

Appendix 1: Infrastructure Delivery Schedules

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 myriad of factors including development timescales and funding for example. Therefore this is based on a current best estimate and the information available.

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.

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.

Transport – Highways

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
TH1	Highways Improvements/capacity requirements	Bull Lane/Pilgrims Way, Rochester Road/Pilgrims Way, Rochester Road/Lower Warren Road/slip to A229; Old Chatham Road/Rochester Road; High Street/Rochester Road; Contributions to Station Road/Forstal Road; Contributions to Station Road/Hall Road and M2 junction 3	Critical – Transport Assessment (TA) being prepared	a	Medium term	Developer	Medium	A high-level estimation of cost for Bull Lane/Pilgrims Way is approx. £800,000. This figure is likely to vary depending on the level of construction, electrical or survey work that will be required, as well as the equipment used by suppliers and contractors.	S278 and S106
TH2	New Link Road	New link from Bull Lane to Court Road	Critical	a	Medium term	Developer/landowner	Medium	To Be Confirmed (TBC)	S278
TH3	Highways Improvements	Improved access onto Robin Hood Lane	Critical	b	Short term	Developer	Low	TBC	S278
TH4	Highways Improvements/capacity requirements	Capacity issues each end of B2246 Hermitage Lane; Contribution towards the improvement of junctions of Hermitage Lane/Fountains	Critical	g, f, 239	Short term	Scheme being designed by KCC Major Projects KCC/Developers	Medium	A high-level estimation of cost for St Andrews Rd/Heath	S106 and Local Growth Fund

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
		<p>Lane/St. Andrew's Road and A26/Fountains Lane Farleigh Lane</p> <p>A20/Mills Road/Hall Road; A20/Coldharbour Lane roundabout enlargement</p>						<p>Rd/Hermitage Lane is between approx. £50,000 and £150,000, depending on the level of works required for the section adjacent to the park (Strategic improvement scheme being pursued by KCC Major Projects to deliver a double roundabout)</p> <p>Contribution towards the improvement of junctions of Hermitage Lane/Fountains Lane/St. Andrew's Road and A26/Fountains Lane Farleigh Lane - Current funding gap is £1.2m - funding likely to be provided by surrounding developments</p> <p>A20/Mills Road/Hall Road - Funding has been secured for both these schemes and delivery is expected from Spring 2022.</p>	
TH5	New Link Road	New link road between Hermitage lane and Poppyfields roundabout	Planning approval received	g	Short term	Developer	Medium	TBC	S278

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
TH6	Highways Improvements/capacity requirements	Borough Green Road (A25), Dark Hill Road, Borough Green Road (A227), Ightham By-Pass (A25), Celcon (5-arm roundabout); London Road A20 (E), London Road A20 (N), Maidstone Road A25 (signalised junction); London Road A20 (N&S), M26 (E&W) (grade-separated 4-arm roundabout); High Street, Maidstone Road (A25), Sevenoaks Road (A25) (Priority junction); Wrotham Road A227, Western Road, A227, Borough Green High Street (Priority junction); Sevenoaks Road A25 (E&W), Western Road A227 (Priority junction); Relief Road new junction with A227 (roundabout); Relief Road new junction with A20 (roundabout Provision of two lane entries and exits on both sides of the A20, as well as lengthening the two lane approaches from Bull Lane and the A227, at the junction of London Road A20, M20, A227 and Bull Lane Extending the two-lane approaches on the eastern and western arms and providing two-lane exits at the junction of London Road A20 (E&W) and Seven Mile Lane Extending the two lane approach at the western arm of the A20 at the roundabout at the junction of Gravesend Road, Pilgrims Way and the A20	Critical	h	Varies	TBC	Medium	Borough Green Road (A25), Dark Hill Road, Borough Green Road (A227), Ightham By-Pass (A25), Celcon (5-arm roundabout); A high-level estimation of costs is approx. £150,000. London Road A20 (N&S), M26 (E&W): A high-level estimation of costs is approx. £300,000. A high-level estimation of costs is approx. £400,000. A high-level estimation of cost re Seven Mile Lane is approx. £300,000. A high-level estimation of costs re Pilgrims Way is approx. £150,000.	S278
TH7	New Relief Road	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	Critical	h	Medium term	Developer/landowner	Low	TBC	Developer/S278
TH8	Improvements	Contributions required to improvements to footway along Kiln Barn Road, improvements	Critical	o, p, 304C, 304D	Short term	Designs for junction improvements along the A20 are underway	Low	All these improvements are included in	Footway S278; S106 for contributions

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
		to A20/New Road/Station Road and A20/Mills Road/Hall Road junction. Improvements to A20/New Road, East Malling, A20/Lunsford Lane and A20/New Hythe Lane junction						the S278 requirements for approved developments o and p plus the Wates site. The exception is the A20/Mills Road/Hall Road which will be delivered via S106.	
TH9	Highways Improvements	A228/ site access – new junction required also link to Tower View; Link to Kings Hill for all vehicle traffic; A228/Gibson Drive Improvement; A228/B2016/A26 – improvements required to the roundabout or traffic signals;	Critical	z	Short term	Developer for site access/other highway improvements	Low	A228/Gibson Drive: approx. £500,000 A228/B2016/A26: approx. £700,000	KCC/ Developer/part funded by Phase 3
TH10	Highways Improvements	B2260 High Street/Railway Approach/Vale Road/Barden Road – Traffic signal scheme to replace roundabout; A26 Quarry Hill Road/Brook Street Traffic improvement scheme Extending the two-lane approach at Quarry Hill South at junction of Quarry Hill Road and Pembury Road Contributions towards Kent Street improvement scheme are also required.	Critical	ac, af, ac, ad	TBC	Developer/KCC - TBC	Low	B2260 High Street/Railway Approach/Vale Road/Barden Road: approx. £500,000 A26 Quarry Hill: approx. £500,000 A high-level estimation of costs for extension of two lane approach is approx. £100,000.	S106 or S278
TH11	Highways improvements	Improvements to the visibility splay/junction from Carpenters Lane onto A26 Extension to speed limit	Critical	u, w	TBC	Developer	High	A high-level estimation of costs is approx. £150,000.	S278
TH12	Highways Improvements/capacity requirements	Improvements to Shipbourne Road/ Yardley Park Road/Dry Hill Park Road	Critical	x, ab, ae, aa	TBC	Developer	Medium	Shipbourne Road/ Yardley Park Road/Dry Hill Park Road: approx. £300,000	S106 or S278

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
TH13	Highways improvements	A227 High Street/ Borden/Landsdowne Road junction	Critical	ac, ae, 280	TBC	Developer	Medium	A227 High Street/ Borden/ Landsdowne Road: approx. £50,000	S106
TH14	Highways Improvements/capacity requirements	Improvements to the junctions of: A26/The Ridgeway, Shipbourne Road/ Yardley Park Road/Dry Hill Park Road and A227 High Street/ Borden/Landsdowne Road	Critical	ae, aa	TBC	Developer	Medium	A26/The Ridgeway: approx. £300,000 Shipbourne Road/Yardley Park Road/Dry Hill Park Road: approx. £300,000 A227/Borden/ Landsdowne Road: approx. £50,000	S106
TH15	Highways Improvements/capacity requirements	Improvements to junctions of High Street B2260/ Railway Approach/ Vale Road/ Barden Road and A26 Quarry Hill Road/ Brook Street junction	Critical	ad, af, ac	TBC	Developer	Medium	High Street B2260/ Railway Approach/ Vale Road/ Barden Road: approx. £500,000 A26 Quarry Hill Road/ Brook Street: approx £500,000	S106
TH16	Highways improvements	Improvement required to access road and its junction onto A20, at rear of London Road and Town Hill West Malling. Additional emergency access required.	Critical	ah	TBC	Developer	Medium	TBC	S278
TH17	Highways improvements	Improvements to site access at north of M20 junction 5	Critical	389	TBC	Developer	Low	TBC	S278
TH18	Highways improvements	Improvement to A20/Hall Road/Mills Road and/or Station Road/Hall Road junction	Critical	419	TBC	KCC	TBC	TBC	S106
TH19	Highways improvements	Improvements to A20/New Road/Station Road and A20/Mills Road/Hall Road junction.	Critical	304C	TBC	KCC	TBC	TBC	S106
TH20	Highways improvements	Improvements to A20/New Road/Station Road and A20/Mills Road/Hall Road junction.	Critical	304D	TBC	KCC	TBC	TBC	S106
TH21	Highways improvements	Improvements to the junction of A26/Canon Lane	Critical	259, 280	Unknown	KCC	High	TBC	S106

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
TH22	Highways Improvements/capacity requirements	Improvements to junction of Tonbridge Road, Seven Mile Lane, A26 for Hadlow. The junction is close to its design capacity under current conditions.	Essential	u, s, z, w	Varies	KCC	Medium	TBC	S106
TH23	Traffic Calming	Traffic calming at Wouldham Village	Essential	a	Medium term	KCC/Developer	Medium	TBC	S278
TH24	Highways improvements	Extension to speed limit past site	Desirable	s	TBC	Developer/KCC	Low	£5000 approx.	S278 via 3rd party TRO
TH25	Highways Improvements/capacity requirements	Widening the A26 on the western side at the junction of Tonbridge Road, Red Hill and Bow Road, to allow for two lanes as well as provisions for cyclists. Additionally, Bow Road is also proposed to be widened for a section to two lanes and provisions for right turners are formalised.	Planned project	TBC	Short term – planned project	Scheme being designed by KCC Major Projects	Low	A high-level estimation of costs is approx. £150,000.	S106 to top up LGF funding

Transport – Rail

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
TR1	Improvements	Improvements to Tonbridge station forecourt	Essential	N/A	Short term	KCC/Network Rail	Low	Unknown	KCC/Network Rail
TR2		Awaiting further information.							

Transport – Bus

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
TB1	New connections	A fast and frequent bus service between South Aylesford and Maidstone town centre.	Essential	g	TBC	TBC	TBC	TBC	TBC
TB2	Sustainable transport	Measures and mitigation to support alternative modes to the car	Desirable	All sites	Varies	TBC	Low	Unknown	TBC

Transport – Cycling and Walking

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
TCW1	New connections	New footway/cycleway between South Aylesford linking with Barming Station and connections to link with existing routes along the A20	Critical	Included in consent for Whitepost Field development and to be delivered via S278	Short term	Developer	Low	Unknown	S278
TCW2	Sustainable transport	Measures and mitigation to support alternative modes to the car	Desirable	All sites	Varies	Developer	Medium	Funding is required towards the monitoring of Travel Plans for sites over 100 homes. This costs either £948 or £1422 depending on the circumstances per site.	S106
TCW3	New connections	New cycle route link to Tonbridge station	Desirable	ac	TBC	TBC	Medium	TBC	S106 or S278
TCW4	Improvements	Footway improvements along Robin Hood Lane	Essential	b	TBC	Developer	Low	TBC	S278
TCW5	Improvements	Improvements to footway along Kiln Barn Road	Essential	Included in approval for Ditton Edge to be delivered via S278	TBC	Developer	Low	TBC	S278
TCW6	New connections	New footway to connect to existing and improvements required to existing footway on Court Lane	Essential	s	TBC	Developer	TBC	TBC	S278
TCW7	New connections	New footway to link site with existing footway on Carpenters Lane	Critical	u, w	TBC	Developer	TBC	TBC	S278
TCW8	New connections	Footway along site frontage to link with existing footway on Stocks Green Road	Essential	x	TBC	Developer	TBC	TBC	S278
TCW9	New connections	Create links between Kings Hill and the quiet lanes surrounding the development New pedestrian links at Ashton Way and Tower View junction, Kings Hill Direct, links needed between Broadwater Farm and Kings Hill	Critical	z	TBC	Developer	TBC	TBC	S278

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
TCW10	New connections	Create a link between the Peter's Village development, Bushey Wood development, Snodland and Aylesford	Critical	a	TBC	Developer	TBC	TBC	S278
TCW11	New connections	New cycle routes	Essential	ae, aa	TBC	Developer	TBC	TBC	S278
TCW12	New connections and improvements	Pedestrian crossing and footway improvements	Critical	239	TBC	Developer	Low	TBC	S278

Education – Primary and Secondary Schools

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
EPS1	New build/Expansion	Allocation of 2.05ha for a 2FE new build primary school, to be transferred to the County Council at nil value. New build primary school Secondary New Build or Expansion	Critical	a	Dependent on timing of development	Landowner and KCC	Medium	Primary 2FE: £6,802,878 Secondary expansion: £3,086,250 Secondary new build: £21,090,600	S106, KCC Capital Budgets
EPS2	New build/Expansion	Allocation of 2.05ha for a 2FE primary school, to be transferred to the County Council at nil value. New build primary school Secondary New Build or Expansion	Critical	g	Dependent on timing of development	Landowner and KCC	Medium	Primary 2FE: £6,802,878 Secondary expansion: £3,086,250 Secondary new build: £21,090,600	The strategic site will account for 50% of the 2FE school and therefore the funding, with the other 50% from nearby smaller sites.
EPS3	New build	The primary demand generated by the proposals will necessitate additional provision over that which existing primary schools at Kings Hill are able to accommodate. This additional primary provision would be best met through co-location with a new secondary school within the development, forming an education campus. Allocation of 10ha of land for 6FE of secondary provision and	Critical	z	Dependent on timing of development	Landowner and KCC	Medium	Primary 2FE: £6,802,878 Secondary new build: £21,090,600	TBC

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
		2FE of primary provision, to be transferred to the County Council at nil value							
EPS4	New build/expansion	The total allocation is anticipated to produce up to 5 FE of additional demand. It is proposed that a 2FE school site is allocated within the Western element of the allocation (2.05ha – to be transferred to the County Council at nil value) and a second primary school site allocated within the Eastern part that could accommodate up to 3FE of provision (2.8ha – to be transferred to the County Council at nil value) Also: Secondary Expansion	Critical	h	Dependent on timing of development	Landowner and KCC	Medium	Primary 2FE: £6,802,878 Primary 3FE: £10,204,371 Secondary expansion: £3,086,250	TBC
EPS5	Expansion	Additional primary pupils generated by the proposed growth is estimated at 1FE of additional demand. The most appropriate way of accommodating this would be through expansion of an existing school in the area; Cage Green Primary School is being reviewed for this purpose, although other alternatives exist. Also; Secondary Expansion	Critical	ae, aa	Dependent on timing of development	Landowner and KCC	Medium	Primary expansion: £11,870 per pupil Secondary expansion: £3,086,250	TBC
EPS6	New build/Expansion	Allocation of 2.05ha for a 2FE primary school within a site allocation, to be transferred to the County Council at nil value Secondary Expansion	Critical	ac	Dependent on timing of development	Landowner and KCC	Medium	TBC	TBC
EPS7	Hadlow infrastructure	TBC	TBC	s, w, u	TBC	TBC	TBC	TBC	TBC
EPS8	Continued/increased provision	Financial contributions necessary to enable the County Council to increase provision of services to meet the needs of	Critical	All sites	Varies	Developer	Low	TBC	TBC

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
		the additional demand generated by development.							

Education – Further and Higher Education

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
EFH1	Expansion/Improvements	Potential expansion of Hadlow College to accommodate extra demand	Desirable	All – catchment area covers whole borough and further afield	Unknown	Hadlow College	TBC	Unknown	Release of land owned by Hadlow College

Education – Adult Learning and Community Learning

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
EAC1	Continued/increased provision	Continue to offer a range of learning and skills opportunities for residents in the borough	Desirable	All	Unknown	KCC	Low	£60 per new build house/flat	S106

Healthcare

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
HSH1	Contributions	<p>The development at Eccles will require general practice capacity for a minimum 2106 new patient registrations. In addition the two non-strategic sites will each bring approx. 60 people per development to the area</p> <p>Phoenix Medical practice is developing plans for new premises at Peter's Village (to potentially replace both existing premises). Due to the significance of the growth on the infrastructure a developer contribution will be required to support the expansion of the premises at the appropriate time</p>	Critical	a, b, j	It is important that any contribution is available at an early point in the development to support the practice to ensure that capacity is available to support new patient registrations	CCG/GP	Low	<p>Estimated developer contribution for strategic site: £758,160 plus support for CCG legal costs</p> <p>Estimated developer contribution for non-strategic sites: £21,902 per site plus support for CCG legal costs</p>	S106
HSH2	Contributions or new site location	The physical constraints of the existing site mean that the current premises at Aylesford	Critical	g	The general practice capacity would	CCG/GP/Landowner	Medium	Estimated developer contribution:	S106

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
		Medical Centre cannot be extended and opportunities to re-configure existing space to accommodate current growth have already been undertaken. To accommodate this proposed growth the practice would need to explore re-location to a new site; the proposed development site or an alternative site could be considered by the practice. If the option of re-locating to the 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			need to be created in advance of the growth in population so that both the infrastructure and workforce are in place. The trigger of any healthcare contribution should therefore be available linked to commencement of development.			£758,160 plus support for CCG legal costs	
HSH3	Expansion or new site	The impact of the strategic site on Borough Green Medical Practice is significant and Borough Green Medical Practice cannot accommodate this growth without expansion or re-location. Preference is to expand the existing site to provide up to 7 new clinical rooms, waiting area and additional parking. If expansion of the existing premises is not possible then the practice would need to consider the option of re-locating	Critical	jj, h	The general practice capacity would need to be created in advance of the growth in population so that both the infrastructure and workforce are in place. The trigger of any healthcare contribution should therefore be available linked to commencement of development.	CCG/GP/Landowner	Medium	Estimated developer contribution for strategic site (Phase 1): £1,895,400 plus support for CCG legal costs Estimated developer contribution for the non-strategic site: £32,853 plus support for CCG legal costs	S106
HSH4	New site	The impact of the strategic site on West Malling Group Practice is significant as the practice will not be able to accommodate the proposed growth in the existing premises as there is no space for the additional workforce or services that will be required West Malling Group Practice is in the early stages of strategically assessing the	Critical	z	The general practice capacity would need to be created in advance of the growth in population	CCG/GP/Landowner	Medium	Estimated developer contribution strategic site: £758,160 plus support for CCG legal costs Estimated developer contribution non-strategic site:	S106

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
		<p>premises development requirements and options for longer term delivery of services that respond to the growth in the population</p> <p>Land potentially therefore required for new medical centre and/or developer contributions</p>						£92,664 plus support for CCG legal costs	
HSH5	Expansion	<p>Growth would be spread across all three practices (Warders Medical Centre, Tonbridge Medical Group, and Hildenborough Medical Group) in this location, but this would not be on an even basis. The growth could not be accommodated within existing premises without additional capacity being created. Extension will need to be looked into - this would be in addition to the new premises already approved for Tonbridge Medical Group at River Lawn</p> <p>Developer contributions will be required in relation to all sites as a contribution towards extension and refurbishment of existing premises, including car parking</p>	Critical	x, aa, ab, ae, af, ad	The general practice capacity would need to be created in advance of the growth in population	CCG/GP	Medium	Estimated developer contribution for the strategic site: £404,352 plus support for CCG legal costs	S106
HSH6	Expansion	<p>There is limited capacity in this area within existing infrastructure. Need will be required to be met through extension and refurbishment of premises to ensure that sufficient capacity is available</p> <p>The practices covering this area are College Practice and Blackthorn Medical Centre</p>	Critical	f	The practices will need to extend and refurbish premises at appropriate points in time in order to ensure sufficient capacity for sustainable general practice services.	CCG/GP	Medium	Estimated developer contribution: £99,403 plus support for CCG legal costs	S106
HSH7	Unknown at present	Growth cannot be immediately accommodated within existing general practice capacity. In order to assess this impact a	Critical	o, p	Unknown at present	CCG/GP	High	Estimated developer contribution for the three sites in total:	S106

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
		fuller discussion is required with the practices concerned. Thornhills Medical Practice is the closest practice to the proposed developments and currently leases part of a building that is also occupied by other services; expansion within existing premises is therefore not straightforward and would require wider assessment and discussion.						£374,025 plus support for CCG legal costs	
HSH8	Expansion/Unknown at present	Hadlow Medical Centre would be required to expand to accommodate the proposed growth. The feasibility of this has not yet been explored. East Peckham residents also fall within the catchment area of Woodlands Health Centre at Paddock Wood which is closer and some registrations may therefore flow in that direction.	Critical	s, u, w, t, v	Unknown at present	CCG/GP	High	Estimated developer contribution for the five sites in total: £238,399 plus support for CCG legal costs	S106

Healthcare – Adult Social Services

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
HSA1	Increased provision	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	Desirable	All	Unknown	KCC/Developer	Unknown	Unknown	S106

Social Infrastructure – Sport recreation and Open Space

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
OS1	Various	To be determined on a site by site basis dependent on size - development is expected to contribute to the refinement of	Essential	All sites	Varies	Varies	Unknown	Unknown	Unknown

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
		current provision taking account of Fields in Trust benchmark guidelines, as set out within the main IDP document.							

Public Services – Ambulance

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
AM1	Expansion/improvements	The existing Community First Responder (CFR) Scheme will need to be significantly expanded to accommodate the proposed growth and will require volunteers to be trained and equipped	Critical	All sites	Short term	South East Coast Ambulance Service	None	In the region of £5000	S106

Biodiversity

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
B1	Enhancements	Consider opportunities, 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 - incorporate ecological enhancements in to the site (over and above any ecological mitigation required).	Desirable	All sites	Varies	Developer	Low	Unknown	On site mitigation/ S106

Flood Infrastructure/Drainage

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
F11	Drainage design	The majority of usual scale of residential development can be addressed through	Critical	All sites	Varies	Developer/	Low	Unknown	Developer

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
		surface water drainage design integrated within masterplanning for residential development. It is reliant upon having an identifiable discharge point for surface water							
FI2	Drainage design	Surface water can usually be managed through infiltration within the site.	Critical	g	Dependent on development timing	Developer	Low	Unknown	Developer
FI3	Surface water strategic network, drainage design	Attenuation and management of surface water within the site will be required. Requires the development of a surface water strategic network.	Critical	a	Dependent on development timing	Developer	Low	Unknown	Developer
FI4	Flood resilience measures	The Flood Risk Assessment (FRA) should demonstrate flood resilience is built into the development, to ensure risk of internal flooding is minimised.	Critical	t, v	Dependent on development timing	Developer	Low	Unknown	Developer
FI5	Flood resilience measures/drainage design/surface water management	Attenuation and management of surface water within the site will be required. The sites may require a means of conveying surface water collected on the site to an appropriate location off-site.	Critical	ac	Dependent on development timing	Developer	Low	Unknown	Developer
FI6	Surface water management/drainage design	Surface water drainage is anticipated to be managed in similar way as to the rest of Kings Hill but with consideration of underlying Hythe Beds.	Critical	z	Dependent on development timing	Developer	Low	Unknown	Developer
FI7	Surface water management/drainage design	Development should include measures to limit the rate of surface water discharge to no more than the 2yr greenfield runoff rate, using appropriate sustainable drainage techniques.	Critical	h	Dependent on development timing	Developer	Low	Unknown	Developer
FI8	Flood resilience measures	The Flood Risk Assessment (FRA) should demonstrate flood resilience is built into the development.	Critical	aa	Dependent on development timing	Developer	Low	Unknown	Developer

Utility Services - Gas

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
UG1	Works	Reinforcement, Wayleve and Governor site	Critical	h	TBC	Southern Gas Networks	Low	Unknown	SGN/ Developer
UG2	Works	Divisionary works	Critical	a	TBC	Southern Gas Networks	Low	Unknown	SGN/ Developer
UG3	Works	Divisionary works	Critical	z	TBC	Southern Gas Networks	Low	Unknown	SGN/ Developer

Utility Services – Wastewater

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
UW1	Capacity/Improvements	Where individual site assessments reveal that the “practical point of connection” in the sewer network (as defined in the New Connections Services implemented from 1st April 2018) is not of an adequate size to accommodate the development's additional flows, improvements will be required.	Critical	All	Varies	Southern Water	Low	New Infrastructure Connection Charge with effect from 1 April 2018 - for wastewater connections, this will be £765 per property for developments over 20 units and £550 per property for developments under 20 units.	S106
UW2	Capacity/Expansion	Likely additional capacity at Wastewater Treatment Works to accommodate the development at Borough Green.	Critical	h	TBC	Southern Water	TBC	Unknown	TBC

Utility Services – Electricity

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
UE1	Capacity/Expansion	Total power requirements for the proposed number of houses is in the region of 15MW demand after diversity.	Critical	All sites	Varies	UKPN	Low	Unknown	TBC

Utility Services – Water Supply

Item Reference	Infrastructure Type	Project	Priority	Related Sites in Local Plan	Timescale	Delivery Body	Risks to Delivery	Indicative cost	Funding position
UWS1	Capacity/Expansion	New mains will be required for new developments to reinforce the existing network, in order to meet the additional demand.	Critical	All sites	Varies	South East Water	Low	Unknown	S106