

Tunbridge Wells Borough



Tunbridge Wells Borough Council

Infrastructure Delivery Plan

March 2021



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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:
- The national and local context in relation to infrastructure provision and the importance of infrastructure and its timely delivery within the Local Plan process;
 - Details of engagement with infrastructure providers and key stakeholders in determining the level of infrastructure required to support new development;
 - 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 Local Plan;
 - An Infrastructure Delivery Schedule setting out the infrastructure required, priority, risk, delivery body, indicative cost (if known) and funding position.
- 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). It is published as a ‘Live Document’, updated to reflect relevant changes in information and further changes may be required as a result of further updates and information from service providers and progress with the production of the Local Plan.
- 1.3 This IDP should also be read in conjunction with the Strategic Sites Masterplanning and Infrastructure Study 2021, which has been prepared in relation to the two Strategic Sites proposed in the Local Plan at Paddock Wood and east Capel, and Tudeley Village.
- 1.4 The IDP is supported by various appendices, as follows:
- **Appendix 1 - Infrastructure Schedule;**
 - **Appendix 2 – Existing open space by Parish (as identified within the Open Space Study 2018);**
 - **Appendix 3 - Consultation and record of liaison with key stakeholders;**
- 1.5 The IDP provides critical evidence to support the 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 (PPG) 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 and collaboration with the relevant districts and boroughs.

Local Plan policy context and strategy for growth

- 2.10 Tunbridge Wells Borough Council has prepared a Local Plan, which covers the period up to 2038 and sets out the amount of future development being planned for, where it is to be located, and its nature, following the Vision and Strategic Objectives.
- 2.11 The Vision and Objectives are set out within Section 3 of the Local Plan and specifically in relation to infrastructure, the following Strategic Objectives are of particular note;
- Strategic Objective 1 – To ensure sustainable development that contributes to both meeting housing, economic, and social needs and to conserving and enhancing the highly valued environmental qualities of the borough;
 - Strategic Objective 5 – To achieve the timely delivery of all forms of infrastructure that meets the needs of development and supports the vitality of communities.
- 2.12 The overall Development Strategy is set out within Policy STR1 - The Development Strategy of the Local Plan, which identifies the overall scale and broad distribution of development across the borough. This is replicated below for ease of reference as well as the Key Diagram (Figure 5 within the Local Plan).
- 2.13 In preparing the Local Plan, particular regard has been had to national planning policy, as set out within the NPPF (2019), which expects local plans to meet the identified level of development needs for their areas in full, unless there are good planning reasons why this is not possible.
- 2.14 In terms of formulating the development strategy, the overall strategy approach is set out clearly in Section 4 of the Local Plan and includes taking account of a range of considerations, including national policy, the Vision and Objectives, the findings of the various evidence base studies, and those of the Sustainability Appraisal. In terms of infrastructure, it is highlighted that the availability of infrastructure, including proposed infrastructure improvements, to support the growth is also a key concern to be addressed through the Local Plan.

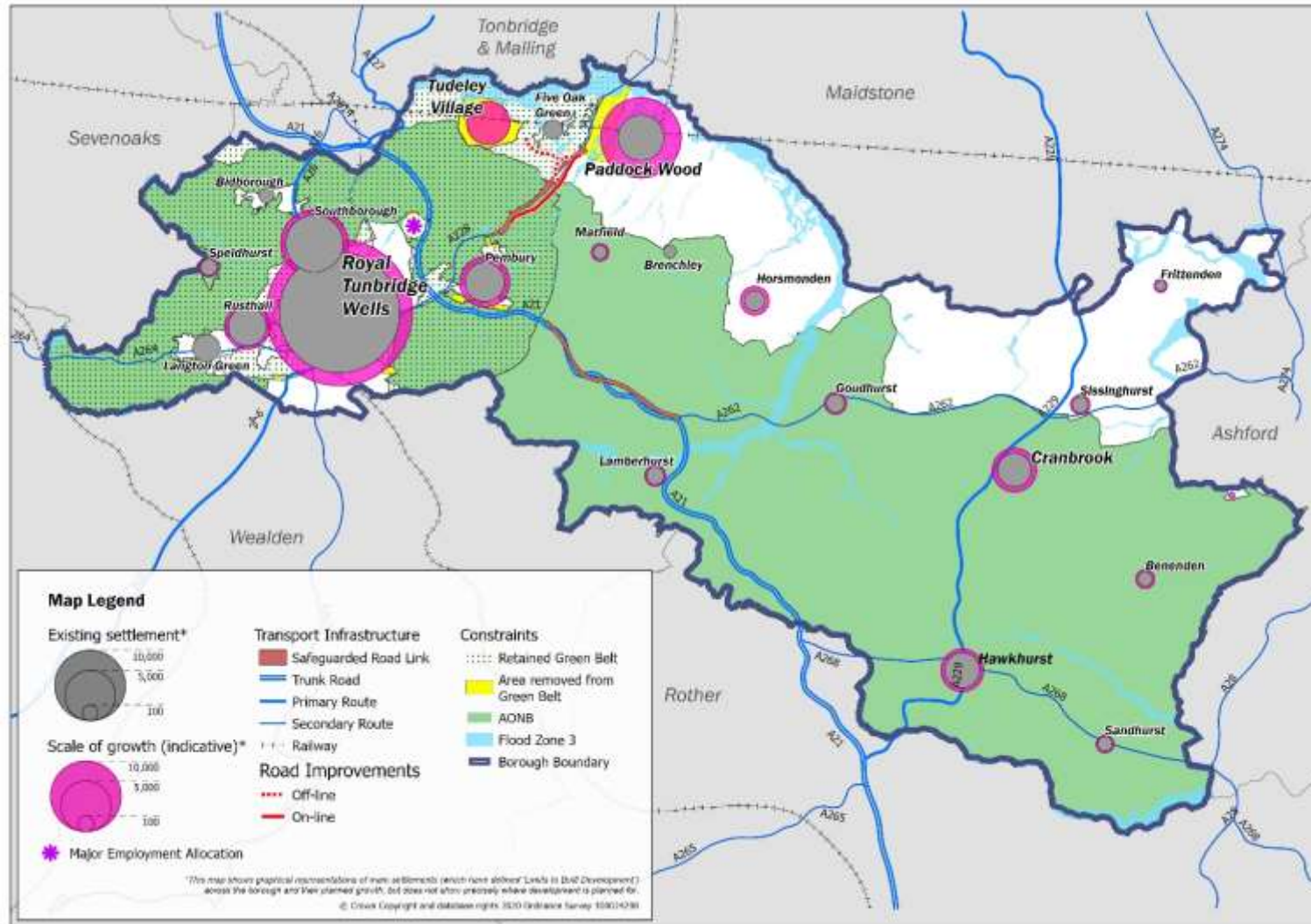


Figure 1: Local Plan Key Diagram

Policy STR 1 - The Development Strategy

The broad development strategy for Tunbridge Wells borough over the period 2020-2038, as shown indicatively on the Key Diagram (Figure 5), is to ensure that a minimum of 12,204 dwellings and 14 hectares of employment (Use Classes B and E) land are developed, together with supporting infrastructure and services.

To achieve this, the Local Plan:

1. Promotes the effective use of urban and previously developed (“brownfield”) land, having due regard to relevant Plan policies;
2. Looks to focus new development within the Limits to Built Development of settlements, as defined on the Policies Map, where proposals accord with other relevant policies of this Plan;
3. Provides for the growth of settlements, having regard to their role and function, constraints and opportunities, together with the development of two strategic sites, namely:
 - a) a major, transformational expansion of Paddock Wood (including land at east Capel), following garden settlement principles and providing flood risk solutions; and
 - b) the creation of a new garden settlement – Tudeley Village between Paddock Wood and Tonbridge;
4. Includes an allowance for potential delays or non-delivery of sites;
5. Provides for a prestigious new business park to the north of North Farm/Kingstanding Way, Royal Tunbridge Wells, well connected to the improved A21;
6. Provides a framework for the preparation of a holistic Area Plan for Royal Tunbridge Wells Town Centre;
7. Provides for some reductions in the area of the Green Belt, notably for the strategic sites and around Royal Tunbridge Wells and Pembury, where exceptional circumstances warrant this and where an effective long-term Green Belt is maintained;
8. Limits development within the High Weald Area of Outstanding Natural Beauty to that which can be accommodated whilst still conserving its key characteristics, this being mostly small-scale, only promoting larger proposals where exceptional circumstances are demonstrated;
9. Normally limits development in the countryside (being defined as that outside the Limits to Built Development) to that which accords with specific policies of this Plan and/or that for which a rural location is fully demonstrated to be necessary.

2.15 Tables 4 and 5 within the Local Plan set out the distribution of housing and employment allocations for each parish/settlement, which are elaborated upon in the respective chapters in Section 5 of the Local Plan and form the basis of the work that has been used to inform the infrastructure requirements set out within this IDP. Again, Tables 4 and 5 are replicated below for ease of reference.

Local Plan Table 4: Distribution of housing allocations

| Parish/Settlement | Local Plan allocations | |
|---|------------------------|--------------|
| | Lower | Upper |
| Royal Tunbridge Wells | 1,416 | 1,536 |
| Southborough | 42 | 42 |
| Paddock Wood | 3,932 | 4,032 |
| <i>Strategic urban expansion*</i> | <i>3,490</i> | <i>3,590</i> |
| <i>Town centre</i> | <i>30</i> | <i>30</i> |
| Capel* | 2,100 | 2,100 |
| <i>Tudeley Village - new settlement</i> | <i>2,100</i> | <i>2,100</i> |
| Cranbrook and Sissinghurst | 453 | 467 |
| <i>Cranbrook</i> | <i>415</i> | <i>429</i> |
| <i>Sissinghurst</i> | <i>38</i> | <i>38</i> |
| Hawkhurst | 161 | 170 |
| Benenden | 87 | 95 |
| <i>Benenden</i> | <i>43</i> | <i>45</i> |
| <i>East End</i> | <i>44</i> | <i>50</i> |
| Bidborough | 0 | 0 |
| Brenchley and Matfield | 56 | 60 |
| Frittenden | 25 | 30 |
| Goudhurst | 25 | 25 |
| Horsmonden | 240 | 320 |
| Lamberhurst | 25 | 30 |
| Pembury | 389 | 417 |
| Rusthall | 15 | 15 |
| Sandhurst | 20 | 30 |
| Speldhurst | 10 | 12 |
| Sub-total | 8,996 | 9,381 |
| Allocations with existing planning permission (to be discounted to avoid double counting) | 920 | 920 |
| Total (with existing planning permission discounted) | 8,076 | 8,461 |

* The figure for Capel parish excludes that part of the urban expansion extending from Paddock Wood into the eastern edge of the parish, to avoid double counting. The number of houses for Capel parish (including Tudeley Village and development in land in east Capel) for the Plan period is approximately 4,160

- 2.16 With regard to employment land needs, the allocations identified in the Local Plan are set out in the Local Plan within Table 5 as replicated below for ease of reference:

Local Plan Table 5

| Site | Settlement/Parish | Policy Number | Net developable area (ha) |
|---------------------------------|-----------------------|---------------|---------------------------|
| Land adjacent to Longfield Road | Royal Tunbridge Wells | AL/RTW17 | 13.4 |
| Land east of Maidstone Road | Paddock Wood | STR/SS1 | 4.6 |
| Land east of Transfesa Road | Paddock Wood | STR/SS1 | 7.3 |
| Hawkhurst Station Business Park | Gills Green | AL/HA 6 | 1.2 |

- 2.17 The importance of infrastructure being provided to support the proposed growth is recognised within the Local Plan. The Borough-wide strategic policies form the basis of the Local Plan's policy framework and are the starting point for the more detailed policies and proposals in subsequent sections of the Local Plan. The strategic approach to delivering infrastructure is set out within Policy STR 5 – Infrastructure and Connectivity, which covers – *'Infrastructure delivery, setting out the requirement for new infrastructure to support proposed development, and how it will be delivered'*. Policy STR6 – Transport and Parking covers, *'Key transport infrastructure and the priorities for sustainable transport modes'*.
- 2.18 The details of particular infrastructure items to be provided in association with development, is set out within the Place Shaping policies and the individual site allocations in Section 5 of the Local Plan. This IDP has been produced in parallel with the Local Plan, and is published as a supporting 'Live Document'.

What is infrastructure?

- 2.19 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).
- 2.20 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.

2.21 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 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 |

- 2.22 Essentially, the purpose of the IDP is to set out the following:
- Summary of existing infrastructure, details of any planned infrastructure and what new infrastructure is required to support the growth proposed;
 - How the infrastructure will be provided;
 - Who is to provide the infrastructure;
 - How the infrastructure will be funded;
 - When the infrastructure will be provided.

Engagement

- 2.23 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 infrastructure currently exists and what is required in infrastructure terms to support the growth proposed in the Local Plan. 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.
- 2.24 As well as consulting with the infrastructure providers through the formal stages of Local Plan preparation – in this case the Issues and Options Consultation in 2017 and the Regulation 18 Draft Local Plan Consultation in 2019, the Borough Council has also carried out a number of targeted stakeholder consultations with the key infrastructure providers. Details of these consultations are set out within Appendix 3 of this IDP.
- 2.25 Alongside this, the Borough Council has widely engaged with infrastructure providers throughout the Local Plan process in relation to specific sites and emerging strategy formulation. Of particular note, a number of stakeholders have been involved in the preparatory work informing the allocation of the Strategic Sites at Paddock Wood and Capel and the plans for a new garden village at Tudeley within Capel Parish. This has been in the form of a Strategic Sites Working Group, meeting monthly since September 2019 to progress this work, with a number of sub groups exploring specific elements including infrastructure provision.
- 2.26 Additionally, the Council has had ongoing consultation with parish and town councils within the borough throughout the Local Plan preparation process to determine their requirements and aspirations for their areas which could be included as part of new development proposals. It is accepted that some of these infrastructure items are aspirational and may not be delivered as part of this Local Plan, however it may be that they can form the basis of negotiations through the Development Management process, as part of development coming forward. This could be sites allocated within this Local Plan or as a result of windfall developments coming forward outside of the Local Plan process. These items are

included within the Infrastructure Schedule at Appendix 1, however are shown in italics and a footnote to the table explains their status.

- 2.27 As part of the Duty to Cooperate, infrastructure provision and more importantly cross-boundary infrastructure has been discussed at regular meetings between Tunbridge Wells Borough Council and its neighbours – Tonbridge & Malling Borough Council, Sevenoaks District Council, Maidstone Borough Council, Ashford Borough Council, Wealden District Council and Rother District Council, as well as East Sussex County Council. As part of this process, Statements of Common Ground have been prepared between the authorities and any relevant cross boundary infrastructure items and projects have been discussed and identified within these documents.
- 2.28 This IDP brings all identified infrastructure requirements and plans together in one document and encourages inter-relationships between parties and providers and an opportunity to share information and possibly infrastructure to bring forward comprehensive development over the Plan period.

Prioritisation of infrastructure

- 2.29 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.
- 2.30 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 'Highly 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.

- **Highly 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

- 2.31 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.
- 2.32 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

- 2.33 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.
- 2.34 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

- 2.35 This IDP has been written during a time of significant change, with the current ongoing Covid 19 Pandemic and 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.
- 2.36 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 infrastructure and is reflected in it being termed a 'Live Document'.
- 2.37 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. Where costs/funding has not been identified at this stage, it is marked as TBC (To Be Confirmed).

Potential funding sources

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

Funding from development

- 2.39 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.
- 2.40 The Council will use a combination of Section 106 and Section 278 agreements, alongside the Infrastructure Levy (IL) 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

- 2.41 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.
- 2.42 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
 - Arts Council England /Heritage Lottery Project Grants/Sports Council grants
 - Private investment

Status of the IDP

- 2.43 The IDP is a supporting document for the Regulation 19, Pre- Submission version of the Local Plan, which follows on from the previous Regulation 18 Draft Local Plan Consultation in autumn 2019 and the consultation on the Issues and Options in summer 2017. The IDP covers the plan period up to 2038, although its content will be monitored annually and periodically reviewed as part of the five-year review of the Local Plan.
- 2.44 As the work progresses on the Local Plan, further discussions will take place with the various infrastructure providers to firm up the requirements, timescales, associated costs, etc. and will be updated if necessary alongside the Submission and Examination of the Local Plan during 2021. For the above reasons, this Infrastructure Delivery Plan is termed a 'Live Document' as by its nature it requires

to be regularly updated to ensure it has the most up to date information and requirements in it to support the growth proposed in the Local Plan.

Strategic Sites Masterplanning and Infrastructure Study

- 2.45 As referred to at Paragraph 1.2, another important document that has been prepared and should be read alongside this document is The Strategic Sites Masterplanning and Infrastructure Study (2021) which has been prepared by David Lock Associates (DLA) to inform the allocation of two strategic growth sites proposed in the Local Plan.
- Expansion around Paddock Wood including land in east Capel to deliver approximately 3,600 homes, significant employment and other complementary uses; and
 - Tudeley Village, a new settlement delivering 2,800 homes (2,100 over the plan period).
- 2.46 Both of these settlements will be developed on garden settlement principles with the provision of infrastructure a key component.
- 2.47 This Study is divided into two parts. The first part provides a Structure Plan for Paddock Wood and east Capel. This identifies through a comprehensive masterplanning exercise the capacity of the new settlement, in terms of the number of dwellings, level of non-residential floorspace, and the location and provision of key infrastructure within the settlement. This is similar to the aims of the Tudeley Village Masterplan which has been prepared by the promoter of this garden settlement as set out in its Delivery Strategy.
- 2.48 The second element is the delivery of a Strategic Site Infrastructure Framework to identify the infrastructure capacity requirements stemming from both the Strategic Sites: Paddock Wood and east Capel; and Tudeley Village. The schedule of infrastructure requirements set out in relation to both sites is comprehensive, and has been informed by the wider consultant team led by DLA on highways, flooding and other matters. This provision encompasses two areas: 1) infrastructure required to mitigate the impacts on existing areas of development; and 2) infrastructure that is required to ensure the new development meets the Plan's policy objectives and the garden settlement principles.
- 2.49 The Framework was prepared through engagement with land promoters of both sites and through discussions with key stakeholders including KCC Highways and Education. The initial starting point was the formation of a baseline position from a review of draft Local Plan policy, KCC policy, and KCC highway schemes. In addition, the masterplanning has helped establish a list of required improvements to highways and sustainable travel infrastructure to support the proposed Structure Plan.

- 2.50 The Masterplanning and Infrastructure Study has been used to inform this IDP and should be referred to for further information on the specific infrastructure requirements required to support the development of these proposed strategic sites.

3.0 Overview of Infrastructure

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

- **Theme 1: Transport** - Highways, Bus, Rail, Cycling and Walking, Parking
- **Theme 2: Education** - Primary, Secondary, Higher and Further
- **Theme 3: Health** - General Practice, Hospitals, social care and dentists
- **Theme 4: Water** – Water Supply, Waste Water, Flood Risk
- **Theme 5: Utilities and Digital Infrastructure** – Gas, Electricity, Digital Communications
- **Theme 6: Community, public and social services** – Libraries, Community Centres, Emergency Services
- **Theme 7: Sport and Recreation** – Indoor sport, outdoor sport
- **Theme 8: Green Infrastructure**
- **Theme 9: Waste and Recycling** – Waste collection, Minerals and Waste
- **Theme 10:** 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 Local Plan; Funding sources;
- Summary of infrastructure provision required.

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 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 (Parking)

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 and update 2020
- Transport for the South East: Transport Strategy for the South East 2019
- Tunbridge Wells Borough: Emerging Local Cycling & Walking Infrastructure Plan 2019/20

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
- Issues & 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 and June 2019
- Consultation at the Regulation 18 Draft Local Plan state September November 2019
- Stakeholder consultation with infrastructure providers in October 2020

- 3.4 Highways England (HE) responded to the Tunbridge Wells Local Plan Issues and Options Consultation Statement in 2017 and to the Regulation 18 Consultation in November 2019. At an early stage in the Local Plan process, HE, TWBC and KCC officers met (November 2018) to discuss requirements for the Transport Assessment work. Since then several meetings have been held with HE over the course of 2019/2020 and more recently in 2021, to discuss the impact of proposed growth on the strategic road network and the strategic modelling work for the transport assessment. Further meetings will be held as required in 2021. Currently, there are no further planned or funded capacity improvements for the A21 within the borough. However, some safety works are being undertaken in 2021 at a number of locations in 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. KCC Highways has assisted the Council in commissioning a transport consultant to undertake the Local Plan Transport Assessment and has worked with TWBC and 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.
- 3.7 HE and KCC have also both attended the Strategic Sites Working Group meetings which were established in 2019 to help bring forward and deliver the strategic sites at Tudeley Village, and Paddock Wood and east Capel.

Overview of existing provision

- 3.8 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.
- 3.9 The A26 London Road is a key north/south strategic route through Tunbridge Wells and Southborough. It links the M20 motorway 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. Joining with the A26 at the southern end of Royal Tunbridge Wells, the A267 Frant Road links the borough with Eastbourne via the A22.
- 3.10 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.
- 3.11 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. No scheme has been progressed to date, although a funding bid was submitted to the Major Roads Network programme in 2019 to deliver a scheme. The estimated cost of the KCC off-line scheme is £46 million.
- 3.12 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 crossroads 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.
- 3.13 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

- 3.14 Junction improvements at B2017 Badsell Road/B2160/Mascalls Court Road and at the B2017/A228 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 Local Plan

- 3.15 The following highway mitigation measures have been identified as necessary to support the proposed growth in the Local Plan:
- Halls Hole Road/ A264 Pembury Road/ Blackhurst Lane junction improvement (roundabout scheme)
 - Signalisation of junctions at Sandrock Road and Sandhurst Road on A264
 - Pedestrian Crossing on A264 Pembury Road moved further west and two lane approach from roundabout
 - Woodsgate Corner A228/Tonbridge Road/ Pembury High Street junction improvements
 - Kingstanding Way/Longfield Road/Knights Park junction improvement
 - A21/Tonbridge Road/Longfield Road junction improvement
 - North Farm/High Brooms traffic signal improvements
 - Kippings Cross/Blue Boys roundabout improvement
 - A228 Colts Hill bypass (part on-line/part off-line scheme);
 - Increased capacity at A228 Maidstone Road/B2017 Badsell Road (Colts Hill) roundabout
 - Improved B2017 Badsell Road/B2160 Maidstone Road signalised junction;
 - Improved A228 Maidstone Road/Whetsted Road priority junction
 - Improved A228 Whetsted Road/A228 Bransbridges Road/B2160 Maidstone Road roundabout
 - Improved B2160 Maidstone Road/Commercial Road priority junction
 - Widening at junction of B2016 Maidstone Road and Lucks Lane
 - Link road by-passing Five Oak Green
 - Traffic management/speed reduction measures in Five Oak Green village centre

- Widening of B2017 south of Tudeley Village towards A26 including Hartlake Road junction
- Close Hartlake Road to through traffic near junction with B2017 Tudeley Road
- Increased capacity at A26 Woodgate Way/ B2017 Tudeley Road roundabout
- Traffic management/speed reduction measures in Pembury village

Tonbridge & Malling

- Increased capacity at A26/A2014/Pembury Road (Vauxhall Roundabout)

Paddock Wood Masterplan sites (Anticipated works: please refer to Strategic Sites Masterplanning and Infrastructure Study for more information)

- PW East: access road with loop within site, internal road off main access road, access road off Church Road to site
- PW North West: internal link road between the A228 and B2160 Maidstone Road, internal road between link road and northern & southern parcels, roundabout access with A228, priority access with Maidstone Road
- PW South West: internal road off Badsell Road; access with A228, access with Badsell Road, internal road off A228

Tudeley Village Masterplan area (Anticipated works: please refer to Strategic Sites Masterplanning and Infrastructure Study for more information)

- Site access to east, west and south of Tudeley
- Internal primary (x5) and secondary roads (x8) in Tudeley Village
- Improvements to tunnel under the railway in Tudeley Village
- Link road through Tudeley Village
- New railway bridge at Tudeley Village to cater for all modes: pedestrians and cyclists and vehicles
- Works to reduce existing rail bridge at Hartlake Road and potential modal filter (access only)

3.16 Individual site allocations will bring forward site-specific mitigation on the local road network, through the mechanism of site-specific Transport Assessments.

Funding sources

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

- Developer contributions funding (Section 106/Section 278/Infrastructure Levy);
- Local Growth Fund (South East Local Enterprise Partnership);
- Levelling Up Fund/UK Shared Prosperity Fund

- 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

3.18 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)
- Kent County Council/Tunbridge Wells Borough Council
- Department for Transport
- Community Rail Partnerships

Related Strategies and Evidence

- The Williams Rail Review – Rail in the future transport system: an evidence paper (2019)
- DfT South Eastern Rail Franchise 2016/17
- 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 Rail Strategy 2021 (Draft)
- 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 (and 2020 update)
- Tunbridge Wells Borough: Emerging Local Cycling & Walking Infrastructure Plan 2019/20

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.
- Consultation at Regulation 18 Draft Local Plan September – November 2019.
- A series of meetings have been held with Network Rail in 2019 and 2020.
- A further consultation opportunity was provided to the rail operators in October 2020.

Overview of existing provision

- 3.19 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.
- 3.20 Tunbridge Wells and High Brooms stations 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.
- 3.21 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.

- 3.22 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.
- 3.23 Estimates of current rail 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 | 18/19 entries and exits | % change | Operator |
|-----------------|-------------------------|-------------------------|----------|------------------|
| High Brooms | 1,224,846 | 1,256,908 | 3 | Southeastern |
| Tunbridge Wells | 3,679,222 | 3,838,532 | 4 | Southeastern |
| Paddock Wood | 1,181,216 | 1,214,166 | 3 | Southeastern |
| Ashurst | 25,700 | 38,190 | 49 | Govia Thameslink |

- 3.24 Ashurst station, on the Southern network, provides direct half hourly services to London Bridge via East Croydon during the am and pm peak periods, with an hourly off peak service.
- 3.25 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.
- 3.26 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.
- 3.27 The aspiration for a direct Gatwick service from Mid/West Kent is identified as a key requirement in the emerging Kent Rail Strategy 2021, 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 Economic Priorities for Growth.

Current planned provision

- 3.28 There has been a delay in the award of a new South Eastern contract agreement (and December 2022 is the latest date for implementation). However, in 2016/17 the Department for Transport set out a proposed 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.

- 3.29 There is no specific requirement for a direct service between Kent and Gatwick Airport as part of the proposed 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.
- 3.30 The new South Eastern agreement will need to address the refurbishment of the Electrostar trains as they are halfway through their life. In addition, following the adoption of the Class 707 rolling stock from Southwestern, the old Networker rolling stock from the 1980s currently serving Tunbridge Wells should be treated as the first priority for replacement under any new contract agreement.
- 3.31 Network Rail has prepared the South East/Kent Route Study (2018) and 1 April 2019 was the start of Control Period 6 running 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. Improvements to the network are now funded on a case-by-case basis through the Rail Network Enhancement Pipeline (RNEP) or through the Rail Market-Led Proposals (RMLP) which applies to private sector proposals where a third party promotes a scheme and agrees to fund it, although approval is required from Network Rail.
- 3.32 Network Rail now undertakes Continuous Modular Strategic Planning (CMSP) that will deliver Modular Strategic Studies that 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 or Rail Market-Led Proposals process funded by the public or private sector.
- 3.33 The following schemes may be needed in the future to address current and on-going constraints on the rail network in and around the borough:

Short Term

- Metropolitan Reversible line at Cannon Street. Cost £10 million. Adds 1 tph;
- The route south of Tunbridge Wells towards Hastings also requires an uplift to the power supply on this section, so that 11-car or 12-car trains can be pathed

in succession. At present the restricted power supply precludes such pathing, and thus diminishes capacity on this busy section of route in the peak periods. The funding required is relatively low cost for large benefits.

Medium to Long Term

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

3.34 None of the above schemes are funded at present but they are included in the Draft Kent Rail Strategy 2021.

Other rail infrastructure

3.35 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.

3.36 None of the above phases has funding committed.

- 3.37 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.
- 3.38 The Tudeley Village proposal provides an opportunity for a new railway station to be delivered on the site to provide rail linkages to London on the Ashford/ Dover line (linking to Tonbridge and Paddock Wood). The delivery of a station is not anticipated during the plan period, and provision of a station has not been included in the Council's considerations of this site through the Sustainability Appraisal, or in terms of planning merits or infrastructure requirements. However, the Tudeley Village masterplan makes provision for a station to be accommodated in the future, if this can be realised.
- 3.39 Discussions have been held with Network Rail in relation to both capacity on the railway line and facilities at Tonbridge and Paddock Wood Stations, and Network Rail attend and are active participants of the SSWG. Network Rail has confirmed that the proposed growth in Tunbridge Wells borough does not require specific rail capacity interventions, and that it is expected that there will be long term changes to commuting habits as a result of increased home working/different commuting times.

Parking at stations

- 3.40 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. 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

- 3.41 The Local Plan Transport Assessment has not identified any rail infrastructure improvements as critical to the delivery of the Local Plan.

Funding sources

- 3.42 Any new rail infrastructure in the borough would be delivered through a combination of funding from the following sources:
- Developer contributions funding (Section 106 or IL)
 - Rail Franchisee – currently Southeastern and Southern Railways
 - Network Rail (RNEP or RMLP)
 - Other 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 Transport 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 and update in 2020
- Tunbridge Wells Borough: Emerging Local Cycling & Walking Infrastructure Plan 2019/2020
- Transport for the South East: Emerging South East Transport Strategy 2019

Summary of consultation with lead agencies

- 3.43 Bus operators were invited to respond to the two IDP consultations in 2018 and 2019. A further consultation opportunity was provided to bus companies in 2020.
- 3.44 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, particularly layover bays is needed in Royal Tunbridge Wells town centre to accommodate additional bus services required as a result of growth;
- Measures are needed to relieve the congestion on the main A26 and A264 bus routes.

Overview of existing provision

- 3.45 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.
- 3.46 In 2018 Arriva opened a new bus depot at North Farm in Tunbridge Wells, with sufficient capacity to support additional services. This depot has been working well for Arriva staff and services across West Kent.
- 3.47 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.
- 3.48 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.
- 3.49 Many of the bus operators have introduced smart ticketing. For example, Arriva and Brighton & Hove have introduced contactless payment on their services in Tunbridge Wells. The implementation of this has brought benefits to both staff and passengers and allows better planning of future services through data capture.
- 3.50 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. Conversations have started to discuss setting up a West Kent Bus Forum with Tonbridge & Malling and Sevenoaks Councils. Tunbridge Wells Borough Council also now facilitates a quarterly meeting with all the bus operators in the borough to discuss any issues and relevant developments/projects.
- 3.51 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.

- 3.52 The Government is to publish a National Bus Strategy later in 2021 and following this KCC will publish a County Bus Strategy.

Current planned provision

- 3.53 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 277/218/219 Service between Knights Wood and Royal Tunbridge Wells town centre and Tonbridge town centre as well as Tunbridge Wells Hospital.

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

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

- Direct and rapid bus routes between settlements as follows:
 - PW – Tudeley Village – Tonbridge (205 Service improvements)
 - Tunbridge Wells – Pembury – Paddock Wood (6 service improvements)
 - Tonbridge – North Farm – Tunbridge Wells express service
- Bus priority measures on A264 Pembury Road from Woodsgate Corner to Oakley School in-bound (towards Royal Tunbridge Wells town centre)
- Bus only route through Calverley Park Gardens removing access for other through traffic (except for cycle and pedestrians)
- Bus Gates at Five Oak Green and Colts Hill village
- Demand responsive bus service in Paddock Wood and east Capel Masterplan area
- Demand responsive bus service in east of the borough
- Bus gates in Paddock Wood and east Capel Masterplan area
- Paddock Wood East bus stops on site along internal road
- Paddock Wood North West bus stops on site along link road
- Paddock Wood South West bus stops on site along access road
- Paddock Wood area new bus route subsidy support (5 years)

- Bus infrastructure and services within Tudeley Village including a new bus route subsidy support.

3.55 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

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

- Kent County Council supported services
- Section 106/Infrastructure Levy
- Bus operator investment
- Quality Bus Partnership (TWBC and KCC)
- Air Quality Grants/Clean Air Funding
- Other bus funding – National Bus Strategy

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 (and 2020 update)
- Transport for the South East: South East Transport Strategy 2019
- Tunbridge Wells Borough: Emerging Local Cycling & Walking Infrastructure Plan 2019/2020

Summary of consultation with lead agencies

- 3.57 Consultation was undertaken for the preparation of the Borough Cycling Strategy published in 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 emerging LCWIP was discussed at the Joint Transportation Board on 15 April 2019 and October 2020.

Overview of existing provision

- 3.58 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 to Tunbridge Wells hospital and overbridge to/from Blackhurst Lane – linking through North Farm including on Dowding Way and Longfield Road;
 - Improvements to the A26 cycle route including re-surfacing, additional stretches of mandatory cycle lanes and a number of side road raised tables in the St John's area;

- Improvements to the 21st Century Way including new signage, 20mph restrictions and new crossing on Dowding Way;
- A number of areas in the borough now have 20 mph limits including: Royal Tunbridge Wells town centre, St John's, Culverden and Sherwood residential areas, Speldhurst village

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

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

- Part segregated cycle route between Paddock Wood town – Tudeley Village – and key services in Tonbridge town
- Segregated cycle route on A26 between Royal Tunbridge Wells and Tonbridge
- Pedestrian/cycle route from Paddock Wood to Tunbridge Wells adjacent to the proposed part online/part offline A228
- Improved cycle route from Five Oak Green to A26 on north side of B2017
- Cycle route south towards A21/North Farm (linking to Kingstanding Way) via Church Lane and Half Moon Lane
- Pedestrian/cycle crossing on A228 Whetsted Road
- Upgraded cycle route on Pembury Road A264 from Woodsgate Corner to town centre
- Cycle and pedestrian routes through Pembury Village and links to Tonbridge Road/North Farm and Royal Tunbridge Wells town centre
- Improved cycling and walking infrastructure in Royal Tunbridge Wells and surrounding urban area (LCWIP Phase 1)
- Low Traffic Neighbourhood (LTN) network in Royal Tunbridge Wells and the surrounding urban area including: Southborough, Bidborough, Rusthall, Langton Green (LCWIP Phase 2)
- Improved cycling and walking infrastructure within the existing area of Paddock Wood town (LCWIP Phase 2)
- LTN network within existing area of Paddock Wood town (LCWIP Phase 2)
- Local Cycling and Walking Infrastructure Plan for Hawkhurst village with improved pedestrian and cycling routes within the existing area.
- Improved footpath on A229 between Hawkhurst, Cranbrook and Sissinghurst
- Upgrade Hop Pickers Line cycle route - linking to Masterplan cycle/pedestrian network (below)
- Additional cycle storage at Tonbridge Station

Paddock Wood Masterplan sites

- Paddock Wood East cycle/pedestrian/bus 'causeway' to site, 3x cycleway/pedestrian routes through site
- Paddock Wood East cycle/pedestrian route integration to Hop Pickers Line towards Horsmonden and Goudhurst to A229 Hartley Road
- Paddock Wood North West cycle/pedestrian/road/bus 'causeway', proposed cycle/pedestrian route
- Paddock Wood South West 2x cycle/pedestrian/road/bus 'causeways', pedestrian/cycle route through site
- Pedestrian/cycle bridges across railway
 - west of Paddock Wood town centre
 - immediately east of A228
 - improvements to existing pedestrian/cycle bridge over railway at Paddock Wood station
- Cycle storage improvements at Paddock Wood Station

Tudeley Village Masterplan area

- Tudeley Village: New railway bridge for pedestrians and cyclists
- Tudeley Village: cycleway/footway routes through site (x6)
- Tudeley Village: 3m shared cycleway/footway along internal link road
- Tudeley Village: pedestrian and cycle crossings

3.60 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. It is required that the pedestrian and cycle links on land to the east of Paddock Wood will integrate with the Hop Pickers Line.

3.61 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

3.62 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/Infrastructure Levy
- The Department for Transport's Cycling and Walking Investment Strategy (CWIS)
- Defra Air Quality Grants/Clean Air Funding

Summary

- 3.63 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 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 |
|---|------------------------|--|
| Inter-urban/rural | Buses | Network of demand responsive rural bus services in the east of the borough |
| | | Direct and rapid bus routes between settlements as follows: <ul style="list-style-type: none"> • PW – Tudeley Village – Tonbridge (improved 205 Service) • Tunbridge Wells – Pembury – Paddock Wood (Improved 6 Service) • Tonbridge – North Farm – Royal Tunbridge Wells |
| | Pedestrians & Cyclists | Inter-urban cycle/pedestrian routes including: <ul style="list-style-type: none"> • Part segregated cycle route to between Paddock Wood town – Tudeley Village – Tonbridge town via Whetsted Road and Tudeley Village • Pedestrian/cycle route from Paddock Wood to Tunbridge Wells adjacent to part offline/part online A228 • Improved cycle route from Five Oak Green to A26 on north side of B2017 • Cycle route south towards A21/North Farm (linking to Kingstanding Way) via Church Lane and Half Moon Lane • Improved cycle storage facilities at Tonbridge Station. • Improved footpath on A229 between Hawkhurst, Cranbrook and Sissinghurst |
| Royal Tunbridge Wells and Main Urban Area | Pedestrian/cycle | Royal Tunbridge Wells/Southborough Local Cycling and Walking Infrastructure Plan (LCWIP) cycle and pedestrian routes including: <ul style="list-style-type: none"> • Upgrade existing A26 cycle route between Tonbridge and Royal Tunbridge Wells (including south of RTW) • Upgrade existing cycle route from Woodsgate Corner along the A264 Pembury Road into Royal Tunbridge Wells town centre |
| | | Low Traffic Neighbourhood (LTN) network in Royal Tunbridge Wells and the surrounding urban area including: Southborough, Bidborough, Rusthall, Langton Green (LCWIP Phase 2) |
| | | Bus priority measures on A264 Pembury Road from Woodsgate Corner to Oakley School in-bound (towards Royal Tunbridge Wells town centre) |

| Settlement | Transport Mode | Project |
|--|---------------------|--|
| | | Bus only route through Calverley Park Gardens removing access for other through traffic (except for cycle and pedestrians) |
| | Highways | Halls Hole Road/ A264 Pembury Road/ Blackhurst Lane junction improvement (roundabout scheme) |
| | | Pedestrian Crossing on A264 Pembury Road moved further west and two lane approach from roundabout |
| | | Signalisation at Sandrook Road and Sandhurst Road junctions on A264 Pembury Road |
| | | Kingstanding Way/Longfield Road/Knights Park junction improvement |
| | | North Farm/High Brooms traffic signal improvement |
| | | A21/Tonbridge Road/Longfield Road junction improvement |
| | | A21 Kippings Cross/Blue Boys junction improvement |
| Pembury | Walking and Cycling | Enhanced pedestrian and cycle links in Pembury village and links to North Farm and Royal Tunbridge Wells |
| | Highways | Traffic management/speed reduction measures in Pembury Village |
| | | Woodsgate Corner A228/Tonbridge Road/ Pembury High Street junction improvements |
| Paddock Wood/ Capel/Tudeley | Walking and Cycling | LCWIP cycling and pedestrian measures within existing area of Paddock Wood town (LCWIP Phase 2) |
| | | LTN network within existing area of Paddock Wood town (LCWIP Phase 2) |
| | Bus | Bus Gates at Five Oak Green and Colts Hill village |
| Paddock Wood and east Capel Masterplan area | Walking & Cycling | Paddock Wood East cycle/pedestrian/bus 'causeway' to site, 3x cycleway/pedestrian routes through site |

| Settlement | Transport Mode | Project |
|--|-------------------|---|
| | | Paddock Wood East cycle/pedestrian route integration to Hop Pickers Line towards Horsmonden and Goudhurst to A229 Hartley Road (below) |
| | | Paddock Wood North West cycle/pedestrian/road/bus 'causeway', proposed cycle/pedestrian route |
| | | Paddock Wood South West 2x cycle/pedestrian/road/bus 'causeways', pedestrian/cycle route through site |
| | | Pedestrian/cycle bridges across railway <ul style="list-style-type: none"> • west of Paddock Wood town centre • immediately east of A228 • improvements to existing pedestrian/cycle bridge over railway at Paddock Wood station |
| | | Pedestrian/cycle crossing on A228 Whetsted Road |
| | | Cycle storage improvements at Paddock Wood Station |
| | | Upgrade Hop Pickers Line to Horsmonden/Goudhurst |
| Tudeley Village Masterplan area | Cycling & Walking | Tudeley Village: New railway bridge for pedestrians and cyclists |
| | | Tudeley Village: cycleway/footway routes through site (x6) |
| | | Tudeley Village: 3m shared cycleway/footway along internal link road |
| | | Tudeley Village: pedestrian and cycle crossings |
| Paddock Wood Masterplan sites | Bus | Paddock Wood East bus stops on site along internal road |
| | | Paddock Wood North West bus stops on site along link road |
| | | Paddock Wood South West bus stops on site along access road |

| Settlement | Transport Mode | Project |
|--|----------------|--|
| | | Paddock Wood area new bus route subsidy support (5 years) |
| Tudeley Village Masterplan area | Bus | Bus infrastructure and services within Tudeley Village |
| Paddock Wood/Capel/Tudeley | Highways | A228 Colts Hill bypass (part on-line/part off-line scheme) |
| | | Increased capacity at A228 Maidstone Road/B2017 Badsell Road (Colts Hill) roundabout |
| | | Improved B2017 Badsell Road/B2160 Maidstone Road signalised junction |
| | | Improved A228 Maidstone Road/Whetsted Road priority junction |
| | | Improved A228 Whetsted Road/A228 Bransbridges Road/B2160 Maidstone Road roundabout |
| | | Improved B2160 Maidstone Road/Commercial Road priority junction |
| | | Link road by-passing Five Oak Green |
| | | Traffic management/speed reduction measures in Five Oak Green village centre |
| | | Widening of B2017 south of Tudeley Village towards A26 including Hartlake Road junction |
| | | Closure of Hartlake Road to through traffic near junction with B2017 Tudeley Road |
| | | Increased capacity at A26 Woodgate Way/ B2017 Tudeley Road roundabout |
| | | Widening at junction of B2016 and Lucks Lane widening |
| Paddock Wood Masterplan area | | PW East: access road with loop within site, internal road off main access road, access road off Church Road to site |
| | | PW North West: internal link road between the A228 and B2160 Maidstone Road, internal road between link road and northern & southern parcels, roundabout access with A228, priority access with Maidstone Road |

| Settlement | Transport Mode | Project |
|--|---------------------|---|
| | | PW South West: internal road off Badsell Road; access with A228, access with Badsell Road, internal road off A228 |
| | | Shuttle signal bridge over railway at Paddock Wood |
| | | Mascalls Court Road widening (east of Green Lane) |
| Tudeley Village Masterplan area | | Site access to east, west and south of Tudeley Village |
| | | Internal primary (x5) and secondary roads (x8) in Tudeley Village |
| | | Improvements to tunnel under the railway in Tudeley Village |
| | | Link road through Tudeley Village |
| | | New railway bridge at Tudeley Village to cater for all modes: pedestrians and cyclists and vehicles |
| | | Works to reduce existing rail bridge at Hartlake Road and potential modal filter (access only) |
| Tonbridge & Malling | Walking & Cycling | Additional cycle storage at Tonbridge Station |
| | Highways | Increased capacity at A26/A2014/Pembury Road (Vauxhall Roundabout) |
| East of the borough | Walking and Cycling | Local Cycling and Walking Infrastructure Plan for Hawkhurst village with improved pedestrian and walking routes in existing area. |

Theme 2: Education

Primary and secondary education

- 3.64 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.
- Department for Education (DfE)

Related Strategies and Evidence

- Commissioning Plan for Education Provision in Kent 2021-2025 and previous versions;
- Kent County Council Growth and Infrastructure Framework.
- New guidance is expected to be published by DfE in early 2021 estimating pupil yield from new housing development along with data at Local Authority level. Additionally guidance documents for Local Authorities on securing developer contributions for education and also on education provision in garden communities will be updated early 2021 by DfE.

Summary of consultation with lead agencies

- 3.65 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;

- Consultation on the Regulation 18 Draft Local Plan from September to November 2019;
- Stakeholder consultation with infrastructure providers in October 2020 on the draft revised development strategy.
- 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 and Commissioning Plan for Education meetings.

3.66 Information provided by Kent County Council Education department states that the birth rate for Tunbridge Wells borough has fluctuated over the past five years but remains below Kent and national figures. The birth rate for Tunbridge Wells fell slightly from 2018 and the overall trend of a falling birth rate seen since 2010 continues. The number of recorded births also fell slightly being 25 lower than the previous year. For the purposes of this section, 'FE' refers to 'Forms of Entry'.

Overview of existing provision

Primary Schools

3.67 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.

3.68 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 |
| Skinners' 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 | | | |

| Group | | | | |
|------------------------------|----------------------------------|---|-------------------------|-----------------------------------|
| Tunbridge Wells East | Tunbridge Wells West | Paddock Wood/ Brenchley/ Horsmonden | Cranbrook and Goudhurst | Hawkhurst, Sandhurst/ Benenden |
| 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 | | | | |
| Pembury Primary School | | | | |

Secondary Schools

3.69 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: Tenterden 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. Conversely a number of children travel from outside of the borough to access schools within Tunbridge Wells Borough. All of the secondary schools within the planning groups serving the borough are set out in Table 5 below:

Table 5: Existing secondary schools

| Group | | |
|---|---|--|
| Tenterden 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) |
| | Hillview School for Schools | |
| | 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, | Tunbridge Wells Grammar School |

| Group | | |
|---------------------------------------|---|--|
| Tenterden and Cranbrook Non-selective | Tonbridge and Tunbridge Wells non-selective | West Kent selective |
| | Royal Tunbridge Wells St Gregory's Catholic School, Royal Tunbridge Wells | for Boys, 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

- 3.70 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: For primary education, the overall forecasts indicate sufficient places to meet demand across the Plan period for Year R and all primary years. There is local place pressure within the Cranbrook and Goudhurst planning groups that can be met across adjacent planning groups.

The forecast Year R surplus in Tunbridge Wells town (Tunbridge Wells East and West) is forecast at approximately 10%. Depending on the distribution of the surplus between schools, it may necessitate adjustment to Published Admission Numbers of individual schools in order to ensure class sizes remain financially viable.

- Speldhurst Primary School increased its capacity from 20 to 30 Reception places from September 2019.
- St Peter's Primary School, Tunbridge Wells has re-located to a new site at Hawkenbury (March 2021) as part of the Hawkenbury Farm development in February 2021. 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 for this school.

Secondary Schools (non-selective): There are forecast to be surplus places in Year 7 and Year 7-11 places in the Tenterden and Cranbrook Non-selective Planning Group throughout the Plan period, although the majority are found at the High Weald Academy. House building in Tenterden will add to the pressure for places at Homewood School at Tenterden.

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. Forecasts indicate that there will be sufficient places at the start and the end of the Plan period, but there will be a 50 place deficit in 2023-24 and a 36 place deficit in 2023-24. These deficits will require up to 60 temporary places to be offered via existing secondary schools. In the longer term, new development in Tonbridge and Malling will necessitate a new 6FE secondary school and a site at Kings Hill has been identified through the emerging Local Plan process. Similarly, longer term housing developments in Paddock Wood/Tudeley will necessitate a new 6FE Secondary school within the Paddock Wood area.

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): The West Kent Selective Planning Group is forecast to be in deficit throughout the Plan period, with demand for places increasing gradually to peak at -129 in 2022-23. The demand for places then reduces over the next few years to a low of -39 in 2025-26, before increasing again in 2026-27 more than a 2 FE deficit. In response to this demand, KCC is seeking to establish 3FE of boys' selective provision at the Wilderness site as an annexe to Tunbridge wells Grammar School for Boys from September 2021. In addition to the 3FE of permanent provision at the annexe, KCC will need up to 60 temporary places in 2022-23 and up to 30 temporary places in 2023-24 within existing schools to meet fully the demand. Depending on pace and scale of housing development there may be a need to make this temporary provision permanent towards the end of the Plan period.

Therefore, the following provision is planned to meet existing needs:

- 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 at the current site by up to one FE to provide for Hawkhurst/Sandhurst and Benenden planning area.
- Establishment of two new primary schools in Paddock Wood parish to provide 4FE of provision (in addition to the 2FE Free School at St Andrew's referred to above as planned provision).
- Establishment of up to 4FE provision to serve the proposed garden settlement at Tudeley Village to provide one 3FE primary school and a 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:

- Eight FE provision for Paddock Wood/ Capel: new Secondary School to be provided on land at the garden settlement at Tudeley Village (6FE) and further expansion of Mascalls Academy at Paddock Wood (2FE).
- Two FE temporary expansion of an existing school for 2021-22 within the Tonbridge and Tunbridge Wells Non-selective planning group between 2023 and 2024.
- 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

3.71 None identified at this stage.

Overview of existing provision

3.72 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

3.73 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

3.74 None identified at this stage.

Community learning and skills

3.75 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.

3.76 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

3.77 From the above identified strands, the main areas being promoted across Kent are as follows:

- **Kent Adult Education** - offers a varied programme to adults of 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

3.78 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

3.79 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

3.80 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

3.81 None identified at this stage.

Funding sources

3.82 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

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

Table 6: Summary of education needs

| Settlement | Primary | Secondary | Community learning and skills |
|--|--|--|--|
| Royal Tunbridge Wells | 2 FE expansion of existing Primary schools (1 FE at St Peters Primary School and 1 FE at Skinners Kent Primary School. | 2 FE expansion of existing secondary schools | Tunbridge Wells Adult Education Centre |
| Paddock Wood and East Capel | 6FE Primary provision (2 of which will be provided at St Andrew's Primary School) | 2 FE expansion of existing secondary school | |
| Capel – (including Five Oak Green and Tudeley Village) | 4FE Primary provision (including expansion of Capel Primary School at Five Oak Green by one FE) | Creation of a new 6FE 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 (<i>Officer note: to be confirmed</i>) | | |
| Horsmonden | Expansion of Horsmonden by one FE | | |

Theme 3: Health

Overview

- 3.84 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 (NHS Kent and Medway CCG), and Public Health (Kent County Council).

Lead Agencies

- NHS Kent and Medway 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

- West Kent CCG GP Estates Strategy – March 2020 and update March 2020
- 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

- 3.85 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;
 - Consultation on the Regulation 18 Draft Local Plan from September to November 2019;

- Stakeholder consultation with infrastructure providers in October 2020 on the draft revised development strategy.
- 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)

- 3.86 General medical services are provided through a number of GP practices across the borough and the Kent and Medway Clinical Commissioning Group (CCG) work with practices across the borough from a strategic perspective to discuss and assess premises plans to ensure that plans will support delivery of sustainable general practice and accommodate growth
- 3.87 In terms of process and governance, GP contractors are responsible for developing premises plans and securing capital funding for premises developments (including working with third party developers). Plans are submitted to the CCG for consideration in line with the CCG Estates Strategy and General Practice Premises Development Policy. The CCG holds the revenue budget for rent and rates and must therefore approve any premises developments.
- 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 nine Primary Care Networks (PCN's) of GP practices within the West Kent area of the CCG, and each of the 54 practices is aligned to one PCN. Each PCN serves between 33-83,000 patients.
- 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 |

| | Cluster | |
|--|---|---|
| Tunbridge Wells | Weald | Tonbridge |
| <p>Clanricarde Medical Centre (Note – the Rowan Tree branch of this surgery closed in January 2020)</p> <p>Lonsdale Medical Centre</p> <p>Grosvenor and St James Medical Centre</p> <p>Kingswood Surgery</p> <p>Abbey Court Medical Centre</p> | <p>Howel Surgery - Main surgery in Brenchley and branch surgery in Horsmonden (serving Horsmonden, Brenchley and Matfield)</p> <p>Lamberhurst Surgery</p> <p>The Old School Surgery – Cranbrook</p> <p>Orchard End Surgery - Cranbrook</p> <p>The Crane Surgery – Cranbrook</p> | <p>Woodlands Medical Centre in Paddock Wood</p> |
| <p>Rusthall Medical Centre – Rusthall</p> <p>St Andrews Medical Centre – Southborough</p> <p>Greggs Wood Medical Centre - branch surgery at Old Bakery Surgery, Speldhurst</p> <p>Waterfield House Surgery – Pembury</p> | <p>Old Parsonage Surgery – Goudhurst</p> <p>North Ridge Medical Practice – Hawkhurst</p> <p>Wish Valley Surgery - Hawkhurst (The Moor)</p> | |

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. The construction of the new medical centre within the Southborough Hub is well underway and is expected to be completed in the spring of 2021.
- 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.
- The three General Practices in Cranbrook have Stage 1 support from the CCG to develop the more detailed outline business case (Stage 2) for a new surgery in Cranbrook.

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

3.93 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 PCN level, the priority areas for general practice premises development to ensure sufficient provision of primary medical services in West Kent. These priorities were detailed in the GP Estates Strategy that was supported by the former West Kent CCG.

- 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 Local Plan:

Cranbrook/Benenden/Sissinghurst/Frittenden (Please note that Benenden is covered by both Cranbrook and Hawkhurst Practices for the purposes of mapping and because in both areas there are infrastructure requirements, the growth has been aligned to Cranbrook.

- 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. 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. New growth proposed would broadly result in an increase of the patient list of approximately 23%. The impact of any 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 previously stated their intention to merge. The Cranbrook practices have received Stage 1 approval for their premises proposal and preferred site of Wilkes Field. The practices are engaged with the parish council regarding the site and more detailed discussions have commenced regarding the potential project.

Hawkhurst/Sandhurst

- 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 10%. 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 have received Stage 1 approval for their premises development from the CCG. The practices shared their plans with the community last year including the preferred site of Fowlers Park. The practices have appointed a specialist medical centre developer to take the development forward and direct engagement is in place with the landowner and developer of the site.

Horsmonden/Lamberhurst/Matfield/Goudhurst/Brenchley

- There are three existing practices in this area of the Weald: all three practices are small with patient lists of between 2650 and 5000. The Howell Surgery branch surgery in Horsmonden is a converted domestic property and is not suitable for the longer term, with no capacity to accommodate the level of growth proposed in Horsmonden, which would increase the patient list by 13.8% against the current practice list size. The Howell Surgery also covers Matfield and Brenchley and the overall impact of proposed development on Howell (including Horsmonden) is 15.6% against current list size.
- Strategically the delivery of services from a single site for the practice population is something that will have to be considered in more detail. To achieve this, the CCG has highlighted that an allocation or safeguarding of land for a doctors practice in Horsmonden may be required to ensure delivery of required infrastructure. It is however important to stress that a more detailed discussion and assessment is required in this area.
- Within this area, it is also important to recognise that it's not just about considering the infrastructure impacts from a building perspective but the wider issue of workforce and longer term sustainability and resilience of general practices.

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 medical centre is required to serve this area and the new population.
- In terms of patient flow of the population, it is the CCG's view that the population of Tudeley will flow to practices in the Tonbridge area in order to register with a GP, however there is not the capacity in these practices to accommodate this growth. A satellite medical centre should be considered within Tudeley Village
- Within this area, it is also important to recognise that its not just about considering the infrastructure impacts from a building perspective but the wider issue of workforce and longer term sustainability and resilience of general practices

Pembury

- One general practice covers the Pembury area. The potential development proposed at Pembury would increase the list size by about 15%. The existing premises are suitable for the current list size and could be reconfigured and extended to accommodate the level of growth proposed in Pembury. Section 106 contributions, available early on in any development, would support the expansion ahead of population growth and ensure capacity is available.

Royal Tunbridge Wells Main Urban Area

- There are nine general practices that cover all or part of the main urban area; this includes the practice at Pembury and most of the practice catchment/boundary areas overlap. Priorities in the current GP Estates Strategy relate to Southborough Hub and Greggs Wood which will accommodate some of the growth in the main urban area. Opportunities through the Local Plan to secure options for new general practice premises (as a relocation), is something the CCG has been exploring with Tunbridge Wells Borough Council. There is a need to secure additional capacity in/around the town centre to accommodate the growth.

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 former West Kent CCG are explored 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 no 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 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. The Council will however be supportive of development proposals either on land at the hospital or in the vicinity of the hospital site that have direct functional links with the hospital or any emergency services associated with it. This could include a number of health-related uses, including hospital expansion, training, medical research/education or rehabilitation facilities, an emergency services hub or key worker housing. Support for this is included within the supporting text of the Pembury parish section of the Local Plan.
- 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 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

| Settlement | Primary Health Care/GP Practices | Hospitals |
|---|---|---|
| Royal Tunbridge Wells/Main Urban Area | New general practice premises within the town to support the growth proposed and possible relocation of existing practices. | |
| Paddock Wood/Capel parish (including the proposed garden settlement at Tudeley Village) | One new medical centre to serve this area and land allocated within Paddock Wood and east Capel for this. Additional satellite medical centre within Tudeley Village to be considered. | |
| Pembury | Extension of the existing GP practice at Pembury | Support for proposals on land at the hospital or in the vicinity of the hospital for health related uses. |
| Cranbrook (serving the Cranbrook/Benenden/ Sissinghurst/Frittenden cluster area) | One new GP premises as an amalgamation of the existing three practices within this 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 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 and assessments. | |

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.
 - Consultation on the Regulation 18 Draft Local Plan from September to November 2019.
 - Stakeholder consultation with infrastructure providers in October 2020 on the revised development strategy.

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 |

| Water Resources Zone | Year | Preferred Plan |
|-----------------------|-----------|--|
| | 2045-2080 | Leakage reductions Water efficiency |
| Cranbrook WRZ7 | 2020-2025 | Leakage reductions 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 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 and transfer capacity 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 The development in east and central Paddock Wood can be supported from the existing network. Early confirmation of when the development is progressing will be needed to ensure that works can be delivered in a timely manner.
- 3.121 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.
- 3.122 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 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

- 3.123 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

- 3.124 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

- 3.125 Consultation with Southern 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
 - Consultation on the Regulation 18 Draft Local Plan from September to November 2019
 - Consultation with infrastructure providers in October 2020 on the draft revised development strategy.
 - Specific liaison with Southern Water and a meeting in July 2019 with particular regard to existing provision and capacity concerns in Paddock Wood and Hawkhurst in particular and in relation to current development schemes and future growth around Paddock Wood/Capel/Tudeley Village.

Overview of existing provision

- 3.126 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.
- 3.127 There are a number of wastewater treatment works across the borough including sewage works and sewage pumping stations.
- 3.128 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

- 3.129 Southern Water is currently on site installing a new pipeline to serve the new housing development at Church Farm, Mascalls Farm and Mascalls Court Farm. Completion of the scheme, along with a new pumping station (details to be confirmed) is anticipated to be completed end of 2021, early 2022.
- 3.130 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.
- 3.131 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 Local Plan

- 3.132 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 Local Plan at the Regulation 19 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.
- 3.133 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 East 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. The borough Council is currently engaging with Southern Water to provide a solution. Southern Water forms part of the Strategic Sites Working Group so it can respond within its AMO as required to address the growth requirements in this area. Land has been safeguarded for an extension to the existing sewage treatment works in Paddock Wood.
 - 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.

As noted above, Southern Water form part of the Strategic Sites Working Group and so are kept informed on delivery programmes.

- 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.

3.134 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.

3.135 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.

3.136 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

3.137 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 in areas at Paddock Wood and East Capel.

- 3.138 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.
- 3.139 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.
- 3.140 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)
- Updated modelling work for Paddock Wood and East Capel.

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.
- Consultation on the Regulation 18 Draft Local Plan from September to November 2019
- Stakeholder consultation with infrastructure providers in October 2020 on the draft revised development strategy
- Specific and ongoing discussions with the Environment Agency and Kent County Council (as the Lead Local Flood Authority) in relation to the SFRA work and the Strategic Sites Masterplanning Work, in relation to Paddock Wood/Capel/Five Oak Green and Royal Tunbridge Wells.

Overview of existing provision

3.141 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 Well 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. A planning application has been submitted for the Leigh Flood Storage Area expansion 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

3.142 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.

- 3.143 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.
- 3.144 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 Local Plan

- 3.145 The SFRA and further modelling work has been produced to evidence the allocations and policies within the Local Plan, particularly within the area at Paddock Wood and East Capel. The additional modelling work that has been carried out has deemed that flood risk can be managed by on site mitigation. The Structure Plan which supports the Masterplanning work shows that potential surface water flooding can be managed through the integration of green infrastructure and open space as well as the provision of land for SuDS. Other measures include:
- Raised platforms of approximately 1m are required for around 11ha of development on the western side of Paddock Wood (land in Capel Parish), to ensure floodwaters remain outside of residential areas and to ensure betterment for Paddock Wood.
 - Targeted flood embankments are proposed to the north-east of the south-western parcel, protecting existing urban areas and the town. This has the effect of moving flows around the town through the northwestern site towards the Medway. As a result, to the north a large area of open space is retained to provide additional floodwater storage, in line with SFRA modelling. This large area of open space is also available to store water in the event of inundation from the north (the Medway floodplain), and prevents water ingress into the residential areas to the south which may be experiencing floodwaters from the southwest simultaneously.
 - A positive approach towards design of this open space is the potential to provide a county-level 'wetland park' on land to the north of Paddock Wood, which could be transformed into a natural space providing much-needed habitat and biodiversity improvements, based around water. Walking paths, information boards and educational opportunities, as well as lunchtime leisure for employment area workers, would provide an attractive facility for the town out of a functional piece of occasionally employed infrastructure.
 - Movement across flood management areas is proposed by causeways with culverted channels underneath. These causeways provide vehicle, cycle and pedestrian walkways above any anticipated floodwaters.

- 3.146 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

- 3.147 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

- 3.148 Table 10 summarises the water needs for each of the settlements within the borough in order to support the growth planned for in the 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 19 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> |

| Settlement | Water Supply | Waste Water | Flood Risk Mitigation |
|---------------------------------------|--------------|---|--|
| 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> |
| Paddock Wood and East Capel | | <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 Wood for future expansion if required</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> <p>Any development on a culverted watercourse should take the opportunity to open the watercourse.</p> <p>Range of mitigation measures to include:</p> <p>Raised platforms</p> <p>Floodwater storage areas</p> <p>Targeted flood embankments</p> <p>Causeways with culverted channels underneath</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</p> |

| Settlement | Water Supply | Waste Water | Flood Risk Mitigation |
|--|---|---|---|
| | | | Management investigations for the Alder Stream catchment are being considered |
| 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. This includes Sustainable Drainage Systems (SuDS) and Natural Flood Management (NFM). |
| Hawkhurst | | Additional capacity may be required to serve Hawkhurst and Gill's Green | |

Theme 5: Utilities and Digital Infrastructure

Energy supply – gas

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

Lead Agency

- SGN (Southern Gas Networks)

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
- Consultation on the Regulation 18 Draft Local Plan from September to November 2019.
- Stakeholder consultation with infrastructure providers in June 2019
- Stakeholder consultation with infrastructure providers in October 2020 on the draft revised development strategy.

Overview of existing provision

- 3.150 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.
- 3.151 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

- 3.152 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.
- 3.153 Horsmonden and some of the surrounding areas are not currently serviced by the gas network.

Current planned provision

- 3.154 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 Local Plan

- 3.155 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.
- 3.156 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

- 3.157 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.

- 3.158 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

- 3.159 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.
- Stakeholder consultation with infrastructure providers in June 2019.
- Consultation on the Regulation 18 Draft Local Plan from September to November 2019.
- Stakeholder consultation with infrastructure providers in October 2020 on the draft revised development strategy.

Overview of existing provision

- 3.160 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.
- 3.161 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

- 3.162 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 Local Plan

- 3.163 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.
- 3.164 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)

- 3.165 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 is 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

- 3.166 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. This has become even more important over the last year due to the Covid-19 pandemic requiring more services to be provided online than ever before.
- 3.167 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.
- 3.168 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.

- 3.169 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

- 3.170 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

- Consultation on the Regulation 18 Draft Local Plan from September to November 2019.
- Stakeholder consultation with infrastructure providers in October 2020 on the revised development strategy.

Overview of existing provision

- 3.171 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

- 3.172 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.
- 3.173 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 Local Plan

- 3.174 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 Local Plan period.
- 3.175 Additionally, the 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.
- 3.176 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

3.177 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

3.178 Table 11 summarises the utility needs for each of the settlements within the borough in order to support the growth planned for in the 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

- 3.179 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

- 3.180 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.
- 3.181 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.
- Consultation on the Regulation 18 Draft Local Plan from September to November 2019.
- Stakeholder consultation with infrastructure providers in October 2020 on the revised development strategy

Overview of existing provision

3.182 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

3.183 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

3.184 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 as part of a community hub project delivering meeting spaces, new library provision and town and Council offices as well as a new medical centre.

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

- 3.185 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

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

Community Centres

- 3.187 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.
- 3.188 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

- 3.189 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.
- Stakeholder consultation with infrastructure providers in June 2019
- Consultation on the Regulation 18 Draft Local Plan from September to November 2019.
- Stakeholder consultation with infrastructure providers in October 2020 on the draft revised development strategy.
- Site and location specific discussions with site promoters/agencies and providers.
- Discussions with Neighbourhood Plan groups as part of development of the Local Plan

Overview of existing provision

3.190 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 |

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

- 3.191 There are, however, a number of other venues/halls that are owned by churches, clubs, organisations, education, health, and social institutions which are not included within the above table but which all offer further provision serving the locality and wider population.

Current planned provision

- 3.192 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 as referred to above.
 - **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 Local Plan

- 3.193 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.
- 3.194 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 and a number of parish councils have identified improvement/expansion projects of existing halls through Neighbourhood Plan work etc.
- 3.195 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.
- 3.196 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 at Tudeley Village.

Funding sources

- 3.197 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.
- 3.198 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

3.199 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.
- Stakeholder consultation with infrastructure providers in June 2019.
- Consultation on the Regulation 18 Draft Local Plan from September to November 2019.
- Stakeholder consultation with infrastructure providers in October 2020 on the draft revised development strategy.

Overview of existing provision

3.200 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

- 3.201 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 Local Plan

- 3.202 Nothing identified at this stage.

Funding sources

- 3.203 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

- 3.204 Table 13 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 Local Plan. These are set out in more detail, with costs, funding where known, priorities, and risks, within Appendix 1: The Infrastructure Delivery Schedule. It should also be noted that although a facility may be provided within one particular parish/settlement, it may be appropriate to collect developer contributions from other parishes/settlements that the facility may serve. If this is the case it will be identified within the relevant strategic policy in the Local Plan.

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

| Settlement | Libraries | Community Centres | Emergency Services |
|------------|-----------|-------------------|--------------------|
| | | | |

| 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 |
| 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

- 3.205 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.
- 3.206 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
- 3.207 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.
- 3.208 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. The full list of studies in relation to Sports and recreation is listed below;

- Tunbridge Wells Borough Indoor/Built Sports facility needs assessment - June 2018
- Tunbridge Wells Borough Council Open Space, Sport and Recreation Study- June 2018
- Tunbridge Wells Borough Council Playing Pitch Strategy – November 2017
- 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
- Tunbridge Wells Playing Pitch Strategy Review 2019/20
- Tunbridge Wells Local Football Facility Plan - March 2020 Tunbridge Wells
- Tunbridge Wells Borough Council Site Options Analysis – Tunbridge Wells Borough Council Sports Hub – July 2020
- Retail, Commercial leisure and Town Centre Uses Study on behalf of Tunbridge Wells Borough Council - 2020

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.
- Consultation on the Regulation 18 Draft Local Plan from September to November 2019
- Stakeholder consultation with infrastructure providers in October 2020 on the revised development strategy.
- 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

- 3.209 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.
- 3.210 Broadly, the provision within the borough can be considered under the following typologies:

Indoor facilities – main leisure centres

- 3.211 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

- 3.212 There are a number of playing pitches across the borough for formal and informal sports. This includes 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.
- 3.213 There is also an extensive Public Rights of Way network across the borough for informal recreation for walkers, runners, cyclists and equestrian users.
- 3.214 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 through these studies. It is however accepted that it may be the case that not all areas of open spaces in every parish across the borough has been picked up through this work and identified within the table, however it does identify the main areas of open space within the borough.

- 3.215 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.
- 3.216 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

- 3.217 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.
- 3.218 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 Local Plan

- 3.219 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.
- 3.220 The Masterplanning and Infrastructure Study identifies around 10ha of land to provide an indoor and outdoor sports and leisure hub to serve the growth around Paddock Wood including land in east Capel. This could incorporate an indoor 25m swimming pool and indoor and outdoor sports facilities.

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.
- 3.222 Additionally, further work has been carried out as part of the Local Plan preparation to consider the provision of a new sports hub approach for the 'Main Urban Area' of Royal Tunbridge Wells and Southborough. This study – Site Options Analysis – Tunbridge Wells Borough Council Sports Hub - July 2020, re-confirms the location for a new sports hub at Hawkenbury as well as the identification of a number of smaller, local sports hubs within the main urban area at the following locations;
- St Marks Recreation Ground – for rugby and cricket;
 - Nevill Sports Ground – for cricket, hockey, tennis and bowls,
 - Bayham Sports Ground – for natural grass football and cricket
 - Rusthall Southwood Recreation Ground – for a range of sports
 - Southborough Hub – for a range of sports

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

- 3.223 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
- 3.224 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 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).

- 3.225 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.
- 3.226 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

- 3.227 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.
- 3.228 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

- 3.229 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 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

| 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 |
|---------------|--|---|
| Borough-wide | <ul style="list-style-type: none"> Improvements to the PRow network across the borough | |
| Benenden | <ul style="list-style-type: none"> Youth and children's play space Retention of football/cricket pitches | |
| Brenchley and | <ul style="list-style-type: none"> Youth and children's play space | |

| 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 |
|----------------------------|---|--|
| Matfield | <ul style="list-style-type: none"> • Allotments and/or amenity green space • Improvements to changing rooms at the Brenchley War Memorial ground | |
| Capel | <ul style="list-style-type: none"> • Requires improvements to football pitches at Five Oak Green recreation ground | |
| Cranbrook and Sissinghurst | <ul style="list-style-type: none"> • Extensions to existing provision across the parish – apply standards for new provision as part of new development • Re-designation of junior pitches to adult pitches at King George Field at Sissinghurst and Ball Field, Cranbrook • Improvements required to the King George Field and the Tomlin Ground at Cranbrook • Improvements to the changing rooms and new pavilion at Cranbrook Rugby Club | <ul style="list-style-type: none"> • New community hall in the parish • Improvements to, or replacement of, St George's Hall, Sissinghurst |
| Frittenden | <ul style="list-style-type: none"> • Improvements to youth provision • Provision of allotments/food growing area as part of park/recreation ground | |
| Goudhurst | <ul style="list-style-type: none"> • Existing allotment should be improved/reinstated • Amenity green space could accommodate youth provision | |
| Hawkhurst | <ul style="list-style-type: none"> • Extension of existing area for children's play space and parks and recreation grounds in the south of the parish • Provision of children's natural play at Hawkhurst nature pond • Increase quality and playing capacity of King George V playing field as a priority site | <ul style="list-style-type: none"> • New community hall at King George V playing field (current preferred site) or other location in parish |
| Horsmonden | <ul style="list-style-type: none"> • Youth provision at Locket Green should be upgraded • Provision of amenity green space or improvements to sports ground to accommodate children's play and allotments/food growing areas | |
| Lamberhurst | <ul style="list-style-type: none"> • Improvements to Spray Hill Park and recreation ground to provide youth provision and allotments/food growing areas • Amenity green space may also have potential to accommodate low impact uses such as natural play or food | |

| 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 |
|-----------------------------|---|---|
| | <p>growing areas to reduce shortfalls in access/supply</p> <ul style="list-style-type: none"> • Re-designate two lapsed football pitches at Lamberhurst to junior pitches | |
| Paddock Wood and East Capel | <ul style="list-style-type: none"> • New Indoor and outdoor sports hub. • Open space and youth provision at Fuggles Close could be upgraded/improved • Potential for Maidstone Road or Cogate Road to accommodate children's play space to reduce gaps in provision in this area • Potential for youth facilities (or expanding existing ones) within parks and recreation grounds • If an outdoor sports hub is 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 • Support for PW Juniors as a juniors club • Memorial recreation ground should also be protected for football use • Possible reuse of lapsed cricket ground at the Memorial Ground to come back into use • East Peckham and PW rugby club at Putlands – pitch requires drainage <p>Improvements:</p> <ul style="list-style-type: none"> • Demand for one adult men's team and junior team pitch over Plan period | <p>Range of facilities required, including:</p> <ul style="list-style-type: none"> • New indoor and outdoor sports hub which could include a swimming pool. • New community hall • Improvements to Putlands Leisure Centre as a new indoor sports hub with new public swimming pool • Expansion of athletics track from four to six lanes |
| Pembury | <ul style="list-style-type: none"> • Existing facilities could be extended to reduce shortfalls in supply, particularly to the north of Pembury • Increase quality and capacity of Woodside playing field • Improvements to practise net and non-turf pitch at Pembury Cricket Club | |
| Royal Tunbridge Wells | <ul style="list-style-type: none"> • Potential for parks and recreation grounds to accommodate new youth provision and allotments to reduce the | <ul style="list-style-type: none"> • Expansion of health and fitness suites |

| 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 |
|--------------|--|---|
| | <p>shortfall in supply</p> <ul style="list-style-type: none"> • Potential for natural green space to accommodate low impact uses such as food growing areas • New enhanced and expanded provision and sporting facility at Hawkenbury as a new Sports Hub as well as improvements to existing facilities at Hawkenbury • Identification and improvements at a number of local sports hubs at the following <ul style="list-style-type: none"> -Nevill Sports Ground for enhanced facilities for cricket and hockey. -Bayham sports ground east for natural grass football and cricket -St Marks Recreation ground for rugby and cricket • Improvements to pitches at Hilbert recreation ground and changing/welfare facilities | <ul style="list-style-type: none"> • Expansion of indoor bowling centre by one lane if possible • Expansion of existing indoor tennis centre by one court if possible |
| Rusthall | <ul style="list-style-type: none"> • May be potential for natural green space such as Rusthall Common to accommodate natural play space • Allan Close amenity green space to accommodate children's play space to reduce the gap in access to this typology • Rusthall playing fields are a priority site for improvements of non-playing pitch facilities, as the site has ageing ancillary facilities • Support to Rusthall Juniors FC and also the provision of a 3G pitch at Rusthall • Rusthall Southwood recreation ground: facilities to be replaced or improved/enhanced in order for it to provide facilities as a local sports hub. | |
| Sandhurst | <ul style="list-style-type: none"> • Potential for Sandhurst playing fields to accommodate youth provision and a food growing area/allotments to reduce shortfalls in supply and access • Conghurst Lane sports ground requires improvements to the football pitches, as well as sorting drainage issues | |
| Southborough | <ul style="list-style-type: none"> • Southborough Hub Recreation Area to | <ul style="list-style-type: none"> • New community hall as |

| 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 |
|-----------------|--|--|
| | <p>serve as a Local Sports Hub</p> <ul style="list-style-type: none"> • Opportunities for play space provision to reduce the gap in access in this area • 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 • Good access to natural green spaces at Barnetts Wood Nature Reserve and Southborough Common, which could be further enhanced | <p>part of the Southborough Hub development</p> |
| Speldhurst | <ul style="list-style-type: none"> • Potential for existing parks and recreation grounds to accommodate youth provision and allotments to reduce shortfalls in provision and access • Reconfiguration of pitches at Langton Green | |
| Tudeley Village | <ul style="list-style-type: none"> • New provision in accordance with recommended open space standards as part of new development • Allotment provision • Amenity space • Children's play area • Sports pitches • Tennis courts • Cricket pitch | <ul style="list-style-type: none"> • New community hall to serve new community at Tudeley Village to include indoor hall with sports provision – bowls/badminton/trampolining |

Theme 8: Green Infrastructure

Overview

- 3.230 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.
- 3.231 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).
- 3.232 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.
- 3.233 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.
- Consultation on the Regulation 18 Draft Local Plan from September to November 2019
- Stakeholder consultation with infrastructure providers in October 2020 on the draft revised development strategy.
- Site specific discussions with landowners/promoters and agencies in relation to specific sites and locations.

Overview of existing provision

- 3.234 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 Hammer 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

- 3.235 The provision of GI is encompassed in many different elements and is an integral part of many of the proposals in the 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.
- 3.236 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 Local Plan

- 3.237 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.

- 3.238 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 Local Plan.
- 3.239 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

- 3.240 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

- 3.241 The management of municipal waste is 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.
- 3.242 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.
- 3.243 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

- 3.244 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 Site Plan 2020
- Kent Minerals and Waste Safeguarding Planning Document (2017)
- Kent County Council, The Case for Waste

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.
- Consultation on the Regulation 18 Draft Local Plan from September to November 2019.
- Stakeholder consultation with infrastructure providers in October 2020 on the revised development strategy

Overview of existing provision

- 3.245 Recycling, waste collection, and street cleaning is provided by Urbaser Ltd, who took on the contract on behalf of Tunbridge Wells Borough Council in 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.
- 3.246 The enhanced service will give residents a kerbside glass recycling collection, opt-in chargeable garden waste collection, and a weekly food waste collection. 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.
- 3.247 KCC as the Waste Disposal Authority, operate a network of 18 Household Waste Recycling Centres (HWRCs) and 5 co-located Waste Transfer Stations (WTSs) and demand on these sites is at unprecedented levels. In Tunbridge Wells, KCC operate a WTS at North Farm for the receipt of kerbside waste collected by WCAs (both TWBC and some of Tonbridge and Malling Borough Council). There is also a co-located HWRC for residents to dispose of household waste. Both of these facilities are strategic, serving not only the whole of TWBC area but also parts of adjoining Districts.

Current planned provision

- 3.248 The new Urbaser contract came into effect from 1 March 2019 and service commencement took place in March 2019, with the inclusion of new recycling and waste collection service arrangements. The mobilisation of the new service involved 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 Local Plan

- 3.249 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.
- 3.250 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.
- 3.251 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 has stated that the addition of the new homes proposed through the Local Plan will place additional demand on the waste infrastructure that currently serves this area. The North Farm Waste Transfer Station (WTS) and Household Waste Recycling Centre (HWRC) located on Dowding Way within the North Farm Industrial Estate are now at capacity and therefore KCC has in its recent Infrastructure Review identified the need for additional capacity at this location. The distribution strategy does not have any impact on the WTS, as kerbside collected waste from the entire TWBC area all goes to this one facility. The large developments within Capel, Paddock Wood and Tunbridge Wells town will however place significant additional demand on the HWRC as this is the closest facility to these new developments.
- 3.253 The location of the site will make expansion challenging, however, minor amendments to facilitate access and flow around the site as throughput increases will be investigated in the short term (<5 years).
- 3.254 The main project identified is to construct a new WTS facility, to allow the existing site to be redeveloped for use as a standalone HWRC and Trade Waste facility. The new WTS would ideally be located in the vicinity of the existing facility to reduce haulage between the sites. A site has not been identified yet; however, the allocation of additional employment land within the North Farm Industrial Estate may present as a good option. In terms of timescales and costing, KCC has identified the need for the additional capacity within the medium term (5-10 years) at an estimated cost of £10M for the new WTS and £1.25M for the redevelopment of the HWRC facility.
- 3.255 In terms of sources of funding, KCC will be seeking developer contributions to support its capital borrowing. KCC Waste do not receive any Government grants to cover essential waste infrastructure projects such as these and Council Tax receipts

only cover increased revenue costs resulting from increase in waste tonnages to be processed/disposed.

Minerals and Waste

- 3.256 As the minerals and waste planning authority for Kent, Kent County Council has 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

- 3.257 Kent County Council adopted its Minerals and Waste Local Plan 2013-30 in September 2020 which allocates sites needed to meet requirements for minerals as set out in the adopted Kent Minerals and Waste Local Plan.

Current planned provision

- 3.258 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 Local Plan.

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

- 3.259 KCC undertook an early partial 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 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
- 3.260 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

3.261 Table 15 summarises the waste and recycling needs for each of the settlements within the borough in order to support the growth planned for in the 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

| | Household waste and recycling | Minerals and Waste |
|--------------|---|---|
| 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 |
| Borough-wide | New Waste Transfer Facility to allow the existing facility to be redeveloped as a standalone Household Waste Recycling Centre and Trade Waste Facility over the Medium term | |

Theme 10: Public Realm, Art, and Culture

Overview

- 3.262 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.
- 3.263 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 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.
- Consultation on the Regulation 18 Draft Local Plan from September to November 2019.
- Stakeholder consultation with infrastructure providers in October 2020 on the draft revised development strategy.

Overview of existing provision

3.264 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. The scheme will incorporate the museum, art gallery, library and adult education centre in to one building. 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 has been engaged as the project contractor. Work is underway and it is due to open to the public in summer 2021.
- Public Realm Improvements in Royal Tunbridge Wells – Recent work has been completed this project to further improve the public realm in Royal Tunbridge Wells town centre. Improvements have been 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.

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

3.265 Many of the site allocation policies set out within the 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

3.266 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

3.267 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 Local Plan policies.

4.0 Summary

- 4.1 This Infrastructure Delivery Plan (IDP) underpins the delivery of development proposed within the Tunbridge Wells Borough Local Plan to 2038. In respect of the sites allocated within the Local Plan, it identifies the required infrastructure (where known) in order to support the growth planned for. As previously referred to, further detail of the infrastructure required for the Strategic Sites (Paddock Wood and east Capel; and Tudeley Village) is included within the Strategic Sites Masterplanning and Infrastructure Study 2021.
- 4.2 The IDP has identified that the infrastructure will be funded in three possible 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 future Infrastructure Levy.
- 4.3 When considering the projects that are required to be delivered as part of the development set out within the IDP, it is important to consider the funding and potential funding gaps/shortfalls. Therefore, costings have been applied where they are known.
- 4.4 It will be important to review the IDP at regular intervals, and the Council intends to review, and update if necessary, the IDP before the submission of the Local Plan for Examination. As previously referred to, 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

Appendix 1: Infrastructure Delivery Schedule

As this is a 'Live Document' - amendments may be made to this Infrastructure Delivery Schedule in response to further information from infrastructure providers and relevant bodies as the Local Plan progresses.

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|--|------------------|---------------|-------------------|--|-----------------|--------------------------|
| BOROUGH WIDE AND CROSS BOUNDARY | | | | | | | |
| Transport (Highways) | Develop 5G capability to facilitate the evolution of highly connected and ultimately fully autonomous vehicles | Highly Desirable | Moderate/High | Short/medium/long | TWBC/KCC/private developers/digital technology providers | TBC | KCC/Highways England/DfT |
| | A26 Corridor upgrade: reallocation of space with smart traffic management | Highly Desirable | Moderate | Short/Medium | KCC/TWBC | TBC | KCC/TWBC |
| Transport (Highways – Cross boundary) | Increased capacity at A26/A2014/Pembury Road (Vauxhall Roundabout) | Critical | Moderate | Short/ Medium | KCC/TMBC/ TWBC | £1,000,000 | Developer funding |
| | Increased capacity at A26 Woodgate Way/ B2017 Tudeley Road roundabout | Critical | Moderate | Short/ Medium | KCC/TMBC/ TWBC | £1,500,000 | Developer funding |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---------------------|---|------------------|----------|--------------|-------------------|-----------------|---|
| | | | | | | | |
| | Closure of Hartlake Road to through traffic near junction with B2017 Tudeley Road | Critical | Moderate | Medium | KCC/TWBC | £100,000 | Developer funding |
| | Widening of B2017 south of Tudeley Village towards A26 including Hartlake Road junction | Critical | Moderate | Medium | KCC/TWBC | £3,100,000 | Developer funding |
| Buses | Network of demand responsive rural bus services in the east of the borough | Highly Desirable | Moderate | Short/Medium | KCC/Bus operators | £500,000 | Developer funding |
| | Improved bus (Service 205) between Paddock Wood – Tudeley - Tonbridge | Essential | Moderate | Medium | KCC/Bus operators | TBC | Developer funding*/ Commercial services *New bus route subsidy support funding identified in Strategic Sites Masterplanning and Infrastructure Study |
| | Improved bus (Service 6) between Tunbridge Wells – Pembury – Paddock Wood | Essential | Moderate | Medium | KCC/Bus operators | TBC | Developer funding*/Commercial services *New bus route subsidy support funding identified in Strategic Sites Masterplanning and Infrastructure Study |
| | Improved bus service between Tonbridge – | Essential | Moderate | Medium | KCC/Bus operators | £1 million | Developer funding/Commercial |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---------------------------------|---|--------------------------------|---------------|-----------------------|--|-----------------|--|
| | North Farm – Tunbridge Wells | | | | | | I services |
| | Bus Gates at Five Oak Green and Colts Hill Village | Essential/ Highly Desirable | Low/Moderate | Medium | KCC/TWBC | TBC | Developer funding |
| Pedestrians and Cyclists | Part segregated cycle route between Paddock Wood town – Tudeley Village – Tonbridge town | Essential/ Critical | Moderate | Short/ medium/long | KCC Highways and Public Rights of Way/ private developer | £1,933,965 | Developer funding |
| | Improved cycle route from Five Oak Green to A26 on north side of B2017 | Highly Desirable/ Essential | Moderate | Short/Medium | KCC/TWBC | £2,300,000 | Developer funding |
| | Cycle route south towards A21/North Farm (linking to Kingstanding Way) via Church Lane and Half Moon Lane | Highly Desirable/ Essential | Moderate | Short | KCC/TWBC | £1,420,000 | Developer funding |
| | Cycle/pedestrian route from Paddock Wood to Tunbridge Wells adjacent to A228 | Essential/ | Moderate | Medium | KCC/TWBC | £1,050,000 | Developer funding |
| | Upgrade Hop Pickers Line for cycling and walking | Highly Desirable | Moderate/High | Medium | KCC/TWBC | TBC | Developer funding (IL/s106), DfT cycling & walking |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|-----------------------------|---|--------------------------------|----------|-----------------------|--|---|---|
| | | | | | | | funding |
| | Cycle Storage Improvements at Tonbridge Station | Essential/ Highly Desirable | Low | Short | Train Operating Company | £50,000 | Developer funding |
| | Improved footpath on A229 between Hawkhurst, Cranbrook and Sissinghurst | Highly Desirable | Moderate | Medium | KCC/TWBC | £1 million | Developer funding |
| Green Infrastructure | Green Infrastructure to be provided through development Biodiversity Net Gain through development Protection and enhancement of existing features | Essential | Moderate | Short/ medium/long | Developers/ TWBC/ Landowner/ Others | To be included within development costs and viability testing | Developer Funding (IL/S106) or on-site provision |
| Water (water supply) | Extending mains to any new streets as a result of new development | Critical | Moderate | Short/ medium/long | South East Water | TBC by service provider | South East Water |
| Water (waste water) | Additional capacity at waste water treatment works may be required | Critical | Moderate | Medium/long | Southern Water | TBC by service provider | Southern Water/funding through customer rates or developer funding |
| Water (waste water) | Some reinforcement of the sewerage network in order to accommodate | Critical | Moderate | Short/medium | Southern Water | Mostly will be funded through customer rates | Southern Water/ funding through customer rates or developer funding |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|--|------------------|----------|-------------------|--------------------------------------|-------------------------|--|
| | additional foul flows | | | | | | |
| Water (flood risk) | Floodplain restoration or augmentation should be considered in all new developments where relevant | Highly Desirable | Moderate | Short/medium/long | Environment Agency/private developer | TBC | Environment Agency/ Developer Funding (IL/S106) |
| Utilities – gas | New development will require new gas supply connections | Essential | Moderate | Short/medium/long | SGN | TBC by service provider | SGN |
| Utilities – electricity | 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 by service provider | UK Power Networks |
| Utilities – digital telecommunications – broadband/mobile | Improvements to be made across the borough | Essential | Moderate | Short/medium/long | Range of providers | TBC by service provider | Developer Funding (IL/S106) Operators under 'Duty to Connect' |
| Libraries | Additional book stock across the borough | Highly Desirable | Moderate | Short/medium/long | KCC | TBC | S106/CIL |
| Waste | New Waste Transfer facility | Essential | Moderate | Medium | KCC | £10 million | TBC |
| Waste | Redevelopment of the Household Waste Recycling Centre | Essential | Moderate | Medium | KCC | £1.25 million | TBC |
| ROYAL TUNBRIDGE WELLS | | | | | | | |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--------------------------|---|-----------------------------|---------------|--------------|---------------|-----------------|---|
| Pedestrian/ Cycle | Upgrade existing A26 cycle/pedestrian route between Tonbridge and Royal Tunbridge Wells to provide segregation (including south of RTW) | Critical/ Essential | Moderate | Short/Medium | KCC/TWBC | £4.5 million | Developer funding/DfT Cycling & Walking funding |
| | Improve cycle/pedestrian route from Woodsgate Corner to Tunbridge Wells town centre on A264 Pembury Road | Essential | Moderate | Short/Medium | KCC/TWBC | £2.5 million | Developer funding/DfT Cycling & Walking funding |
| | Other LCWIP Phase 1 routes including: <ul style="list-style-type: none"> - Cross-town route - Hawkenbury to town centre - Langton/Rusth all to town centre - Southborough to North Farm | Highly Desirable | Moderate/High | Short/Medium | KCC/TWBC | £4.3 million | Developer funding/DfT Cycling & Walking funding |
| Pedestrian/ Cycle | Low Traffic Neighbourhood (LTN) network in Royal Tunbridge Wells and | Highly Desirable/ Essential | Low/Moderate | Short/Medium | KCC/TWBC | TBC | Developer funding/DfT Cycling & Walking funding |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---------------------|--|-----------------------------|--------------|--------------|----------------------|-----------------|-------------------|
| | the surrounding urban area including: Southborough, Bidborough, Rusthall, Langton Green. | | | | | | |
| Bus | Bus priority measures on A264 Pembury Road from Woodsgate Corner to Oakley School in-bound (towards Royal Tunbridge Wells town centre) | Highly Desirable/ Essential | Moderate | Medium | KCC/TWBC | TBC | Developer funding |
| | Bus only route through Calverley Park Gardens removing access for other through traffic (except for cycle and pedestrians) | Highly Desirable/ Essential | Moderate | Medium | KCC/TWBC | £200,000 | Developer funding |
| Highways | Halls Hole Road/ A264 Pembury Road/ Blackhurst Lane junction improvement (roundabout scheme) | Critical | Low/Moderate | Short/Medium | KCC/TWBC/ Developers | TBC | Developer funding |
| | Signalisation of junctions at Sandrock Road and Sandhurst | Essential/ Critical | Moderate | Medium | KCC/TWBC | £1 million | Developer funding |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|----------------------------|---|------------------------|----------|--------------------------------------|---------------------|------------------------|---------------------------------|
| | Road on A264 Pembury Road | | | | | | |
| | Pedestrian Crossing on A264 Pembury Road moved further west and two lane approach from roundabout | Essential | Low | Short/Medium | KCC/TWBC/Developers | TBC | Developer funding |
| | Kingstanding Way/Longfield Road/Knights Park junction improvement | Critical | Low | Short/Medium | KCC/TWBC/Developers | TBC | Developer funding |
| | A21/Tonbridge Road/Longfield Road junction improvement | Critical | Low | Short/Medium | KCC/TWBC/Developers | TBC | Developer funding |
| | North Farm/High Brooms signal improvement | Critical | Low | Short/Medium | KCC/TWBC | TBC | Developer funding |
| | Kippings Cross/Blue Boys roundabout improvement | Essential/ Critical | Moderate | Medium | HE | £1,500,000 | Developer funding/DfT |
| Education (primary) | 1FE expansion in RTW East (The order of expansion is to be determined at a point in the future based on the distribution of demand) | Essential | Moderate | First FE by 2025, Second FE by 2030. | KCC Education | £3,862,576 approximate | KCC/Developer Funding (IL/S106) |
| Education (primary) | 1FE Expansion in RTW West (The order of expansion is to be determined at a point in | Essential | Moderate | First FE by 2025, Second FE by 2030. | KCC Education | £3,862,576 approximate | KCC/Developer Funding (IL/S106) |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|--|------------------|----------|-------------------|------------------------|-------------------------------|---|
| | the future based on the distribution of demand) | | | | | | |
| Education (secondary) | 2FE Expansion of existing secondary schools | Essential | Moderate | Short/Medium | KCC Education | TBC by KCC | KCC/Developer Funding (IL/S106) |
| Health | New practice premises within the town to support the growth proposed and possible relocation of existing practices | Essential | Moderate | Medium | GP/contractor | £3m-£4m | GP contractor/ third party/Developer Funding (IL/S106) |
| Water (waste water) | Additional waste water treatment capacity may be required over the Plan period | Critical | Moderate | Short/medium/long | Southern Water | TBC by service provider | Southern Water: SW capital investment programme |
| Community, public and social services | New Cultural and Learning Hub – The Amelia Scott | Essential | Moderate | Short | KCC/TWBC | £13.2 million | Heritage Lottery Funding/Arts Council England Grant/Developer contributions |
| Community, public and social services | Libraries – Provision of new book stock | Highly Desirable | Low | Short/medium/long | KCC | TBC by KCC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Expansion of health and fitness suites | Highly Desirable | Moderate | Short/medium/long | TWBC/private developer | TBC | Developer Funding (IL/S106) |
| Open Space, Sport and Recreation | Expansion of indoor bowling centre | Highly Desirable | Moderate | Short/medium/long | TWBC/private developer | £368,750 approximate | Developer Funding (IL/S106) |
| Open Space, Sport and Recreation | Expansion of existing indoor tennis centre by | Highly Desirable | Moderate | Short/medium/long | TWBC/private developer | £780,000 approximate based on | Developer Funding (IL/S106) |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---|---|------------------|--------------|---------------------|---------------|-----------------------------|-----------------------------|
| | one court | | | | | extension of existing venue | |
| Open Space, Sport and Recreation | Potential for parks and recreation grounds to accommodate new youth play provision and allotments to reduce shortfall in supply | Highly Desirable | Moderate | Short/medium/long | TWBC | TBC | Developer Funding (IL/S106) |
| Open Space, Sport and Recreation | Expansion and enhancements to Hawkenbury Recreation Ground and new sporting facility as a new sports hub | Essential | Low/Moderate | Short/medium | TWBC | TBC | Developer Funding (IL/S106) |
| Open Space, Sport and Recreation | Enhancements of existing natural greenspace to accommodate food growing areas | Highly Desirable | Moderate | Short/ medium/ long | TWBC | TBC | Developer Funding (IL/S106) |
| Open Space, Sport and Recreation | Improvements to Hilbert Recreation Ground pitches and changing facilities | Highly Desirable | Low | Short | TWBC | TBC | Developer Funding (IL/S106) |
| Open Space, Sport and Recreation | Improvements to pitches at Bayham Road East as a local sports hub | Highly Desirable | Moderate | Short/Medium/ Long | TWBC | TBC | Developer Funding (IL/S106) |
| Open Space, Sport and Recreation | Improvements and enhancements at St | Highly Desirable | Moderate | Short/Medium/ | TWBC | TBC | Developer Funding (IL/S106) |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|---|------------------|----------|--------------------|-----------------------------|--|---|
| | Marks Recreation Ground as a local sports hub | | | Long | | | |
| Open Space, Sport and Recreation | Improvements and enhancements at the Nevill Ground for Hockey and Cricket as a local sports hub | Highly Desirable | Moderate | Short/medium | TWBC/sport governing bodies | TBC | Developer Funding (IL/S106)/ sports funding |
| SOUTHBOROUGH | | | | | | | |
| Health | 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 |
| Community, public and social services | New community Hall as part of Southborough Hub Project | Essential | Low | Short | KCC/ Southborough TC/TWBC | Under construction | Developer Funding (IL/S106)/KCC |
| Community, Public and social services | Libraries – Provision of new book stock | Highly Desirable | Low | Short/ Medium/long | KCC | TBC by KCC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Improvements and Enhancements to the Southborough Hub as a local sports hub | Highly Desirable | Moderate | Short/Medium/ Long | KCC | TBC | Developer Funding (IL/S106) |
| Open Space, Sport and Recreation | New Play space provision to reduce gap in access to provision | Highly Desirable | Moderate | Short/ Medium/long | Developer Funding (IL/S106) | TBC | Developer Funding (IL/S106) |
| Open Space, Sport and Recreation | Enhancements to natural greenspaces at Barnetts Wood and | Highly Desirable | Moderate | Short/ Medium/long | Developer Funding (IL/S106) | TBC | Developer Funding (IL/S106)/KCC |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|--|------------------|----------|-----------------------|-----------------------------|-----------------------|---|
| | Southborough Common | | | | | | |
| Open Space, Sport and Recreation | Additional natural greenspace and food growing areas/allotments | Highly Desirable | Moderate | Short/ Medium/long | Developer Funding (IL/S106) | TBC | Developer Funding (IL/S106)/KCC |
| PADDOCK WOOD AND EAST CAPEL (Some of the transport measures will also serve and connect the proposed garden settlement – Tudeley Village on land within Capel Parish) | <i>See the Masterplanning and Infrastructure Study 2021 for further detail on the projects set out below</i> | | | | | | |
| Transport (walking and cycling) | LCWIP Phase 2 cycling and pedestrian within existing Paddock Wood town | Essential | Low | Short/ Medium | KCC/TWBC | £2.5 million | Developer funding/DfT Cycling & Walking funding |
| | Low Traffic Neighbourhood network within existing area of Paddock Wood town | Essential | Low | Short/Medium | KCC/TWBC | TBC | Developer funding/DfT Cycling & Walking funding |
| Masterplan | Paddock Wood East cycle/pedestrian 'causeway' to site, 3x cycleway/pedestrian routes through site | Essential | Low | Short/Medium | | £488,000 and £900,000 | Developer funding |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---------------------|--|-----------------------------|----------|--------------|-----------------------------|--|-------------------|
| Masterplan | Paddock Wood North West cycle/pedestrian 'causeway', proposed cycle/pedestrian route | Essential | Low | Short/Medium | | £288,000 and £1050,000 | Developer funding |
| Masterplan | Paddock Wood South West 2x cycle/pedestrian 'causeways', pedestrian/cycle route through site | Essential | Low | Medium | Developers | £1,088,000 and £425,000 | Developer funding |
| Masterplan | Pedestrian/cycle bridges across railway: <ul style="list-style-type: none"> - west of Paddock Wood town centre - immediately east of A228 - improvements to existing pedestrian/cycle bridge over railway at Paddock Wood station | Essential/ Highly Desirable | Moderate | Medium | Network Rail/ South Eastern | £3,500,000 £3,500,000 £3,500,000 | Developer funding |
| Masterplan | Pedestrian/cycle crossing on the A228 at Whetsted Road | Essential | Moderate | Short | KCC/TWBC | £250,000 | Developer funding |
| Masterplan | Cycle storage improvements at | Essential/ Highly | Low | Short | Train Operating Company | £50,000 | Developer funding |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|--|------------------------|----------|--------------|------------------|------------------------------------|--|
| | Paddock Wood Station | Desirable | | | | | |
| | Paddock Wood East cycle/pedestrian route integration to Hop Pickers Line towards Horsmonden and Goudhurst to A229 Hartley Road | Highly Desirable | Moderate | Short/Medium | KCC/Developers | £325,000 | Developer funding |
| Transport (Bus) Masterplan area | Paddock Wood East bus stops along internal link road | Critical/ Essential | Moderate | Short/Medium | KCC/Developers | £250,000 | Developer funding |
| | Paddock Wood North West bus stops along internal link road | | | | | £200,000 | |
| | Paddock Wood South West bus stops along internal link road | | | | | £200,000 | |
| | | | | | | | |
| | Demand responsive bus in Paddock Wood Masterplan area | Highly Desirable | Moderate | Short/Medium | KCC/Bus operator | TBC | Developer funding* *New bus route subsidy support funding identified in Strategic Sites Masterplanning and Infrastructure Study |
| Masterplan area | PW East: access road with loop within site, internal road off main access road, access road off Church Road to site | Essential | Low | Short/Medium | Developers | £2,562,500 £687,500 £500,000 | Developer funding |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|-----------------------------|--|------------------|--------------|---------------|---------------|--|-------------------|
| Masterplan area | PW North West: internal link road between the A228 and B2160 Maidstone Road, internal road between link road and northern & southern parcels, roundabout access with A228, priority access with Maidstone Road | Essential | Low | Short/Medium | Developers | £2,100,000 £1,800,000 £1,000,000 £400,000 | Developer funding |
| Masterplan area | PW South West: internal road off Badsell Road; access with A228, access with Badsell Road, internal road off A228 | Essential | Low | Short/ Medium | Developers | £1,300,000 £1,000,000 £400,000 £625,000 | Developer funding |
| Masterplan area | Shuttle signal bridge over railway at Paddock Wood | Highly Desirable | Low | Medium | Network Rail | £500,000 | Developer funding |
| Transport (highways) | A228 Colts Hill bypass (part on-line/part off-line scheme) | Critical | Moderate | Medium | KCC/TWBC | £20 million | Developer funding |
| | Increased capacity at A228 Maidstone Road/B2017 Badsell Road (Colts Hill) | Critical | Low/Moderate | Short | KCC/TWBC | £2 million | Developer funding |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|----------------------------|--|-----------|--------------|--|---------------|-------------------------|---------------------------------|
| | roundabout | | | | | | |
| | Improved B2017 Badsell Road/B2160 Maidstone Road signalised junction; | Critical | Low/Moderate | Short | KCC/TWBC | £1 million | Developer funding |
| | Improved A228 Maidstone Road/Whetsted Road priority junction | Critical | Low/Moderate | Short | KCC/TWBC | £150,000 | Developer funding |
| | Improved A228 Whetsted Road/A228 Bransbridges Road/B2160 Maidstone Road roundabout | Critical | Low/Moderate | Short | KCC/TWBC | £1 million | Developer funding |
| | Improved B2160 Maidstone Road/Commercial Road priority junction | Critical | Moderate | Short | KCC/TWBC | £500,000 | Developer funding |
| | Widening at junction of B2160 and Lucks Lane | Critical | Low/Moderate | Medium | KCC/TWBC | £500,000 | Developer funding |
| Education (primary) | Creation of two new 2FE primary schools | Essential | Moderate | To be determined dependent on delivery of growth around Paddock Wood | KCC | £15,450,306 approximate | KCC/Developer funding (IL/S106) |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|------------------------------|--|-----------|----------|--|-------------------------------|--|--|
| | | | | and east Capel | | | |
| Education (secondary) | Creation of up to 8FE within Paddock Wood/Capel/Tudeley (6FE New secondary school at Tudeley Village and 2FE extension to Mascalls Academy) | Essential | Moderate | Dependent on a number of factors (2024-2028) | KCC | £31,931,850 approximate | KCC/Developer funding (IL/S106) |
| Health | One new GP practice to serve this area | Essential | Moderate | Medium/long | TBC – GP contractor/NHS | £4m approximate cost | TBC – GP contractor or third party/developer funding (IL/S106) |
| Water (waste water) | Additional waste 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 | Critical | Moderate | Short/medium/long | Southern Water | £200,000 for sewer works upgrade £150,000 foul water connections £100,000 diversion of existing utilities foul water Mostly will be funded through customer rates | Southern Water: capital investment |
| Water (flood risk) | Range of Strategic flood risk mitigation | Critical | Moderate | Medium/long | EA/KCC/TWBC/private developer | £9 million approximate | Developer funding (IL/S106) + |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|-----------------------------|---|----------|----------|-------------------|----------------|------------------------------|----------------------------|
| | measures -Raised platforms -Floodwater Storage Areas -Targeted flood embankments -Causeways with culverted channels underneath -Natural flood management -Floodplain restoration and augmentation -Further projects will be included following further modelling and FRA work on a site specific basis | | | | | cost (excluding groundworks) | Housing Growth Fund/KCC/EA |
| Water (flood risk) | Five Oak Green Flood alleviation scheme – subject to further detail/discussion with the EA | Critical | Moderate | Medium | EA | TBC by the EA | TBC |
| Water (water supply) | Adaption or expansion of existing mains and laying of new mains within residential area | Critical | Moderate | Short/medium/long | Southern Water | £220,000 approximate cost | Southern Water |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|--|------------------|----------|-------------------|---------------|-----------------|-----------------------------|
| Community, Public and Social Services | Libraries – Provision of new book stock | Highly Desirable | Low | Short/medium/long | KCC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Open space and youth provision at Fuggles close could be upgraded | Highly Desirable | Moderate | Short/medium/long | TWBC/TC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Potential for Maidstone Road or Cogate Road to accommodate children's play space | Highly Desirable | Moderate | Short/medium/long | TWBC/TC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Provision of new or expanded youth facilities within parks and recreation grounds | Highly Desirable | Moderate | Short/medium/long | TWBC/TC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Outdoor sports hub, or if not taken forward Improvements to Elm Tree playing fields as well as additional pitches and ancillary facilities | Highly Desirable | Moderate | Short/medium/long | TWBC/TC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Pitch improvements at PW Rugby Club | Highly Desirable | Moderate | Short/medium/long | TWBC/TC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Additional football pitches – 1 adult and 1 junior | Highly Desirable | Moderate | Short/medium/long | TWBC/TC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Re-provision of lapsed cricket pitch at memorial ground | Highly Desirable | Moderate | Short/medium/long | TWBC/TC | TBC | Developer funding (IL/S106) |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---|---|------------------|----------|-------------------|---------------------------|---|---|
| Sports and recreation – built facilities | Indoor and outdoor sports hub including additional sports hall and swimming pool | Highly Desirable | Moderate | Short/medium/long | TWBC/TC/private developer | £14,460,000 approximate for one new sports hall and £3,207,611 for pool | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Expansion of athletics track from four to six lanes | Highly Desirable | Moderate | Medium/long | TWBC/TC/private developer | £697,500 approximate | Developer funding (IL/S106) |
| CRANBROOK AND SISSINGHURST | | | | | | | |
| Education (primary) | Expansion of Cranbrook by one FE | Essential | Moderate | 2026 approximate | KCC | £3,862,576 approximate | KCC/Developer funding (IL/S106) |
| Health | One new GP practice premises to replace existing three practice premises | Essential | Moderate | Medium | GP contractor | £4m approximate | TBC – GP contractor or third part/Developer funding (IL/S106) |
| Community, public and social services | New community hall/centre to serve the parish (Contributions should also be sought from Sandhurst and Frittenden) | Essential | Moderate | Short/medium | PC | TBC | Developer funding (IL/S106) and parish funding |
| Community, public and social services | Improvements to/replacement of St George's Hall, Sissinghurst | Highly Desirable | Moderate | Medium/long | PC | TBC | Developer funding (IL/S106) |
| Community, public and social services | Libraries – Provision of new book stock | Highly Desirable | Low | Short/medium/long | KCC | TBC | Developer funding (IL/S106) |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|---|------------------|------|-------------|-----------------|-----------------|-----------------------------|
| Open Space, Sport and Recreation | Extensions to existing provision across the parish | Highly Desirable | TBC | Medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Re-designation of junior pitches to adult pitches at King George Field at Sissinghurst and Ball Field, Cranbrook | Highly Desirable | TBC | Medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Improvements required to the King George Field and the Tomlin Ground at Cranbrook | Highly Desirable | TBC | Medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Improvements to the changing rooms and new pavilion at Cranbrook Rugby Club | Highly Desirable | TBC | Medium/long | TWBC/Rugby Club | TBC | Developer funding (IL/S106) |
| Cranbrook Parish Council Identified Items | <i>Extend Crane Valley Nature Reserve</i> <i>Improved playground facilities within parish</i> <i>Signposted nature walks</i> <i>New facilities at the Rugby Club</i> <i>New facilities at Cranbrook Football Club</i> | | | | | | |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|--|-----------|----------|--------------|---------------|-----------------|-------------------|
| | <i>New facilities at Sissinghurst Cricket Club</i> <i>Improved signage to events and heritage assets</i> <i>Explore option of Sissinghurst Castle to Bedgebury cycle way</i> <i>New pedestrian and cycle routes</i> <i>Speed control/traffic calming/enforcement on A262 through Sissinghurst and A229 in Cranbrook</i> <i>Extend pavement from 30mph sign on Golford Road to Dulwich College and Cemetery</i> <i>Micro mobility intervention to pavements</i> | | | | | | |
| HAWKHURST | | | | | | | |
| Transport (walking and cycling) | Local Cycling and Walking Infrastructure Plan for Hawkhurst village with improved pedestrian and walking | Essential | Moderate | Short/Medium | KCC/TWBC | TBC | Developer funding |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|---|------------------|----------|------------------|---------------|---|--|
| | routes in existing area. | | | | | | |
| Education (primary) | Expansion of Hawkhurst by one FE on the existing school site | Essential | Medium | 2028 approximate | KCC | £3,862,576 approximate | KCC/Developer funding (IL/S106) |
| Health | One new GP practice premises to replace existing two practice premises | Essential | Low | Short | GP contractor | £4m approximate | TBC – GP contractor or third party/Developer funding (IL/S106) |
| Community, public and social services | New community hall/centre including car parking for community hall – 50 spaces | Essential | Moderate | Short/medium | PC | £1,000,000 (Hall) £200,000 (parking) | Hawkhurst PC |
| Water (waste water) | Additional capacity may be required to serve Hawkhurst and Gill's Green | Essential | Moderate | Medium/long | TWBC/PC | TBC by service provider | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Extension of existing areas for children's play space and parks and recreation grounds in the south of the parish | Highly Desirable | Moderate | Medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Provision of children's natural play at Hawkhurst nature pond | Highly Desirable | Moderate | Medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Increase quality and capacity of King | Highly Desirable | Moderate | Medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|---|----------|------|--------|---------------|-----------------|------------------|
| | George V playing field | | | | | | |
| Hawkhurst Parish Council identified items | <p><i>New changing rooms at KGV - £200,000</i></p> <p><i>MUGA at KGV on tennis courts - £50,000</i></p> <p><i>Public car parking for Highgate area 50+ spaces – number of locations - £200,000</i></p> <p><i>Speed indicator devices x 3 Highgate Hill, High Street, Rye Road - £195,000</i></p> <p><i>Outdoor Gym at KGV - £10,000</i></p> <p><i>Heartenoak Recreation Ground – TBC</i></p> <p><i>KGV Recreation Ground – TBC</i></p> <p><i>New allotments – land</i></p> <p><i>Hensil allotments - £10,000</i></p> <p><i>Ockley allotments - £10,000</i></p> <p><i>Cemetery repairs to Lych Gate - £1,500</i></p> <p><i>Hawkhurst Community</i></p> | | | | | | |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---|--|------------------|----------|-------------------|---------------|-----------------|-----------------------------|
| | <i>Bus – TBC</i> <i>Survey for reclassification of A229 - £8,500</i> <i>Upgrade bus shelters and street furniture - £5,000</i> <i>Zebra crossing on Cranbrook Road – £20,000</i> <i>Zebra crossing on Rye Road – £20,000</i> <i>Public realm works in Highgate area - £50,000</i> <i>Pavement, footpath and cycle way improvements – TBC</i> <i>ICT provision at library - TBC</i> <i>Upgrade broadband and utilities infrastructure – TBC</i> | | | | | | |
| BENENDEN | | | | | | | |
| Open Space, Sport and Recreation | Additional youth and children's play space | Highly Desirable | Moderate | Short/medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Benenden Parish | <i>Allotments</i> | | | | | | |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---------------------------------|--|----------|------|--------|---------------|-----------------|------------------|
| Council Identified Items | <p><i>Improvements to Public Rights of Way</i></p> <p><i>Improvements to broadband and mobile communications</i></p> <p><i>New play area at Iden Green - £45,000</i></p> <p><i>New play area at East End - £25,000</i></p> <p><i>New pre-school</i></p> <p><i>Traffic calming scheme for Benenden Village, Benenden Crossroads and Iden Green crossroads, reduction of speed limits throughout the Parish</i></p> <p><i>Additional car parking at Benenden Village Hall</i></p> <p><i>Public electric vehicle charging points at Bendenden Village Hall , Iden Green Pavilion and Benenden Hospital - £5,000 each point</i></p> <p><i>Transport mitigation measures – Combined cycle lane and footpath</i></p> | | | | | | |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---|--|------------------|----------|-------------------|---------------|-----------------|-----------------------------|
| | <i>linking Green Lane with Walkhurst Road and facilitation of quiet Lane status in some locations</i> <i>Designated space for medical use</i> <i>Conversion of existing public toilets at Benenden Village Hall to Community Office and re-provision of public toilets with disability access in the Village Hall</i> <i>Provision of additional car parking spaces at Rothermere Close</i> | | | | | | |
| BIDBOROUGH | | | | | | | |
| Open Space, Sport and Recreation | Expansion of existing allotments and provision and enhancement of play facilities at Bidborough Play area including youth provision and new, replacement sports pavilion, | Highly Desirable | Moderate | Short/medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Education | Contributions towards secondary education | Essential | Moderate | Short/medium | KCC | TBC by KCC | |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|---|------------------|----------|-------------------|--------------------------|-----------------|-----------------------------|
| | provision | | | | | | |
| BRENCHLEY AND MATFIELD | | | | | | | |
| Open Space, Sport and Recreation | Children's and youth play space | Highly Desirable | Mod | Short/medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Allotments and or amenity green space | Highly Desirable | Mod | Short/medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Improvements to changing rooms at the Branchley War Memorial Ground | Highly Desirable | Mod | Short/medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| CAPEL – NEW GARDEN SETTLEMENT AT TUDELEY (TUDELEY VILLAGE) Some of the transport measures will also serve and connect the proposed extension on land around Paddock Wood and within Capel parish) | | | | | | | |
| Transport (Walking and Cycling) | New railway bridge for pedestrians and cyclists | Highly desirable | Moderate | Long | Developers/ Network Rail | £3,500,000 | Developer funding |
| | Cycleway/footway routes through site (x6) | Essential | Moderate | Short/Medium | Developer | £2,103,695 | Developer funding |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|-----------------------------|--|--------------------------------|----------|---------------|--------------------|--------------------------|--|
| | 3m shared cycleway/footway along internal link road | Essential | Moderate | Short/Medium | Developer | £200,000 | Developer funding |
| | Pedestrian and cycle crossings | Essential | Moderate | Short/Medium | Developer | £300,000 | Developer funding |
| Transport (bus) | Bus infrastructure and services within Tudeley Village | Critical | Low | Medium | KCC/Bus operator | TBC | Developer funding* *New bus route subsidy support funding identified in Strategic Sites Masterplanning and Infrastructure Study |
| Transport (Highways) | Link road by-passing Five Oak Green | Critical | Moderate | Medium | KCC/TWBC | £8,860,980 | Developer funding |
| | Traffic management/speed reduction measures in Five Oak Green village centre | Highly desirable/ Essential | Low | Medium | KCC/TWBC | £200,000 | Developer funding |
| | Site access to east, west and south of Tudeley Village | Critical | Low | Short/ Medium | Developers/KCC | £3 million | Developer funding |
| | Internal primary (x5) and secondary roads (x8) in Tudeley Village | Critical | Low | Medium | Developer | £3,646,050 £3,228,888 | Developer funding |
| | Improvements to tunnel under the railway in | Highly | Moderate | Medium | Developer/ Network | £20 million | Developer funding |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|------------------------------|--|------------------|----------|--|-------------------------|-------------------------|--|
| | Tudeley Village | Desirable | | | Rail | | |
| | Link road through Tudeley Village | Essential | Low | Medium | Developer | £2,144,675 | Developer funding |
| | New railway bridge at Tudeley Village to cater for all modes: pedestrians and cyclists and vehicles | Critical | Moderate | Medium | Developer/ Network Rail | £10 million | Developer funding |
| | Works to reduce existing rail bridge at Hartlake Road and potential modal filter (access only) | Highly Desirable | Low | Medium | Developer/ Network Rail | £150,000 | Developer funding |
| Education (secondary) | 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 (IL/S106) |
| Education (primary) | Creation of one, 3FE primary school and 1FE expansion to Capel Primary School - Tudeley Garden Village | Essential | Moderate | 1FE in 2027, further FE when required | KCC | £15,450,306 approximate | KCC/Developer funding (IL/S106) |
| Health | New GP practice to serve this area (either within the new garden settlement or within the Paddock Wood and East Capel area) serving the wider area | Essential | Moderate | Medium/long | TBC – GP contractor/NHS | £4m approximate | TBC – GP contractor or third party/Developer funding (IL/S106) |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---|--|------------------|----------|--------------|---------------|--|---------------------------------|
| Community, public and social services | New community hall/centre to serve the new settlement | Essential | Moderate | Medium/long | TBC | £2,000,000 approximate | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | New provision in accordance with recommended open space standards as part of new development | Essential | Moderate | Medium/long | TWBC | £11 million approximate cost | Developer funding (IL/S106) |
| CAPEL – REMAINDER OF PARISH (PRIMARILY FIVE OAK GREEN) | | | | | | | |
| Education | Expansion of Capel Primary School at Five Oak Green by one FE | Essential | Moderate | Medium/long | KCC | See costs for primary school provision under Tudeley Village | KCC/Developer funding (IL/S106) |
| Water (flood risk) | 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 by EA | TBC |
| Open Space, Sport and Recreation | Requires improvements to football pitches at Five | Highly Desirable | Moderate | Short/medium | TWBC/PC | TBC | Developer funding (IL/S106) |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---|--|------------------|----------|--------------|---------------|-----------------|-----------------------------|
| | Oak Green Recreation Ground | | | | | | |
| FRITTENDEN | | | | | | | |
| Open Space, Sport and Recreation | Improvements to youth provision | Highly Desirable | Moderate | Short/medium | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Provision of allotments/food growing areas as part of park/recreation ground | Highly Desirable | Moderate | Short/medium | TWBC/PC | TBC | Developer funding (IL/S106) |
| Education | Contributions towards primary and secondary education provision | Essential | Moderate | Short/Medium | KCC | TBC | Developer funding (IL/S106) |
| Community, public and social services | Contributions towards the Cranbrook Hub project – see Cranbrook | | | | | | |
| Frittenden Parish Council Identified Items | <i>Improvements and enhancements to Frittenden Village Hall</i> <i>Traffic calming and parking improvements</i> | | | | | | |
| GOUDHURST | | | | | | | |
| Open Space, Sport and Recreation | Improvements to existing allotments | Highly Desirable | Moderate | Short | TWBC/PC | TBC | Developer funding (IL/S106) |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|---|------------------|----------|--------------|---------------|-----------------|-----------------------------|
| Community, public and social services | Improvements/repairs to Goudhurst Parish Hall | Highly Desirable | Moderate | Short/medium | PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Amenity greenspace could accommodate youth provision | Highly Desirable | Moderate | Short/medium | TWBC/PC | TBC | Developer funding (IL/S106) |
| Goudhurst Parish Council identified items | <p><i>Cycle link/network to Bedgebury</i></p> <p><i>Additional electric car charging points</i></p> <p><i>Electric bike hire station</i></p> <p><i>Parish Clerk's office, possibly combined with a tourist information outlet</i></p> <p><i>Provision of facilities for a business/tech hub</i></p> <p><i>Day care facility for the elderly</i></p> <p><i>Community transport (bus and driver) for the elderly and disabled/ general use</i></p> <p><i>Dedicated youth club/hub</i></p> <p><i>Pre-schools funding for</i></p> | | | | | | |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---|--|------------------|----------|--------|---------------|-----------------|--|
| | <i>staff/premises/facilities</i> <i>Refurbishment of the Chequers Field play area</i> <i>Additional playground in Lurkins Rise</i> <i>Outdoor gym equipment</i> | | | | | | |
| HORSMONDEN | | | | | | | |
| Education | Expansion of Horsmonden Primary School by one FE | Essential | Moderate | TBC | KCC | TBC | KCC/Developer funding (IL/S106) |
| Health | New practice premises to serve Horsmonden and the wider area – Lamberhurst, Matfield, Brenchley and Goudhurst | Essential | Moderate | Medium | GP contractor | £3m approximate | TBC – GP contractor or third party/Developer funding (IL/S106)/NHS |
| Open Space, Sport and Recreation | Provision of amenity greenspace or improvements to sportsground to accommodate children's play space and food growing areas | Highly Desirable | Moderate | Medium | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Upgrading of existing youth facilities | Highly Desirable | Moderate | Medium | TWBC/PC | TBC | Developer funding (IL/S106) |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|---|------------------|----------|--------------|---------------|-----------------|-----------------------------|
| LAMBERHURST | | | | | | | |
| Open Space, Sport and Recreation | Improvements to Spray Hill Park and recreation ground to provide youth provision and allotment/food growing areas | Highly Desirable | Moderate | Short/medium | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Improvements to amenity greenspace to provide natural play/food growing areas | Highly Desirable | Moderate | Short/medium | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Re-designate two lapsed football pitches to junior pitches | Highly Desirable | Moderate | Short/medium | TWBC/PC | TBC | Developer funding (IL/S106) |
| Lamberhurst Parish Council identified items | <p><i>Lamberhurst War Memorial Hall – improve and expand capacity and facilities - £20-30,000</i></p> <p><i>Provide a multi-use pavilion at the Sports Field - £150,000</i></p> <p><i>Increase number of burial plots at St Mary's Church - £20-50,000</i></p> <p><i>Produce a Highways Improvement Plan with range of measures -</i></p> | | | | | | |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---------------------|---|----------|------|--------|---------------|-----------------|------------------|
| | <p>£35,500</p> <p>Create new walking and cycling routes - TBC</p> <p>Construct bus shelter in centre of village - £5-13,000</p> <p>Improve signs and interpretation boards - £2,000</p> <p>Restore original Teise Bridge on Broadway to reduce traffic speeds and enhance look of village centre - £50-85,000 or £1,250,000-1,500,000</p> <p>Increase school capacity and facilities and improved drop off area - £93-113,000</p> <p>Plant indigenous flora around the parish - £5-10,000</p> <p>Improved broadband infrastructure and mobile communications - £25-50,000</p> | | | | | | |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|--|------------------|----------|-------------------|---------------|-----------------|---|
| | <i>Establish a tourism communication platform - £2-10,000</i> | | | | | | |
| PEMBURY | | | | | | | |
| Transport (Highways) | Traffic management/speed reduction measures throughout the village | Essential | Moderate | Short/Medium | KCC | TBC | Developer funding (IL/S106) |
| Transport (Highways) | Improvements to Woodsgate Corner junction A228/Tonbridge Road/ Pembury High Street | Critical | Moderate | Medium | KCC/TWBC | £1,500,000 | Developer funding |
| Transport (Highways) | Improvement works to the access of the A21 roundabout, southbound exit | Essential | Moderate | Short/Medium | KCC/TWBC | TBC | Developer funding (IL/S106) |
| Transport (Cycling and Walking) | Enhancements to cycle routes and cycle corridors in village and towards North Farm and Royal Tunbridge Wells | Essential | Moderate | Short/Medium | KCC/TWBC | TBC | Developer funding (IL/S106) |
| Education | Contributions towards primary and secondary education provision | Essential | Moderate | Short/Medium/Long | KCC | TBC by KCC | Developer funding (IL/S106) |
| Health | Extension of the existing GP Practice | Highly Desirable | Moderate | Medium | GP contractor | TBC | TBC - GP contractor/ Developer funding |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---|--|-------------------------|------------|---------------------------|-----------------------------|-----------------|-----------------------------------|
| | | | | | | | (IL/S106) |
| Health | Medical facilities hub – (emergency services/parking related to hospital/key worker housing/hospital expansion etc.) | Essential | Moderate | Long | CCG/NHS/ Emergency Services | TBC | TBC |
| Open Space, Sport and Recreation | Existing facilities extended and improved, including children's and youth play | Highly Desirable | Moderate | Short/ Medium/Long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Increase quality and capacity of woodside playing field | Highly Desirable | Moderate | Short/ medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Improvements to Pembroly Cricket Ground | Highly Desirable | Moderate | Short/ medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Community, public and social services | Libraries - Provision of new book stock | Highly Desirable | Low | Short/Medium/ Long | KCC | TBC | Developer funding (IL/S106) |
| <i>Pembury Parish Council Identified items</i> | <i>Extension of the burial ground and provision of a quiet remembrance garden</i> | <i>Highly Desirable</i> | <i>Low</i> | <i>Short/Medium/ Long</i> | <i>PC</i> | <i>TBC</i> | Developer funding (IL/S106) PC |
| RUSTHALL | | | | | | | |
| Open Space, Sport and Recreation | Potential for natural play space at Rusthall | Highly Desirable | Moderate | Short/ Medium/Long | TWBC/PC | TBC | Developer funding (IL/S106) |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|--|---|------------------|----------|-----------------------|---------------|-----------------|-----------------------------|
| | Common | | | | | | |
| Open Space, Sport and Recreation | Allan Close amenity greenspace to accommodate children's play space | Highly Desirable | Moderate | Short/ Medium/Long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Improvements to non-playing pitch facilities | Highly Desirable | Moderate | Short/ medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Provision of enhanced and expanded facilities at Southwood Recreation Ground including 3G pitch as a local sports hub | Highly Desirable | Moderate | Short/ medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Community, Public and Social Services | Libraries – Provision of new book stock | Highly Desirable | Moderate | Short/ Medium/Long | KCC | TBC by KCC | Developer funding (IL/S106) |
| SANDHURST | | | | | | | |
| Open Space, Sport and Recreation | Potential for Sandhurst playing field to accommodate youth provision and a food growing area/allotment | Highly Desirable | Moderate | Short/ medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Conghurst Land Sports Ground – improvements to football pitches | Highly Desirable | Moderate | Short/ medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Community, public and social services | Contributions towards Cranbrook Hall – See Cranbrook | | | | | | |

| Infrastructure Type | Project | Priority | Risk | Timing | Delivery Body | Indicative Cost | Funding Position |
|---|--|------------------|----------|-------------------|---------------|-----------------|-----------------------------|
| SPELDHURST | | | | | | | |
| Open Space, Sport and Recreation | Potential for existing parks and recreation grounds to accommodate youth provision and food growing areas/allotments | Highly Desirable | Moderate | Short/medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |
| Open Space, Sport and Recreation | Re-configuration of pitches at Langton Green to provide more junior pitches | Highly Desirable | Moderate | Short/medium/long | TWBC/PC | TBC | Developer funding (IL/S106) |

Note – projects shown in italics are those identified by the relevant Parish Council.

Appendix 2: Existing open space by parish (as identified within the Open Space Study 2018)

| 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 Memorial Hall Charity Recreation Ground | Parks and Recreation Grounds (Private) | 2.42 |
| Brenchley | Brenchley Club Bowls | Outdoor Sport (Fixed) | 0.08 |
| Brenchley | Brenchley Club Tennis | Outdoor Sport (Fixed) (Private) | 0.11 |
| Brenchley | Brenchley Play Area | Play (Child) | 0.02 |
| Brenchley | Brenchley Road Allotments | Allotments | 0.58 |
| Brenchley | Castle Hill Cricket Club, Crook Road | Outdoor Sport (Private) | 2.43 |
| | | | |
| 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 |
| Capel | Capel Park Play Area 2 | Play (Child) | 0.02 |
| Capel | Tudeley Lane Allotments | Allotments | 1.11 |
| | | | |
| Cranbrook & Sissinghurst | Anglely Playing Fields | Outdoor Sport (Private) | 2.75 |
| Cranbrook & | Baker's Cross Basketball | Play (Youth) | 0.01 |

| Parish | Name | Typology | Size (hectares) |
|--------------------------|---------------------------------|------------------------------|-----------------|
| Sissinghurst | | | |
| 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 |
| 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 |

| Parish | Name | Typology | Size (hectares) |
|-------------|-----------------------------------|------------------------------|-----------------|
| 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 |
| | | | |
| 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 |

| Parish | Name | Typology | Size (hectares) |
|--------------|---|------------------------------|-----------------|
| 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 |
| | | | |
| 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 |

| Parish | Name | Typology | Size (hectares) |
|---------|---------------------------------------|------------------------------|-----------------|
| 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 |
| 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 |

| Parish | Name | Typology | Size (hectares) |
|--------|--|------------------------------|-----------------|
| 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 |
| 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 |

| Parish | Name | Typology | Size (hectares) |
|--------------|-------------------------------------|------------------------------|-----------------|
| 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 |
| 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 |
| | | | |

| Parish | Name | Typology | Size (hectares) |
|---------------|--|------------------------------|----------------------------|
| 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 |
| Totals | 45,461 | 2,542 | 1,446 | 10,721* | 60,170* | 32% |

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.

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 |
| Totals | 45,461 | 12649 | 58,110 |

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.

October 2020 stakeholder engagement

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 in the final stages of preparing its Pre-Submission Local Plan to guide development across the borough for the Plan period to 2037. 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 has been 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 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.

Having last contacted you formally in the autumn of 2019 as part of the Regulation 18 Consultation on the Draft Local Plan and prior to that in May 2019 as part of a stakeholder only engagement (although many separate discussions have taken place since this time with a number of service providers), we wish to continue to engage with infrastructure providers, to request that any additional information be provided at this stage which may need to be considered and included with the next version of the Draft Local Plan, the Pre-Submission Version and the accompanying Infrastructure Delivery Plan .

Copied below is a revised distribution table (Table 1) setting out our current position with regard to housing growth and housing distribution expected to be provided for in the Local Plan. Additionally, a further table is provided (Table 2) which sets out the major employment/commercial/mixed use allocations currently set out within 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.

It should be stressed that there are still several uncertainties surrounding a number of particular sites. This has necessitated making a judgement at this point of the likelihood that issues will be resolved in the coming weeks. As a result, the figures represent best estimates of the maximum capacity of what could be achieved on sites for the purposes of infrastructure planning at this stage and are provisional. Nevertheless, they are regarded as having a sufficient level of certainty to provide the sound basis for assessing infrastructure needs. It should also be noted that the strategic site of Tudeley Garden Village extends beyond the Plan period, phased beyond 2037.

Table 1: Indicative distribution of development within Local Plan Period (2020-2037) by parish

CONFIDENTIAL – NOT FOR DISCUSSION OR SHARING OUTSIDE OF YOUR ORGANISATION

| (A) Parish | (B) Dwelling Stock (as at 05 August 2020) | (C) Upper Allocation Capacity (excluding sites with planning permission in Column D) | (D) Number of Dwellings with Extant Planning Consent (as at 01 April 2020; this figure may include allocated sites in Column C) | (E) Indicative Distribution of Windfall Development as a Share of Local Plan Indicative Windfall Allowance | (F) Total Dwellings Expected within Plan Period 2020-2037 (Columns C+D+E) |
|--------------------------------|---|--|---|--|---|
| Benenden* | 885 | 95 | 51 | 28 | 174 |
| Bidborough | 424 | 0 | 10 | 16 | 26 |
| Brenchley and Matfield** | 1207 | 87 | 63 | 56 | 206 |
| Capel*** | 951 | 2000 | 27 | 24 | 2051 |
| Cranbrook and Sissinghurst**** | 2903 | 307 | 306 | 103 | 716 |
| Frittenden | 372 | 30 | 18 | 10 | 58 |
| Goudhurst | 1286 | 0 | 39 | 35 | 74 |
| Hawkhurst | 2276 | 489 | 146 | 106 | 741 |
| Horsmonden | 986 | 205 | 31 | 50 | 286 |
| Lamberhurst | 692 | 30 | 5 | 27 | 62 |
| Paddock Wood***** | 3473 | 3763 | 990 | 72 | 4825 |
| Pembury | 2487 | 245 | 119 | 27 | 391 |
| Royal Tunbridge Wells | 22642 | 1186 | 1342 | 750 | 3278 |
| Rusthall | 2205 | 15 | 20 | 44 | 79 |
| Sandhurst | 613 | 30 | 20 | 15 | 65 |
| Southborough | 5121 | 26 | 153 | 155 | 334 |
| Speldhurst | 1976 | 12 | 22 | 50 | 84 |
| Total | 50499 | 8520 | 3362 | 1568 | 13450 |

*Benenden includes site allocations for both Benenden (45 dwellings) and East End (73 dwellings, of which 23 dwellings already have planning consent).

**Brenchley and Matfield includes allocations for both settlements, however all of the site allocations are on sites within Matfield

***Capel includes only the allocation for the new garden settlement of Tudeley Garden Village. It should be noted that the total capacity of Tudeley is approximately 2,500-2,800 dwellings, with only 2,000 dwellings expected within the Plan period (2020-2037). The capacity at the urban extension of Paddock Wood, which includes land in East Capel, is counted under Paddock Wood (see below). There are no allocations for Five Oak Green or the existing settlement of Capel.

****Cranbrook and Sissinghurst includes allocations for both settlements – 485 (of which 216 already have planning consent) are in Cranbrook and 38 are in Sissinghurst.

*****The figure for Paddock Wood includes the urban extension of Paddock Wood on land within east Capel parish but for the purposes of infrastructure planning is included within Paddock Wood.

Table 2: Major employment/Commercial/mixed use allocations

| Regulation 18 Policy Reference | Address | Allocated for employment/commercial/mixed uses |
|---------------------------------------|---------------------------------------|--|
| Policy AL/RTW 12 | Land adjacent to Longfield Road | Employment uses to provide approximately 80,000sqm (net) business (B1), general industrial (B2), and storage and distribution (B8) floorspace, to be provided in the form of a business park Although not approved (subject to outstanding highways issues), current application indicates up to 84,700sqm of floorspace within Use Classes B1 (Business; 47,700sqm) and B8 (Storage and Distribution; 37,000sqm) as well as an ancillary café (A3; 200sqm) |
| Policy AL/RTW 13 | Land at Colebrook House, Pembury Road | Employment uses to provide approximately 10,000sqm (net) business (B1), general industry (B2) and storage and distribution (B8), accommodation and ancillary facilities |
| Policy AL/CA 1 | Tudeley Village | Approximately 1,900-2,000 within Plan period, as well as the provision of appropriate employment within the settlement, a range of local services and facilities, and the provision of appropriate open space, leisure, and recreational areas, including informal and formal space, children's and youth play space, sports pitches and allotments/food growing areas. |
| Policy AL/PW 1 (and AL/CA 3) | Land at Capel and Paddock Wood | Approximately 3,270-3,348 new dwellings, three pitch G&T site, additional employment provision, including expansion of Key Employment Areas (B1/B2/B8 uses), enlarged Mascalls Secondary School and additional primary schools, new medical centre, and the provision of open space, youth and children's play and sports facilities (including a swimming pool and new outdoor sports hub) and recreational facilities as well as areas of natural and semi-natural green space and allotments/food growing areas. |
| Policy AL/PW 2 | Paddock Wood Town Centre | Provision of approx. 400-700sqm of comparison retail floorspace, one medium sized foodstore (convenience retail), and retention of, and provision of additional, professional services (A2), food and drink (A3) and drinking establishments (A4), hot food and takeaways (A5), office (B1), appropriate leisure (D2), and suitable sui generis uses. May also include residential (C3) of approx. 0-300 dwellings. |
| Policy STR/RTW1 | Tunbridge Wells Town Centre | Range of commercial mixed use development within the town centre of Royal Tunbridge Wells, to include retail, leisure, residential, employment (office), cultural. |
| Policy AL/HA 8 | Hawkhurst Station Business Park | Employment uses (B1/B2/B8 uses) as part of extension to Gill's Green Key Employment Area |
| Policy AL/HA 10 | Site at Limes Grove | Employment uses (B1/B2/B8 uses) as part of extension to Gill's Green Key Employment Area |
| Policy AL/PE 7 | Woodsgate Corner, Pembury | Car showrooms and associated uses/employment Current planning application for a motor village car dealership and service centre comprising seven car showrooms, car display courtyard, used car sales pavilion building, parts storage warehouse (B8 use), accident repair centre (B2 use), valet area, workshop (B2 use), ancillary offices (B1a use), rear service yard, car parking, landscaping and access for the Hendy Group. Total B2 use is 2,274sqm, total B8 use is 1,053sqm, total B1a use is 1,034sqm, total sui generis use is 2,041 (136), welfare areas, circulation, etc. |

If you consider that additional information on the sites/locations will help to inform your consideration or feel that a further discussion would be helpful, then please feel free to give me a call to discuss any questions/concerns you may have at this time.

The outcomes of this work will feed into the production of a new Infrastructure Delivery Plan, which will be published alongside the Regulation 19 Pre-Submission version of the Local Plan currently being prepared by the Planning Policy Team. Both the Regulation 19 draft Local Plan and Draft Infrastructure Delivery Plan can be accessed via the following links for your information:

Draft Local Plan -

https://www.tunbridgewells.gov.uk/_data/assets/pdf_file/0008/343718/Consultation-Draft-Local-Plan.pdf

Draft Infrastructure Delivery Plan -

https://beta.tunbridgewells.gov.uk/_data/assets/pdf_file/0018/300771/1592211529_InfrastructureDeliveryPlanAugust2019accessible.pdf

The Borough Council is planning to consult on the Pre-Submission Version of the Local Plan in spring 2021 and therefore this current consultation with service providers will ensure robustness of the evidence base and the supporting IDP and consideration of all infrastructure needs as part of the emerging Local Plan. We would therefore be very grateful if you could answer a few questions for us as set out below to ensure that any current and expected infrastructure requirements have been addressed and allow us to update the Infrastructure Delivery Plan for publication with the Pre-Submission Local Plan;

Q1 – In light of the updated table provided, are you aware of any significant infrastructure capacity issues or deficits that we should be aware of in finalising the Draft Local Plan in relation to the distribution strategy proposed?

Q2 – Please explain any requirements and it would be helpful if you could be as specific as possible with regard to the location of any capacity or deficits and timescales/costings of any schemes that we are not already aware of?

Q3 - Are there any updates in terms of existing or planned provision that we should be aware of in finalising the Draft Local Plan?

Q4 - Do you have any updated documents or strategies that we should be aware of?

Q5 – Please provide any other comments that you might have in relation to Infrastructure provision within Tunbridge Wells Borough.

Please send your response to the questions above to localplan@tunbridgewells.gov.uk. I would be very grateful if you could provide your response by the **30 October 2020**.

Kind regards
Principal Planning Policy Officer

**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 554056