



**Infrastructure Delivery Plan**  
**Updated February 2022**

**Tonbridge and Malling Borough Council**

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## Introduction

- 1.1 The provision and delivery of infrastructure is vital for the achievement of sustainable communities. This Infrastructure Delivery Plan (IDP) identifies the infrastructure (including physical, social, and green infrastructure) which is necessary to support local growth and identifies how it will be delivered.
- 1.2 The IDP is a live document and will be regularly updated to reflect the Council's progressing Local Plan and the revised business, service and delivery plans of infrastructure and service providers. At present the requirements outlined reflect anticipated strategic development opportunities which were identified in the now withdrawn Borough Local Plan 2019. Requirements will be updated in due course to reflect the spatial strategy and strategic allocations which will be defined through the Local Plan process.
- 1.4 The IDP provides information on existing capacity or deficit in demand for services, details of existing committed infrastructure delivery, and the impact of potential developments on services and infrastructure. It sets out what will be needed and where, the lead delivery body/bodies, delivery timescale, cost and source of funding, where this information is available.
- 1.5 The IDP has been informed and will be updated through ongoing dialogue with infrastructure and service providers and is based upon information currently available as of February 2022.

### *What is infrastructure?*

- 1.7 Infrastructure planning is concerned with identifying and planning for future requirements. Whilst there is no definition within the National Planning Policy Framework (NPPF, updated July 2021), the Planning Act 2008 Section 216 (2) defines infrastructure as:
  - (a) roads and other transport facilities,
  - (b) flood defences,
  - (c) schools and other educational facilities,
  - (d) medical facilities,
  - (e) sporting and recreational facilities
  - (f) open spaces, and
  - (g) affordable housing.
- 1.8 The Oxford Dictionary (online) states that infrastructure is *"the basic physical and organisational structures and facilities needed for the operation of a society or enterprise"*.
- 1.9 Within this document the following types of infrastructure are considered.

<b>Topic</b>	<b>Relevant Categories</b>
Transport	Road, bus, rail, cycling and walking
Education	Primary and secondary schools, further and higher education, adult learning/community learning
Healthcare	Primary care, hospitals, and adult social services
Social Infrastructure	Sports recreation, open space and libraries
Public Services	Emergency services (police/fire/ambulance), recycling, waste management and disposal
Biodiversity and Flood Infrastructure	Biodiversity, flood and surface water management
Utility Services	Water, wastewater, electricity, gas and telecommunications

## Background and Methodology

### *National Planning Policy Framework*

- 2.1 The National Planning Policy Framework (published March 2012 and updated July 2021) states that local planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure, the ability of these assets to meet forecast demands; and to take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.
- 2.3 The NPPF states that Local Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management and green infrastructure). Such policies should not undermine the deliverability of the Plan.
- 2.4 The Council is required to plan positively to ensure that development and infrastructure needs are met, and that there is a reasonable prospect that planned infrastructure is deliverable in a timely manner.

### *Local Context*

- 2.7 Tonbridge and Malling seek funding for infrastructure where required for individual developments through Section 106 agreements (also known as planning obligations). New developments are expected to meet their needs generated either through this means or by delivery on site. An assessment of the capacity for introducing the Community Infrastructure Levy (CIL) has been undertaken previously as part of Local Plan viability work. This will be reviewed going forwards, however the Council is not currently minded introduce a CIL charging scheme.
- 2.8 The duty for statutory agencies and infrastructure providers to meet their obligations through their own funding sources and investment plans remains.

### *South East Local Enterprise Partnership*

- 2.9 The South East Local Enterprise Partnership (SELEP) is one of 38 LEPs, established to “provide the clear vision and strategic leadership to drive sustainable private sector-led growth and job creation in their area”.
- 2.10 Several infrastructure projects within the borough have been funded from the SELEP Kent and Medway Growth Deal. TMBC remains engaged with the Kent and Medway Economic Partnership and Kent County Council should further funding be made available. Some forthcoming and planned highways schemes continue to utilise SELEP funding, further details can be found in Appendix 1.

### *Methodology*

- 2.12 This document assesses current infrastructure provision, needs, deficits and future requirements for the infrastructure listed in Section 1, in the context of anticipated strategic development which was identified in the now withdrawn draft Borough Local Plan 2019. Requirements will be reviewed as a new Local Plan progresses. Assessed

infrastructure includes: Transport; Education; Healthcare; Social Infrastructure; Public Services; Biodiversity and Flood Infrastructure; and Utility Services.

2.13 The key outcomes are to:

- Provide an up-to-date picture of current infrastructure supply and demand;
- Outline any planned projects;
- Assess the impact of anticipated strategic growth on existing infrastructure and identify any gaps;
- Identify funding and costs where information is available, to ensure that sites are deliverable.

2.14 The Council will continue to engage with the following service and infrastructure providers to share delivery information. These include:

- National Highways
- Environment Agency
- Tonbridge and Malling Borough Council
- Kent County Council (Highways, Public Transport, Education, Waste, Libraries, Adult Social Services)
- West Kent Clinical Commissioning Group (Primary Care)
- Maidstone and Tunbridge Wells Hospital Trust
- South East Coast Ambulance Services
- Kent Fire and Rescue
- Kent Police
- South East Water
- Southern Water
- UK Power Networks
- Southern Gas Networks
- Southeastern
- Network Rail
- Arriva
- Hadlow College and West Kent College

#### *Categorisation*

2.16 Following liaison with the infrastructure and service providers, the information provided has been inputted into a Schedule (Appendix 1). This complements the information provided under each topic heading within this document.

2.17 The timing of delivery is categorised as such: **Short-term** (under 5 years); **Medium-term** (5-10 years); **Long-term** (10 years); or **Varies**. Timing is dependent on a multitude of factors including development timescales and funding for example, and is based on current best estimates given available information.

2.18 Infrastructure projects are then categorised as:

**Critical:** Infrastructure which must happen to enable growth and development identified in our Local Plan Development Strategy Map to take place.

**Essential:** Projects which are required if development and growth is to be achieved in a timely and sustainable manner.

**Desirable:** Infrastructure which if not delivered is unlikely to prevent development in the short-term. However, this infrastructure remains important and non-delivery could lead to unsustainable development.

- 2.19 The risk that infrastructure won't be delivered is also identified and categorised. **High** means that there are serious doubts as to funding for example, or there are land/ownership issues, or no sites identified; **Medium** means that there are some uncertainties; and **Low** means that there is strong confidence. This element of the IDP will need to be kept under close review.

## Topic 1: Transport

<b>Highways</b>	
<b>Agencies/Lead Organisations</b>	Highways England Kent County Council (KCC) Highways
<b>Strategies and Evidence</b>	KCC Local Transport Plan 4 KCC Growth Without Gridlock Local Plan evidence currently being updated
<b>Consultation</b>	Ongoing discussions with KCC Highways and contact will be made with National Highways.
<b>Existing Provision</b>	Within the borough there are various strategic key routes, including the A20, M20, A21, A228, M2, A25, A26, A229 and M26 roads.
<b>Proposed Provision/Planned Provision</b>	A20/Coldharbour roundabout capacity improvements.
<b>Additional requirements needed to deliver growth proposed in the Local Plan</b>	<p>Key projects (and explored in more detail in Appendix 1) include but not limited to:</p> <ul style="list-style-type: none"> <li>• Improvements to M2 Junction 3</li> <li>• Hermitage Lane/St Andrews Road/Fountain Lane improvements including junction upgrades</li> <li>• Improvements to Borough Green Road (A25), Dark Hill Road, Borough Green Road (A227), Ightham By-Pass (A25), Celcon (5-arm roundabout and London Road A20)</li> <li>• New relief road between the A25 to the west of Borough Green to the A227 to the north of Borough Green and to the A20 to the east of Borough Green</li> <li>• A20 improvements to footways together with capacity improvements at key junctions including A20/Hall Road/Mill Road, A20/New Road, Station Road, Ditton, A20/New Road, East Malling, A20/Lunsford Lane and Hall Road/Station Road, Aylesford</li> <li>• A228 new junction/improvement at Kings Hill</li> <li>• Improvements to the junction of A26/Canon Lane; B2260 High Street/Railway Approach/Vale Road/Barden Road</li> <li>• A26 Quarry Hill Road/Brook Street Traffic improvement scheme. Cycle link between Brook Street and Tonbridge Station.</li> <li>• Improvements to the junctions of A26/The Ridgeway, Shipbourne Road/Yardley Park Road/Dry Hill Park Road and A227 High Street/Bordyke/Landsdowne Road.</li> </ul> <p>Please see Appendix 1 for full list of projects. It is also expected that individual sites will require site specific mitigation on the local road network (for example through improved site access/junctions), as per Appendix 1.</p> <p>A number of highways improvements have also been identified and modelled at junctions across the borough by consultants Mott</p>

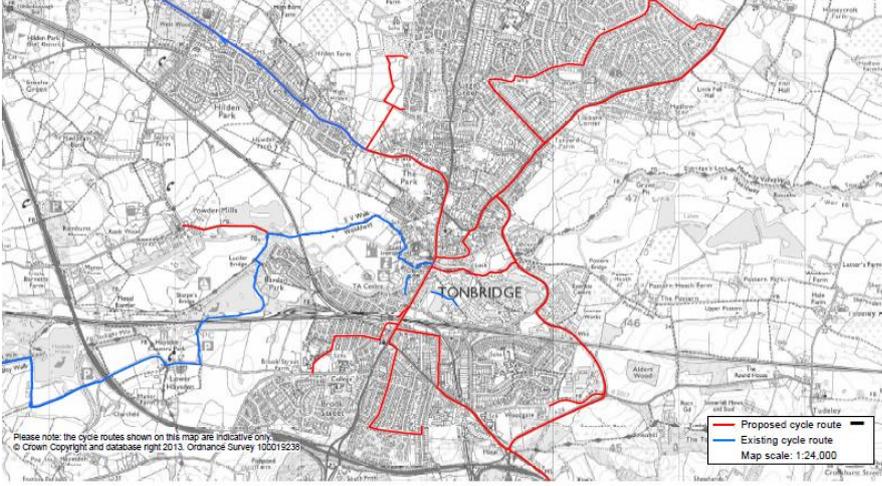
	Macdonald in their August 2018 Transport Assessment Addendum. These have been included within Appendix 1.
<b>Sources of Funding</b>	S106/S278 contributions and Government transport infrastructure funding sources as available.  Funding is also required towards the monitoring of Travel Plans for sites over 100 homes. This costs circa between £948-£1422 per site.
<b>Other Relevant Information</b>	Awaiting Highways England input.

<b>Rail</b>	
<b>Agencies/Lead Organisations</b>	Southeastern Southern (services to and from Tonbridge) Network Rail
<b>Strategies and Evidence</b>	Network Rail Kent Route Utilisation Strategy Network Rail Strategic Business Plan Network Rail South East Route: Kent Area Route Study Rail Action Plan for Kent - KCC
<b>Consultation</b>	Discussions ongoing with Southeastern and Network Rail through the West Kent Infrastructure and Transport Group.
<b>Existing Provision</b>	The following services serve and run through Tonbridge and Malling:  <u>Ashford Intl via Maidstone East Main Line</u>  The Maidstone East Main Line diverges from the Chatham Main Line at Swanley Junction and proceeds down the Darenth Valley to Otford junction. It continues via Borough Green & Wrotham and Maidstone East to Ashford. Train stations on this line in the borough include: Barming, East Malling, West Malling (for Kings Hill) and Borough Green and Wrotham. Services typically operate twice hourly in off peak times.  <u>Dover Priory and Hastings Main Lines including Medway Valley and Redhill lines</u>  Tonbridge is at a junction between these important routes, providing frequent services into London, the Kent and Sussex coast as well as Maidstone and Strood.
<b>Proposed Provision/Planned Provision</b>	Discussions surrounding improved access and interchange facilities at a number of stations in the borough are ongoing.
<b>Additional requirements needed to deliver growth proposed in the Local Plan</b>	Awaiting input.

<b>Sources of Funding</b>	Projects will be funded through sources including operators Southeastern and Southern, Network Rail, Department for Transport grants, Kent Community Rail Partnership and s106 contributions.
<b>Other Relevant Information</b>	Awaiting input.

<b>Bus</b>	
<b>Agencies/Lead Organisations</b>	Arriva Kent County Council – Public Transport (concessional travel and supported services)
<b>Strategies and Evidence</b>	Awaiting confirmation.
<b>Consultation</b>	Discussions ongoing with KCC public transport and Arriva through the West Kent Infrastructure and Transport Group.
<b>Existing Provision</b>	Tonbridge and Malling is served predominantly by Arriva bus services, and services provided by other operators including Nu-Venture.
<b>Proposed Provision/Planned Provision</b>	Awaiting input.
<b>Additional requirements needed to deliver growth proposed in the Local Plan</b>	Awaiting input.
<b>Sources of Funding</b>	Projects will be funded through a mix of sources, including the commercial investment from operators, KCC grants, and s106 contributions will also help improve bus services and upgrade kerbside infrastructure including signage etc.
<b>Other Relevant Information</b>	Awaiting input.

<b>Cycling and Walking</b>	
<b>Agencies/Lead Organisations</b>	Kent County Council – Highways and Countryside Access Tonbridge and Malling Borough Council
<b>Strategies and Evidence</b>	Tonbridge and Malling Cycling Strategy 2014-2019
<b>Consultation</b>	Liaison with KCC and neighbouring boroughs relating to the preparation of a new Active Travel Strategy for the borough remains ongoing.

<p><b>Existing Provision</b></p>	<p>Cycle routes are available in various parts of the borough, but the network remains incomplete. The map from the Cycling Strategy below shows existing cycle routes in blue and proposed routes in red, in the vicinity of Tonbridge.</p> <p>A relatively short but very attractive cycle route was opened in 2005 linking Tonbridge and Penshurst, which forms part of the National Cycle Network. It is very popular with over 60,000 users recorded in 2012. It has been voted one of the most scenic routes in Britain by Visit England.</p> <p>The shared route between North Farm, Tunbridge Wells and the Vauxhall Roundabout was opened as part of the dualling of the A21.</p>  <p>Please note: the cycle routes shown on this map are indicative only. © Crown Copyright and database right 2013. Ordnance Survey 100015238 Map scale: 1:24,000</p>
<p><b>Proposed Provision/Planned Provision</b></p>	<p>The Cycling Strategy identifies the following improvements, some of which have been implemented or are in the process of being implemented (for example the link between the Peter's Village development, Snodland and Aylesford).</p> <p><b>Tonbridge</b></p> <ul style="list-style-type: none"> <li>• Create a link from the centre of Tonbridge and the railway station to the schools and colleges to the south</li> <li>• Provide a safe on-road route through Railway Approach and the High Street</li> <li>• Create a route from the centre of Tonbridge to the north east housing area</li> <li>• Create a link from the B245 London Road to Welland Road and Darenth Avenue</li> <li>• Extend the facilities on London Road to Half Moon Lane in Hildenborough</li> <li>• Extend the existing facilities on the Medway Valley Walk to include cycling facilities and signage</li> <li>• Create a link between the Tonbridge to Penshurst cycle route (Regional Route 12) and Powder Mills, and create new routes between the A21, Tonbridge Station and Cannon Lane.</li> </ul> <p><b>Medway Gap</b></p>

	<ul style="list-style-type: none"> <li>• Create a link between Aylesford station and Aylesford village</li> <li>• Create a link between Aylesford village and Maidstone</li> <li>• Create a link between Station Road and Bellingham Way</li> <li>• Link existing fragmented cycle facilities on the A20 London Road</li> <li>• Create a link between the A20 London Road and Thackeray Road</li> <li>• Create a link from the A20 London Road/New Road Junction into the Larkspur Road housing area</li> <li>• Create a north-south spine route through Snodland</li> <li>• Create a two-way link between Malling Road and Snodland Station</li> <li>• Sign the northern section of Saltings Road as an on-carriageway link</li> <li>• Create a link between the Holborough Lakes development and Snodland Station</li> <li>• Create a link between the Peter’s Pit development, Snodland and Aylesford.</li> </ul> <p><b>Borough Green</b> Create a link between Borough Green and Wrotham Station and Wrotham village.</p> <p><b>Kings Hill</b> Create links between Kings Hill and the quiet lanes surrounding the development.</p> <p>KCC have also identified specific improvements which are outlined within the Schedule at Appendix 1. Development is expected to make connections for cycling and walking wherever practicable/possible.</p>
<p><b>Additional requirements needed to deliver growth proposed in the Local Plan</b></p>	<p>The Council will work in partnership with Kent County Council, National Highways, transport providers and other key stakeholders to ensure that developments include measures, where practicable and proportionate, for non-car use such as on-site cycle parking and provide, where practicable and proportionate, new and improved footpaths, bridleways and cycleways, provided there would be no significant effect on areas of importance for nature conservation.</p> <p>It is expected that development will bring forward improvements and new links, as well as cycle storage where possible, and/or contribute via S106 agreements to improved signage for example.</p>
<p><b>Sources of Funding</b></p>	<p>Section 106 contributions.</p>
<p><b>Other Relevant Information</b></p>	<p>None.</p>

## Topic 2: Education

<b>Primary and Secondary Schools</b>																									
<b>Agencies/Lead Organisations</b>	Kent County Council																								
<b>Strategies and Evidence</b>	Commissioning Plan for Education Provision in Kent 2018-2022 Kent County Council Growth and Infrastructure Framework																								
<b>Consultation</b>	Ongoing discussion with KCC.																								
<b>Existing Provision</b>	<p>There are currently 44 primary schools within the borough. The Tonbridge School is a private boarding school. The breakdown of Secondary provision is as follows:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">School Name</th> <th style="text-align: center;">Type</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Aylesford School - Sports College</td> <td style="text-align: center;">Foundation</td> </tr> <tr> <td style="text-align: center;">Hadlow Rural Community School</td> <td style="text-align: center;">Community</td> </tr> <tr> <td style="text-align: center;">Hillview School for Girls</td> <td style="text-align: center;">Academy</td> </tr> <tr> <td style="text-align: center;">Hugh Christie Technology College</td> <td style="text-align: center;">Foundation</td> </tr> <tr> <td style="text-align: center;">The Hayesbrook School</td> <td style="text-align: center;">Academy</td> </tr> <tr> <td style="text-align: center;">The Holmesdale School</td> <td style="text-align: center;">Community</td> </tr> <tr> <td style="text-align: center;">The Judd School (Grammar)</td> <td style="text-align: center;">Aided</td> </tr> <tr> <td style="text-align: center;">The Malling School</td> <td style="text-align: center;">Foundation</td> </tr> <tr> <td style="text-align: center;">Tonbridge Grammar School</td> <td style="text-align: center;">Academy</td> </tr> <tr> <td style="text-align: center;">Weald of Kent Grammar School</td> <td style="text-align: center;">Academy</td> </tr> <tr> <td style="text-align: center;">Wrotham School</td> <td style="text-align: center;">Academy</td> </tr> </tbody> </table>	School Name	Type	Aylesford School - Sports College	Foundation	Hadlow Rural Community School	Community	Hillview School for Girls	Academy	Hugh Christie Technology College	Foundation	The Hayesbrook School	Academy	The Holmesdale School	Community	The Judd School (Grammar)	Aided	The Malling School	Foundation	Tonbridge Grammar School	Academy	Weald of Kent Grammar School	Academy	Wrotham School	Academy
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Weald of Kent Grammar School	Academy																								
Wrotham School	Academy																								
<b>Proposed Provision/Planned Provision</b>	<p><u>Primary</u></p> <p>There is a currently identified need for 2 Form Entry (FE) of additional provision in Borough Green/Wrotham and Aylesford/Ditton areas.</p> <p><u>Secondary</u></p> <p>In the short-term a 1FE expansion of The Wrotham School, Borough Green is required.</p>																								

<p><b>Additional requirements needed to deliver growth proposed in the Local Plan</b></p>	<p><u>Primary</u></p> <p>The anticipated scale of development would necessitate a number of new primary schools and/or extensions. New schools would be required at Tonbridge Town &amp; South West Tonbridge, east of Borough Green and west of Borough Green, Kings Hill, Bushey Wood and South Aylesford. Expansion of Cage Green Primary School to accommodate 1FE would also be required.</p> <p><u>Secondary</u></p> <p>A new secondary school is required in the north-east of the borough; it is proposed that this is located within land North of Kings Hill, with the land also accommodating primary provision. Expansions at existing schools in the north of the borough will be required, subject to feasibility these are likely to include Wrotham School, Aylesford School and The Malling School.</p>
<p><b>Sources of Funding</b></p>	<p>KCC Capital Budgets, Government grants including basic needs, academies programme, and free school programme.</p> <p>Developer contributions through S106 and/or developer land.</p>
<p><b>Other Relevant Information</b></p>	<p>Proposed development at Hadlow is expected to produce an additional 60 primary pupils. The existing school in the village is not forecast to have surplus capacity for this additional demand and it is unable to expand to accommodate. The additional demand is not of a mass that would necessitate or support the creation of a new school.</p>

<p><b>Further and Higher Education</b></p>	
<p><b>Agencies/Lead Organisations</b></p>	<p>Kent County Council Hadlow College West Kent College</p>
<p><b>Strategies and Evidence</b></p>	<p>Population projections Current and historic student uptake</p>
<p><b>Consultation</b></p>	<p>Discussions with Hadlow College/West Kent College. Liaison with KCC Education.</p>
<p><b>Existing Provision</b></p>	<p>Further and higher education campuses at Tonbridge and Hadlow (West Kent College and Hadlow College).</p> <p>Hadlow College currently has approximately 900 students, West Kent College has approximately 500 students for 16-18 year olds and around 800 or so degree level students across both colleges.</p> <p>Apprentices across both colleges total approximately 600. Employees total approximately 800 across Hadlow and West Kent College.</p>

<b>Proposed Provision/Planned Provision</b>	Plans are focussed on improvements to existing campuses and buildings rather than new buildings or locations.  No current plans for new campuses or buildings in the borough.
<b>Additional requirements needed to deliver growth proposed in the Local Plan</b>	20% population growth in the borough 2011 to 2031 would have a notable increase in demand for education services thus requiring provision for more student spaces. Tonbridge West Kent campus is nearly at capacity, and the campus itself is self-contained. Hadlow college has room to expand.  Catchment areas are wider than the borough (ie includes Tunbridge Wells).
<b>Sources of Funding</b>	Improvements to existing buildings or expansion of Hadlow campus would be funded through land release.
<b>Other Relevant Information</b>	There are satellite campuses for Hadlow College at Ashford and Canterbury.

<b>Adult Education and Community Learning</b>	
<b>Agencies/Lead Organisations</b>	Kent County Council
<b>Strategies and Evidence</b>	New challenges, new chances. Education and Skills System Reform Plan: Building a world class skills system: Department for Business Innovation and Skills (BIS) (2011) Productivity Plan: BIS July 2015 14-24 learning employment and skills strategy 2015-18 (KCC) Adult learning, employment and skills strategy 2015-18 (KCC) Implementing rigour and responsiveness: BIS 2015 Increasing opportunities, improving outcomes KCC Statement 2015 – 2020
<b>Consultation</b>	Liaison with KCC.
<b>Existing Provision</b>	Community learning space at Tonbridge Centre.
<b>Proposed Provision/Planned Provision</b>	Temporary expansion of provision at the Tonbridge Centre to allow decant of provision from Tunbridge Wells to take place while the new Cultural Hub is being built there. Continued offer of range of learning and skills opportunities for residents in the area.
<b>Additional requirements needed to deliver growth proposed in the Local Plan</b>	Financial contributions necessary to enable the County Council to increase provision of services to meet the needs of the additional demand generated by proposed development.
<b>Sources of Funding</b>	Section 106.

<b>Other Relevant Information</b>	None.
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### Topic 3: Healthcare

<b>Healthcare (including GPs and Hospital services)</b>	
<b>Agencies/Lead Organisations</b>	<p>NHS Services are commissioned by Clinical Commissioning Groups (CCGs) and NHS England on a local, regional and national basis. CCGs are responsible for about 60% of the NHS budget.</p> <p>NHS Kent &amp; Medway CCG is a membership organisation whose members include the 52 general practices in the west Kent area. The CCG commissions a wide range of services including mental health services, urgent and emergency care, elective hospital services, community care and has delegated commissioning responsibility from NHS England and Improvement for commissioning of primary medical care services (general practice). In April 2020 eight smaller CCGs across Kent and Medway merged into one organisation responsible for planning and procuring healthcare services.</p> <p>Health and care partners work together as part of the Kent and Medway Integrated Care System. This is supported and informed by work at a West Kent integrated Care Partnership level regarding infrastructure requirements going forward to ensure that the right infrastructure is in the right place to deliver the services needed for each area.</p> <p>There are a number of health organisations across west Kent who own or lease premises to deliver services from including GP practices, Kent Community Health NHS Foundation Trust, Kent and Medway NHS and Social Care Partnership Trust and Maidstone and Tunbridge Wells NHS Trust.</p>
<b>Strategies and Evidence</b>	<p>NHS Long Term Plan            NHS Kent &amp; Medway Clinical Commissioning General Practice Estates Strategy            Kent Joint Strategic Needs Assessment            Kent Joint Health and Wellbeing Strategy</p>
<b>Consultation</b>	<p>Discussion with NHS Kent &amp; Medway Clinical Commissioning Group. Contact made with Maidstone and Tunbridge Wells NHS Trust, NHS England and NHS Property Services.</p>
<b>Existing Provision</b>	<p>There are 11 General Practices in Tonbridge and Malling Borough Council area. Maidstone and Tunbridge Wells NHS Trust provides services at Maidstone Hospital and Tunbridge Wells Hospital at Pembury. Kent Community Health NHS Foundation Trust provides services from Tonbridge Cottage Hospital.</p> <p>Hospice care is provided at the Hospice in the Weald (Pembury) and Heart of Kent Hospice (Aylesford).</p> <p>Many GP practices across the borough are operating under increased pressure and premises improvements will be required in some areas to accommodate the growth in the population.</p>

<p><b>Proposed Provision/Planned Provision</b></p>	<p>Phoenix Medical Practice has developed plans for a new surgery at Peters Village as part of the development currently underway. A Full Business Case was approved by the CCG in July 2020 and work is expected to commence on site during 2022.</p> <p>Tonbridge Medical Group new premises opened at River Lawn in December 2020. The practice relocated from Pembury Road and Higham Lane surgeries.</p> <p>There is a proposal from Thornhills Medical Practice to explore options to expand within existing premises.</p> <p>The CCG will continue to engage in the Strategic Working Group for Borough Green in order to inform assessments and requirements for general practice infrastructure.</p> <p>Discussions will continue to be held with all practices in the Primary Care Networks to use the latest growth assessments to review and refresh existing plans, consider where any gaps may exist and potential responses to this. This will specifically include a review for the Kings Hill and surrounding area.</p>
<p><b>Additional requirements needed to deliver growth proposed in the Local Plan</b></p>	<p>At a general practice level the list size of the practice and the Gross Internal Area (GIA) of the premises is an indicator of pressure on services along with other intelligence such as premises constraining the practice from expanding their workforce to deliver services. Any planned growth within the practice catchment area is taken into account when assessing the above.</p> <p>As a guide a minimum list size for a new general practice would be 10,000 patients. It is not a resilient, sustainable or attractive service model to commission new practices serving a small population, specifically from a workforce perspective. The same principle applies to branch surgeries within a close proximity to the main surgery site.</p> <p>Developer contributions will likely be required to support expansion of premises at the appropriate time. In some locations, new sites would be required in order to accommodate the increase in number of new patient registrants – if the option of re-locating to a proposed development site is not a viable option, then developer contributions towards the cost of new premises at an alternative site would be required in order to mitigate the impact of growth created by development. Full details are included within the Infrastructure Delivery Schedules included at Appendix A.</p>
<p><b>Sources of Funding</b></p>	<p>General Practice - In terms of process and governance, GP contractors are responsible for developing premises plans and securing capital funding for premises developments (this may for example include a third-party medical centre developer or investment by the practice). Plans are submitted to the CCG for consideration in line with the CCG General Practice Premises Development Policy and GP Estates Strategy. The CCG holds the revenue budget for rent and rates and must therefore approve any premises developments.</p>

	Funding can also be provided through developer contributions, or direct delivery by developers in relation to site specific mitigation. The CCG works with the council and practices to identify these requirements and opportunities.
<b>Other Relevant Information</b>	<p>At this time, the CCG uses a formula for calculating S106 contributions. Where an application identifies unit sizes, to calculate predicted occupancy multiplied by £360 per person the following predicted occupancy rates will be used. Where the unit sizes are not identified then an assumed occupancy of 2.4 persons will be used.</p> <ul style="list-style-type: none"> <li>• 1 bed unit @ 1.4 persons</li> <li>• 2 bed unit @ 2 persons</li> <li>• 3 bed unit @ 2.8 persons</li> <li>• 4 bed unit @ 3.5 persons</li> <li>• 5 bed unit @ 4.8 persons</li> </ul>

<b>Adult Social Services</b>	
<b>Agencies/ Organisation</b>	Kent County Council
<b>Strategies and Evidence</b>	Kent Accommodation Strategy ( <a href="http://www.kent.gov.uk/accommodationstrategy">www.kent.gov.uk/accommodationstrategy</a> ) Draft Care Home Standards Final Extra care Design Principles
<b>Consultation</b>	Liaison with KCC
<b>Existing Provision</b>	<p>Tonbridge and Malling have seen the delivery of an Autism Scheme in Hildenborough, this is a 5 unit state of the art scheme for clients with autism. There is also a Learning Disability Scheme in West Malling, offering 7 flats for people with a learning disability and New Wharf in Tonbridge offering supported accommodation for young people. Rapport Housing and Care have been actively developing in the borough providing additional accommodation for older people with Care Ready units, having personal care services available in the daytime and overnight access to support.</p> <p>Tonbridge and Malling residents' access acute services from either Maidstone Hospital or Tunbridge Wells Hospital, with a community hospital in Tonbridge. The average size of a care home in Tonbridge and Malling is 45 beds which is higher than most districts.</p> <p>The borough could benefit from the development of all types of services and extra care housing would be of benefit.</p>
<b>Proposed Provision/Planned Provision</b>	The developments of housing by Rapport Housing and Care were initially expected to offer Extra Care Housing with care on site available 24 hours a day. The accommodation is state of the art and meets the needs of older people through design. The services

	offered are personal care in the daytime and access to support overnight.
<b>Additional requirements needed to deliver growth proposed in the Local Plan</b>	There is a need for an increase for C3 accommodation across the board and C2 for mental health and older people. For any C2 for mental health the service delivery would have to be high end forensic and complex need.
<b>Sources of Funding</b>	S106 contributions.
<b>Other Relevant Information</b>	The Kent Accommodation Strategy is in the process of being refreshed.

#### Topic 4: Social Infrastructure

<b>Sports Recreation and Open Space</b>	
<b>Agencies/Lead Organisations</b>	Kent County Council Tonbridge and Malling Borough Council Sport England National Playing Fields Association
<b>Strategies and Evidence</b>	Tonbridge and Malling Open Space evidence base report March 2018 Tonbridge and Malling Open Space Strategy 2009 Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard
<b>Consultation</b>	In-house discussion with the Councils Leisure Team, and research into Fields In Trust (FIT) Guidelines.
<b>Existing Provision</b>	Cricket: 13no. dedicated spaces across the borough. Rugby and Football: Aylesford Rugby Club and Tonbridge Angels Football Club. Golf: Poulton Wood golf course. Tennis: 8no. dedicated spaces across the borough. Bowls: 5no. including private clubs. Ball Courts: 15no. across the borough. Skate parks: 5no. across the borough.  Children and young persons play areas: 54no and: <ul style="list-style-type: none"> <li>- Ball courts: 15no.</li> <li>- Skate parks: 6no. at Tonbridge Farm Sportsground, Tonbridge Racecourse Sportsground, Burham Recreation Ground, Eccles Recreation Ground, Watlington Fields and Whitegate Field.</li> </ul> Parks and Gardens: Leybourne Lakes Country Park, Haysden Country Park, Tonbridge Castle, Manor Park Country Park; Trosley Country Park, Memorial Garden, St Leonards Tower, Nevill Park, Holborough Park and Heath Farm.  Amenity green spaces: 99no. across the borough.  Natural greenspaces: 56no. across the borough.

Category	2015	2009	Difference	Difference
	Area (ha)	Area (ha)	Area (ha)	% Change
Allotments (A)*	24.93	23.03	1.90	8.28
Amenity Green Space (AGS)	92.53	98.87	-6.34	-6.41
Children's and Young People's Play (CYP) (Total)	8.54	8.29	0.25	3.05
Natural Green Spaces (NG)	424.58	422.39	2.19	0.52
Outdoor Sports Facilities (OSF) (Total)†	284.44	219.15	65.29	29.79
Parks and Gardens (PG)	266.83	268.37	-1.54	-0.57
<b>TOTAL</b>	<b>1101.86</b>	<b>1040.10</b>	<b>61.76</b>	<b>5.94</b>

Overall open space provision has increased by 61.76 ha (+6%) since 2009. The greatest increase in provision is for Outdoor Sports Facilities (OSF). A significant proportion of this (22%) is attributed to new facilities at Kings Hill Sports Park (12.51 ha) and Kings Hill Cricket Ground (1.95 ha). The greatest loss in provision is for Amenity Green Space (-6.4%).

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

A refinement of current provision taking account of FiT benchmark guidelines is proposed.

The 2018 Strategy identifies the following provision that is needed to meet future demand.

**Outdoor Sports Facilities** – It is considered that it would be reasonable to align with the FiT guidelines for this category.

**Children's and Young People's Play Areas** – In light of the FiT guidelines and the positive contribution this type of open space can make to the health and therefore well-being of younger members of the community, a significant adjustment to the local provision has been proposed. It is considered that it would be reasonable to align with the combined FiT standard for equipped/designated play areas + other outdoor provision (Multi Use Games Areas (MUGAs) and skateboard parks), i.e. 0.55 ha per 1,000 population. The current provision derived standard of 0.07 ha per 1,000 population is insufficient when checked against the relevant national benchmarks.

**Parks and Gardens** – The opportunities for sports and recreational activities at places such as country parks are significant, which means that this category of open space can make a positive contribution to the Government's objectives. It is considered that it would be unwise for the local provision standard to be reduced significantly to the level of the new national benchmark guideline. With this in mind, 2.2 ha per 1,000 population is suggested as a reasonable requirement.

**Natural and Semi-Natural Greenspaces** – A rationalisation of the local provision standard is considered appropriate, reflecting the local characteristics of Tonbridge & Malling and the primary function of this form of open space. With this in mind a standard of 1.0 ha per 1,000 population is considered reasonable.

**Amenity Green Spaces** – It is considered that amenity green spaces are an integral part of a well-designed layout and therefore no standard is proposed for this category. With this in mind, it is considered that the

	<p>Local Plan will need to ensure that it recognises the importance of amenity green spaces to achieving a high-quality environment.</p> <table border="1"> <thead> <tr> <th>Type</th> <th>Area</th> <th>Standard (ha per 1000 pop.)</th> </tr> </thead> <tbody> <tr> <td>Outdoor Sports Facilities (sports pitches, tennis, athletics, bowls)</td> <td>Borough-Wide</td> <td>1.6 (of which a minimum of 1.2 is for playing pitches)</td> </tr> <tr> <td>Children's and Young People's Play Areas (equipped play areas, skate parks, ball courts, informal play space and MUGAs)</td> <td>Borough-Wide</td> <td>0.55 (of which a minimum of 0.25 is for equipped/designated play areas)</td> </tr> <tr> <td>Parks and Gardens</td> <td>Borough-Wide</td> <td>2.2</td> </tr> <tr> <td>Natural and Semi-Natural Greenspaces</td> <td>Borough-Wide</td> <td>1.0</td> </tr> <tr> <td>Amenity Green Spaces</td> <td>Borough-Wide</td> <td>No standard - The provision of amenity greenspace will be design-led rather than prescribed and will be addressed in other policies seeking to achieve a high quality environment.</td> </tr> <tr> <td><b>Total Requirement</b></td> <td></td> <td><b>5.35</b></td> </tr> </tbody> </table>	Type	Area	Standard (ha per 1000 pop.)	Outdoor Sports Facilities (sports pitches, tennis, athletics, bowls)	Borough-Wide	1.6 (of which a minimum of 1.2 is for playing pitches)	Children's and Young People's Play Areas (equipped play areas, skate parks, ball courts, informal play space and MUGAs)	Borough-Wide	0.55 (of which a minimum of 0.25 is for equipped/designated play areas)	Parks and Gardens	Borough-Wide	2.2	Natural and Semi-Natural Greenspaces	Borough-Wide	1.0	Amenity Green Spaces	Borough-Wide	No standard - The provision of amenity greenspace will be design-led rather than prescribed and will be addressed in other policies seeking to achieve a high quality environment.	<b>Total Requirement</b>		<b>5.35</b>
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<b>Total Requirement</b>		<b>5.35</b>																				
<b>Sources of Funding</b>	Funding will be secured through a variety of sources, including S106 monies and funding from government bodies such as Sport England.																					
<b>Other Relevant Information</b>	None.																					

<b>Libraries</b>	
<b>Agencies/Lead Organisations</b>	Kent County Council
<b>Strategies and Evidence</b>	KCC Statistics for libraries, registrations and archives ( <a href="http://www.kent.gov.uk/leisure-and-community/history-and-heritage/statistics-for-libraries-registrations-and-archives">http://www.kent.gov.uk/leisure-and-community/history-and-heritage/statistics-for-libraries-registrations-and-archives</a> )
<b>Consultation</b>	Contact made with KCC.
<b>Existing Provision</b>	Existing library provision is provided at the following locations: <ul style="list-style-type: none"> <li>• Borough Green</li> <li>• East Peckham</li> <li>• Hadlow</li> <li>• Hildenborough</li> <li>• Larkfield</li> <li>• Snodland</li> <li>• Tonbridge</li> <li>• Tonbridge (North)</li> <li>• West Malling</li> </ul>

	<p>There is also a fortnightly mobile library service that visits the following areas:</p> <ul style="list-style-type: none"> <li>• Aylesford, Blue Bell Hill, Burham, Eccles, Wouldham, Birling, Kings Hill, Mereworth, Offham, Plaxtol, Shipbourne, Tonbridge and Watringbury.</li> </ul> <p>The service delivers home library services to people within the Borough unable to access a library as well as a postal loan service that provides free audio books to people with visual impairment. The service offers a range of online services including e books and e audio, online newspapers and magazines, and access to the 24 hour Ask a Kent Librarian Information Service.</p>
<b>Proposed Provision/Planned Provision</b>	Awaiting information.
<b>Additional requirements needed to deliver growth proposed in the Local Plan</b>	Awaiting information.
<b>Sources of Funding</b>	Developer contributions.
<b>Other Relevant Information</b>	Awaiting information.

### Topic 5: Public Services

<b>Ambulance</b>	
<b>Agencies/Lead Organisations</b>	South East Coast Ambulance Service NHS Foundation Trust (SECAMB)
<b>Strategies and Evidence</b>	SECAMB Annual Report - Existing received emergency call data allows prediction of what resources will be needed to adequately service the area.
<b>Consultation</b>	Discussions have taken place with the SECAMB service.
<b>Existing Provision</b>	Existing provision is already at capacity with no spare resources. There is an existing Community First Responder Scheme (CFR).
<b>Proposed Provision/Planned Provision</b>	None currently planned for the borough.

<b>Additional requirements needed to deliver growth proposed in the Local Plan</b>	The existing CFR Scheme will need to be significantly expanded to accommodate the proposed growth and will require volunteers to be trained and equipped. A typical growth of a CFR scheme would cost £5,000 to provide the training and equipment – revenue costs are not included. No land would be required to support this.
<b>Sources of Funding</b>	Section 106 contributions.
<b>Other Relevant Information</b>	None.

<b>Recycling, Waste Management and Disposal</b>	
<b>Agencies/Lead Organisations</b>	Kent County Council Tonbridge and Malling Borough Council
<b>Strategies and Evidence</b>	Kent Joint Municipal Waste Management Strategy Kent Waste Disposal Strategy 2017 – 2035 Kent Minerals and Waste Local Plan 2013-2030, adopted September 2020 as amended by the Early Partial Review The Case for Waste: Approach to requesting developer contributions for waste infrastructure in Kent (v.7 November 2020)
<b>Consultation</b>	Discussion with KCC.
<b>Existing Provision</b>	<p>There is currently no Household Waste Recycling Centre (HWRC) with the TMBC boundary.</p> <p>Residents in the northern half of TMBC are required to travel to the nearest sites located in Tovil (Maidstone) or use the Medway Council site at Cuxton.</p> <p>The Maidstone HWRC at Tovil has reached its practical capacity; resulting in severe congestion on the local highway network around the site, causing delays to both visitors to the HWRC as well as local residents. Measures to improve the efficiency of the site, including the increase of the Permitted tonnage (Environmental Permit) capacity have been investigated, and where possible implemented over the past few years. However, demand has continued to grow, such that there are now no practicable solutions to make further efficiency improvements at this site. Future housing growth / population increase indicates a significant increase in capacity is now required in this area.</p> <p>The current agreement for Kent residents to use the Medway Council facility at Cuxton terminates in 2022.</p> <p>Residents in the southern half of TMBC are required to travel to the nearest site at North Farm, Tunbridge Wells. Like the Tovil HWRC, this site is predicted to be at capacity within 5 years due to housing growth in both the Tunbridge Wells and TMBC areas.</p>

	<p>In addition, Tonbridge and Malling currently operate a weekend freighter service, which KCC contribute half of the running costs (in the absence of not having an HWRC within their district boundary).</p> <p>Kerbside collected waste from the northern half of TMBC is taken directly to the Energy from Waste plant near Aylesford (Allington), which also acts as a Waste Transfer Station. Recyclable waste are bulked up here before onward transport to re-processors. This currently has sufficient capacity to serve projected housing growth in TMBC.</p> <p>Kerbside collected waste from the southern half of TMBC is taken to the KCC WTS at North Farm Tunbridge Wells. This facility is predicted to be at capacity within the next 5 years.</p>
<b>Proposed Provision/Planned Provision</b>	In order to address the HWRC capacity issues in the northern half of the TMBC area, KCC has committed to delivering a new HWRC at Allington. Delivery is set for early 2022.
<b>Additional requirements needed to deliver growth proposed in the Local Plan</b>	<p>Any growth that results in increased waste being sent to the Tunbridge Wells WTS and HWRC will require mitigation. As stated above the site will be at capacity within 5-10 years and hence additional capacity will be required to support housing growth from TWBC and the southern half of TMBC.</p> <p>A capital project to deliver a new WTS and an extended HWRC that will be sized to accommodate growth over the next 10-15years is underway.</p>
<b>Sources of Funding</b>	Kent County Council.
<b>Other Relevant Information</b>	<p><b>Capacity Assessment Criteria</b></p> <p>As the number of households and population increases, the amount of waste generated rises and hence so does the demand on existing waste facilities. An infrastructure review is regularly carried out, to assess the impact of the projected housing growth on waste infrastructure in Kent and highlight areas where increased demand will result in the need to replace or extend WTS and HWRC facilities. KCC Waste Management calculates projected increase in tonnages for each District by set dates using projected housing growth rates. However, capacity is not only determined by tonnages alone, but a number of factors also influence when a site requires replacement or improvement, including:</p> <ul style="list-style-type: none"> <li>• Vehicles regularly queuing for access to the site. This is a common problem at both WTS and HWRC facilities, where, as a result of high demand from the WCA and/or the public, more vehicles are attempting to use the site at a given time than it has capacity for. Queues can also be the result of the need to regularly remove material from the site due to site layouts that are no longer fit for purpose and have limited storage availability. Several of KCC's HWRC facilities require the site to be shut whilst waste materials are removed. Restricting</li> </ul>

	<p>public access during this time causes longer queues, which often impact the local highway. Similarly, due to the nature of the operation, WTSs are temporarily closed to WCA vehicles whilst waste is bulked up and removed from site.</p> <ul style="list-style-type: none"> <li>• Site restrictions in terms of scale and layout, which result in operational inefficiencies and lower than average recycling rates. This relates to the latest requirements for material segregation and therefore results in an increased number of storage units in comparison to those envisaged when the site was acquired / developed. Many of our WTSs and HWRCs have already had modifications undertaken to accommodate material segregation; segregation also applies as a factor for additional vehicles entering sites – as Government requires separate kerbside material collections, this in turn requires more vehicles to make the collections and therefore utilise the WTS facility.</li> <li>• The site being no longer fit for purpose in terms of public usability. Many of KCC's HWRC facilities require the use of steps by the public to dispose of their waste into containers. This not only results in a health and safety issue and a negative equalities impact, but reduces the capacity of the site, as the steps take up much needed container storage area.</li> </ul>
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**Topic 6: Biodiversity and Flood Infrastructure**

<b>Biodiversity</b>	
<b>Agencies/Lead Organisations</b>	Kent County Council Tonbridge and Malling Borough Council Environment Agency (EA) Kent Local Nature Partnership
<b>Strategies and Evidence</b>	DEFRA 25 Year Environment Plan Kent Biodiversity Strategy 2020-2045 Green Infrastructure and Ecological Networks Report March 2018 – TMBC
<b>Consultation</b>	Discussion with KCC, EA and in house data/evidence within the Green Infrastructure and Ecological Networks Report 2018
<b>Existing Provision</b>	<p>The Kent Local Nature Partnership has identified six Biodiversity Action Areas (BOAs) within Tonbridge and Malling. These include:</p> <ul style="list-style-type: none"> <li>• Medway Gap &amp; North Kent Downs;</li> <li>• Central North Downs;</li> <li>• Greensand Heaths &amp; Commons;</li> <li>• Medway &amp; Low Weald Wetlands and Grasslands;</li> <li>• High Weald; and</li> <li>• Mid Kent Greensand and Gault.</li> </ul> <p>These areas identify key locations for habitat restoration and/or creation work and provide a framework for partner organisations projects to help deliver net gains in biodiversity.</p> <p>Note – there are plans for BOA's to be replaced by Nature Recovery Networks. Over the course of the next year, the BOAs will be considered within a wider mapping exercise to develop a Nature Recovery Network for the county. The BOAs will either be updated accordingly or replaced in a new presentation.</p>
<b>Proposed Provision/Planned Provision</b>	No changes to provision proposed during the plan period.
<b>Additional requirements needed to deliver growth proposed in the Local Plan</b>	<p>Consider opportunities for biodiversity net gain, particularly through the provision of natural and semi-natural greenspaces and amenity green spaces, for habitat protection and creation to enhance and strengthen the Green Infrastructure and Ecological Network having regard to the habit and species of the Biodiversity Opportunity Areas (BOAs).</p> <p>Sites must be designed to incorporate ecological enhancements into the site (over and above any ecological mitigation required).</p>
<b>Sources of Funding</b>	Developer contributions and/or on-site enhancements/mitigation.
<b>Other Relevant Information</b>	Mitigation must follow the 'mitigation hierarchy' as described in British Standard BS 42020:2013, which involves the following step-wise process:

	<p>Avoidance – avoiding adverse effects through good design;  Mitigation – where it is unavoidable, mitigation measures should be employed to minimise adverse effects;  Compensation – where residual effects remain after mitigation it may be necessary to provide compensation to offset any harm;  Enhancement – planning decisions often present the opportunity to deliver benefits for biodiversity, which can also be explored alongside the above measures to resolve potential adverse effects.</p> <p>The Environment Agency have a preference for clear span options for river crossings, and an anti-culvert Policy. Any new laid utilities should also aim to avoid interaction with the watercourse where possible, and with minimal impact on the adjacent river corridor and floodplain habitat.</p> <p>Best practice guidance from CIRIA and SEPA are supported, and will ensure designs are compliant with Water Framework Directive.</p> <p>Where river enhancements are proposed alongside new river crossing proposals, designs for crossings should consider potential natural river adjustments, including to ensure that meanders are avoided. This is in the interest of sustainable designs and avoiding the need for later bank reinforcement due to poor design foresight</p>
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<b>Flood Risk and Surface Water</b>	
<b>Agencies/Lead Organisations</b>	Environment Agency Kent County Council Tonbridge and Malling Borough Council
<b>Strategies and Evidence</b>	Level 1 Strategic Flood Risk Assessment –TMBC Stage 1 Surface Water Management Plan - TMBC Surface Water Management Plan - KCC
<b>Consultation</b>	Direct consultation with the lead organisations.
<b>Existing</b>	The River Medway runs through the North Downs in the north of the borough and through the centre of Tonbridge in the south. In addition, a number of significant tributaries also run through Tonbridge and Malling. As well as the rivers, there is also a series of lakes, predominantly found around Leybourne in the north and to the west of Tonbridge in the south, and a network of smaller ponds distributed throughout the borough. Tonbridge and Malling has a long history of widespread flooding due to the River Medway and its many tributaries. This network of waterways provides a range of valuable habitats, as well as offering recreation and leisure uses.
<b>Proposed Provision/Planned Provision</b>	East Peckham Flood Resilience Scheme is going forward and surveys of properties are currently being undertaken to assess the level of mitigation needed in each property under the scheme. In addition, the Leigh Flood Storage Area Expansion project is also going forward, with the hope that we will be able to increase the volume of water stored in the area and also install a new embankment in Hildenborough.

<p><b>Additional requirements needed to deliver growth proposed in the Local Plan</b></p>	<p>The majority of usual scale of residential development can be addressed through surface water drainage design integrated within masterplanning for residential development. It is reliant upon having an identifiable discharge point for surface water. Major development is required by legislation to integrate Sustainable Urban Drainage Schemes (SuDs).</p> <p>The information assessed for Bushey Wood and South West Tonbridge highlights the need to assess the drainage needs strategically prior to the development coming forward. Both sites may require a means of conveying surface water collected on the site to an appropriate location off-site. The feasibility of this connection being delivered by a sewerage undertaker through the construction of a public sewer should be discussed. Alternative means of provision may need to be identified.</p> <p>Further site-specific information is included within the Schedules at Appendix 1.</p>
<p><b>Sources of Funding</b></p>	<p>On-site mitigation and drainage design, developer contributions.</p>
<p><b>Other Relevant Information</b></p>	<p>The majority of the proposed sites are either located above Principal or Secondary A aquifers, or within Source Protection Zones (with the exception of a few), and therefore groundwater is considered to be sensitive/vulnerable in these areas. Due to the vulnerability of the groundwater, it is important for developers and landowners to consider issues that may arise from the redevelopment of contaminated or potentially contaminated land and the resulting impact on groundwater. Prior to any development on land that is or may be affected by contamination, an assessment of risk should be carried out for consideration by the local planning authority before the application is determined.</p> <p>Water heat source pump technology is a relatively under-tested and under-developed idea in the Kent and East Sussex area. It is imperative that any potential applicant seeks early consultation with the Environment Agency as part of the feasibility stage, as these are highly complex schemes from an environmental, legislative and regulatory perspective; and require multiple Environmental Permits and consents. Furthermore, not all locations and watercourses may be suitable for such schemes, and much environmental monitoring is recommended to occur before design stages.</p> <p>Proposed schemes may also be subject to Planning assessments and can beneficially feed into the separate Regulatory consultation process. We remind prospective applicants that an awarded Planning permission does not necessarily guarantee Environmental Permits will be approved, therefore our advice is to consider the combined challenges at initial stages</p>



## Topic 7: Utility Services

<b>Wastewater</b>	
<b>Agencies/Lead Organisations</b>	Southern Water
<b>Strategies and Evidence</b>	Direct consultation with Southern Water
<b>Consultation</b>	Direct consultation with Southern Water
<b>Existing Provision</b>	Southern Water is the statutory wastewater undertaker within Tonbridge & Malling borough, providing wastewater collection and treatment services through its 8 wastewater catchments and Wastewater Treatment Works (WTWs) operating across the borough.
<b>Proposed Provision/Planned Provision</b>	<p>Southern Water are currently proposing to include investment for the Aylesford catchment to create additional capacity in their Business Plan for the period 2020 -2025. However further detail on this will not be available until the Business Plan has been submitted to Ofwat for scrutiny and gained approval.</p> <p>Southern Water's WTWs are operated in accordance with environmental permits issued and enforced by the Environment Agency. The permits set the maximum volume of treated wastewater that the company is permitted to recycle to the environment in terms of Dry Weather Flow. They also define the standards of treatment that must be met in order to protect water quality objectives. If the future release of treated wastewater at a WTW is anticipated to exceed the maximum allowed by the environmental permit (as a result of new development), Southern Water could apply to the Environment Agency for a new or amended permit. This would increase the volumetric permit headroom above that which is currently available. The Environment Agency would normally permit increased flows provided the treatment standards are tightened so that the total load to the environment is not increased. This is in line with the "no deterioration" principle.</p>
<b>Additional requirements needed to deliver growth proposed in the Local Plan</b>	<p>It is likely that new or improved infrastructure will be required to meet the needs of new development, however Southern Water would carry out a capacity assessment of the local sewer network on any housing site allocations over 20 units when consulted via the formal development plan consultation process.</p> <p>With regard to the wastewater collection infrastructure, ie underground sewer pipes servicing individual properties and conveying waste to the WTWs, this infrastructure and its ability to accommodate new development is assessed on a site-by-site basis as new housing sites come forward. With regard to capacity at WTWs, Southern Water can fund, plan and deliver additional capacity at WTWs to meet demand from new development through the water industry's price review process. This review is carried out every five years by Ofwat, the water industry's economic regulator.</p>

	<p>The next price review is in 2019, and then one in 2024. Any additional capacity that may be required at a WTW, for example in order to accommodate large scale new development at the Borough Green sites, would be planned for in this way.</p> <p>Where individual site assessments reveal that the “practical point of connection” in the sewer network (as defined in the New Connections Services implemented from 1<sup>st</sup> April 2018) is not of an adequate size to accommodate the development's additional flows, Southern Water would request that conditions includes a provision that the occupation of the development is phased to align with the delivery of the sewerage infrastructure required to serve it. For the sewer network, Southern Water model the impact of the additional foul flows from the development, and where these additional flows will result in flooding from the network, it is concluded that there is insufficient existing capacity. The consideration of capacity at the WTWs is based upon headroom in the permitted Dry Weather Flow conditions and treatment capacity. In some cases environmental constraints would need to be considered in respect of the carrying capacity of the watercourses into which the WTWs discharge treated water. An amended permit might require investment at WTWs, but this is business-as-usual for Southern Water and not a "showstopper" to new development.</p>
<p><b>Sources of Funding</b></p>	<p>There are two separate mechanisms for funding new water and wastewater infrastructure, depending on what it is intended to serve. These separate mechanisms cover 1) strategic infrastructure and 2) local infrastructure. Strategic infrastructure serves the wider community and incorporates water and wastewater treatment works, strategic pumping and booster stations and trunk mains/sewers, this will take longer to deliver as discussed and will need to go into planning for our next AMP. Local infrastructure serves individual development and dependent upon the size of the development, would incorporate new connection pipe work and where necessary, smaller local pumping stations or booster stations, which can be catered for in AMP.</p> <p>Strategic infrastructure is funded by Southern Water through the water industry's five yearly price review mechanism. Investment proposals for a 5 year period (referred to as an AMP - Asset Management Programme) are assembled in a business plan which is submitted to the water industry's economic regulator, OFWAT. OFWAT will scrutinise the plans and set the prices the business can charge its customers in order to fund its investments in the next AMP.</p>
<p><b>Other Relevant Information</b></p>	<p>Occupation of the following potential developments will be phased to align with the delivery of sewerage infrastructure, in liaison with the Southern Water. It has been indicated that this is network infrastructure only and not treatment works, the upgrade of which are catered for in the company's business plan.</p> <ul style="list-style-type: none"> <li>• Bushey Wood, Eccles</li> <li>• South Aylesford</li> <li>• Borough Green Gardens</li> </ul>

	<ul style="list-style-type: none"> <li>• South-west Tonbridge</li> <li>• East Malling Research Station (Ditton edge)</li> <li>• East Malling Research Station (Parkside)</li> <li>• Tonbridge Farm</li> <li>• North of Dryhill Park Road, Tonbridge</li> <li>• South of Vauxhall Gardens, Tonbridge</li> <li>• Coblands Nursery, Trench Road, Tonbridge</li> <li>• Drayton Road Industrial Estate, Tonbridge</li> </ul>
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<b>Electricity</b>	
<b>Agencies/Lead Organisations</b>	UK Power Networks (UKPN) National Grid
<b>Strategies and Evidence</b>	Long Term Development Statement 2017 Network Capacity October 2017
<b>Consultation</b>	UKPN was contacted in 2012 as part of the Call for Sites exercise. Follow up contact made in 2018.
<b>Existing/Planned Provision</b>	UKPN have previously confirmed that the network capacity for the region is adequate and meeting existing customer demand. However, the planning programme makes provision for redesigning infrastructure in order to meet future customer needs, particularly for connection to green and renewable energy sources.
<b>Additional requirements needed to deliver growth proposed in the Local Plan</b>	Total power requirements for the proposed number of houses is in the region of 15MW demand after diversity.
<b>Sources of Funding</b>	Electricity bills/systems charges fund improvements to the local distribution network. The developer or power connection applicant is required to meet appropriate costs in accordance with the current industry regulations. If development requires new connections, these are required to be funded by the developer and contributions are also typically required to fund upgrades to take into account new development.
<b>Other Relevant Information</b>	None.

<b>Gas</b>	
<b>Agencies/Lead Organisations</b>	Southern Gas Networks (SGN)
<b>Strategies and Evidence</b>	SGN Long Term Development Statement Network Capacity SGN Demand Forecasting Document

<b>Consultation</b>	Liaison with SGN.
<b>Existing/Proposed Provision</b>	Southern Gas Network owns and operates the local gas distribution network in the borough. This includes management of pipes and a number of pressure reduction stations.
<b>Additional requirements needed to deliver growth proposed in the Local Plan</b>	<p>New development will require connections to the existing gas system; this could include alterations (minor or major), diversions, extension, or reinforcement for example. SGN's statutory obligations arise upon receipt of developer requests.</p> <p>Reinforcement, wayleave and land for governor site will likely be required at Borough Green Gardens Phase 1C; diversionary works are likely to be required at Bushey Wood Phase 1 and North of Kings Hill.</p> <p>Where required, SGN will look to manage the provision of any off-site infrastructure improvements, in line with the overall development growth and/or timescales provided. The full extent of these works will be dependent on the nature and location of the requested load(s), potentially requiring reinforcement in addition to that required for the IPMP networks, and will only become clear once a developer's request has been received. Reinforcement solutions are likely to involve the provision of a new pipeline in parallel to SGN's existing mains system, but may also include the installation of above ground apparatus involving land purchase</p>
<b>Sources of Funding</b>	<p>Funding via SGN – understood to be calculated by an assessment of annual quantity of gas and number of dwellings over a 45 year period.</p> <p>If alterations to existing infrastructure is required to support development and allow it to proceed, this is expected to be funded by the developer.</p>
<b>Other Relevant Information</b>	None.

<b>Water Supply</b>	
<b>Agencies/Lead Organisations</b>	South East Water
<b>Strategies and Evidence</b>	Each water company is legally required to prepare a Water Resources Management Plan (WRMP) every five years. South East Water published their draft Plan dWRMP19 in May 2018 and have now published their revised policy rWRMP19 (August 2018). This plan sets out how South East Water intend to maintain the balance between increasing demand for water and available supplies over the next 60 years up to 2080. The plan takes into account planned housing growth as well as the potential impact of climate change.
<b>Consultation</b>	Liaison with South East Water.

<b>Existing Provision</b>	South East Water provides the water supply for the borough. The borough intersects three of South East Waters (SEWs) Water Resources Zones each with their own infrastructure growth plans based on population growth figures provided by local councils to Experian.
<b>Proposed Provision/Planned Provision</b>	South East Water has plans in place for the construction of a water treatment works at Aylesford.
<b>Additional requirements needed to deliver growth proposed in the Local Plan</b>	The proposed development falls well within South East Water's tolerances and they do not expect any deficits in services (continued communication will be required as the sites progress). Little additional infrastructure will need to be put in place beyond that set out in the WRMP. However new mains will be required for new developments to reinforce the existing network, in order to meet the additional demand.
<b>Sources of Funding</b>	Any infrastructure work will be funded through a combination of internal funding per existing plans and models, and contributions (S106) from developers as per The Water Act.  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 that levels of service are maintained for both new and existing customers.
<b>Other Relevant Information</b>	None.

### Summary

- 10.1 The review of existing, planned and proposed infrastructure, indicates that site specific and strategic measures can be implemented in order to mitigate and support potential strategic developments. Where additional infrastructure is required to support developments, the objective will be to secure this as part of or alongside the delivery of sites, and phase this in such a way that provision meets expected growth in a timely manner. Funding for additional infrastructure (such as junction improvements, new footpaths, utilities works or GP surgery expansion for example) can be secured from a range of funding sources, s106 and s278 agreements remain prominent mechanisms for site specific requirements. Where suitable external sources of funding are available the council will pursue these.

### Next Steps

- 11.1 The IDP will undergo regular review as new or updated evidence becomes available. As part of its duty, the Council will continue to have discussions and dialogue with infrastructure and service providers as the Local Plan progresses. This will ensure that the IDP is robust and up to date.

### Glossary

**BOA:** Biodiversity Opportunity Area

**CIL:** Community Infrastructure Levy

**FE:** In the context of schools – Form Entry

**FIT:** Fields in Trust

**HWRC:** Household Waste Recycling Centre

**IDP:** Infrastructure Delivery Plan

**KCC:** Kent County Council

**LGF:** Local Growth Fund

**MUGA:** Multi Use Games Area

**NPPF:** National Planning Policy Framework

**OAN:** Objectively Assessed Need

**SELEP:** The South East Local Enterprise Partnership (SELEP) is one of 38 LEPs, established to provide the clear vision and strategic leadership to drive sustainable private sector-led growth and job creation in their area.

**S106:** Section 106 planning contributions. These are legal agreements between Local Authorities and developers, linked to planning applications.

**S278:** A section of the Highways Act 1980 that allows developers to enter into a legal agreement with the Local Authority to make alterations or improvements to a public highway, as part of a planning application.

**SuDs:** Sustainable Urban Drainage Scheme

**TMBC:** Tonbridge and Malling Borough Council

**WTW:** Wastewater Treatment Works

**WRPM:** Water Resources Management Plan

## Appendices