

Tunbridge Wells Borough



Tunbridge Wells Borough Council

# Infrastructure Delivery Plan

August 2024



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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).
- 1.3 This IDP should also be read in conjunction with Paddock Wood Infrastructure Framework 2024, which has been prepared in relation to the strategic extension of the settlement of Paddock Wood as well as land in east Capel Following receipt of the Inspectors Initial findings letter and the Council's subsequent consultation on its response and the amended development strategy, Tudeley Village is no longer included as an allocation within the Local Plan and therefore significant work has been carried out by the Council to review the level and scale of infrastructure required to support the extension of Paddock Wood (including land in east Capel) only. This is reflected within this updated IDP, as well as any other updates resulting from the proposed amended development strategy.
- 1.4 The IDP is supported by various appendices, as follows:
- **Appendix 1 - Infrastructure Schedule;**
  - **Appendix 2 – Paddock Wood Specific Delivery Strategy**
  - **Appendix 3 – 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 December 2023 (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 identifying and 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, beautiful and safe places, 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 protect and enhance our natural, built and historic environment; including making effective use of land, improving 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 design quality of places (to ensure outcomes support beauty and placemaking), 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 Paragraphs 25 and 26 reiterate 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

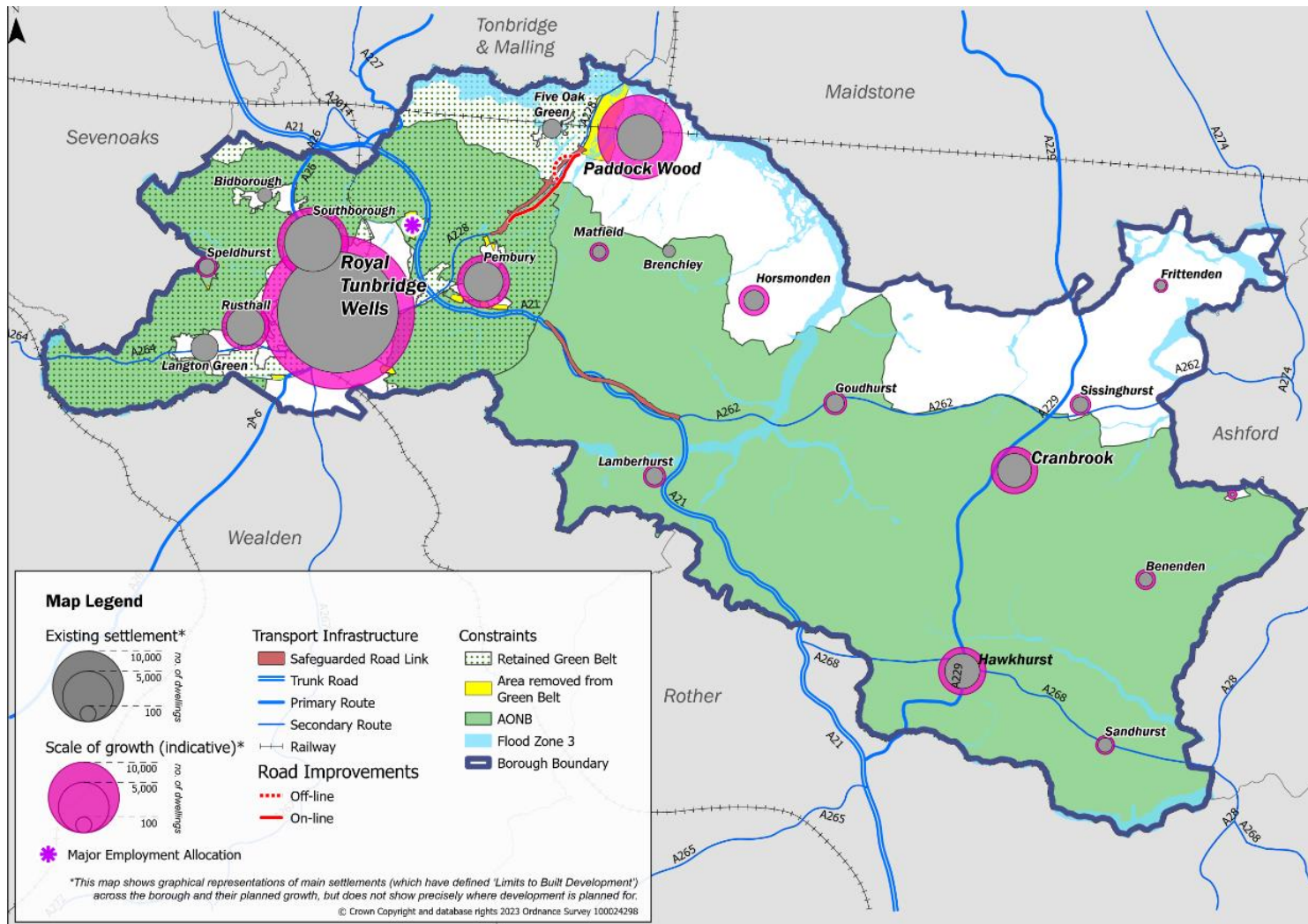
provided by KCC and other providers. The GIF draws together information and data from a range of sources, including the individual districts and borough's Local Plans and Infrastructure Delivery Plans.

- 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 the proposed amended Policy STR 1 – 'The Development Strategy', 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 (2021), 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: Amended 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 11,880 dwellings and 14 hectares of employment (Use Classes B and E) land are developed, together with supporting infrastructure and services. The strategy of this plan provides for a housing supply for the first 10 years of the plan period with employment and other development including necessary supporting infrastructure, but with a requirement for an early focussed review of the plan to supply housing and other requisite development and supporting infrastructure for the final 5 years of the plan period.

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 major, transformational expansion of Paddock Wood (including land at east Capel), following garden settlement principles and providing flood risk solutions; and
4. Includes a buffer to allow 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 land in east Capel (adjacent to Paddock Wood and around Royal Tunbridge Wells and Pembury, where exceptional circumstances warrant release of land from the Green Belt and where an effective long-term Green Belt is maintained;
8. Limits development within the High Weald National Landscape 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.

Early Partial Review of the Local Plan

Following adoption of the Local Plan, the Council will publish an update to its Local Development Scheme (LDS). This shall set out a timetable for a partial early review of the Local Plan, which shall commence within six months of adoption of the Local Plan. The LDS shall provide an indicative timescale for submission of an updated Local Plan for Examination, to take place no later than 30 months from commencement of the early review of the Local Plan. The Council shall then undertake the early review which shall include investigation of ways of meeting identified unmet housing needs until the end of the plan period (2038).

The early review shall be conducted with the objective of securing sustainable development to:

- (1) meeting the Council's unmet objectively assessed housing need for the period post adoption of the Local Plan to the end of the plan period (2038), including unmet housing needs for Gypsy and Traveller and Travelling Show People, and
- (2) provide other requisite development (including such employment development as may be necessary) and supporting infrastructure to meet the needs of the population for the whole of the plan period and beyond.

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	<del>1,416</del> <u>1,278</u>	<del>1,536</del> <u>1,421</u>
Southborough	42	42
Paddock Wood	<del>3,932</del> <u>2,817</u> 1,820	<del>4,032</del> <u>2,975</u> 1,912
<i>Paddock Wood Town Centre</i>	<i>30</i>	<i>30</i>
<i>Paddock Wood and land at east Capel strategic urban extension (STR/SS1)</i>	<del>3,490</del> <u>2,374</u>	<del>3,590</del> <u>2,532</u>
Capel (as part of STR/SS1)*	997	1,063
Capel*	<u>2,100</u>	<u>2,100</u>
<del>Tudeley Village – new settlement</del>	<del>2,100</del>	<del>2,100</del>
Cranbrook and Sissinghurst	453	467
<i>Cranbrook</i>	<i>415</i>	<i>429</i>
<i>Sissinghurst</i>	<i>38</i>	<i>38</i>
Hawkhurst	<del>161</del> <u>231</u>	<del>170</del> <u>240</u>
Benenden**	<del>87</del> <u>88</u>	95
<i>Benenden**</i>	<del>43</del> <u>41</u>	45

<i>East End**</i>	<i>44 47</i>	<i>50</i>
Bidborough	0	0
Brenchley and Matfield	56	60
Frittenden	25	30
Goudhurst	25	25
Horsmonden	<i>240 230</i>	<i>320 290</i>
Lamberhurst	25	30
Pembury	<i>389 390</i>	<i>417 418</i>
Rusthall	15	15
Sandhurst	20	30
Speldhurst	10	12
<b>Sub-total</b>	<b><i>8,996 5,705</i></b>	<b><i>9,384 6,150</i></b>
Allocations with existing planning permission <a href="#">as at 1 April 2023</a> (to be discounted to avoid double counting)	<i>920 1,614</i>	<i>920 1,614</i>
<b>Total (with existing planning permission discounted)</b>	<b><i>8,076 4,091</i></b>	<b><i>8,464 4,536</i></b>

\* *The figure for Capel parish includes that part of the urban expansion extending from Paddock Wood into the eastern edge of the parish and is based on strategic sites and master planning development density ranges.*

\*\* *As per the allocation capacities within the 'made' Benenden Neighbourhood Development Plan*

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	4.27
Land east of Transfesa Road	Paddock Wood	STR/SS1	4.25
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**

<b>Infrastructure Type</b>	<b>Detail</b>
Transport	Highways (local and strategic road network) Public transport (the rail network and buses) Cycling and walking including Public Rights of Way
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

<b>Infrastructure Type</b>	<b>Detail</b>
	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, the Regulation 18 Draft Local Plan Consultation in 2019 and the Pre-Submission Local Plan Consultation in 2021.the Council has also engaged extensively with a number of infrastructure providers since the receipt of the Inspectors Initial Findings letter in November 2022. This has focused around the potential implications of the revised development strategy on infrastructure provision at both the local and strategic scale.
- 2.25 The Borough Council has also carried out a number of targeted stakeholder consultations with the key infrastructure providers throughout the Plan preparation process. Details of these consultations are set out within Appendix 3 of this IDP.
- 2.26 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 (albeit, the proposed amended development strategy no longer includes the allocation of Tudeley Village). 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. Following the Inspector’s Initial Findings, engagement has been much more focussed with individual meetings with key stakeholders on specific topics to inform and develop the proposed amended strategy.
- 2.27 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. Much of this has been carried out as part of the preparation of Neighbourhood Development Plans (NDP’s). The Council is working closely with Parish and Town Councils in the preparation of their NDP’s.
- 2.28 There are now nine ‘made’ Neighbourhood Plans – Benenden, Brenchley and Matfield, Cranbrook and Sissinghurst, Goudhurst, Hawkhurst, Horsmonden, Lamberhurst, Paddock Wood and Pembury. Capel is at its final stage of preparation, following the receipt of the Examiners Report, it will now go forward to referendum in due course, whilst the Sandhurst and Southborough are at the early stages of preparation. A number of infrastructure projects are set out within the NDP’s. These are not duplicated within this IDP, but links are provided to the relevant documents and appendices within the relevant settlement section of the Infrastructure Schedule in Appendix 1.

- 2.29 It is accepted that some of these identified infrastructure items may be 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 Delivery Schedule at Appendix 1, however are shown in italics and a footnote to the table explains their status.
- 2.30 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.
- 2.31 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

- 2.32 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.
- 2.33 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

2.34 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.

2.35 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

2.36 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.

2.37 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

2.38 This IDP and the previous version has been written during times of significant change, including the Covid 19 Pandemic and the government reforming many of the public services that are responsible for providing and planning infrastructure, particularly in light of the recent change of national government. 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.

2.39 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'.

2.40 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

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

### Funding from development

2.42 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.

2.43 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

- 2.44 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.
- 2.45 Other potential sources of funding could come forward through a number of the following funding schemes/grants:
- Active Travel England
  - Skills Capital Fund
  - The District Deal
  - Major Road Networks Programme (Department for Transport)
  - Department for Transport funding  
Kent Bus Service Improvement Plan (BSIP)
  - Air Quality Grant/Clean Air Fund
  - Local Transport Plan 5 funding
  - Network Rail/Great British Railways
  - Environment Agency Grants
  - Natural Flood Management Programme
  - Arts Council England /Heritage Lottery Project Grants/Sports Council grants
  - Private investment

## Status of the IDP

- 2.46 This IDP is a supporting document for the proposed amended development strategy version of the Local Plan as set out within the Local Plan Development Strategy Topic Paper Addendum – January 2024. This follows on from the [October 2021 IDP](#) which was produced in support of the Submission Local Plan. The IDP covers the Local plan period up to 2038, although it is recognised that following adoption of this Local Plan, the Council have committed to carrying out an immediate review. It is anticipated that a further update of the IDP will be produced to support the strategy set out within the Local Plan review. Further engagement will take place with the relevant infrastructure providers at that time.
- 2.47 It is recognised that the IDP is a ‘snapshot’ in time and that further discussions and liaison will take place with the various infrastructure providers to firm up the

requirements, timescales, associated costs, etc. and will be updated, if necessary, 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

- 2.48 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 strategic growth sites proposed in the Local Plan. A Paddock Wood Growth Follow-on Study (October 2023) has also been created which focuses on resolving the issues raised in the Inspector's Initial Findings and outlines a revised growth strategy for Paddock Wood as well as supporting infrastructure.
- Expansion around Paddock Wood including land in east Capel to deliver approximately 2,500 homes, significant employment and other complementary uses;
- 2.49 The proposed Strategic Sites will be developed on garden settlement principles with the provision of infrastructure a key component.
- 2.50 This Studies provide a Structure Plan for Paddock Wood and east Capel which 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.
- 2.51 The studies go on to identify the strategic infrastructure requirements stemming from the strategic growth for Paddock Wood and East Capel. The schedule of infrastructure requirements set out is comprehensive and has been informed by the wider consultant team led by DLA on highways, flooding, sports and recreation as well as 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.
- 2.52 The Framework Plan was prepared through engagement with land promoters and housing developers 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.

2.53 The Masterplanning and Infrastructure Studies 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.
- 3.4 The Transport Decarbonisation Plan (2021) states “We need to move away from transport planning based on predicting future demand to provide capacity (‘predict and provide’) to planning that sets an outcome communities want to achieve and provide the transport solutions to deliver those outcomes (sometimes referred to as “vision and validate”).” This is reemphasised within National Highways “Strategic road network and the delivery of sustainable development” was updated in December 2022 (DfT Circular 01/2022)
- 3.5 Circular 01/2022 states that such vision led approaches include Vision and Validate, Decide and Provide and Monitor and Manage, and that National Highways will “support local authorities in achieving this aim, through its engagement with their plan making and decision-taking stages, while recognising the varying challenges that will be presented by certain sites based on their land use, scale and/or location.”
- 3.6 As environmental pressures grow locally, nationally, and globally – there is an ever increasing need to adopt alternative approaches towards the delivery of highway infrastructure and land development schemes, towards methods that will establish more sustainable ways of travelling, and are able to adapt to new travel behaviour requirements and trends.
- 3.7 “Vision and Validate” can simply be defined as ‘identifying a vision for transport movements, and proving through monitoring that this vision takes place.’
- 3.8 A key mechanism of “Vision and Validate” is “Monitor and Manage” which can be defined as observing travel patterns over time (monitoring), and implementing required measures at the appropriate time (managing). This is fundamental aspect of Vision and Validate, and enables measures to be appropriately focussed towards the delivery of sustainable development, at the appropriate intervention times.
- 3.9 This effectively represents an adaptive management approach which acknowledges that it is entirely appropriate to be able to adapt from any initially defined strategy to respond to changing circumstances over time.
- 3.10 Whilst the scale of the strategy will be dependent upon the size of the development, the following principles should be established with Tunbridge Wells Borough

Council in consultation with the highway authorities prior to the determination of any application.

- a) identifying a Vision for the Development in compliance with national and local objectives of reducing the need to travel;
- b) defining an outline sustainable transport strategy to support the vision – that may be subject to change as the development progresses to respond to any site-specific changes in those travel patterns forecast;
- c) defining a suitable Monitor and Manage strategy towards the delivery of schemes with a primary focus on delivering sustainable transport schemes. This should include agreements to the following items with Tunbridge Wells Borough Council:
  - i) monitoring mechanisms – identifying how the site will be monitored. Monitoring mechanisms must be relative to the scale of the scheme, and costs of monitoring must be considered in this respect;
  - ii) a backstop of measures – defined and agreed with the highway authorities which identify the maximum capital cost of measures and revenue costs where appropriate;
  - iii) a Transport Review Group – made up of suitable participants from the promoter, Tunbridge Wells Borough Council, and highway authorities and other stakeholders as agreeable to Tunbridge Wells Borough Council - that will agree what schemes are to be implemented, and by when – based on monitoring the scheme in an agreed way (see i) – with a particular sub-group to be established with regards the ‘consortium’ that is promoting Paddock Wood and east Capel (PWeC)
  - iv) an ability to complete - the scheme must have a feasible mechanism to be completed in its entirety. Hence, there cannot be a mechanism that can halt development part way through;
  - v) defined triggers – identifying triggers for monitoring, and review of outcomes and decisions about actions to be taken, against previously agreed triggers or development gateways. This could relate to development trip generation, or completions, or development phases, but any trigger points should be pre-agreed before development commences.
  - vi) cumulative impacts – the approach is equally valid for sites that may result in cumulative impacts in combination with others. In this event, site promoters will be expected to assess their site specific impacts with backstop mitigation measures (see point ii) defined, costed and trigger points assessed, and separately assess their cumulative impacts. The Planning Authority (TWBC) will then pool contributions to deliver holistic schemes assessed in included within the Local Plan Review IDP.

# Highways

## Lead Agencies

- National Highways (Strategic Road Network)
- Kent County Council Highways and Transportation (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: draft Local Transport Plan 5 – Striking the Balance 2024
- Kent County Council: Active Travel Strategy 2017
- Kent County Council Rights of Way Improvement Plan 2018 – 2028
- Kent County Council emerging Local Cycling and Walking Infrastructure Plan 2023
- Tunbridge Wells Borough: Transport Strategy 2015
- Tunbridge Wells Borough: Economic Development Strategy 2023
- West Kent Partnership: West Kent Priorities for Economic Growth 2019 and update 2020
- Transport for the South East: Transport Strategy for the South East 2020
- Tunbridge Wells Borough: Local Cycling & Walking Infrastructure Plan 2019/20
- The Transport Decarbonisation Plan 2021
- Department for Transport Circular 01/2022

## 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 stage in September/November 2019
- Stakeholder consultation with infrastructure providers in October 2020
- Consultation at Regulation 19 Pre-submission Local Plan stage in April – June 2021
- Engagement with National Highways and Kent County Council Highways since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024

3.11 National Highways (NH), formerly known as Highways England) responded to the Tunbridge Wells Local Plan Issues and Options Consultation Statement in 2017 to the Regulation 18 Consultation in November 2019 and to the Regulation 19 Consultation in June 2021. At an early stage in the Local Plan process, NH, TWBC and KCC officers met (November 2018) to discuss requirements for the Transport Assessment work. Since then, several meetings have been held with NH 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 discussions have taken place through 2023 and 2024 between TWBC and NH (through the direct engagement and through public consultation) following the Inspector's Initial Findings, on the consequential changes to the development strategy and highway network impacts/mitigations to inform and develop the proposed amended strategy. Currently, there are no further planned or funded capacity improvements for the A21 within the borough.

3.12 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. Similar to discussions with NH, further discussions have taken place through 2023 and 2024 between TWBC and KCC Highways (through the direct engagement and through public consultation) following the Inspector's Initial Findings, on the consequential changes to the development strategy and highway network impacts/mitigations to inform and develop the proposed amended strategy.

- 3.13 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.
- 3.14 NH 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 Paddock Wood and east Capel and direct liaison and stakeholder meetings have continued through the production of this IDP

### **Overview of existing provision**

- 3.15 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 NH. 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 Kipping's Cross roundabout. NH 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.
- 3.16 The A26 London Road is a key north/south strategic route through Tunbridge Wells. 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 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.
- 3.17 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 Royal Tunbridge Wells town centre is very congested in the morning and evening peak periods, in both directions.
- 3.18 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 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.

3.19 A number of capacity improvements have been made to the road network over the last 10 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**

3.20 Junction improvements at B2017 Badsell Road/B2160/Mascalls Court Road and at the B2017/A228 Colts Hill roundabout near Paddock Wood, are secured through S106 agreements as part of the approved residential developments at Church Farm, Mascalls Farm and Mascalls Court Farm. The scheme for the B2017/A228 Colts Hill roundabout has since changed and therefore, the secured funds will be utilised as part of the revised roundabout design leading to the Colts Hill bypass.

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

3.21 The following highway mitigation measures have been identified as necessary to support the proposed growth in the Local Plan:

- Pembury Road corridor improvements between Woodsgate Corner and Calverley Road (including Halls Hole Road/ A264 Pembury Road/ Blackhurst Lane junction improvement).
- 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.
- Colts Hill bypass/Badsell Road roundabout improvements, linking Badsell Road roundabout junction with Colts Hill (A228 / B2017) with a new bypass road going south to the junction of Alders Road and Crittenden Road.

- Somerhill Roundabout improvements B2017/A26.
- Hop Farm Roundabout improvements B2160 / A228
- A267/B2169 Birling Road
- B2017 / Hartlake Road
- Five Oak green traffic management along B2017
- Improved A228 Whetsted Road/A228 Bransbridges Road/B2160 Maidstone Road roundabout.
- Widening at junction of B2016 Maidstone Road and Lucks Lane.
- Traffic management/speed reduction measures in Five Oak Green village.
- Bellmouth widening at junction of B2017 and Hartlake Road junction.
- Tonbridge & Malling
- Increased capacity at A26/A2014/Pembury Road (Vauxhall Roundabout)

Paddock Wood Masterplan sites (Anticipated works: please refer to Paddock Wood Infrastructure Framework 2024 for more information)

- PW East: internal primary street
- PW North West: internal link road between the A228 and B2160 Maidstone Road, roundabout access with A228, priority access with Maidstone Road
- PW South West: internal road off Badsell Road; access with A228, access with Badsell Road,

Individual site allocations will bring forward site-specific mitigation on the local road network, through the mechanism of site-specific Transport Assessments. It is also acknowledged that mitigation required as a result of development within the borough may be located beyond its boundary; for example, at the Flimwell Crossroads, within East Sussex.

## Funding sources

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

- Developer contributions funding (Section 106/Section 278);
- Major Roads Network Programme (Department for Transport);
- Local Transport Plan 5 funding (Kent County Council);

## The Rail Network

3.23 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/Great British Railways
- 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

- DfT South Eastern Rail Franchise 2016/17
- Network Rail South East Route: Kent Area Route Study 2018
- Great British Railways: The Williams-Shapps Plan for Rail 2021
- Kent County Council: Kent Rail Strategy 2021
- Kent County Council: Local Transport Plan 4 Delivering Growth Without Gridlock 2016-2031
- Kent County Council: draft Local Transport Plan 5 – Striking the Balance 2024
- Kent County Council: Active Travel Strategy 2017
- Tunbridge Wells Borough: Transport Strategy 2015
- Tunbridge Wells Borough: Economic Development Strategy 2023
- West Kent Partnership: West Kent Priorities for Economic Growth 2019 (and 2020 update)
- Tunbridge Wells Borough: Local Cycling & Walking Infrastructure Plan 2019/20

### Summary of consultation with lead agencies

- South Eastern Railway 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 - 2021.
- A further consultation opportunity was provided to the rail operators in October 2020.
- Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021.
- Engagement with the relevant bodies since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024

### Overview of existing provision

- 3.24 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. In October 2021 Southeastern's train services were taken over by the government (the Operator of Last Resort).
- 3.25 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.
- 3.26 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.
- 3.27 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.

3.28 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

<b>Station</b>	<b>17/18 entries and exits</b>	<b>22/23 entries and exits</b>	<b>% change</b>	<b>Operator</b>
High Brooms	1,224,846	923,648	-24	Southeastern
Tunbridge Wells	3,679,222	2,565,944	-30	Southeastern
Paddock Wood	1,181,216	881,192	-25	Southeastern
Ashurst	25,700	26,488	3	Govia Thameslink

- 3.29 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.
- 3.30 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.
- 3.31 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.
- 3.32 The aspiration for a direct Gatwick service from Mid/West Kent is identified as a key requirement in the 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 document.

### **Current planned provision**

- 3.33 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.

- 3.34 There is no specific requirement for a direct service between Kent and Gatwick Airport as part of the proposed franchise. However, further work on this route has subsequently been undertaken by Network Rail (see below). Enhancements to the railway are no longer funded through the five-year control periods but are 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.
- 3.35 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.
- 3.36 Network Rail's has a five year financial settlement and Delivery Plan for 2024-2029. The plan includes new approaches to maintenance including using new technologies. Investment will also go into renewing existing infrastructure such as switches and crossings, signalling, electrification and plant, tracks, bridges and other structures. The impacts of climate change are already affecting the rail network and have led to the deterioration of earthworks and drainage systems. The London to Hastings line has been prone to landslips as a result of the combination of very dry periods followed by prolonged and extreme wet weather.
- 3.37 Renewal plans relevant to Tunbridge Wells include works on the:
- Tonbridge to Redhill line
  - South Croydon to Uckfield line including works at Ashurst Station
  - Charing Cross to Dover line including improvements at Petts Wood, Hither Green and Sevenoaks tunnel, Charing Cross platform refurbishment
  - Tunbridge Wells to Hastings line including High Brooms to Tunbridge Wells tunnel works, signalling at the Bo Beep Junction and embankment renewals
- 3.38 Network Rail has been undertaking work to review the rail case for a link between Kent and Gatwick Airport (a longstanding priority for TWBC and its West Kent neighbours). The Strategic Advice on this has now been published. The conclusions of the review are that there is a modest rail case for the service (it should cover its costs) and the strategic case is good. In the longer-term direct services between Ashford and Gatwick may have a good economic/strategic benefits case but this would require increased subsidy. This is also an aspiration for Transport for the South East. Network Rail has proposed to review the rail case over the coming years, as the industry continues to recover from Covid19 and the service between



Tonbridge and Redhill (December 2023) has become established. Network Rail has also stated that it will continue to work with Gatwick Airport Limited to promote sustainable access to and from the airport.

- 3.39 Following partnership work with Southeastern and Network Rail, design work has been undertaken to design step-free access to both platforms at High Brooms, including lifts and a footbridge. The station has now been nominated for inclusion in the next round of the Access for All programme. The final decision on which schemes are taken forward will be made by the Department for Transport.
- 3.40 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.
- 3.41 None of the above schemes are funded at present but they are included in the Draft Kent Rail Strategy 2021.

#### Other rail infrastructure

- 3.42 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.

3.43 None of the above phases has funding committed.

3.44 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.

3.45 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**

3.46 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**

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

### **Funding sources**

3.48 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 Infrastructure Levy)
- Rail Franchisee
- Network Rail/Great British Railways (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, Stagecoach, Autocar and others)
- Voluntary Transport Providers (for example Compaid)

### Related Strategies and Evidence

- Department for Transport: Bus Back Better: National Bus Strategy for England 2021
- Kent County Council: Bus Service Improvement Plan 2021
- Kent County Council: Local Transport Plan 4 Delivering Growth Without Gridlock 2016-2031
- Kent County Council: draft Local Transport Plan 5 – Striking the Balance 2024
- Kent County Council: Active Travel Strategy 2017
- Tunbridge Wells Borough: Transport Strategy 2015
- Tunbridge Wells Borough: Economic Development Strategy 2023
- West Kent Partnership: West Kent Priorities for Economic Growth 2019 and update in 2020
- Tunbridge Wells Borough: Local Cycling & Walking Infrastructure Plan 2019/2020
- Transport for the South East: South East Transport Strategy 2020

### Summary of consultation with lead agencies

3.49 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.

3.50 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 the occupation levels at new developments are sufficient for 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 space, 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.
- Engagement has taken place with the relevant bus providers since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024

### **Overview of existing provision**

3.51 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.

3.52 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.

3.53 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. Joint working between KCC, TWBC and bus operators is currently being undertaken to address this issue.

3.54 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.

- 3.55 Following the publication of the National Bus Strategy in 2021, local transport authorities were tasked with preparing Bus Service Improvement Plans (BSIP) which are strategic documents that describe how they will work with operators in their area to achieve the goals of the NBS. The BSIP provides a framework for delivery while acting as a bidding document for future funding. Following extensive community engagement, KCC submitted its BSIP in October 2021, with a total funding ask of £213m over a three-year period. In April 2022 KCC was given a funding allocation of only £35.1m.
- 3.56 KCC has also set up an Enhanced Partnership (EP). An EP is a statutory agreement between an LTA and the local bus operators in their area (not a franchise) setting out how partners will work together to deliver the BSIP. An EP provides more control to LTAs over the bus network in their area, with the ability to set standards with respect to issues such as customer service, vehicles and emissions. Enhanced Partnerships are delivered through a combination of an EP Plan which sets out the strategic approach for deployment, and EP Schemes which carry the detail for the specific area concerned.
- 3.57 The West Kent EP Scheme covers Maidstone, Tonbridge & Malling, Sevenoaks and Tunbridge Wells and TWBC is part of the West Kent Monitoring Group that has been set up to review progress of the local initiatives including:
- Network and bus punctuality improvement partnerships, concentrating on road network improvements and management;
  - Passenger charter groups in each scheme area monitoring progress of the charters and feeding back customer views;
  - Local focus groups in each district and borough, feeding the district views into the process and addressing issues previously covered by Quality Bus Partnerships.
- 3.58 Tunbridge Wells Borough Council also meets with operators as a Local Focus Group with the bus operators that serve Tunbridge Wells routes.
- 3.59 The bus corridor along the A26 between Royal Tunbridge Wells and Tonbridge town centres is identified in the Kent BSIP as one of the primary corridors in the county.
- 3.60 TWBC was able to feed into the BSIP and its more recent review to identify local priorities including:
- Bus priority infrastructure on A264 Pembury Road.
  - Improvements to A26 Active Travel Corridor
  - Paddock Wood town centre bus service to support planned growth
  - Improved/innovative bus services linking rural villages of the borough and the main town centres to provide a realistic alternative to the car
- 3.61 And in addition:

- Consideration of joint approach on bus shelters across the county
- Provision of real time information – or other easily accessible information for passengers to encourage more bus usage
- Improved lighting at bus stops

### **Current planned provision**

3.62 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.
- A new service between Knights Wood residential area and Tonbridge town centre (for schools and station), currently provided by Hams Travel.

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

3.63 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 Paddock Wood, Tonbridge & Royal Tunbridge Wells and other key locations such as Tunbridge Wells Hospital Bus priority measures on A264 Pembury Road Bus only route through Calverley Park Gardens removing access for other through traffic (except for cycle and pedestrians)
- A town bus service for Paddock Wood
- 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)

3.64 Other facilities identified by the bus operators include:

- Layover 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**

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

- Kent Bus Service Improvement Plan and Enhanced Partnership Plan
- Section 106/Infrastructure Levy
- Bus operator investment

## **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 & Town Councils
- Landowners
- Tunbridge Wells & Tonbridge Bicycle Users Group

### **Related Strategies and Evidence**

- Kent County Council: Local Transport Plan 4 Delivering Growth Without Gridlock 2016-2031
- Kent County Council: draft Local Transport Plan 5 – Striking the Balance 2024
- Kent County Council: Active Travel Strategy 2017
- Kent County Council: emerging Local Cycling and Walking Infrastructure Plan 2023
- Tunbridge Wells Borough: Transport Strategy 2015
- Tunbridge Wells Borough: Economic Development Strategy 2023
- 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

3.66 Consultation was undertaken for the preparation of the Borough Cycling Strategy published in 2016 and also as part of the preparation of the Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP was discussed at the Joint Transportation Board on 15 April 2019 and October 2020. Further consultation will take place as the LCWIP is taken forward as a Supplementary Planning Document. CHECK with Carlos/Ellen

### Overview of existing provision

3.67 Cycling provision remains poor 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). However, since the preparation of the Borough Cycling Strategy in 2015 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 21<sup>st</sup> 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, as well as Speldhurst village.



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

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

- 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
- Upgraded cycle route on Pembury Road A264 from Woodsgate Corner to town centre
- Cycle route between Paddock Wood and Capel
- Cycle route between Capel and Pembury village
- 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 (as set out in LCWIP Phase 1)
- Neighbourhood pedestrian and cycling improvements 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 (as set out in LCWIP Phase 2)
- Neighbourhood pedestrian and cycling improvements within the 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
- Shared cycleway/footway along internal link roads
- Pedestrian/cycle bridges across railway
  - Paddock Wood north west/south west
  - improvements to NE existing pedestrian/cycle bridge over railway
- Cycle storage improvements at Paddock Wood Station

3.69 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.

3.70 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, including walking and equestrian users as part of the bridleway network 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

3.71 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
- The Department for Transport's Cycling and Walking Investment Strategy (CWIS) / Active Travel Funding
- Defra Air Quality Grants/Clean Air Funding

# Summary

3.72 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
<b>Inter-urban/rural</b>	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"> <li>• PW – Tonbridge</li> <li>• Tunbridge Wells – Pembury/Hospital/North Farm – Paddock Wood</li> <li>• Tonbridge – Royal Tunbridge Wells</li> </ul>
	Pedestrians & Cyclists	Inter-urban cycle/pedestrian routes including: <ul style="list-style-type: none"> <li>• Pedestrian/cycle route from Paddock Wood to Tunbridge Wells adjacent to part offline/part online A228</li> <li>• Cycle route between Capel and Pembury</li> <li>• Improved cycle storage facilities at Tonbridge Station.</li> <li>• Improved footpath on A229 between Hawkhurst, Cranbrook and Sissinghurst</li> </ul>
<b>Royal Tunbridge Wells and Main Urban Area</b>	Pedestrian/cycle	Royal Tunbridge Wells/Southborough Local Cycling and Walking Infrastructure Plan (LCWIP Phase 1) cycle and pedestrian routes including: <ul style="list-style-type: none"> <li>• Upgrade existing A26 cycle route between Tonbridge and Royal Tunbridge Wells (including south of RTW)</li> <li>• Upgrade existing cycle route from Woodsgate Corner along the A264 Pembury Road into Royal Tunbridge Wells town centre</li> </ul>
		Area-wide schemes to support walking & cycling 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
		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)

Settlement	Transport Mode	Project
		Pedestrian Crossing on A264 Pembury Road moved further west and two lane approach from roundabout
		Signalisation at Sandrock 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
<b>Pembury</b>	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
<b>Paddock Wood/ Capel</b>	Walking and Cycling	LCWIP cycling and pedestrian measures within existing area of Paddock Wood town (LCWIP Phase 2)
		Area-wide schemes to support walking and cycling in existing area of Paddock Wood town (LCWIP Phase 2)
		Pedestrian and cycle improvements
	Bus	Bus Gates at Five Oak Green and Colts Hill village
<b>Paddock Wood and east Capel Masterplan area</b>	Walking & Cycling	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 (below)

Settlement	Transport Mode	Project
		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
		Shared cycleway/footway along internal link roads
		Pedestrian/cycle bridges across railway <ul style="list-style-type: none"> <li>• Paddock Wood north west/south west</li> <li>• Improvement to NE existing pedestrian/cycle bridge over railway</li> </ul>
		Pedestrian/cycle route between Paddock Wood and Capel village
		Cycle storage improvements at Paddock Wood Station
		Upgrade Hop Pickers Line to Horsmonden/Goudhurst
<b>Paddock Wood Masterplan sites</b>	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
		Paddock Wood area new bus route subsidy support (5 years)
<b>Paddock Wood/Capel</b>	Highways	Colts Hill bypass/Badsell Road roundabout improvement
		Hop Farm Roundabout improvements B2160 A228
		Improved A228 Whetsted Road/A228 Bransbridges Road/B2160 Maidstone Road roundabout
		Traffic management/speed reduction measures in Five Oak Green village

<b>Settlement</b>	<b>Transport Mode</b>	<b>Project</b>
		Bellmouth widening at junction of B2017 and 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
		Somerhill roundabout improvements B2017/A26
		A267/B2169 Birling Road
<b>Paddock Wood Masterplan area</b>		PW East: internal primary street
		PW North West: internal link road between the A228 and B2160 Maidstone Road, roundabout access with A228, priority access with Maidstone Road
		PW South West: internal road off Badsell Road; access with A228, access with Badsell Road,
		Shuttle signal bridge over railway at Paddock Wood
		Mascalls Court Road widening (east of Green Lane)
<b>Tonbridge &amp; Malling</b>	Walking & Cycling	Additional cycle storage at Tonbridge Station
		Area-wide multi-modal measures for sustainable transport
	Highways	Increased capacity at A26/A2014/Pembury Road (Vauxhall Roundabout)
		Signalisation and approach lane at junction of A26/Three Elm Lane
<b>East of the borough</b>	Walking and Cycling	Local Cycling and Walking Infrastructure Plan for Hawkhurst village with improved pedestrian and walking routes in existing area.
<b>Area-wide</b>	All sustainable modes	Area-wide travel planning measures

# Theme 2: Education

## Primary and secondary education

3.73 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 2024 - 2028 and previous versions;
- Kent County Council Growth and Infrastructure Framework. (A 2050 Picture of Kent and Medway – 2018 Update of the Kent and Medway Growth and Infrastructure Framework)
- School Capacity (SCAP) Survey 2024 – Guide to forecasting pupil numbers in school place planning (Department for Education)

### Summary of consultation with lead agencies

3.74 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 and Councillors 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.
- Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021.
- Engagement with KCC Education and Leigh Academy Trust (Mascalls Academy, Paddock Wood) since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council’s response to the Inspectors Initial Findings letter – January – April 2024

3.75 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 is on a par with the Kent average birth rate and above the national figure. Although there was a significant increase in the birth rate in 2021, the overall trend of a falling birth rate seen since 2010 has continued. The number of recorded births has also fallen incrementally over the previous four years, with numbers falling back again following an increase in 2021. For the purposes of this section, ‘FE’ refers to ‘Forms of Entry’ and ‘PAN’ refers to ‘Published Admission Number’.

## Overview of existing provision

### Primary Schools

3.76 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.

3.77 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

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

## Secondary Schools

3.78 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, particularly from East Sussex 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**

<b>Group</b>		
<b>Tenterden and Cranbrook Non-selective</b>	<b>Tonbridge and Tunbridge Wells non-selective</b>	<b>West Kent selective</b>
	Hadlow Rural Community School, Hadlow (outside of the borough)	Judd School, Tonbridge (outside of the borough)

Group		
Tenterden and Cranbrook Non-selective	Tonbridge and Tunbridge Wells non-selective	West Kent selective
Homewood School, Tenterden (outside of the borough)	Hayesbrook School, Tonbridge (outside of the borough)  Hillview School for Girls, Tonbridge (outside of the borough)  Hugh Cristie Technology College, Tonbridge (outside of the borough)  Bennett Memorial Diocesan School, Royal Tunbridge Wells  Mascalls Academy, Paddock Wood  The Skinners' Kent Academy, Royal Tunbridge Wells  St Gregory's Catholic School, Royal Tunbridge Wells	Tonbridge Grammar School, Tonbridge (outside of the borough)   Weald of Kent Grammar School, Tonbridge (outside of the borough)  The Skinners' School, Royal Tunbridge Wells  Tunbridge Wells Girls' Grammar School, Royal Tunbridge Wells  Tunbridge Wells Grammar School 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

3.79 There are a number of current and recently completed 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. Albeit there is local place pressure within the Paddock Wood, the Brenchley, Horsmonden and Lamberhurst planning groups that can be met from within the planning group (through one of the schools offering over PAN) or across adjacent planning groups. In the Cranbrook and Goudhurst planning group, KCC will seek to expand permanently one of the schools within the planning group by 1FE from September 2026.

The forecast Year R surplus in Tunbridge Wells town (Tunbridge Wells East and West) is forecast to be approaching 20%. Depending on the distribution of the surplus between schools, it may necessitate adjustment to the PAN (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 as part of the Hawkenbury Farm development in February 2021. The school had already 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 is one school in the Tenterden and Cranbrook planning group: Homewood School in Tenterden. On the 27 September 2021 Leigh Academies Trust commenced a 'listening period' (until 25 October 2021) for the closure of the High Weald Academy (HWA) in Cranbrook, by 31 August 2022 following a substantive decision by the Secretary of State for Education that HWA's funding agreement should be terminated and the school close. It is understood that future KCC forecasts will redistribute the previously anticipated demand for secondary school places at HWA to other schools. It is anticipated that existing schools in the wider area will have sufficient capacity to accommodate the pupils within the Tenterden and Cranbrook Non-Selective Planning Group. The closure of High Weald Academy and reduction in admission numbers for Homewood School has led to pressure across much of the forecast period. KCC anticipates that additional places at Ashford schools and places in the Tonbridge and Tunbridge Wells non-selective planning group will provide sufficient capacity to accommodate pupils.

In the Tonbridge and Tunbridge Wells Non-selective Group forecasts indicate that there will be sufficient places in year 7 across the Plan period.

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 Tunbridge Wells Borough, notably at Paddock Wood/Tudeley will necessitate a new 6FE Secondary school within the Paddock Wood area.

**Secondary Schools (selective):** There are six schools in the West Kent selective planning group. The forecast indicates there will be fluctuating deficits across the plan period that can be met from within the planning area. The need for permanent additional capacity will be kept under review.

There is only one school in the Cranbrook selective planning group: Cranbrook School. KCC forecast sufficient Year 7 and Years 7-11 places throughout the Plan period.

Changes to priority/preference areas for individual schools from 2019-20 will also 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).
- 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:**

- Three FE provision for Paddock Wood as a result of growth at Paddock Wood and East Capel. This would be provided through the expansion of Mascalls Academy by 3FE or if feasibility work concludes this option isn't feasible, a new secondary school within the North-Western development parcel (to be constructed as a 4FE secondary school that has land available to expand to 6FE) should it be required in the future. Potential for additional places to be provided in West Kent Selective 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**

3.80 None identified at this stage.

### **Overview of existing provision**

3.81 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 of the borough at Tonbridge.

### Current planned provision

3.82 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

3.83 None identified at this stage.

## Community learning and skills

3.84 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.

3.85 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

3.86 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

3.87 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**

- Revised 14-24 Learning, Employment and Skills Strategy 2017-20 (KCC)
- Adult learning, employment and skills strategy 2015-18 (KCC)
- Increasing opportunities, increasing outcomes KCC Statement 2015-2020

### **Overview of existing provision**

3.88 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**

3.89 The Cultural and Learning Hub (The Amelia Scott) incorporates 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**

3.90 None identified at this stage.

### **Funding sources**

3.91 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**

3.92 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**

<b>Settlement</b>	<b>Primary</b>	<b>Secondary</b>	<b>Community learning and skills</b>
Royal Tunbridge Wells	2 FE expansion of existing Primary schools (1 FE at St Peters CE Primary School and 1 FE at Skinners Kent Primary School.		Tunbridge Wells Adult Education Centre
Paddock Wood and East Capel	4FE Primary provision	3FE contribution towards new secondary school (on site) either expansion of existing provision or new school provision (4FE)	
Cranbrook	Expansion of Cranbrook CE Primary School by one FE	Additional expansion if required towards the end of the plan period	
Hawkhurst	Expansion of Hawkhurst CE Primary School by one FE		
Horsmonden	Expansion of Horsmonden CE Primary School by one FE		



# Theme 3: Health

## Overview

- 3.93 In Kent and Medway all the NHS organisations and the Kent and Medway Councils have been working together as a sustainability and transformation partnership (STP) since 2016. In April 2021 NHS England formally accredited the Kent and Medway as an Integrated Care System.
- 3.94 Government proposals set out in the White Paper in February 2021 will see further changes from April 2022. Subject to legislation being passed, Clinical Commissioning Groups will transition to statutory organisations known as Integrated Care Boards from April 2022. In Kent and Medway there would be one organisation covering the same boundaries as the current CCG.
- 3.95 The integrated care system is a partnership if all parts of the NHS working together with Councils and other partners. Within the system there are four place based partnerships drawing together all provider NHS organisations in a given area and working more closely with social care. Based on how people use hospital services there are four place based partnerships in Kent and Medway: Dartford, Gravesham and Swanley; east Kent; Medway and Swale and west Kent.
- 3.96 The integrated care system is a partnership of all parts of the NHS working together with councils and other partners. Within the system there are four integrated care partnerships drawing together all provider NHS organisations in a given area and working more closely with social care. Based on how people use hospital services there are four integrated care partnerships in Kent and Medway: Dartford, Gravesham and Swanley; east Kent; Medway and Swale and west Kent.

## Lead Agencies

- NHS Kent and Medway Integrated Care Board
- NHS England and NHS Improvement
- KCC Public Health
- NHS Property Services
- Maidstone and Tunbridge Wells NHS Trust
- Individual GP surgeries

## Related Strategies and Evidence

- NHS Kent and Medway Estates and Infrastructure Interim Strategy 2023-2028/33
- General Practice Estates Strategy August 2021
- NHS Long Term Plan

- A needs assessment for General Dental Services in Kent, Surrey and Sussex - June 2018

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

3.97 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 ICB in relation to the emerging strategy and implications for local general practice service 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.
- Consultation on the Regulation 19 Pre-Submission and Submission Local Plan from March to October 2021.
- Engagement with the ICB since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024

### **General practitioner services (GPs)**

3.98 Primary medical care services are provided through a number of GP practices across the borough and the Kent and Medway ICB 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.

- 3.99 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 ICB for consideration in line with the ICB Estates Strategy and General Practice Premises Development Policy. The ICB holds the revenue budget for rent and rates and must therefore approve any premises developments.
- 3.100 It should be noted that general practice premises plans are kept under regular review as priorities are subject to change as the ICB 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

- 3.101 There are nine Primary Care Networks (PCN's) of GP practices within the West Kent area of the ICB, and each of the 52 practices is aligned to a PCN. Each PCN serves between 33-83,000 patients.
- 3.102 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.
- 3.103 Within the Tunbridge Wells borough, there are 16 existing General Practices, which fall within three Primary Care Networks: Tunbridge Wells, Weald, and Tonbridge, as set out in Table 7 below:

**Table 7: Existing general practices**

	Primary Care Networks	
Tunbridge Wells	Weald	Tonbridge
The Wells Medical Practice (formerly Clanricarde Medical Centre and Abbey Court Medical Centre) (Note – the Rowan Tree branch of Clanricarde closed in January 2020)	Howel Surgery - Main surgery in Brenchley and branch surgery in Horsmonden	Woodlands Health Centre in Paddock Wood
Lonsdale Medical Centre	Lamberhurst Surgery	
Grosvenor and St James Medical Centre – branch surgery at St James	The Old School Surgery – Cranbrook	
Kingswood Surgery	Orchard End Surgery - Cranbrook The Crane Surgery – Cranbrook	
Rusthall Medical Centre – Rusthall	Old Parsonage Surgery – Goudhurst	
St Andrews Medical Centre – Southborough	Weald View Medical Practice - Hawkhurst (Formerly North Ridge	

	Primary Care Networks	
Tunbridge Wells	Weald	Tonbridge
Speldhurst and Greggs Wood Medical Practice - branch surgery at Old Bakery Surgery, Speldhurst  Waterfield House Surgery – Pembury	Medical Practice and Wish Valley Surgery)	

### Current planned provision

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

- Weald View Medical Practice (formerly North Ridge Medical Practice and Wish Valley Surgery) in Hawkhurst have ‘Stage 1’ support from the ICB and are developing outline business case for stage 2 (detailed approval) of the ICB premises development process.
- 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

3.105 The ICB has undertaken an assessment of future population growth in the borough is in the process of engaging with existing GP practices to use these assessments to review existing plans to accommodate growth. The premises developments identified by the former West Kent CCG (now Kent and Medway ICB) are detailed in the Kent and Medway GP Estates Strategy (August 2021).

3.106 The following key areas have been highlighted by the iCB 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 17%. 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 Cranbrook practices have confirmed to the ICB 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 future intention to merge. The Cranbrook practices proposal will be developed to Outline Business Case for the preferred site of Wilkes Field which is detailed as an allocation in the Local Plan. 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 Weald View Medical Practice (North Ridge Medical Practice and Wish Valley Surgery merged in July 2021). 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 NHS Kent and Medway ICB have confirmed that the Weald View Medical Practice has obtained approval in principle from the former West Kent Clinical CCG to develop plans for a new medical centre and a site options appraisal was submitted for the preferred site, Land North of Birchfield Grove. There is now resolution to grant planning permission subject to the completion of a Section 106 agreement, for a new medical centre at Land North of Birchfield Grove in accordance with the site allocation set out within the Local Plan to meet future health needs for this area.

#### **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 2700 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% 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 17% 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 ICB has highlighted that an allocation or safeguarding of land for a doctors practice in Horsmonden may be required to ensure delivery of required infrastructure. Land has been safeguarded for this as part of the site allocation at Land to the East of Horsmonden, however it is important to note that a more detailed discussion and assessment is required in this area. Discussions are ongoing as part of a planning application that is currently being considered by the Council for this site in Horsmonden.
- The Old Parsonage Surgery is an existing practise that serves Goudhurst. While the ICB has not identified the need for a new premise here, it is expected that contributions will be required towards the Old Parsonage Surgery at Goudhurst (improvements/reconfiguration, etc) or another practice within the area if appropriate, in order to mitigate the impact of development.
- 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//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 at Paddock Wood to serve the new population and provision for this has been included in Strategic Policy STR/SS 1 – The Strategy for Paddock Wood, including land at east Capel.
- 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 10%. The existing premises are suitable for the current list size. The GP Estates Strategy sets out that plans are being developed to reconfigure 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. The new premises for St Andrews Medical Practice, part of the Southborough Hub, opened in May 2021. Opportunities through the Local Plan to secure options for new general practice premises (as a relocation), is something the ICB 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 and two site allocations provide for this at the TN2 centre and adjacent land and Land at Showfields Road and Rowan Tree Road. Further liaison will take place with the ICB as the Council prepares its Royal Tunbridge Wells Town Centre Plan and considers suitable sites for meeting any town centre need identified for new practice premises.

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

### Overview of existing provision

- 3.107 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

- 3.108 The aim of Local Care Hubs is to provide out of hospital services/care at a place-based level wrapped around the community.
- 3.109 The ICB is reviewing the previous work on Local Care Hubs to inform the strategy in the West Kent area.

### Other services

- 3.110 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.
- 3.111 Acute mental health services are provided by Kent and Medway NHS and Social Care Partnership Trust.
- 3.112 Kent Community Healthcare NHS Trust provides community healthcare in the borough and across Kent from a range of premises.
- 3.113 Hospice care is provided by Hospice in the Weald, located at Pembury.
- 3.114 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

3.115 Nothing identified at this stage.

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

3.116 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.

3.117 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

3.118 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

3.119 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	



<b>Settlement</b>	<b>Primary Health Care/GP Practices</b>	<b>Hospitals</b>
	growth proposed and possible relocation of existing practices.	
Paddock Wood/Capel parish	One health care facility to serve this area and land allocated within Paddock Wood and east Capel for this.	
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

- 3.120 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.
- 3.121 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

- 3.122 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.
- 3.123 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 2025-2075
- Kent County Council's Water for Sustainable Growth Study - AECOM 2017

## Summary of consultation with lead agency

- 3.124 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.
  - Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021.
  - Engagement with South East Water since the receipt of the Inspectors Initial Findings Letter.
  - Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024

## Overview of existing provision

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

## Current planned provision

- 3.126 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 2025-2075(rWRMP2025-2075). 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 50 years.
- 3.127 Generally, the rWRMP 2025-2075 identifies the following approach to water provision within the Water Resource Zones affecting Tunbridge Wells borough.

**Table 9: Preferred approach by water resource zone**

<b>Water Resources Zone</b>	<b>Year</b>	<b>Preferred Plan</b>
<b>Tunbridge Wells WRZ1</b>	2025-2030	Leakage reductions Water efficiency Improved connectivity within the zone
	2031-2040	Leakage reductions Water efficiency Catchment management in the Pembury Area Regional transfer from SES Water Increased connectivity between WRZ1 and WRZ6 (Maidstone) Increased water storage
	2041-2075	Leakage reductions Water efficiency
<b>Cranbrook WRZ7</b>	2025-2030	Leakage reductions Water efficiency
	2031-2040	Leakage reductions Water efficiency Increased connectivity between WRZ1 and WRZ7 Improved connectivity within the zone Increased connectivity between WRZ2 (Haywards Heath) and WRZ7
	2041-2075	Leakage reductions Water efficiency

**The period 2025-2030**

3.128 It specifies that generally in the period from 2025-2030, the preferred plan includes a mix of demand management initiatives (leakage and efficiency) that provide additional capacity but also a scheme to improved resilience within WRZ1.

**The period 2031-2040**

3.129 During the period from 2031-2040, 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:

- Continuing the targeted catchment programme at Pembury in WRZ1

- Developing inter-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 -2034;
- Increased storage capacity at Blackhurst reservoir site

### **The period 2041-2075**

3.130 During the period from 2041-2075, 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**

3.131 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.

3.132 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.

3.133 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.

3.134 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**

3.135 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

3.136 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
- Drainage and Wastewater Management Plan

### Summary of consultation with lead agency

3.137 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 in 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.
- Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021.
- Engagement with Southern Water since the receipt of the Inspectors Initial Findings Letter.

- Consultation on the Council’s response to the Inspectors Initial Findings letter – January – April 2024

### **Overview of existing provision**

- 3.138 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.
- 3.139 There are a number of wastewater treatment works across the borough including sewage works and sewage pumping stations.
- 3.140 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**

- 3.141 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 is to be confirmed.
- 3.142 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. Southern Water will deliver planned infrastructure upgrades to service the planned growth at Paddock Wood in the AMP (2025 – 2030)
- 3.143 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**

- 3.144 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. TWBC has worked collaboratively with Southern Water on Drainage and Wastewater Management Plans (DWMPs) for the area including around Paddock Wood and Capel where significant growth is proposed through Policies STR/SS1, STR/SS2 and STR/SS3. The DWMPs are strategic documents that will feed into the Business Plan and internal risk and value process which is designed to enable Southern Water to deliver the most efficient programme at best value to its customers.

- 3.145 At this stage it is considered prudent to safeguard land around the existing water treatment works at Paddock Wood, to ensure that land is available for any expansion of the works if required during the plan period.
- 3.146 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. The Council is liaising with Southern Water in this regard.
- 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 has attended the Strategic Sites Working Group and has liaised with the Council and is able to 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 has been engaging with TWBC through the Strategic Sites Working Group and regular liaison and so are kept informed on delivery programmes.
  - Capel – 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.
  - 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 future proposals and that appropriate investment is made as required to facilitate housing growth.
- 3.147 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.



- 3.148 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.
- 3.149 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**

- 3.150 Parts of Tunbridge Wells borough fall within areas of flood risk, and the Strategic Flood Risk Assessment (July 2019) 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.
- 3.151 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.
- 3.152 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.
- 3.153 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.

- Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021.
- Engagement with the relevant bodies since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024

## Overview of existing provision

3.154 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. The proposals have now been approved by the Secretary of State for Environment, Food and Rural Affairs (October 2021). The Environment Agency expects to appoint contractors in Spring 2022, work is expected to start on site in summer 2022 and the scheme completed in autumn 2025. The scheme is being delivered by the Environment Agency in partnership with Kent County Council, Tonbridge and Malling Borough Council and South East Local Enterprise Partnership. Funding for the project is through the

government's Flood Defence Grant in Aid with contributions from Tonbridge and Malling Borough Council, Kent County Council and the South East Local Enterprise Partnership.

### **Current planned provision**

3.155 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 mitigation Schemes - 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. 49 properties in Five Oak Green have had flood defences installed by the Environment Agency. The funding for the project was targeted at homes affected by flooding during Storm Ciara in February 2020. Additionally, further funding has become available via the Natural Flood Management Programme. This is for flood prevention works to install flood resilience in the Alder Stream's upper catchment area. The project will expand on previous work carried out on the flood plain, enable floodplain inundation in the Alder Stream's upper catchment and install leaky wooden dams. This work will reduce the chance and impact of flooding at Capel and downstream at Five Oak Green. The scheme also includes additional benefits such as biodiversity and nature recovery as well as respecting the distinctive features of the local landscape.
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.

- 3.156 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.
- 3.157 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**

- 3.158 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.
- 3.159 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

3.160 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
- Natural Flood Management Programme
- Direct delivery by developers in relation to site specific mitigation.
- Additionally, funding may be available from the Housing Growth Fund for Infrastructure

## Summary

3.161 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 mitigation schemes</p> <p>Natural Flood Management investigations for the</p>

Settlement	Water Supply	Waste Water	Flood Risk Mitigation
			Alder Stream catchment are being implemented
Hawkhurst		Additional capacity may be required to serve Hawkhurst and Gill's Green	



# Theme 5: Utilities and Digital Infrastructure

## Energy supply – gas

3.162 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 2023
- 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.
- Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021.
- Engagement with utility providers since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024

## Overview of existing provision

- 3.163 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.
- 3.164 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 the borough and Royal Tunbridge Wells
- 3.165 SGN forecast that demand for gas over the period to 2032 is likely to remain relatively flat. However, actual levels of demand will be dependent upon how net zero initiatives become more widespread.
- 3.166 Horsmonden and some of the surrounding rural areas are not currently serviced by the gas network.

## Current planned provision

- 3.167 SGN are currently engaged in an 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

- 3.168 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.
- 3.169 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

- 3.170 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.
- 3.171 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

- 3.172 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.
- Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021
- Engagement with utility providers since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024

## Overview of existing provision

- 3.173 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.
- 3.174 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

- 3.175 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

- 3.176 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.
- 3.177 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)

- 3.178 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.

- 3.179 'Building Digital UK' (BDUK), part of the Department for Science, Innovation and Technology is responsible for ensuring that every UK home and business can access fast and reliable digital connectivity.

### **Broadband**

- 3.180 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. The Covid-19 pandemic required more services to be provided online than ever before and saw a significant increase in demand for broadband, which has continued.
- 3.181 (BDUK) sets targets for properties in the UK to have access to superfast broadband. The Government set a target in February 2022 for nationwide gigabit-broadband coverage by 2030 and is investing £5 billion to fund gigabit-capable broadband which is the fastest and most reliable broadband speed.
- 3.182 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.
- 3.183 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**

- 3.184 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 Digital Strategy – updated 2022

## 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.
- Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021.
- Engagement with Utility providers since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024

## Overview of existing provision

3.185 It is considered that the borough has reasonable coverage from both broadband and mobile phone services, however some of the more rural areas of the borough are not served by superfast broadband at all.

## Current planned provision

3.186 There is a rolling programme of improvements to broadband across the country as part of the Government's goal to provide nationwide gigabit-broadband coverage by 2030. 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 reached the goal of making full fibre broadband available to 10 million premises in 2023. Ensuring that new build developments are connected at the time of construction is an essential component of enabling this to be delivered.

3.187 Additionally, officers of TWBC liaise with officers at Kent County Council who 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**

3.188 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.

3.189 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.

3.190 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**

3.191 There are a number of funding opportunities for the delivery of digital infrastructure including the following:

- Gigabit Broadband Voucher Scheme
- Network upgrades funded by telecoms providers
- 'Duty to connect' provision
- Developer contributions through Section 106/CIL

**Summary**

3.192 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**

<b>Settlement</b>	<b>Gas</b>	<b>Electricity</b>	<b>Broadband/digital</b>
Borough-wide	New development will require new gas supply connections	May be requirements for improvements to existing National	All new developments to be able to access high quality and future proofed broadband

<b>Settlement</b>	<b>Gas</b>	<b>Electricity</b>	<b>Broadband/digital</b>
		Grid substation or a new grid supply point	connectivity - ultra fast full fibre to the premises
Paddock Wood and East Capel	New supply connections and diversion of existing utilities	New supply connections and diversion of existing utilities	New supply connections and diversion of existing utilities



## Theme 6: Community, public and social services

- 3.193 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.
- 3.194 Kent County has recently consulted in 2023, on the provision of community services across Kent. This has resulted in the planned closure of 43 buildings across Kent and the co-location of some services together within single buildings – for example placing children’s services within library settings. This programme (the Kent Communities Programme) represents the first major changes to KCC’s network of community buildings in over 40 years and has followed a comprehensive assessment of service need across the county. Some services within Tunbridge Wells Borough will be affected by this programme.

### Libraries

- 3.195 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.
- 3.196 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 2022-2024
- Tunbridge Wells Borough Council Strategic Plan 2024-29

- Kent Communities Programme 2023

### **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
- Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021.
- Engagement with relevant bodies since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024

### **Overview of existing provision**

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

- (in The Amelia Scott, Royal Tunbridge Wells (consisting of the library, adult education centre, museum and art gallery)
- Cranbrook Library
- Hawkhurst Library
- Paddock Wood Library
- Pembury Library
- Rusthall Library
- Sherwood Library
- Showfields Library
- Southborough Library (in the new Southborough Civic Centre)

3.198 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

- 3.199 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 was jointly led by Tunbridge Wells Borough Council and Kent County Council working in partnership, includes a new modern library and also incorporates the museum, art gallery, and adult education centre (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. This project is included within the Kent Communities Programme referred to above)
  - **The Southborough Hub** – This project, which was jointly led 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 and opened in April 2021.

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

- 3.200 Nothing specific has been identified by Kent County Council at this stage in terms of additional new provision, apart from additional book stock to be provided to meet the needs of new development at existing libraries and the project referred to above at Cranbrook. However, KCC are keen to continue working in partnership with Tunbridge Wells Borough and 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 in the future. It is considered that working in partnership ensures that library services remain at the heart of communities and provide fit for purpose buildings to accommodate existing and new residents in the future.

### Funding sources

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

## Community Centres

- 3.202 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.
- 3.203 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

- Tunbridge Wells Borough Council Built Sports Facilities Assessment (2018).
- Kent Communities Programme 2023

### 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
- Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021.
- Engagement with Kent County Council and other bodies since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024
- 

## Overview of existing provision

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

**Table 12: Existing community halls**

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

Parish	Name of venue
Southborough	Southborough Civic Centre (3 community rooms plus Unity 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

3.205 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

3.206 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 Local Plan for a new community centre to replace the existing Cophall and includes provision for a range of services and facilities. 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. Planning permission was granted in July 2022 for this project.
- **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 well as provision of medical facilities, to be located at Wilkes Field. The project is being actively promoted by Cranbrook and Sissinghurst Parish Council.
- **Paddock Wood** - A new community hall has been delivered by Paddock Wood Town Council at the Memorial Field at Paddock Wood. This was completed in 2023 and provides a modern space with a large hall, meeting room and parking.
- **Sissinghurst St George's Village Hall** – The village hall is currently being rebuilt on the existing site to provide new modern facilities. It has been closed since May 2023 and it is hoped that the new hall will be finished by the summer of 2024.

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

- 3.207 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.
- 3.208 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.
- 3.209 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.
- 3.210 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.

## **Funding sources**

- 3.211 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.
- 3.212 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**

- 3.213 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.
- Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021.
- Engagement with emergency services since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024

## Overview of existing provision

3.214 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)



- 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**

- 3.215 It is understood that many police officers from the Tunbridge Wells Police Station have been moved to the Tonbridge Station in 2018 but the town centre police station retains a counter service.

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

- 3.216 Nothing identified at this stage.

### **Funding sources**

- 3.217 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**

- 3.218 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**

<b>Settlement</b>	<b>Libraries</b>	<b>Community Centres</b>	<b>Emergency Services</b>
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 book stock to be provided		
Paddock Wood	New book stock to be provided		None Identified
Cranbrook	New Cranbrook Hub with new book stock to be provided	New community hall/centre to serve the parish  New village hall at Sissinghurst	
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		

# Theme 7: Sport and Recreation

## Overview

- 3.219 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.
- 3.220 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. This is particularly important following the Covid 19 pandemic and there is greater government focus on such issues. 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 - 2028
  - Sport England - Active Design Guidance 2023
  - Planning for Sport Guidance 2024
- 3.221 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.
- 3.222 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 - 2021

### **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
- Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021
- Engagement with Sport England and relevant bodies including the Councils Sports and Leisure team since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024

## Overview of existing provision

- 3.223 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.
- 3.224 Broadly, the provision within the borough can be considered under the following typologies:

### Indoor facilities – main leisure centres

- 3.225 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**

- 3.226 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.

- 3.227 There is an extensive Public Rights of Way network across the borough for informal recreation for walkers, runners, cyclists and equestrian users.
- 3.228 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.
- 3.229 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.
- 3.230 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**

- 3.231 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.
- 3.232 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. However, both of these permissions have recently expired and will need to be re-considered going forward.

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

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

#### **Built sports facilities**

- Indoor swimming pools - one 25m x four/six-lane swimming pool
- Sports halls - one standard size four-court sports hall

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

### Outdoor formal sports facilities

3.234 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.

3.235 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 Civic Centre – 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
- Additionally, the Local Football Facility Plan (LFFP) was produced by the Football Foundation in 2020. These plans set out the football facilities needed across every local authority area in England. These identify projects and investment in football facilities to improve grassroots football across England in partnership with the Football Foundation, Local Authorities, sports clubs, schools and the County FA. It is important to note that an LFFP is not a detailed demand and supply analysis of pitch provision in the area, but rather an investment portfolio of priority projects for potential investment. The LFFP aligns with the projects and actions identified within the PPS and provided for within the Local Plan.

#### **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**

- 3.236 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
- 3.237 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).
- 3.238 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.
- 3.239 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**

- 3.240 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.
- 3.241 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

3.242 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"> <li>• Improvements to the PRow network across the borough</li> </ul>	
Benenden	<ul style="list-style-type: none"> <li>• Youth and children’s play space</li> <li>• Retention of football/cricket pitches</li> </ul>	
Brenchley and Matfield	<ul style="list-style-type: none"> <li>• Youth and children’s play space</li> <li>• Allotments and/or amenity green space</li> <li>• Improvements to changing rooms at the Brenchley War Memorial ground</li> </ul>	
Capel	<ul style="list-style-type: none"> <li>• Requires improvements to football pitches at Five Oak Green recreation ground</li> </ul>	
Cranbrook and Sissinghurst	<ul style="list-style-type: none"> <li>• Extensions to existing provision across the parish – apply standards for new provision as part of new development</li> <li>• Re-designation of junior pitches to adult pitches at King George Field at Sissinghurst and Ball Field, Cranbrook</li> <li>• Improvements required to the King George Field and the Tomlin Ground at Cranbrook</li> <li>• Improvements to the changing rooms and new pavilion at Cranbrook Rugby Club</li> </ul>	<ul style="list-style-type: none"> <li>• New community hall in the parish</li> <li>• Replacement of St George’s Hall, Sissinghurst</li> </ul>
Frittenden	<ul style="list-style-type: none"> <li>• Improvements to youth provision</li> <li>• Provision of allotments/food growing area as part of park/recreation ground</li> </ul>	
Goudhurst	<ul style="list-style-type: none"> <li>• Existing allotment should be improved/reinstated</li> </ul>	

Parish	Requirement (outdoor): open space, sports and recreation grounds, sports pitches, allotments, children and youth play space, amenity green space	Requirement (indoor/built facilities): sports halls, leisure centres, swimming pools, community halls
	<ul style="list-style-type: none"> <li>• Amenity green space could accommodate youth provision</li> </ul>	
Hawkhurst	<ul style="list-style-type: none"> <li>• Extension of existing area for children's play space and parks and recreation grounds in the south of the parish</li> <li>• Provision of children's natural play at Hawkhurst nature pond</li> <li>• Increase quality and playing capacity of King George V playing field as a priority site</li> </ul>	<ul style="list-style-type: none"> <li>• New community hall at King George V playing field</li> </ul>
Horsmonden	<ul style="list-style-type: none"> <li>• Youth provision at Locket Green should be upgraded</li> <li>• Provision of amenity green space or improvements to sports ground to accommodate children's play and allotments/food growing areas</li> </ul>	
Lamberhurst	<ul style="list-style-type: none"> <li>• Improvements to Spray Hill Park and recreation ground to provide youth provision and allotments/food growing areas</li> <li>• Amenity green space may also have potential to accommodate low impact uses such as natural play or food growing areas to reduce shortfalls in access/supply</li> <li>• Re-designate two lapsed football pitches at Lamberhurst to junior pitches</li> </ul>	
Paddock Wood and East Capel	<ul style="list-style-type: none"> <li>• 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</li> <li>• Support for PW Juniors as a juniors club</li> <li>• Memorial recreation ground should also be protected for football use</li> <li>• Upgrades to Putlands - all-weather pitch, 4x tennis/netball</li> <li>• Upgrades to Green Lane - pavilion, rugby, football</li> </ul>	<p>Range of facilities required, including:</p> <ul style="list-style-type: none"> <li>• Indoor sports centre including pool, dry side fitness facilities, extension to Putlands Leisure Centre (4 lane pool, 4 court hall, health/fitness gym, studio.</li> </ul>

Parish	Requirement (outdoor): open space, sports and recreation grounds, sports pitches, allotments, children and youth play space, amenity green space	Requirement (indoor/built facilities): sports halls, leisure centres, swimming pools, community halls
	<ul style="list-style-type: none"> <li>• Expansion of athletics track from four to six lanes</li> <li>• Pitch provision within Paddock Wood and land at east Capel development site</li> </ul>	
Pembury	<ul style="list-style-type: none"> <li>• Existing facilities could be extended to reduce shortfalls in supply, particularly to the north of Pembury</li> <li>• Increase quality and capacity of Woodside playing field</li> <li>• Improvements to practise net and non-turf pitch at Pembury Cricket Club</li> </ul>	
Royal Tunbridge Wells	<ul style="list-style-type: none"> <li>• Potential for parks and recreation grounds to accommodate new youth provision and allotments to reduce the shortfall in supply</li> <li>• Potential for natural green space to accommodate low impact uses such as food growing areas</li> <li>• New enhanced and expanded provision and sporting facility at Hawkenbury as a new Sports Hub as well as improvements to existing facilities at Hawkenbury</li> <li>• Identification and improvements at a number of local sports hubs at the following <ul style="list-style-type: none"> <li>-Nevill Sports Ground for enhanced facilities for cricket and hockey.</li> <li>-Bayham sports ground east for natural grass football and cricket</li> <li>-St Marks Recreation ground for rugby and cricket</li> </ul> </li> <li>• Improvements to pitches at Hilbert recreation ground and changing/welfare facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Expansion of health and fitness suites</li> <li>• Expansion of indoor bowling centre by one lane if possible</li> <li>• Expansion of existing indoor tennis centre by one court if possible</li> </ul>
Rusthall	<ul style="list-style-type: none"> <li>• May be potential for natural green space such as Rusthall Common to accommodate natural play space</li> <li>• Allan Close amenity green space to accommodate children's play space to reduce the gap in access to this typology</li> <li>• Rusthall playing fields are a priority site for improvements of non-playing pitch</li> </ul>	

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

# Theme 8: Green Infrastructure

## Overview

- 3.243 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.
- 3.244 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).
- 3.245 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.
- 3.246 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
- Making Space for Nature in Kent and Medway (Local Nature Recovery Strategy)
- Kent Local Nature Partnership
- Kent High Weald Partnership
- High Weald National Landscape 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 2024-2029
- 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 Strategy 2020-2045
- 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.



- Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021.
- Engagement with relevant bodies since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024

## Overview of existing provision

3.247 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

3.248 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.

3.249 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**

- 3.250 To accommodate the amount of planned growth whilst protecting and enhancing the existing GI and to maximise opportunities for new GI the Local Plan has a strong policy framework that applies to all new development.
- 3.251 The Local Plan has a specific GI policy, EN 14: Green, Grey and Blue Infrastructure, which requires development to *'identify and protect existing green, grey and blue infrastructure and maximise opportunities for new infrastructure that supports climate change adaptation and ecosystem services and makes a positive contribution to strengthening and restoring a healthy and integrated network of habitats and green spaces for the benefit of nature, people and the economy.'*
- 3.252 This policy is supported by allied policies including those for landscape, biodiversity, flooding, and drainage, and policies in relation to parks and sports provision will also have their effect.
- 3.253 A significant new policy is EN 9: Biodiversity Net Gain which not only adds greater weight to the protection and enhancement of GI features but may also through biodiversity provision on and off site provide for new areas of land to be put aside specifically for biodiversity. These policies are all set out within the Local Plan.
- 3.254 Further guidance and information will be found in the Draft Green Infrastructure Framework and Policy EN 9: Biodiversity Net Gain has a commitment to produce more detailed guidance in the form of a Supplementary Planning Document that will cover both on -site and off-site provision for biodiversity net gain.

## **Funding Sources**

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

## **Summary**

- 3.255 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

- 3.256 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.
- 3.257 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.
- 3.258 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

- 3.259 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) adopted 2020
- Kent Minerals and Waste Local Plan 2024-39 (Currently the subject of Examination)
- 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
- Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021
- Engagement with Kent County and other service providers since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council's response to the Inspectors Initial Findings letter – January – April 2024

## Overview of existing provision

- 3.260 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 until 2027 with Urbaser to provide enhanced recycling services for residents.
- 3.261 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.
- 3.262 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**

3.263 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**

3.264 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.

3.265 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.

3.266 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.

3.267 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.

3.268 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).

- 3.269 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 had identified this project to be required within the next 5-10 years, however they have indicated that issues are beginning to arise with capacity and so the timescale has been revised down to five years. It is estimated that this would be at an additional cost of £10M for the new WTS and £1.25M for the redevelopment of the HWRC facility. There will be ongoing engagement between KCC and TWBC to take this forward.
- 3.270 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

- 3.271 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

- 3.272 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. Kent County Council submitted the Kent Minerals and Waste Local Plan 2024 to 2039 to the Secretary of State for independent examination on 17 May 2024. The new local plan will guide minerals and waste management development decisions in Kent until at least 2039 and will be used for the determination of planning applications in the county.

### Current planned provision

- 3.273 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**

3.274 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

3.275 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**

3.276 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**

	<b>Household waste and recycling</b>	<b>Minerals and Waste</b>
Borough-wide	New household waste contractor for the whole borough	Kent County Council should be consulted on any minerals and waste developments or on sites that may impact on the operation of any such sites
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 short term	



# Theme 10: Public Realm, Art, and Culture

## Overview

- 3.277 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.
- 3.278 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
- 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.
- Consultation on the Regulation 19 Pre-Submission Local Plan from March to June 2021
- Engagement with relevant bodies since the receipt of the Inspectors Initial Findings Letter.
- Consultation on the Council’s response to the Inspectors Initial Findings letter – January – April 2024

## Overview of existing provision

3.279 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 such as ‘1887’ at the Pantiles. Many of these have also included elements of public art within the designed scheme, often using local artists and appropriate to the location, such as the use of water features.

## Current planned provision

- Royal Tunbridge Wells - The Cultural and Learning Hub (The Amelia Scott) opened on the 28 April 2022. The Amelia incorporates the museum, art gallery, library and adult education centre in to one building. It provides high quality cultural provision and is an example of how shared spaces can deliver opportunities for growth in cultural provision. Visitor numbers for the period to 31 March 2023 reached over 300,000.
- Public Realm Improvements in Royal Tunbridge Wells – Recent work has been completed on 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 and improving legibility.

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

3.280 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**

3.281 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**

3.282 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 general public realm improvements across the borough, 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 at Paddock Wood and east Capelare included within the Paddock Wood infrastructure Framework 2024.
- 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 has been acknowledged that it is important to review the IDP at regular intervals, and this update is as a result of the Inspectors Initial Findings Letter and the Councils subsequent proposed amended Development Strategy and the evidence base which has informed this.

# Appendices

# Appendix 1: Infrastructure Delivery Schedule

**Note - 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.**

*Note – projects shown in italics are those identified by the relevant Parish/Town Council through Neighbourhood Development Plan work or through Parish/Town Council liaison*

*Note – Where 'Strategic Sites Infrastructure Framework' is noted in the first column, it refers to the fact that the project is identified and also included within the Strategic Sites Infrastructure Framework*

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
<b>BOROUGH WIDE AND CROSS BOUNDARY</b>							
<b>Transport (Highways)</b>	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
<b>Transport</b>	Travel Planning across the borough including Strategic Sites	Essential	Low	Short/Medium	KCC/TWBC	£1,606,500 £1,260,000 £400,000	Developer funding

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
<b>Transport (Highways – Cross boundary)</b>	Increased capacity at A26/A21/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 £2,000,000	Developer funding
	Closure of Hartlake Road to through traffic near junction with B2017 Tudeley Road	Essential	Moderate	Medium	KCC/TWBC	£500,000	Developer funding
	Bellmouth widening at junction of B2017 and Hartlake Road junction	Essential	Moderate	Medium	KCC/TWBC	£500,00	Developer funding
	Signalisation and approach lane at junction of A26/Three Elm Lane	Essential	Moderate	Medium	KCC/TWBC	£500,000	Developer funding
	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
	Bus network enhancements for improvements between	Essential	Moderate	Medium	KCC/Bus operators	TBC	Developer funding*/ Commercial services

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
	RTW / Paddock Wood / Pembury / Tonbridge						
	Paddock Wood bus service (5 years) subsidy	Essential	Moderate	Medium	KCC/Bus operators	£1,725,000	Developer funding*/Commercial services
	Area-wide multi-modal measures for sustainable transport in Tonbridge town centre	Essential	Moderate	Short/Medium	KCC/Bus operators	£100,000	Developer funding
	Bus Gates at Five Oak Green and Colts Hill Village	Essential/Highly Desirable	Low/Moderate	Medium	KCC/TWBC	TBC	Developer funding
<b>Pedestrians and Cyclists</b>							
Paddock Wood Infrastructure Framework 2024	Cycle/pedestrian route from Paddock Wood to Tunbridge Wells adjacent to A228	Essential	Moderate	Medium	KCC/TWBC	£1,207,500	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 funding
Strategic Sites Infrastructure Framework 2021	Cycle Storage Improvements at Tonbridge Station	Essential/Highly Desirable	Low	Short	Train Operating Company	£50,000	Developer funding



Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
	Improved footpath on A229 between Hawkhurst, Cranbrook and Sissinghurst	Highly Desirable	Moderate	Medium	KCC/TWBC	£1 million	Developer funding
<b>Green Infrastructure</b>	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
<b>Water (water supply)</b>	Extending mains to any new streets as a result of new development	Critical	Moderate	Short/medium/long	South East Water	TBC by service provider	South East Water
<b>Water (waste water)</b>	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
<b>Water (waste water)</b>	Some reinforcement of the sewerage network in order to accommodate additional foul flows	Critical	Moderate	Short/medium	Southern Water	Mostly will be funded through customer rates	Southern Water/funding through customer rates or developer funding
<b>Water (flood risk)</b>	Floodplain restoration or augmentation should be considered in all	Highly Desirable	Moderate	Short/medium/long	Environment Agency/private developer	TBC	Environment Agency/ Developer Funding (IL/S106)

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
	new developments where relevant						
<b>Utilities – gas</b>	New development will require new gas supply connections	Essential	Moderate	Short/medium/long	SGN	TBC by service provider	SGN
<b>Utilities – electricity</b>	May be requirements for improvements to existing National Grid substation or a new grid supply point	Essential	Moderate	Short/medium/long	UK Power Networks	TBC by service provider	UK Power Networks
<b>Utilities – digital telecommunications – broadband/mobile</b>	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'
<b>Libraries</b>	Additional book stock across the borough	Highly Desirable	Moderate	Short/medium/long	KCC	TBC	S106/CIL
<b>Waste</b>	New Waste Transfer facility	Essential	Moderate	Medium	KCC	£10 million	TBC
<b>Waste</b>	Redevelopment of the Household Waste Recycling Centre	Essential	Moderate	Medium	KCC	£1.25 million	TBC
<b>ROYAL TUNBRIDGE WELLS</b>							
<b>Pedestrian/ Cycle</b>	Upgrade existing A26 cycle/pedestrian route between Tonbridge and Royal Tunbridge Wells to provide	Critical/ Essential	Moderate	Short/Medium	KCC/TWBC	£4.5 million	Developer funding/DfT Cycling & Walking funding

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
	segregation (including south of RTW)						
	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"> <li>- Cross-town route</li> <li>- Hawkenbury to town centre</li> <li>- Langton/Rusth all to town centre</li> <li>- Southborough to North Farm</li> </ul>	Highly Desirable	Moderate/High	Short/Medium	KCC/TWBC	£4.3 million	Developer funding/DfT Cycling & Walking funding
<b>Pedestrian/ Cycle</b>	Neighbourhood walking & cycling improvements including: Southborough, Bidborough, Rusthall, Langton Green.	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
<b>Bus</b>	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	£500,000	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
<b>Highways</b>	Halls Hole Road/ A264 Pembury Road/ Blackhurst Lane junction improvement (roundabout scheme)	Critical	Low/Moderate	Short/Medium	KCC/TWBC/ Developers	£1,500,000	Developer funding
	Signalisation of junctions at:  Sandrock Road/A264 Pembury Road  Sandhurst Road/A264 Pembury Road	Essential/ Critical	Moderate	Medium	KCC/TWBC	£500,000  £1,500,000	Developer funding

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
	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
<b>Education (primary)</b>	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)
<b>Education (primary)</b>	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)						
<b>Education (secondary)</b>	3FE temporary expansion of existing secondary schools	Essential	Moderate	Short/Medium	KCC Education	TBC by KCC	KCC/Developer Funding (IL/S106)
<b>Health</b>	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)
<b>Water (waste water)</b>	Additional waste water treatment capacity may be required over the Plan period	Critical	Moderate	Short/medium/long	Southern Water	TBC by service provider	Southern Water: SW capital investment programme
<b>Community, public and social services</b>	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
<b>Community, public and social services</b>	Libraries – Provision of new book stock	Highly Desirable	Low	Short/medium/long	KCC	TBC by KCC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Expansion of health and fitness suites	Highly Desirable	Moderate	Short/medium/long	TWBC/private developer	TBC	Developer Funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Expansion of indoor bowling centre	Highly Desirable	Moderate	Short/medium/long	TWBC/private developer	£368,750 approximate	Developer Funding (IL/S106)

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
<b>Open Space, Sport and Recreation</b>	Expansion of existing indoor tennis centre by one court	Highly Desirable	Moderate	Short/medium/long	TWBC/private developer	£780,000 approximate based on extension of existing venue	Developer Funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Potential for parks and recreation grounds to accommodate new youth play provision and allotments to reduce shortfall in supply	Highly Desirable	Moderate	Short/medium/long	TWBC	TBC	Developer Funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	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)
<b>Open Space, Sport and Recreation</b>	Enhancements of existing natural greenspace to accommodate food growing areas	Highly Desirable	Moderate	Short/ medium/ long	TWBC	TBC	Developer Funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Improvements to Hilbert Recreation Ground pitches and changing facilities	Highly Desirable	Low	Short	TWBC	TBC	Developer Funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Improvements to pitches at Bayham	Highly Desirable	Moderate	Short/Medium/ Long	TWBC	TBC	Developer Funding (IL/S106)

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
	Road East as a local sports hub						
<b>Open Space, Sport and Recreation</b>	Improvements and enhancements at St Marks Recreation Ground as a local sports hub	Highly Desirable	Moderate	Short/Medium/Long	TWBC	TBC	Developer Funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	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
<b>SOUTHBOROUGH</b>							
<b>Community, Public and social services</b>	Libraries – Provision of new book stock	Highly Desirable	Low	Short/Medium/long	KCC	TBC by KCC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Improvements and Enhancements to the Southborough Hub as a local sports hub	Highly Desirable	Moderate	Short/Medium/Long	KCC	TBC	Developer Funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	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)
<b>Open Space, Sport and Recreation</b>	Enhancements to natural greenspaces at Barnettts Wood and Southborough Common	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
<b>Open Space, Sport and Recreation</b>	Additional natural greenspace and food growing areas/allotments	Highly Desirable	Moderate	Short/ Medium/long	Developer Funding (IL/S106)	TBC	Developer Funding (IL/S106)/KCC
<b>PADDOCK WOOD AND EAST CAPEL (</b>	<i>See the Paddock Wood Infrastructure Framework 2024 for further detail on some the projects set out below</i>						
<b>Transport (walking and cycling)</b>	LCWIP Phase 2 cycling and pedestrian within existing Paddock Wood town and low traffic neighbourhood network within existing Paddock Wood town	Essential	Low	Short/ Medium	KCC/TWBC	£4.05 million	Developer funding/DfT Cycling & Walking funding
Paddock Wood Infrastructure Framework 2024	Pedestrian and cycle improvements (Stantec assumed upgrades and PJA presentation routes)	Essential	Low	Short	KCC/TWBC/Developers	£4,657,500	Developer funding
Paddock Wood Infrastructure Framework 2024	Paddock Wood East bus/cycle/pedestrian 'causeway' to site,  3x cycleway/pedestrian routes through site	Essential	Low	Short/medium  Short		£561,200 (Causeway)  £810,750 (3 x cycle and pedestrian routes)	Developer funding

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
Paddock Wood Infrastructure Framework 2024	Paddock Wood North West road/cycle/pedestrian 'causeway' over floodplain, proposed cycle/pedestrian route	Essential	Low	Short  Short		£331,200 (Causeway)  £1472,000 (cycle/pedestrian route)	Developer funding
Paddock Wood Infrastructure Framework 2024	Paddock Wood South West 2x road/bus/cycle/pedestrian 'causeways' over floodplain, pedestrian/cycle route through site	Essential	Low	Medium	Developers	£1,251,500 (Causeway)  £1,431,750 (Cycle/pedestrian route)	Developer funding
Paddock Wood Infrastructure Framework 2024	Pedestrian/cycle bridges across railway: <ul style="list-style-type: none"> <li>- Paddock Wood north west/south west – pedestrian/cycle bridge across railway</li> <li>- Improvement to NE existing pedestrian/cycle bridge over railway</li> </ul>		Moderate	Medium  Long	Network Rail/ South Eastern	£4,025,000  £4,025,000	Developer funding

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
Paddock Wood Infrastructure Framework 2024	Cycle route between Paddock Wood and Capel which may include a crossing on the A228 Whetsted Road	Essential	Moderate	Short	KCC/TWBC	£287,500	Developer funding
Paddock Wood Infrastructure Framework 2024	Cycle storage improvements at Paddock Wood Station	Essential/ Highly Desirable	Low	Short	Train Operating Company	£57,500	Developer funding
Paddock Wood Infrastructure Framework 2024	Paddock Wood East cycle/pedestrian route integration to Hop Pickers Line towards Horsmonden and Goudhurst to A229 Hartley Road	Highly Desirable	Moderate	Short	KCC/Developers	£373,749	Developer funding
Paddock Wood Infrastructure Framework 2024	<p>Paddock Wood East 3m shared cycleway/footway along internal link road</p> <p>Paddock Wood North West 3m shared cycleway/footway along internal link road</p> <p>Paddock Wood South West</p>			<p>Short/medium/long</p> <p>Short/medium/long</p> <p>Short/medium/long</p>			

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
	3m shared cycleway/footway along internal link road						
<b>Transport (Bus)</b>  Paddock Wood Infrastructure Framework 2024	Paddock Wood East bus stops along internal link road  Paddock Wood North West bus stops along internal link road  Paddock Wood South West bus stops along internal link road	Essential	Moderate	Short/medium  Short  Medium	KCC/Developers	£287,500  £230,000  £230,000	Developer funding
Paddock Wood Infrastructure Framework 2024	Paddock Wood Town service	Highly Desirable	Moderate	Short/Medium/Long	KCC/Bus operator	£1,725,000 subsidy support funding (5 years)	Developer funding
Paddock Wood Infrastructure Framework 2024	PW East:  Internal primary street			Short/medium/long		£1,854,375	Developer funding
Paddock Wood Infrastructure Framework 2024	PW North West:  Internal link road between the A228 and	Essential	Low	Short/Medium/Long	Developers	£2,233,875	Developer funding

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
	B2160 Maidstone Road,  roundabout access with A228,  priority access with Maidstone Road	Critical  Critical		Short  Short		£1,499,999  £459,999	
Paddock Wood Infrastructure Framework 2024	PW South West:  internal road off Badsell Road;  access with A228,  access with Badsell Road,	Essential  Critical  Critical	Low	Short/ Medium/Long  Medium  Short/Medium	Developers	£1,109,750  £1,149,999  £459,999	Developer funding
Paddock Wood Infrastructure Framework 2024	Shuttle signal bridge over railway at Paddock Wood	Highly Desirable	Low	Medium/Long	Network Rail	£575,000	Developer funding
<b>Transport (highways)</b>	A228 Colts Hill /Badsell Road roundabout improvements	Critical	Moderate	Medium	KCC/TWBC	£11,745,219	

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
Strategic Sites Infrastructure Framework 2021						£10,245,219 £1,500,000	Developer funding KCC S106 funding secured from developer to date
Paddock Wood Infrastructure Framework 2024	Improved A228 Whetsted Road/A228 Bransbridges Road/B2160 Maidstone Road roundabout	Critical	Low/Moderate	Short	KCC/TWBC	£1,149,999	Developer funding
	Somerhill roundabout improvements B2017/A26					£1,000,000	
	A267/B2169 Birling Road					£500,000	
	Traffic management/speed reduction measures in Five Oak Green village	Highly desirable/essential	Low	Medium	KCC/TWBC	£230,000	Developer funding
<b>Travel Plan</b> Paddock Wood Infrastructure Framework 2024	Travel Plan contribution			Short/medium/long		£1,139,400	Developer funding
<b>Education (primary)-</b> Paddock Wood Infrastructure Framework 2024	Creation of two new 2FE primary schools	Essential	Moderate	Medium	KCC	£17,767,852 approximate	KCC/Developer funding (IL/S106)
<b>Education (secondary)-</b>	4FE contribution towards new	Essential	Moderate	Medium	KCC	£18,360,814 approximate	KCC/Developer funding (IL/S106)

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
Paddock Wood Infrastructure Framework 2024	secondary school (on site)						
<b>Health- Strategic</b> Paddock Wood Infrastructure Framework 2024	Health Care Facility	Essential	Moderate	Long  Short/medium/long	TBC – GP contractor/NHS	£3,000,000 approximate cost for new centre  £1,730,644  £1,269,356	TBC – GP contractor or third party/developer funding (IL/S106)  Developer funding  S106 contributions secured from developer to date
<b>Water (waste water)-</b> Paddock Wood Infrastructure Framework 2024	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	Medium/long  Short/medium/long  Short	Southern Water	£230,000 for sewer works upgrade  £172,500 foul water connections  £114,999 diversion of existing utilities foul water	Southern Water: capital investment

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
						Mostly will be funded through customer rates	
<b>Water (flood risk)-</b> Paddock Wood Infrastructure Framework 2024	<p>Range of Strategic flood risk mitigation measures</p> <ul style="list-style-type: none"> <li>-Raised platforms</li> <li>-Floodwater Storage Areas</li> <li>-Targeted flood embankments</li> <li>-Causeways with culverted channels underneath</li> <li>-Natural flood management</li> <li>-Floodplain restoration and augmentation</li> <li>-Further projects will be included following further modelling and FRA work on a site specific basis</li> </ul>	Critical	Moderate	<p>Short/medium/long</p> <p>Short/medium</p>	EA/KCC/TWBC/ private developer	<p>.</p> <p>Groundworks- £2,874,999</p> <p>£856,750- SUDs</p>	Developer funding (IL/S106) + Housing Growth Fund/KCC/EA
<b>Water (water supply)-</b> Paddock Wood	Adaption or expansion of existing mains and	Critical	Moderate	Short/ medium/long	Southern Water	£252,957 for new water connections	Southern Water



Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
Infrastructure Framework 2024	laying of new mains within residential area			Short			
<b>Electricity</b> Paddock Wood Infrastructure Framework 2024	New electricity connection			Short/medium/long		£11,103,825	
	Diversion of existing utilities			Short		£1,380,000	
<b>Gas</b> Paddock Wood Infrastructure Framework 2024	New gas connections			Short/medium/long		£29,480	
	Diversion of existing utilities			Short			
<b>Telecoms</b> Paddock Wood Infrastructure Framework 2024	New telecoms connections			Short/medium/long			
	Diversion of existing utilities			Short			
<b>Electric Vehicle Infrastructure</b> Paddock Wood Infrastructure Framework 2024				Short/medium/long		£3,215,639	
<b>Open Space, Sport and Recreation</b>	Allotment Provision	Highly Desirable	Low	Short/medium/long	Private Developer	£464,285	Developer funding (IL/S106)

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
<b>Open Space, Sport and Recreation</b>	Children's Play Area	Highly Desirable	Low	Short/medium/long	Private Developer	£935,220	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Amenity Space	Highly Desirable	Low	Medium	Private Developer	£1,121,709	Development Funding (ILD/S106)
<b>Open Space, Sport and Recreation</b>	Sport pitches contribution (as per Open Space SPD) Paddock Wood Infrastructure Framework 2024			Short/medium/long		£4,852,397	
<b>Open Space, Sport and Recreation</b>	Expansion of athletics track from four to six lanes	Highly Desirable	Moderate	Medium/long	TWBC/TC/private developer	£819,999 approximate	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Indoor sports centre including pool, dry side fitness facilities, extension to Putlands Leisure Centre (4 lane pool, 4 court hall, health/fitness gym, studio) Paddock Wood Infrastructure Framework 2024	Highly Desirable	Moderate	Medium	TWBC/TC/private developer	£9,210,000	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Upgrades to Putlands - all-weather pitch, 4x tennis/netball Paddock Wood Infrastructure Framework 2024	Highly Desirable	Moderate	Medium	TWBC/TC/private developer	£1,550,000	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Upgrades to Green Lane - pavilion, rugby, football	Highly Desirable	Moderate	Medium	TWBC/TC/private developer	£735,000	Developer funding (IL/S106)

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
Paddock Wood Infrastructure Framework 2024							
<b>Paddock Wood Town Council identified items</b>	<a href="#">Paddock Wood Neighbourhood Plan</a>						
<b>CRANBROOK AND SISSINGHURST</b>							
<b>Education (primary)</b>	Expansion of Cranbrook by one FE	Essential	Moderate	2026 approximate	KCC	£3,862,576 approximate	KCC/Developer funding (IL/S106)
<b>Health</b>	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)
<b>Community, public and social services</b>	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
<b>Community, public and social services</b>	Improvements to/replacement of St George's Hall, Sissinghurst	Highly Desirable	Moderate	Medium/long	PC	TBC	Developer funding (IL/S106)
<b>Community, public and social services</b>	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
<b>Open Space, Sport and Recreation</b>	Extensions to existing provision across the parish	Highly Desirable	TBC	Medium/long	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Re-designation of junior pitches to adult pitches at King George Field at Sissinghurst and Ball Field, Cranbrook	Highly Desirable	TBC	Medium/long	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	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)
<b>Open Space, Sport and Recreation</b>	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)
<b>Cranbrook Parish Council Identified Items</b>	<a href="#"><u>Cranbrook and Sissinghurst Neighbourhood Plan</u></a>						
<b>HAWKHURST</b>							
<b>Transport (walking and cycling)</b>	Local Cycling and Walking Infrastructure Plan for Hawkhurst village with improved pedestrian and walking routes in existing area.	Essential	Moderate	Short/Medium	KCC/TWBC	TBC	Developer funding

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
<b>Education (primary)</b>	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)
<b>Health</b>	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)
<b>Community, public and social services</b>	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
<b>Water (waste water)</b>	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)
<b>Open Space, Sport and Recreation</b>	Extension of existing areas for children's play space and parks and recreation grounds in the south of the parish	Highly Desirable	Moderate	Medium/long	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Provision of children's natural play at Hawkhurst nature pond	Highly Desirable	Moderate	Medium/long	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Increase quality and capacity of King George V playing field	Highly Desirable	Moderate	Medium/long	TWBC/PC	TBC	Developer funding (IL/S106)

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
Hawkhurst Parish Council identified items	<a href="#">Hawkhurst Neighbourhood Plan</a>						
<b>BENENDEN</b>							
<b>Open Space, Sport and Recreation</b>	Additional youth and children's play space	Highly Desirable	Moderate	Short/medium/long	TWBC/PC	TBC	Developer funding (IL/S106)
Benenden Parish Council Identified Items	<a href="#">Benenden Neighbourhood Plan</a>						
<b>BIDBOROUGH</b>							
<b>Open Space, Sport and Recreation</b>	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)
<b>Education</b>	Contributions towards secondary education provision	Essential	Moderate	Short/medium	KCC	TBC by KCC	
<b>BRENCHLEY AND MATFIELD</b>							
<b>Open Space, Sport and Recreation</b>	Children's and youth play space	Highly Desirable	Mod	Short/medium/long	TWBC/PC	TBC	Developer funding (IL/S106)

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
<b>Open Space, Sport and Recreation</b>	Allotments and or amenity green space	Highly Desirable	Mod	Short/medium/long	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Improvements to changing rooms at the Brenchley War Memorial Ground	Highly Desirable	Mod	Short/medium/long	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Brenchley and Matfield Parish Council identified items</b>	<a href="#"><u>Brenchley and Matfield Neighbourhood Plan</u></a>						
<b>CAPEL – REMAINDER OF PARISH (PRIMARILY FIVE OAK GREEN)</b>							
<b>Water (flood risk)</b>	Five Oak Green Flood Alleviation Scheme – the EA are still investigating options for mitigation including Natural Flood Management investigations for the Alder Stream Catchment	Critical	Moderate	Medium	EA	TBC by EA	TBC
<b>Open Space, Sport and Recreation</b>	Requires improvements to football pitches at Five Oak Green Recreation Ground	Highly Desirable	Moderate	Short/medium	TWBC/PC	TBC	Developer funding (IL/S106)

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
<b>Capel Parish Council identified items</b>	<i>TWBC and CPC in discussions over any additional projects which may arise from its NDP process which is at an early stage. The IDP to be updated at the appropriate time.</i>						
<b>FRITTENDEN</b>							
<b>Open Space, Sport and Recreation</b>	Improvements to youth provision	Highly Desirable	Moderate	Short/medium	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Provision of allotments/food growing areas as part of park/recreation ground	Highly Desirable	Moderate	Short/medium	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Education</b>	Contributions towards primary and secondary education provision	Essential	Moderate	Short/Medium	KCC	TBC	Developer funding (IL/S106)
<b>Community, public and social services</b>	Contributions towards the Cranbrook Hub project – see Cranbrook						
<b>Frittenden Parish Council Identified Items</b>	<i>Improvements and enhancements to Frittenden Village Hall</i>						



Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
	<i>Traffic calming and parking improvements</i>						
<b>GOUDHURST</b>							
<b>Open Space, Sport and Recreation</b>	Improvements to existing allotments	Highly Desirable	Moderate	Short	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Community, public and social services</b>	Improvements/repairs to Goudhurst Parish Hall	Highly Desirable	Moderate	Short/medium	PC	TBC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Amenity greenspace could accommodate youth provision	Highly Desirable	Moderate	Short/medium	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Goudhurst Parish Council identified items</b>	<a href="#"><u>Goudhurst Neighbourhood Plan</u></a>						
<b>HORSMONDEN</b>							
<b>Education</b>	Expansion of Horsmonden Primary School by one FE	Essential	Moderate	TBC	KCC	TBC	KCC/Developer funding (IL/S106)
<b>Health</b>	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
<b>Open Space, Sport and Recreation</b>	Provision of amenity greenspace or	Highly Desirable	Moderate	Medium	TWBC/PC	TBC	Developer funding (IL/S106)

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
	improvements to sportsground to accommodate children's play space and food growing areas						
<b>Open Space, Sport and Recreation</b>	Upgrading of existing youth facilities	Highly Desirable	Moderate	Medium	TWBC/PC	TBC	Developer funding (IL/S106)
<i>Horsmonden Parish Council identified items</i>	<a href="#"><u>Horsmonden Neighbourhood Plan</u></a>						
<b>LAMBERHURST</b>							
<b>Open Space, Sport and Recreation</b>	Improvements to Spray Hill Park and recreation ground to provide youth provision and allotment/food growing areas	Highly Desirable	Moderate	Short/medium	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Improvements to amenity greenspace to provide natural play/food growing areas	Highly Desirable	Moderate	Short/medium	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Re-designate two lapsed football pitches to junior pitches	Highly Desirable	Moderate	Short/medium	TWBC/PC	TBC	Developer funding (IL/S106)
<i>Lamberhurst Parish Council identified items</i>	<a href="#"><u>Lamberhurst Neighbourhood Plan</u></a>						

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

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
<b>Health</b>	Medical facilities hub – (emergency services/parking related to hospital/key worker housing/hospital expansion etc.)	Essential	Moderate	Long	CCG/NHS/ Emergency Services	TBC	TBC
<b>Open Space, Sport and Recreation</b>	Existing facilities extended and improved, including children's and youth play	Highly Desirable	Moderate	Short/ Medium/Long	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Increase quality and capacity of woodside playing field	Highly Desirable	Moderate	Short/ medium/long	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Improvements to Pembury Cricket Ground	Highly Desirable	Moderate	Short/ medium/long	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Community, public and social services</b>	Libraries - Provision of new book stock	Highly Desirable	Low	Short/Medium/ Long	KCC	TBC	Developer funding (IL/S106)
<b>Pembury Parish Council Identified items</b>	<a href="#">Pembury Neighbourhood Plan</a>	<i>Highly Desirable</i>	<i>Low</i>	<i>Short/Medium/ Long</i>	<i>PC</i>	<i>TBC</i>	Developer funding (IL/S106) PC
<b>RUSTHALL</b>							
<b>Open Space, Sport and Recreation</b>	Potential for natural play space at Rusthall Common	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
<b>Open Space, Sport and Recreation</b>	Allan Close amenity greenspace to accommodate children's play space	Highly Desirable	Moderate	Short/ Medium/Long	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Improvements to non-playing pitch facilities	Highly Desirable	Moderate	Short/ medium/long	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	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)
<b>Community, Public and Social Services</b>	Libraries – Provision of new book stock	Highly Desirable	Moderate	Short/ Medium/Long	KCC	TBC by KCC	Developer funding (IL/S106)
<b>SANDHURST</b>							
<b>Open Space, Sport and Recreation</b>	Potential for Sandhurst playing field to accommodate youth provision and a food growing area/allotment	Highly Desirable	Moderate	Short/ medium/long	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Open Space, Sport and Recreation</b>	Conghurst Land Sports Ground – improvements to football pitches	Highly Desirable	Moderate	Short/ medium/long	TWBC/PC	TBC	Developer funding (IL/S106)
<b>Community, public and social services</b>	Contributions towards Cranbrook Hall – See Cranbrook						
<b>SPELDHURST</b>							

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
<b>Open Space, Sport and Recreation</b>	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)
<b>Open Space, Sport and Recreation</b>	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)



# 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	Angley Playing Fields	Outdoor Sport (Private)	2.75



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

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

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

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

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

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

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

# Appendix 3: consultation and liaison with key stakeholders

## November 2016 stakeholder engagement:



To:

Date: 1 November 2016

Dear

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

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

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

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

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



us to get a better understanding of any significant infrastructure issues that we should be aware of at this stage of plan preparation, and also how best to consult with you as we go through the formal plan making process.

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

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

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

### **Question 1**

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

### **Question 2**

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

### **Question 3**

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

### **Question 4**

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

### **Question 5**

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

Attend workshop with other infrastructure providers

.....

Attend individual meetings with the Council

.....

Either

.....

### **Question 6**

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

# July 2018 stakeholder engagement:



**STRICTLY CONFIDENTIAL**

Date: 13 July 2018

Dear Stakeholder

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

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

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

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

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

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

I understand that you may not be able to provide all of this information at this time, and that most of the detail will have to be developed as we firm up which sites will be taken

forward for development. We are hoping we can use any information you are able to provide at this stage regarding existing capacity and deficit in informing decisions regarding potential locations of new development.

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

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

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

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

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

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

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

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

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

### **Question 1**

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

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

### **Question 1a**

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

### **Question 2**

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

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

**Question 2a**

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

**Question 3**

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

**Question 4**

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

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

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

**Question 4a**

If you answered yes to Question 4, please provide details

**Question 5**

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

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

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

**Question 6**

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

**Question 6a**

You can upload any supporting documents here.

# March 2019 stakeholder engagement:



**STRICTLY CONFIDENTIAL**

Date: 1 March 2019

Dear Stakeholder

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

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

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

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

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

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



planning. Implications of this information being leaked could include the loss of the potential to deliver infrastructure through the Local Plan process.

<b>(A) Settlement / Location</b>	<b>(B) Number of Existing Dwellings by Settlement 16/11/2017-Council Tax</b>	<b>(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)</b>	<b>(D) Potential Total Number of Dwellings (existing plus proposed)</b>
Benenden	320	157	477
Bidborough	340	9	349
Brenchley	159	12	171
Cranbrook	1,979	746	2725
Five Oak Green	572	9	581
Frittenden	160	53	213
Goudhurst	553	49	602
Hawkhurst	1,743	730	2473
Horsmonden	599	339	938
Lamberhurst	437	62	499
Langton Green	1,164	7	1171
Main Urban Area	27,904	3051	30955
Matfield	232	145	377
Paddock Wood	3,469	5050	8519
Pembury	2,390	345	2735
Rusthall	2,278	5	2283
Sandhurst	405	29	434
Sissinghurst	353	177	530
Speldhurst	404	24	428
Tudeley Garden Settlement	-	1650	1650
<b>Totals</b>	<b>45,461</b>	<b>12649</b>	<b>58,110</b>

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

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

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

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

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

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

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

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

### **Question 1**

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

### **Question 2**

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

### **Question 3**

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

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

### **Question 3a**

- When answering this question, please include details of:
- Location of the infrastructure (this may be within our 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**

<b>Regulation 18 Policy Reference</b>	<b>Address</b>	<b>Allocated for employment/commercial/mixed uses</b>
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. 1,091sqm, equalling a total of 7,493sqm Gross Internal Area / 7,846sqm.
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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](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](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](mailto: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**