTW	Tunbridge Wells Football Club	Outdoor Sport (Private)	1.09
RTW	Tunbridge Wells Tennis and Bowls Club	Outdoor Sport (Private)	0.56
RTW	Tunbridge Wells Tennis Club	Outdoor Sport (Private)	1.42
Rusthall	Ashley Park Close Play Area	Play (Child)	0.13
Rusthall	Rusthall Cricket Ground	Outdoor Sport (Private)	1.20
Rusthall	Rusthall Football Ground	Outdoor Sport (Private)	2.79
Rusthall	Rusthall Recreation Ground MUGA	Play (Youth)	0.04
Rusthall	Southwood Road Allotments	Allotments	1.36
Rusthall	Tunbridge Wells Golf Club	Outdoor Sport (Private)	19.59
Rusthall	Wickham Gardens Allotments	Allotments	0.98
Sandhurst	Hawkhurst Bowls Club	Outdoor Sport (Private)	0.22
Sandhurst	Orchard Allotments	Allotments	0.42
Sandhurst	Sandhurst Basketball	Play (Youth)	0.00
Sandhurst	Sandhurst Play Area	Play (Child)	0.09
Sandhurst	Sandhurst Playing Fields	Parks and Recreation Grounds	3.26
Sandhurst	Tanyard Play Area	Play (Child)	0.04
Southborough	Barnett's Wood Play Area	Play (Child)	0.11
Southborough	Cricket Ground, Southborough Common	Outdoor Sport (Private)	1.16

Parish	Name	Typology	Size (hectares)
Southborough	Great Brooms Road Allotments	Allotments	0.63
Southborough	Holden Corner Play Area	Play (Child)	0.08
Southborough	Pennington Grounds	Parks and Recreation Grounds	1.39
Southborough	Pennington Grounds Bowls	Outdoor Sport (Fixed)	0.16
Southborough	Pennington Grounds MUGA	Outdoor Sport (Fixed)	0.09
Southborough	Pennington Grounds Play Area	Play (Child)	0.08
Southborough	Pennington Grounds Tennis Courts	Outdoor Sport (Fixed)	0.11
Southborough	Pennington Outdoor Gym	Outdoor Sport (Fixed)	0.03
Southborough	Salisbury Road Play Area	Play (Child)	0.05
Southborough	Southborough	Allotments	0.99
Southborough	Southborough 2	Allotments	1.74
Southborough	Tunbridge Wells Youth Football Club	Parks and Recreation Grounds	8.58
Speldhurst	Ashurst & Blackham Sports Association	Outdoor Sport (Private)	2.08
Speldhurst	Ashurst Road Allotments	Allotments	0.96
Speldhurst	Langton Green MUGA	Play (Youth)	0.02
Speldhurst	Langton Green Play Area	Play (Child)	0.03
Speldhurst	Langton Green Recreation Area	Parks and Recreation Grounds	5.49
Speldhurst	Rusthall Recreation Ground	Parks and Recreation Grounds	2.73
Speldhurst	Rusthall Recreation Ground BMX	Play (Youth)	0.05
Speldhurst	Rusthall Recreation Ground Play Area	Play (Child)	0.35
Speldhurst	Rusthall Recreation Ground Skate Ramps	Play (Youth)	0.01
Speldhurst	Southwood Road Allotments	Allotments	0.20
Speldhurst	Southwood Road Allotments 2	Allotments	1.29
Speldhurst	Speldhurst Allotments	Allotments	0.62
Speldhurst	Speldhurst Play Area	Play (Child)	0.06
Speldhurst	Speldhurst Recreation Ground	Parks and Recreation Grounds	1.85
Speldhurst	Speldhurst Bowls	Outdoor Sport (Fixed)	0.10

# Appendix 3: consultation and liaison with key stakeholders

## November 2016 stakeholder engagement:



To:

Date: 1 November 2016

Dear

### **TUNBRIDGE WELLS BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN – EARLY ENGAGEMENT**

As you may be aware from previous discussions, Tunbridge Wells Borough Council is in the early stages of preparation of a new Local Plan to cover the whole of the Tunbridge Wells borough for the period up to 2033. Work has already begun on producing the evidence base to inform this review in terms of the projected growth of housing and jobs and other requirements to meet identified future needs.

Infrastructure provision is an important aspect of Local Plan preparation and it is crucial that the Borough Council has a clear understanding of the infrastructure required to support any new development. We also need to understand where there may be any current or projected deficiencies over the course of the Plan period.

The Borough Council's 'Overview and Scrutiny Committee' has created an Infrastructure Provision Task and Finish Group to look at infrastructure provision across the borough. As part of this, the group is recommending that the Council facilitates a meeting to bring all infrastructure providers together to help formulate the new Infrastructure Delivery Plan, which will inform, and be published alongside, the new borough Local Plan, which is currently being prepared by the Planning Policy Team.

The Council is planning to consult on the Issues and Options stage of the new Local Plan in spring 2017 when it will set out strategic options to meet the planned growth required within the borough. The Council will be consulting formally with infrastructure providers at this time; however, it would be useful to gain an understanding at this early stage on a number of issues. Therefore, I would be very

grateful if you could answer a few questions for us at the link below, which will help us to get a better understanding of any significant infrastructure issues that we should be aware of at this stage of plan preparation, and also how best to consult with you as we go through the formal plan making process.

The short questionnaire can be found at (web link) and I would be grateful if you could complete and submit the questions to us by Friday 9 December.

Kind Regards  
(Officer name)  
**Planning Policy**

## **November 2016 Questions to Stakeholders:**

### **Question 1**

At this stage, are you aware of any significant infrastructure issues and/or constraints that we should be aware of across the borough which may limit growth and any potential growth options? If so, please explain them here.

### **Question 2**

Do you have any documents and/or strategies that may help us in formulating our Infrastructure Delivery Plan and Local Plan? Please list any that you think would be helpful or provide web links.

### **Question 3**

We will be formally consulting with you in spring 2017 as part of this consultation process. Please could you provide us with the correct details of who we should be consulting with at your organisation? Please include an email address.

### **Question 4**

How do you usually engage with local authorities at this stage in the Plan preparation process?

### **Question 5**

Would you be happy to attend a workshop with other infrastructure providers or would you prefer to attend individual meetings with us? (please select all that apply)

Attend workshop with other infrastructure providers

.....

Attend individual meetings with the Council

.....

Either

.....

### **Question 6**

Are there any examples of best practice of Infrastructure Delivery Plans that you have been involved with that you would be willing to share with us?

# July 2018 stakeholder engagement:



**STRICTLY CONFIDENTIAL**

Date: 13 July 2018

Dear Stakeholder

## **TUNBRIDGE WELLS BOROUGH COUNCIL LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN**

**(please pass this to the most appropriate officer if necessary)**

As you will be aware, Tunbridge Wells Borough Council is preparing a new Local Plan to guide development across the borough for the Plan period to 2033. To be informed by a robust evidence base, this new Local Plan will aim to meet updated needs for housing, employment, and other requirements to meet identified needs.

Infrastructure provision is an important aspect of Local Plan preparation and it is important that the Borough Council has a clear understanding of the infrastructure required to support any new development and in particular housing growth in the borough. There is also a need to understand where there may be any current or projected deficiencies over the course of the Plan period and how the infrastructure will be delivered. The work currently being carried out will also inform decisions regarding potential funding through developments, either from s106 agreements or through the use of Community Infrastructure Levy.

We wish to engage with infrastructure providers throughout the process of developing the Local Plan, and the purpose of this correspondence is to establish further contact since we last contacted you formally in November 2016 and as part of the Issues and Options Consultation in 2017 (although separate discussions may have taken place since this time) in order to request any relevant baseline information and an initial assessment of the potential infrastructure requirements from the development being proposed in the Local Plan.

Copied overleaf is a table setting out our current position with regard to population growth and housing requirements expected to be provided for in the Local Plan. **This must please be treated as strictly confidential** and not for discussion or sharing with agents, developers, applicants or the public but purely for the purpose of informed infrastructure planning. Implications of this information being leaked could include the loss of the potential to deliver infrastructure through the Local Plan process.

I understand that you may not be able to provide all of this information at this time, and that most of the detail will have to be developed as we firm up which sites will be taken forward for development. We are hoping we can use any information you are able to provide at this stage regarding existing capacity and deficit in informing decisions regarding potential locations of new development.

**Confidential – not for discussion or sharing outside of your organisation**

(A) Settlement / Location	(B) Number of Existing Dwellings by Settlement 16/11/2017- Council Tax	(C) Extant PP -10% if Not Started	(D) Site Allocations Local Plan Allocations - 10%	(E) Potential Number of Proposed Dwellings to be allocated by Settlement	(F) Potential Total Number of Dwellings (existing plus proposed)	(G) % Increase
Benenden	320	23	-	218	561	75%
Bidborough	340	-	-	0	340	0%
Brenchley	159	6	-	0	165	4%
Cranbrook	1,979	57	230	540	2,806	42%
Five Oak Green	572	7	-	0	579	1%
Frittenden	160	10	-	46	216	35%
Goudhurst	553	23	-	32	608	10%
Hawkhurst	1,743	134	27	684	2,588	48%
Horsmonden	599	56	-	529	1,184	98%
Lamberhurst	437	9	-	60	506	16%
Langton Green	1,164	15	-	24	1,203	3%
Main Urban Area	27,904	1,412	941	1,291*	31,548*	13%
Matfield	232	6	-	156	394	70%
Paddock Wood	3,469	677	248	3,879	8,273	138%
Pembury	2,390	8	-	1,345	3,743	57%
Rusthall	2,278	10	-	46	2,334	2%
Sandhurst	405	2	-	74	481	19%
Sissinghurst	353	76	-	229	658	86%
Speldhurst	404	11	-	68	483	20%
Tudeley (GV)	-	-	-	1,500 #	1,500 #	N/A
<b>Totals</b>	<b>45,461</b>	<b>2,542</b>	<b>1,446</b>	<b>10,721*</b>	<b>60,170*</b>	<b>32%</b>

Enclosed is a document that sets out our current position, where we are in the process/the growth table and our timescales for production of the Local Plan which you may find useful.

If you feel it would be beneficial to hold a meeting to discuss these issues, we would be more than happy to do so or please feel free to give me a call to discuss any issues/concerns you have at this stage.

The outcomes of this work will feed in to the production of a new Infrastructure Delivery Plan, which will be published alongside the new Tunbridge Wells Borough Local Plan currently being prepared by the Planning Policy Team. Following revisions to the timetable, the Borough Council aims to consult on the new Local Plan in spring 2019 to ensure robustness of the evidence base as well as to allow enough time to consider all infrastructure needs in sufficient detail.

Consequently, we would therefore be very grateful if you could answer a few questions for us at the link below which will help us to get a more detailed idea of any current and expected infrastructure issues in order to update the Infrastructure Delivery Plan. The link to the survey is (web link). If you would like the link to be emailed to you, please send a request by email to [planning.policy@tunbridgewells.gov.uk](mailto:planning.policy@tunbridgewells.gov.uk).

We would be grateful if you could complete and submit the questionnaire **by 13 August 2018**.

Kind regards  
**Principal Planning Policy Officer**  
**Planning Policy**

## **July 2018 questions to stakeholders:**

### **Question 1**

At this stage, are you aware of any significant infrastructure capacity issues or deficits that we should be aware of across Tunbridge Wells borough which may limit growth in a given location? (please select one answer)

Yes ..... No .....

### **Question 1a**

If you answered yes to Question 1, please explain them here and it would be helpful if you can be as specific as possible with regard to location of any capacity or deficits.

### **Question 2**

Do you apply service or infrastructure standards to determine whether there is capacity or deficit in demand for services? (please select one answer)

Yes ..... No .....

### **Question 2a**

If you answered yes to Question 2, please provide details of these.

### **Question 3**

Please provide details of any existing committed infrastructure delivery that is planned to serve Tunbridge Wells borough.

### **Question 4**

Please refer to the table in our email/letter (and in the document in the 'supporting documents' tab) setting out Tunbridge Wells Borough Council's current position with regard to population growth and housing requirements expected to be provided for in the Local Plan.

Will the levels and locations of development that are proposed in the Council's emerging Local Plan result in any infrastructure deficits in demand for services or create demand for new additional services to be provided? (please select one answer)

Yes ..... No .....

### **Question 4a**

If you answered yes to Question 4, please provide details

### **Question 5**

When answering this question it would be helpful if you could include the following details where possible/known:

- Location of the infrastructure
- Timescale for requirements of infrastructure
- Cost of infrastructure
- Actual or potential sources of funding
- Whether the project is already committed to be delivered in existing delivery programmes Whether land would need to be allocated or safeguarded to ensure the delivery of the infrastructure, and details of such land

What new or improved infrastructure will be needed to support the proposed development and population growth in the emerging Tunbridge Wells Borough Local Plan?

### **Question 6**

If you have any documents and/or strategies that may help us in formulating our Infrastructure Delivery Plan and Local Plan, please list them here and provide web links if possible. Alternatively, you can attach them using the upload facility at Question 6a below.

### **Question 6a**

You can upload any supporting documents here.

# March 2019 stakeholder engagement:



**STRICTLY CONFIDENTIAL**

Date: 1 March 2019

Dear Stakeholder

## **TUNBRIDGE WELLS BOROUGH COUNCIL DRAFT LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN**

**(please pass this to the most appropriate officer if necessary)**

As you will be aware, Tunbridge Wells Borough Council is preparing a new Local Plan to guide development across the borough for the Plan period to at least 2033, and most likely 2035/6 (depending on timing of adoption of the Plan). To be informed by a robust evidence base, this new Local Plan will aim to meet housing, employment, and other requirements to meet identified needs.

Infrastructure provision is an important aspect of Local Plan preparation and it is important that the Borough Council has a clear understanding of the infrastructure required to support any new development and in particular housing growth in the borough. There is also a need to understand where there may be any current or projected deficiencies over the course of the Plan period and how the infrastructure will be delivered. The work currently being carried out will also inform decisions regarding potential funding through developments, either from s106 agreements or through the use of Community Infrastructure Levy: a decision on whether to implement CIL will be informed by whole Plan viability assessment.

We consulted with infrastructure providers in July 2018 where we shared the emerging spatial distribution of development and asked a series of questions. Since this time we have been refining the distribution of growth and identifying appropriate site allocations to meet the growth needs in accordance with the overall strategy. In order to continue to engage with infrastructure providers throughout the process of developing the Local Plan, we are now seeking further input from yourselves. As part of this consultation, we are confidentially sharing the revised overall growth strategy for the borough as well as all of the draft site allocation policies set out within the Place Shaping section of the Plan. It is important to point out that this work is in a draft form and still subject to refinement, but we thought it would be helpful to seek input from yourselves at this stage before we finalise the Draft Plan for consultation.

Copied overleaf is an updated table setting out our current position with regard to population growth and housing requirements expected to be provided for in the Draft Local Plan. This must please be treated as strictly confidential and not for discussion or sharing with agents,

developers, applicants or the public but purely for the purpose of informed infrastructure planning. Implications of this information being leaked could include the loss of the potential to deliver infrastructure through the Local Plan process.

(A) Settlement / Location	(B) Number of Existing Dwellings by Settlement 16/11/2017-Council Tax	(C) Total proposed - including sites in the Site Allocations Local Plan which have not come forward or have planning permission but not yet started and are to be re-allocated)	(D) Potential Total Number of Dwellings (existing plus proposed)
Benenden	320	157	477
Bidborough	340	9	349
Brenchley	159	12	171
Cranbrook	1,979	746	2725
Five Oak Green	572	9	581
Frittenden	160	53	213
Goudhurst	553	49	602
Hawkhurst	1,743	730	2473
Horsmonden	599	339	938
Lamberhurst	437	62	499
Langton Green	1,164	7	1171
Main Urban Area	27,904	3051	30955
Matfield	232	145	377
Paddock Wood	3,469	5050	8519
Pembury	2,390	345	2735
Rusthall	2,278	5	2283
Sandhurst	405	29	434
Sissinghurst	353	177	530
Speldhurst	404	24	428
Tudeley Garden Settlement	-	1650	1650
<b>Totals</b>	<b>45,461</b>	<b>12649</b>	<b>58,110</b>

This represents an updated position of the distribution of development across the borough over the plan period. We have also attached the draft “Place shaping” policies and allocations that indicate these broad quantum but also details the individual site allocations. Whilst we would welcome input from yourselves at this stage in order to further inform the strategy and allocation policies, it is worth noting that we will be consulting more widely on this draft document as part of the Regulation 18 consultation to be carried out from August-September this year. There will therefore be ample further opportunity for you to provide input at this stage before we carry out a further stage of consultation on a revised Draft Local Plan as part of the Regulation 19 consultation before we submit the Draft Local Plan to the Planning Inspectorate in 2020.

Enclosed is also a document which sets out our timetable for the production of the Local Plan which you may find useful.

If you feel it would be beneficial to hold a meeting to discuss these issues, we would be more than happy to do so or please feel free to give me a call to discuss any issues/concerns you have at this stage.

The outcomes of this work will feed in to the production of a new Infrastructure Delivery Plan, which will be published alongside the Draft Local Plan.

We would therefore be very grateful if you could answer a few focused questions for us at the link below. You may have already provided us with the some of this information as part of our previous consultation last summer, so please note this down in your response or provide updated information as appropriate. The following is a link to the question form for you to complete and submit via our online consultation system: (web link)

We would be grateful for your response by 25 March 2019.

Kind regards  
**Principal Planning Policy Officer**  
**Planning Policy**

## **March 2019 questions to stakeholders:**

### **Question 1**

Is there existing capacity or deficit in demand for services across Tunbridge Wells borough?  
Please be as specific as possible with regard to location of any capacity or deficits.

### **Question 2**

Please provide details of existing committed infrastructure delivery that is planned to serve the borough.

### **Question 3**

Will the levels and locations of new development that are proposed in the emerging Local Plan (see attached letter) result in any future deficits in demand for services. (please select one answer)

Yes ..... No .....

### **Question 3a**

- When answering this question, please include details of:
- Location of the infrastructure (this may be within or outside of the borough)
- identify/specify any site specific requirements as a result of the sites/locations set out
- Timescale for requirements of infrastructure
- Cost of infrastructure
- Actual or potential sources of funding

- Whether the project is already committed to be delivered in existing delivery programmes Whether land would need to be allocated or safeguarded to ensure the delivery of the infrastructure, and details of such land

What new or improved infrastructure will be needed to support the proposed development and population growth in the emerging Local Plan?

#### **Question 4**

Any there any other infrastructure issues (including any wider cross borough boundary issues) that we should be aware of at this stage of the Plan preparation process?

## June 2019 stakeholder engagement:

(sent by email)

Dear Service Provider

Following a number of previous consultations with yourself, (the most recent being in March/April 2019) we are now finalising the Draft IDP ready for publication to support the consultation version of the Draft Local Plan, scheduled for September 2019. The IDP will need to be signed off by councillors in July before the Draft Local Plan goes to Cabinet in August.

The draft IDP as attached – (PLEASE TREAT AS CONFIDENTIAL AT THIS STAGE) reflects information that you have provided previously, or that we have gathered from relevant plans and strategies that affect the borough. I would be grateful if you would read the sections that are relevant to you as service providers in the borough and respond to confirm that you are in agreement with what the document states in terms of existing/planned and future provision of infrastructure. It would be useful if you could let me know if there is anything else that you think is relevant or pertinent to be added at this stage or if there is anything that is not correct or needs updating. I would also point out that there are still some gaps in the document, where we are either still gathering information or have not been provided with information from providers at this stage.

We would welcome comments on the above by Friday the 28th June. I would also re-iterate that we will of course be consulting fully on the Draft Local Plan during the statutory consultation period from the 20th September to the 1st November and so there will be another opportunity for you to make comments on the Draft strategy and allocations and any supporting infrastructure required at that stage.

Many thanks for your ongoing input to the Draft Local Plan.

**If you require this document in another format,  
please contact:**

**Planning Policy**

**Planning Services**

**Tunbridge Wells Borough Council**

**Town Hall**

**Royal Tunbridge Wells**

**Kent TN1 1RS**

**Telephone: 01892 5 5 4 0 5 6**