

Interim Infrastructure Delivery Plan

For the Tonbridge and Malling Regulation 18 Stage 2
Local Plan 2024-2042

October 2025

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1. Introduction

- 1.1 The Council has prepared a Regulation 18 stage 2 Local Plan for public consultation. The NPPF requires Local Plans to include strategic policies and proposals that meet assessed development needs and other priorities including infrastructure over a minimum 15-year period from adoption. The programme for plan production, the Local Development Scheme, anticipates adoption of the Plan in late 2027, this means that the Local Plan must have a time horizon to 2042.
- 1.2 The borough must identify and accommodate as far as possible during the plan period, future growth requirements for housing, employment and other uses. This includes the provision of 1097 houses per annum, 33 gypsy and traveller pitches, 361,500 sqm of gross employment floorspace and 18,250 of gross retail floorspace.

What is an Infrastructure Delivery Plan?

- 1.3 This Infrastructure Delivery Plan (IDP) has been prepared to support the new borough Local Plan. It provides an overview of the type, location and scale of new infrastructure that has currently been identified to support the new development proposed.

Why produce an Infrastructure Delivery Plan?

- 1.4 The delivery of infrastructure is vital for the achievement of the Local Plan, planned growth and the creation of sustainable communities. This IDP identifies the infrastructure (including physical, social, and green infrastructure) which is necessary to support this local growth and identifies how it will be delivered and when.
- 1.5 This 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. The requirements outlined are informed by the spatial strategy and site allocations included within our Regulation 18 stage 2 Local Plan 2025. Requirements will be updated as discussions progress with service and infrastructure providers. Further information on infrastructure projects will be included at Regulation 19 stage and subsequently as this becomes known.
- 1.6 The IDP provides information on existing capacity or deficit in demand for services and infrastructure, and the impact of potential developments upon these. It provides details of existing committed infrastructure delivery and 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 at this stage in the plan-making process.
- 1.7 The Council is not responsible for delivering many types of infrastructure which are required to support development. The Council does however have a coordinating role through the preparation of its Local Plan and management of the planning process. The production of an IDP requires the local authority to work with infrastructure and service providers, to consider their strategies and investment plans. It is recognised that the timing of the budgeting and business planning of other organisations may not always align with that of the Local Plan, and that investment plans of other organisations may have timeframes that are different to the Local Plan. The preparation of this IDP does enable any critical issues to be highlighted and provide a basis on which all the authorities and providers can work together.

What is infrastructure?

- 1.8 Infrastructure planning is concerned with identifying and planning for future requirements. Whilst

there is no definition within the NPPF, 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.

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 categories of borough-level infrastructure are considered.

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

National Planning Policy Framework

1.10 The National Planning Policy Framework (NPPF), December 2024, requires that local planning authorities should work with other authorities, infrastructure and service 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 new infrastructure to support growth and development.

1.11 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. Strategic planning policies to which this IDP relates, should make sufficient provision for:

“a) homes (including affordable housing), employment, retail, leisure and other commercial development;

b) infrastructure for transport, telecommunications, security, waste management, water supply,

wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
c) community facilities (such as health, education and cultural infrastructure); and
d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation” (NPPF paragraph 20).

- 1.12 *“Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere”* (NPPF paragraph 26).
- 1.13 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” (NPPF paragraph 35).

How will Infrastructure be Funded?

- 1.14 Tonbridge and Malling seek funding for some types of off-site infrastructure where required, through Section 106 agreements (also known as planning obligations). An assessment of the capacity for introducing the Community Infrastructure Levy (CIL) has been undertaken previously as part of Local Plan viability work, however the Council is not currently considering a CIL charging scheme.
- 1.15 New developments are expected to meet their needs generated either through s106, s278 or by delivery on site. Where suitable external sources of funding are available the Council will pursue these or support partners to do so. The duty for statutory agencies and infrastructure providers to meet their obligations through their own funding sources and investment plans remains.

Outcomes and Next Steps

- 1.16 This document identifies current infrastructure and service, needs, deficits, and future requirements for the infrastructure categories listed above at paragraph 1.8, in the context of anticipated strategic development identified in the Regulation 18 stage 2 Local Plan. Requirements will be reviewed as the new Local Plan progresses.
- 1.17 The key outcomes are to:
- Provide an up-to-date picture of current infrastructure provision;
 - Identify any significant planned projects;
 - Understand the impact of strategic growth on existing and planned infrastructure and identify future requirements; and
 - Identify funding and costs where information is available.
- 1.18 The Council will continue to engage with the following service and infrastructure providers to share information and identify requirements. These include but are not limited to.
- TMBC Council departments;
 - National Highways (strategic road network);
 - Environment Agency;
 - Kent County Council (highways – local roads, public transport, education, waste, libraries, adult social care);
 - Kent and Medway Integrated Care Board (primary and community health care);
 - Maidstone and Tunbridge Wells Hospital Trust;

- South East Coast Ambulance Service;
- Kent Fire and Rescue;
- Kent Police;
- South East Water;
- Southern Water;
- UK Power Networks;
- Southern Gas Networks;
- Southeastern;
- Network Rail;
- Bus operators including Arriva and Nu Venture; and
- North Kent College.

- 1.19 The review of existing, proposed and additional infrastructure is ongoing, and further updates will be included in the IDP at Regulation 19 stage. Where additional infrastructure is required to support developments, the objective is 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.
- 1.20 Once the new Local Plan has been adopted, the IDP will be reviewed annually and as new or updated evidence and requirements become known. As part of its duty to cooperate, the Council will continue to have discussions and dialogue with infrastructure and service providers as the Local Plan progresses thorough Regulation 19 and examination stages, and beyond. The delivery of required transport infrastructure alongside development will be kept under review through a 'monitor and manage' approach, involving stakeholders including Kent County Council and National Highways.
- 1.21 For each infrastructure category the following chapters set out the relevant service plans and evidence, that inform currently proposed and required infrastructure and service investments. The IDP schedules are included at Annexe 1, these set out in more detail identified infrastructure schemes which are required to support the draft Local Plan spatial strategy and site allocations.

2. Transport Infrastructure

Highways	Infrastructure Information
Agencies / Lead Organisations	Highways England Kent County Council (KCC) Highways
Evidence, Relevant Strategies and Plans	• Kent Corridors to M25 Route Strategy (2023) - National Highways – The route strategy is at the centre of future planning for the strategic road network in Kent, informing how strategic roads are operated, maintained and renewed. • Delivery Plan (2020-2025) – National Highways: This gives details of specific funding, activities and projects Highways England will deliver over the five years from 2020 to 2025. • Growth and Infrastructure Framework 2018-2031 - KCC: Transport priorities for Tonbridge and Malling identified as part of section on West Kent. • Kent Local Transport Plan 5: Striking the Balance - KCC: This sets out the overarching ambition and priorities for transport in the county. Tonbridge and Malling specific district proposals include the following: ○ A228 corridor improvements ○ A229 Blue Bell Hill Improvements ○ A20 junction with Mills Road and Hall Road improvements ○ Cycling and walking network improvements with reference to Tonbridge and Medway Gap. • Highways Asset Management Plan (2021/22 to 2025/26) - KCC: No content specific to Tonbridge and Malling. • Local Plan Forecast Baseline Transport Modelling Report (2025) – Jacobs: This describes the principles, assumptions and methodology employed to develop the future year baseline situation using the Tonbridge and Malling Local Transport Model. • Local Plan Tests Transport Modelling Report (2025) – Jacobs: This outlines the assumptions, approach, and results of developing the Local Plan scenarios. This aims to understand the likely impacts of the local plan development's traffic on the road network. • Local Plan Junction Modelling Report (2025) – Jacobs: This presents the technical modelling details and operational performance assessments of assessed junctions across the borough.
Engagement	Ongoing discussions and meetings held with KCC Highways and Highways England which have informed the preparation of transport evidence.
Existing Provision	Within the borough there are various strategic roads, including the M20, A21, M2 and M26 which are managed by National Highways. As well as local roads including A20, A25, A26, A28 and A229 which are managed by KCC.
Proposed / Planned Provision	The following projects are identified for delivery on the local road network but are not yet committed or fully funded. • A229 Bluebell Hill junction improvements - Improvement of the Taddington, Lord Lees and Bridgewood roundabouts situated in Tonbridge and Malling,

	to increase capacity of the A229 as part of corridor improvements to support local growth and the delivery of Lower Thames Crossing. • A20 / Mills Road / Hall Road junction improvement – Scheme options are being reconsidered by KCC following public consultation on a proposed roundabout scheme. Not likely to progress due to concern regarding cost/benefit of proposal. • A26 / Fountain Lane junction improvement (not in Tonbridge and Malling) - Scheme options are being reconsidered by KCC on a proposed junction scheme. Not likely to progress due to safety concerns.
Additional requirements needed to support growth proposed in the Local Plan	Transport modelling work prepared to inform the Local Plan Reg 18 Stage 2 has included detailed junction modelling. This has identified that of the 27 junctions assessed, eleven have been identified as requiring mitigation to accommodate the forecast traffic demand. Mitigation proposals have already been developed for three of these locations: the A20/Station Road/New Road junction, M2 Junction 3, and Lord Lees Roundabout. These proposals will be subject to detailed testing and refinement at the next stage of the assessment. For the remaining eight junctions, mitigation strategies have not yet been developed and will need to be formulated as part of the next phase of work for Regulation 19. The junctions below will require further analysis to identify appropriate mitigations that address the specific operational challenges identified in the modelling. • A20 / A227 / Bull Lane - Wrotham • A20 / A25 Maidstone Road – Wrotham Heath • A25 / Quarry Hill Road / High Street – Borough Green • A20 / Winterfield Lane / Lunsford Lane - Leybourne • Rochester Road / Forstal Road / High Street - Aylesford • A26 / Red Hill / Bow Road – Waterringbury • A26 Hadlow Road / Cannon Lane - Tonbridge • A26 Vale Road / A26 Woodgate Way - Tonbridge Further detail about these junctions can be found at Annexe 1 and in the junction modelling report. In addition to progressing mitigation proposals at the identified junctions, it is recommended that a validated traffic model be developed for the A20 / Mills Road / Hall Road junction to provide additional assurance regarding the robustness of the modelling outcomes. Currently the modelling does not confirm that mitigation is required for the junction.
Sources of Funding	S106 contributions, S278 and Government transport infrastructure funding sources (as become available). Funding is typically required towards the monitoring of Travel Plans for sites over 100 homes. This costs circa between £948-£1422 per site.
Other Relevant Information	None.

Rail Infrastructure Information	
Agencies / Lead Organisations	Network Rail Operators - Southeastern and Southern (services to/from Tonbridge via Redhill)
Evidence, Relevant Strategies and Plans	• Strategic Business Plan Southern Control Period 7 (2023) – Network Rail: This identifies infrastructure investments and renewals for the Kent route and elsewhere, including £797m track renewals at Windmill Bridge, Redhill, Tonbridge East and Brookwood. • South East Route: Kent Area Route Study (2018) – Network Rail: A strategy for the rail network across Kent and South East London from 2024 and 2044. • Kent Rail Strategy (2021) – KCC: The principal purpose of the strategy is to influence the train service and rolling-stock fleet specifications which will inform the operation of Kent’s rail passenger network for at least the next decade. Aspirations include increased frequency of Medway Valley line services, and direct services to Gatwick via Tonbridge and Redhill. • Tonbridge Station Improvement Plan (2024) Network Rail – This identifies opportunities for further improvement and investment in station facilities. STIPs are to be prepared for other stations across the borough to further inform the station improvements identified in this IDP.
Engagement	Discussions and meetings with Network Rail – September 2025.
Existing Provision	Communities in the borough have access to the following rail lines. • London Mainline services via Tonbridge connecting to Dover Priory and Hastings. • London Mainline services via Maidstone East to Ashford. • Medway Valley Line. • Highspeed 1 at Snodland (limited am and pm services). Tonbridge and Malling has 10 stations including. • Mainline via Tonbridge – Hildenborough and Tonbridge. • Mainline via Maidstone East - Barming, East Malling, West Malling (for Kings Hill) and Borough Green and Wrotham. • Medway Valley Line – Aylesford, New Hythe, Snodland and Watlington. Tonbridge is a hub between mainline and Medway Valley routes, providing frequent services into London via Sevenoaks and Red Hill, the Kent and Sussex coast as well as Maidstone and Strood.
Proposed Provision/Planned Provision	Aside from standard renewals, there are no major railway infrastructure investments proposed in Tonbridge and Malling currently. Any investments secured are directly related to local housing and employment growth.
Additional requirements needed to deliver growth proposed in the Local Plan	There will be a cumulative impact of development on stations at Tonbridge, Hildenborough, Snodland, Aylesford, Barming, West Malling, Borough Green and Wrotham, arising from the proposed development allocations and other developments that may coming forward. The arising growth in passenger demand and patronage will require station improvements as outlined below.

	<u>Tonbridge Station</u> – External facilities at the station require improvement as identified in the Station Improvement Plan. These include enhanced wayfinding and digital signage for passengers making connecting journeys by bus, as well as waiting facilities for passengers using the taxi-rank at Waterloo Road. Consolidation of the existing station parking is also proposed with additional decked provision at Vale Road to release the site at Priory Road for housing. <u>Hildenborough Station</u> – This station requires investment to accommodate growth in patronage and to upgrade facilities including improved pedestrian access (off-site), and forecourt improvements including bus stands and cycling parking. <u>Snodland Station</u> – This station requires improved pedestrian and cycle access routes (off-site) as well improved cycle parking facilities. <u>Aylesford Station</u> – This station requires accessibility improvements to accommodate growth in passenger demand arising from nearby developments. Improved accessibility including step free access between platforms and additional cycle storage should be sought. would also support sustainable first and last mile journeys. <u>Barming Station</u> – Required improvements include, provision of improved pedestrian access, a fully accessible footbridge with lifts and secure cycle parking facilities. <u>West Malling Station</u> - Development sites proposed near to West Malling station will increase patronage and there is need for further improvements at this station. Providing step free access between the platforms would facilitate improved accessibility and resolve a significant constraint at the station. Enhanced cycle parking facilities are also required. <u>Borough Green and Wrotham</u> - Station facilities could be further improved to accommodate the anticipated growth in passenger numbers, including step free access between platforms, a review of station parking capacity, and forecourt improvements including an additional bus stand and cycle parking. In terms of on-train capacity, overcrowding is rare on lines serving Tonbridge and Malling, although higher passenger loads on peak services to/from London are common. London commuter train crowding is a regional issue that can be materially linked to growth. Capacity and loading of services are reviewed by Network Rail, Southeastern and the Department for Transport. Their respective timetable and capacity planning workstreams seek to manage this. Transport assessments for developments near stations should address how first last mile connections between the development and stations will be improved to encourage sustainable transport, and to mitigate highway impacts.
Sources of Funding	Projects will be funded through sources including Network Rail control period spending, Department for Transport grants, Kent Community Rail Partnership and S106 contributions. Network Rail’s position is that developers should work with the TMBC and other relevant parties to fund and improve first/last mile, station and level crossing improvements. This is essential in considering mitigation for major planning applications.

Other Relevant Information	None.
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Bus	Infrastructure Information
Agencies/Lead Organisations	Kent County Council – Public Transport Bus operators - Including Arriva, Nu Venture, Go Coach and Autocar
Evidence, Relevant Strategies and Plans	• Strategic Delivery Plan (2020-2023) - KCC: no content specific to bus services in Tonbridge and Malling. • KCC Bus Services Improvement Plan (2024) - KCC: A strategic document which describes how Local Transport Authorities (LTAs) and operators will work together to achieve the goals of the National Bus Strategy.
Engagement	Discussions at an early stage with the KCC Public Transport team and key operators as part of the plan making process.
Existing Provision	Tonbridge and Malling is served predominantly by bus services operated by Arriva and Nu-Venture who have premises in the borough. Arriva's operations are based in the adjacent towns of Tunbridge Wells and Maidstone. Existing services are predominantly commercially operated with supported services on some routes being operated under contract to KCC. The County Council is also responsible for operating concessionary travel schemes (travel saver, older and disabled persons bus passes) and administering bus service operators grant. This grant is paid to operators of eligible bus services and community transport organisations to help them recover some of their fuel costs. Bus operators have faced rising costs and falling passenger numbers in recent years, especially since the pandemic, leading to service cuts. The Bus Service Improvement Plan (BSIP), uses government funding to provide network improvements and enhancements, to help address declining passenger numbers and to improve the desirability of services.
Proposed / Planned Provision	Only developer funded improvements to existing services which relate to developments which have already been granted planning consent.
Additional requirements needed to support growth proposed in the Local Plan	It is important to integrate bus services at an early stage in new developments, as travel patterns are quickly established and it is challenging to shift preference away from private car use. Where developments are more than 500m from a bus stop, services are often less attractive for residents and workers. The A20 and A26 corridors remain an important focus for service enhancement, to support existing and growing communities between principal towns including Tunbridge Wells, Tonbridge and Maidstone. Tonbridge and Malling borough is part of the West Kent BSIP Enhanced Partnership scheme. Through ongoing partnership work and the preparation of evidence, it is intended that measures are identified to support the operation of bus services in the borough. These could include. • Bus priority measures e.g. traffic signals prioritisation • Extended and/or new services with revised frequency and/or hours of operation.

	• High quality low emission vehicles Innovative approaches are required to encourage bus usage including better real time information, cycle integration and high-quality passenger facilities. Upgrades to kerbside infrastructure including signage, bus boarder kerbs, pavement access and shelters are required in many areas to improve the passenger experience. Such facilities will be sought in new developments, in addition to financial contributions toward services, where it is identified that new and/or extended bus services are essential in minimising related private vehicular trips to provide a sustainable alternative. The aim is always to use the funding contributions to pump-prime services, with the intention of building patronage so that services introduced are sustainable in the long term. Bus infrastructure requirements will be confirmed when the IDP is updated at the Regulation 19 stage, when there is more certainty of requirements.
Sources of Funding	Projects will be funded through a mix of sources, including commercial investment from operators, DfT and KCC grants, and S106 contributions.
Other Relevant Information	Awaiting update on Kent Bus Services Improvement Plan (BSIP) project prioritisation and spending.

Active Travel Infrastructure Information	
Agencies/Lead Organisations	Kent County Council – Highways and Countryside Access Tonbridge and Malling Borough Council
Evidence, Relevant Strategies and Plans	• Public Rights of Way Improvement Plan (2018-2028) – KCC: The plan assesses the extent to which the PRoW network meets present and likely future needs, in: ○ contributing towards more sustainable development; ○ delivering active travel options; and ○ providing opportunities for exercise, leisure and open-air recreation. • Draft Active Travel Strategy (2025) – TMBC: This identifies a prioritised network of cycling/wheeling and walking routes across Tonbridge and Malling borough to support existing and new communities.
Engagement	Liaison with KCC and neighbouring borough officers relating to the preparation of the Active Travel Strategy.
Existing Provision	Cycling/wheeling routes are available in various parts of the borough, but the network remains inconsistent in quality and incomplete. In many areas it is not possible to cycle a continuous journey on dedicated or segregated routes. The route network planning maps can be found in the Active Travel Strategy.
Proposed / Planned Provision	The Active Travel Strategy identifies the following proposed routes; further detail about these can be found in the Strategy document and at Annexe 1. <u>Tonbridge</u> • Industrial/Retail Area • Hildenborough • Tonbridge East • Lower Haysden • Vauxhall

	• Riverside • Haysden Country Park/Barden Park • Higham Woods <u>Medway Gap</u> • South Aylesford • East Malling • Larkfield West • Snodland to Leybourne Lakes • Medway River • Peters Village to Snodland • Snodland Community Centre • Burham to Aylesford <u>Kings Hill and West Malling</u> • West Malling to Kings Hill • Kings Hill Network • Kent Street to Kings Hill Centre • Broadwater Farm • North Pole Road • Sports Park • Watlingtonbury to Kings Hill <u>Borough Green</u> • North Downs Link • Borough Green Gardens • A25 Borough Green
Additional requirements needed to deliver growth proposed in the Local Plan	The Council will work in partnership with Kent County Council, National Highways, Active Travel England and other stakeholders to ensure that developments include measures, where practicable and proportionate, for non-car use such as on-site cycle parking, new and improved footpaths, bridleways and cycleways, provided there would be no significant effect on areas of importance for nature conservation. It is expected that developments will make provision for active travel infrastructure both on and off site in accordance with Local Plan policy requirements.
Sources of Funding	Government grant funding (as available), S106 contributions and S278 for off-site works.
Other Relevant Information	None

3. Education

Primary and Secondary Infrastructure Information																									
Agencies / Lead Organisations	KCC Education																								
Evidence, Relevant Strategies and Plans	• Commissioning Plan for Education Provision in Kent (2025-2029) - KCC: A 5-year rolling plan that is updated annually for education provision in Kent. KCC forecast that between the 2023-24 and 2028-29 academic years total primary school rolls will reduce by 1,467 pupils and secondary rolls will increase by 5,089 pupils. The profile of change in school rolls will vary across the county, with some local areas requiring additional places to meet demand. The sector and the County Council continue to face challenges related to costs; for the County the imbalance between the cost of providing additional places and the funding they receive remains. They will continue to ensure a sufficient supply of places. However, without additional funding this imbalance may influence the decision-making process around the location and timing of new education provision.																								
Engagement	Communications and meetings with KCC Education during 2025 and ongoing.																								
Existing Provision	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: <table border="1"> <thead> <tr> <th>School Name</th><th>Type</th></tr> </thead> <tbody> <tr> <td>Aylesford School - Sports College</td><td>Foundation</td></tr> <tr> <td>Hadlow Rural Community School</td><td>Community</td></tr> <tr> <td>Hillview School for Girls</td><td>Academy</td></tr> <tr> <td>Hugh Christie Technology College</td><td>Foundation</td></tr> <tr> <td>The Leigh Academy Tonbridge</td><td>Academy</td></tr> <tr> <td>The Holmesdale School</td><td>Community</td></tr> <tr> <td>The Judd School (Grammar)</td><td>Aided</td></tr> <tr> <td>The Malling School</td><td>Foundation</td></tr> <tr> <td>Tonbridge Grammar School</td><td>Academy</td></tr> <tr> <td>Weald of Kent Grammar School</td><td>Academy</td></tr> <tr> <td>Wrotham School</td><td>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 Leigh Academy Tonbridge	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
School Name	Type																								
Aylesford School - Sports College	Foundation																								
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Proposed / Planned Provision	Proposals for the improvement of St Marks Primary school at Eccles, have been secured as part of the planning consent for the expansion of Eccles (Bushey Wood – 900 dwellings).																								
Additional requirements needed to support growth	The following requirements have been identified through discussions with KCC education, further details can be found at Annexe 1. <u>Primary</u> • Primary School (3 forms of entry) at Grange Farm site, North Tonbridge																								

proposed in the Local Plan	• Expansion of existing primary school provision (1 form of entry) at South Tonbridge • Expansion of existing primary school provision (2 forms of entry) at Wouldham and Burham • Expansion of existing primary school provision (2 forms of entry) at Kings Hill • Expansion of existing primary school provision (1 form of entry) at Hadlow • Primary School (2 forms of entry) at Bradbourne site, Ditton • Expansion of existing primary school provision (2 forms of entry) at Aylesford • Primary Schools (2 x 2 forms of entry) at Borough Green Gardens <u>Secondary</u> • Secondary School (8 forms of entry) at Broadwater Farm • Expansions of existing secondary school provision (4 forms of entry) at Tonbridge, The Leigh Academy, Hill View and Hugh Cristie • Expansion of selective grammar school provision (1 form of entry) to be met in Maidstone. • Expansion of selective grammar school provision (2 forms of entry) to be met in Tonbridge or Tunbridge Wells Further feasibility work will be undertaken to inform the Regulation 19 Local Plan by KCC to confirm and where necessary clarify the above requirements.
Sources of Funding	KCC Capital Budgets, Government grants including basic needs, academies programme, and free school programme. Developer contributions through S106 towards capital costs and land.
Other Relevant Information	None

Further and Higher Infrastructure Information	
Agencies / Lead Organisations	KCC Education North Kent College
Evidence, Relevant Strategies and Plans	• Commissioning Plan for Education Provision in Kent (2025-2029) - KCC: Identifies the following post-16 priorities for West Kent. ○ Understand the context (Attainment, Provision, Not in Education, Employment or Training). ○ Build sufficient provision at all levels and for all need types including those with Special Educational Needs and Disabilities (SEND). • Kent 16 to 19 Review - Pathways for All – Review of education and training provision for people aged 16-19 in Kent (2022) – KCC: The vision for this review was to improve the options and life chances of young people in Kent by: ○ Providing better education, skills and training opportunities for all Kent's young people

	○ Enabling KCC to develop a clear understanding of the issues and the barriers to participation and progression ○ Allowing KCC to understand, support and provide direction to the post-16 sector in the county. The report makes recommendations to deliver a step change in the provision of post-16 learning. The aim being to “Making Kent a county that works for all children”.
Engagement	Meetings held with KCC and North Kent College in 2024.
Existing Provision	Existing provision in the borough includes further and higher education campuses at Tonbridge and Hadlow operated by North Kent College, in addition to post-16 education provision provided by secondary schools. Hadlow College, Hadlow currently has approximately 900 students and North Kent College, Tonbridge has approximately 500 students for 16–18-year-olds, with approximately 800 degree level students across both colleges. Apprentices across both colleges total approximately 600.
Proposed / Planned Provision	Current investment is focussed on improvements to existing campuses. There are no current plans for campus expansion or related new buildings in the borough.
Additional requirements needed to support growth proposed in the Local Plan	Population growth would have a notable increase in demand for post-16 education services therefore requiring provision for more student spaces, this will be confirmed to inform the Reg 19 Local Plan. Catchments are wider than the borough and include neighbouring authority areas, in particular Tunbridge Wells.
Sources of Funding	Improvements to existing buildings will be funded through land release for housebuilding.
Other Relevant Information	None.

Adult and Community	Infrastructure Information
Agencies / Lead Organisations	KCC Community Learning and Skills
Evidence, Relevant Strategies and Plans	• Kent & Medway Local Skills Improvement Plan (2023) – Kent Invicta Chamber of Commerce: The plan above sets out the priorities and actions KICC will be taking in the key sectors, providing a roadmap to progress the skills provision and workforce needs for the future economic development of the region. • Community Learning and Skills Centre Plans (2024) - KCC: Kent County Council's Community Learning and Skills (CLS) delivers Adult Education courses to help residents develop the skills they need to help get a job, build their knowledge and skills and develop their careers. Government funding for Adult Education has changed, with focus on supporting adult learners with work skills and careers, health and personal development, and family learning. This means learning for leisure, including some creative and language courses, as well as repeat learner courses, can

	no longer be subsidised using government funding, as they have been previously. Kent Adult Education now has an increased focus on core subjects such as vocational courses in specific industry sectors, English, maths and digital skills. • Developer Contributions Guide, Technical Appendix 2: Community Learning and Skills (Adult Education) (2023) KCC: No content specific to Tonbridge and Malling.
Engagement	Communications with KCC. Further updates to be provided by KCC on community learning and skills as the plan progresses.
Existing Provision	Tonbridge Adult Education Centre
Proposed / Planned Provision	The centre plans published by KCC confirm that no changes are proposed to the location of the Tonbridge facility, although there may be some reconfiguration of space to align to new offer.
Additional requirements needed to support growth proposed in the Local Plan	Financial contributions necessary to enable KCC to increase provision of services to meet the needs of the additional demand generated by proposed development.
Sources of Funding	Section 106.
Other Relevant Information	None.

4. Health and Social Care

Healthcare (GP, Community and Acute Services)	Infrastructure Information
Agencies / Lead Organisations	NHS England directly commissions certain services at a national level and Integrated Care Boards (ICBs) at the local level. Around 70% of the NHS England budget goes to ICBs. NHS Kent and Medway Integrated Care Board (ICB) is the NHS organisation that plans and buys healthcare services to meet the needs of residents in the county. This includes a wide range of services including mental health, urgent and emergency care, elective hospital services, community care and delegated commissioning responsibility from NHS England for commissioning of primary medical care services (general practice). The integrated care system is a partnership of all parts of the NHS working together with councils and other partners. Within the NHS there are three key groupings working at different geographies. In addition to NHS Kent and Medway the following exist: Established in 2019 Primary Care Networks (PCNs) are groups of general practices working together and in partnership with a range of other health and care services in the local area to offer more personal and co-ordinated care. There are 43 PCNs in Kent and Medway; Tonbridge PCN and Malling PCN are within the Tonbridge and Malling Borough Council area; in addition, two other general practices are within the council area but are members of PCNs outside of the borough. Place-based partnerships referred to as Health and Care Partnerships (HCP), bring together the providers of health and care services, along with other key local partners to work together to plan and deliver care. West Kent Health and Care Partnership covers the Tonbridge and Malling Borough Council area. There are many health organisations across West Kent who own or lease premises to deliver services 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.
Evidence, Relevant Strategies and Plans	• NHS Long Term Plan: no content specific to Tonbridge and Malling • NHS Kent & Medway Estates and Infrastructure Strategy: no content specific to Tonbridge and Malling • Kent Joint Strategic Needs Assessment: no content specific to Tonbridge and Malling • Kent Joint Health and Wellbeing Strategy: no content specific to Tonbridge and Malling
Engagement	Communications and meetings with NHS England, Kent & Medway ICB NHS, and Maidstone and Tunbridge Wells NHS Trust including property services – regular during 2025 and ongoing.
Existing Provision	There are 11 general practices operating from 15 general practice premises in Tonbridge and Malling borough, 4 of these practices provide services across two premises (note one practice has a branch site in the Sevenoaks District Council area).

	Maidstone and Tunbridge Wells NHS Trust provides services at Maidstone Hospital and Tunbridge Wells Hospital at Pembury, which are situated outside of the borough. Kent Community Health NHS Foundation Trust provides services from Tonbridge Cottage Hospital. Hospice care is provided at the Hospice in the Weald (Pembury) and Heart of Kent Hospice (Aylesford). Many GP practices across the borough are operating under increased pressure and premises improvements will be required in some areas to accommodate demand arising from population growth, especially from new house building.
Proposed / Planned Provision	The following estates plans are currently identified for Tonbridge and Malling to support consented and anticipated residential developments. These are being progressed in partnership with GPs line with ICB governance: • Phoenix Medical Practice - New premises at Peters Village to replace existing premises at Bell Lane, Burham and Mackenders Lane, Eccles. This is required to support the delivery of new homes. S106 contributions have been secured for this, and negotiations are ongoing. Site identified at Peters Village is currently being used for additional parking. No current estimate as to how soon new premises can be delivered. • West Malling Group Practice - Extension to main premises at Queen Street, Kings Hill. This is required to support the delivery of new homes and care facilities. S106 contributions have been secured for this, third party land negotiations and feasibility work are ongoing. This is subject to planning approval, application not yet submitted. It is estimated that this could take a minimum of 2 years to deliver. • The Poppies, Aylesford - Land for a healthcare facility has been secured through the s106 agreement for Land South of London Road and East of Hermitage Lane, Aylesford. The ICB has confirmed further feasibility work is required, and the Council is leading negotiations with adjacent site promoters to secure the capital funding towards a healthcare facility on this site. Where possible officers are seeking to front load primary care s106 contributions to assist delivery. No current estimate as to how soon new premises can be delivered. • Warders Medical Practice – New premises required to replace the main premises at East Street, Tonbridge. This requirement could be accommodated within the future regeneration of East of High Street, masterplanning for which is being led by the borough Council. No current estimate as to how soon new premises can be delivered.
Additional requirements needed to support growth proposed in the Local Plan	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 considered when assessing the above. 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. Developer contributions will be required to support expansion of the premises identified above, not all of which are yet fully funded and those identified below which are necessary to further support proposed Local Plan growth.

	In some locations, new sites will be required 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. The following additional estates plans are currently identified for Tonbridge and Malling to support site allocations identified in the Local Plan. • Larkfield Health Centre – Reconfiguration of existing healthcare facility. This facility is currently underutilised but will be required to support further growth within in the Medway Gap area. • Borough Green Gardens – New premises for medical practice, a site for which will need to be identified within the masterplan for this development allocation.
Sources of Funding	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 ICB for consideration in line with the ICB General Practice Premises Development Policy and Estates Strategy. The ICB holds the revenue budget for rent and rates and must therefore approve any premises developments. Funding is also secured through developer contributions, or direct delivery by developers in relation to site specific mitigation. The ICB works with the Council and practices to identify these requirements and opportunities.
Other Relevant Information	SIDM Health modelling of growth impacts arising from the Local Plan on health services has been undertaken to inform the requirements identified, including primary, community and acute care services.

Ambulance Services Infrastructure Information	
Agencies / Lead Organisations	South East Coast Ambulance Service NHS Foundation Trust (SECAMB)
Evidence, Relevant Strategies and Plans	• Annual Report 2023/24 - SECAMB: No content specific to Tonbridge and Malling • Kent Joint Strategic Needs Assessment (2025) - KCC: A statutory report which assesses the health and wellbeing needs of the population. It is a collection of data resources, tools and reports that give local planners robust information on the local population and evidence to support future planning of services. No content specific to Tonbridge and Malling. • Kent Joint Health and Wellbeing Strategy - KCC: The strategy aims to improve health and wellbeing, deliver better coordinated care, and ensure the individual is at the heart of everything. No content specific to Tonbridge and Malling.
Engagement	Discussions and meetings have taken place with the SECAMB service in 2024, and the position remains unchanged.
Existing Provision	Existing provision is already at capacity with no spare resources. There is an existing Community First Responder Scheme (CFR).

	Existing received emergency call data allows prediction of what resources will be needed to adequately service the West Kent area. In terms of funding priority, make ready facilities at Dartford and Paddock Wood are at capacity and require investment or replacement.
Proposed / Planned Provision	Growth within Tonbridge and Malling and neighbouring boroughs will place additional demand upon SECAMB services. There is a need for expanded Make ready capacity at Eldon Way, Paddock Wood, or to replace this facility elsewhere in West or Mid Kent, at a cost of circa £10 million.
Additional requirements needed to support growth proposed in the Local Plan	A new make ready site is preferred, Aylesford or Maidstone area options would be considered with good access to local and strategic roads.
Sources of Funding	Central Government and S106 contributions.
Other Relevant Information	None.

Adult Social Services Infrastructure Information	
Agencies / Lead Organisations	KCC Adult Social Services
Evidence, Relevant Strategies and Plans	• Kent Accommodation Market Position Statement 2025-2035 (draft) - KCC: The Market Position Statement (MPS) outlines Kent County Council's strategic direction for adult social care accommodation, aiming to ensure suitable housing and care provision for all eligible client groups. It supports collaborative planning between KCC, Districts, Boroughs, and stakeholders. • Accommodation Strategy for Adult Social Care 2019-2021 – KCC: This strategy identifies how the provision, demand and aspiration for housing, care and support services will be met for adult social care clients should they need to move to access care. • The Care Act (2014): The principal law for adult social care in England, effective from April 2015, that aims to reform the system by placing people at the centre of their care decisions, empowering them to make choices, and promoting their wellbeing. No content specific to Tonbridge and Malling. • Kent Adult Carers Strategy 2022-2027 - KCC: Describes how KCC plan to work with partners to make welcomed changes towards improving the experiences of unpaid adult carers in Kent. No content specific to Tonbridge and Malling. • Developer Contributions Guide, Technical Appendix 1: Adult Social Care (2023) – KCC: No content specific to Tonbridge and Malling.
Engagement	Email communications and a meeting held with an officer from KCC's Adult Social Services team – September 2025.
Existing Provision	There are existing and new facilities across the borough, with recent developments including the Kings Hill Care Home, a purpose-built facility that will open in spring 2026. The average size of a care home in Tonbridge and Malling is 45 beds which is higher than most districts. The borough could benefit from the development of all types of services and extra care housing.

	A Kent Analytics Report “Identifying Hotspots and Gaps in Accommodation-Based Care Provision in Kent – (Sept 2025)” gives an assessment of provision in the borough. This generally shows current service coverage as being poorer or neutral across the borough for the following care types: • Residential Care Homes = low / poor particularly in North and Northeast of Tonbridge • Nursing Care Homes = lower / poorer coverage in a band from Hadlow through to west of Snodland • Supported Living = lower / poorer coverage North and Northeast of Tonbridge town up to Borough Green and then poorer until reaching Kings Hill • Extra care = lower / poorer coverage across the borough but particularly North of Tonbridge
Proposed / Planned Provision	Continued and ever-increasing growth in an older Kent population will drive demand for all types of accommodation, especially care at home and supported living. Tonbridge and Malling borough has amongst the highest 85+ age demographic in the county. The borough would benefit from some more residential provision, particularly specialist needs provision (577 bedspaces required). An increase is also expected in the population requiring nursing and residential care in the next ten years (254 bedspaces required). The statistics are clear that with an ever-ageing population the need for appropriate adult social care infrastructure will continue to be required and will need to adapt as service delivery models change driven by changing standards and advances in technology. KCC does not have any direct provision or committed investment of Extra Care schemes currently in Tonbridge and Malling. Facilities provision is predominantly private sector led. There are current care and extra care schemes being delivered in the borough, 133 units in total as well as a 200 private homes scheme in the pipeline. Section 106 planning obligations can assist with the delivery of Extra Care infrastructure once sufficient funding is secured.
Additional requirements needed to support growth proposed in the Local Plan	The site allocation in the Local Plan will ultimately contribute towards growing pressure on existing ASC services and facilities, which are already largely at capacity. Additional infrastructure aimed at the areas of most need will be essential to mitigate pressures. Extra Care services for physical and mental disabilities is a priority, while pressure on more standard nursing home care can be alleviated by increased and better telecare allowing people to stay in their own homes for longer. New homes built to appropriate lifetime homes standards is also a critical part of the mix. A commitment from TMBC in policy terms to meet or indeed exceed the minimum standard and number of homes delivering in this regard would be a significant intervention. Spatially within the borough, KCC would like to have a good geographical spread of new care facility types to avoid over concentration of one of other types in a particular area. Standards within some existing facilities also need to improve.
Sources of Funding	Section 106.
Other Relevant Information	None.

5. Sport and Community Infrastructure

Open Space, Playing Pitch and Indoor Sports Facilities	Infrastructure Information
Agencies/Lead Organisations	Kent County Council Tonbridge and Malling Borough Council Sport England
Evidence, Relevant Strategies and Plans	• Open Space Study (2025) – PLC: This document provides an assessment of existing open spaces and future needs. • Indoor Sport Facilities Strategy (2025) – PLC: This document provides an assessment of indoor sports and active recreation facility needs. • Playing Pitch and Outdoor Sports facilities Strategy (2025) - PLC: This document provides an assessment of playing pitches and outdoor sports facility needs.
Engagement	The evidence has been prepared using external consultants in partnership with stakeholders including, Sport England, TMBC Leisure Services, and TM Active.
Existing Provision	Sports facilities provision in Tonbridge and Malling comprises a mixed economy involving the public, voluntary and commercial sectors. The key providers are as follows: • TMBC: The Council owns built leisure facilities which include Tonbridge Pool, The Angel Centre Tonbridge and Larkfield Leisure Centre. The Council also owns a range of outdoor facilities which include the Racecourse Sports Ground, Swanmead Sports Ground, Tonbridge Farm, Kings Hill Sports Park, and Poult Wood golf course. These sites are managed by TM Active, a charitable trust. • Schools: Schools are significant providers of sports facilities in the borough, particularly of artificial grass pitches, although not all provision is fully community accessible. The most significant of these is Tonbridge School which operates its own facilities on a commercial basis. • Town and parish councils: Town and parish councils are significant pitch and outdoor sports facilities providers, particularly in the rural areas of the borough. • Voluntary sector: Sports clubs provide and run a range of pitches and outdoor sports facilities. • Commercial operators: Commercial operators include David Lloyd Leisure and others, with gym, swimming pool and other predominantly indoor facilities available. There are 428 sites, equivalent to 1259 hectares of open space in the borough, comprising a mix of parks and gardens, natural greenspace, allotments, outdoor facilities and children’s play space. The study and strategies published provide a detailed assessment of the extensive facilities available in the borough and should be reviewed for further information about these.

Proposed / Planned Provision	The borough council has secured numerous S106 contributions towards the improvement of open space and outdoor sports and recreation facilities across the borough. These relate to existing consented developments and further information about the contributions secured can be found in the Council's published Infrastructure Funding Statement. The borough Council has an agreed corporate priority to replace the Angel Centre, with a new indoor sports facility in Tonbridge. It is expected that this will be delivered on the existing Sovereign Way Mid car park, and subject to funding, planning and construction could be completed by 2028.
Additional requirements needed to support growth proposed in the Local Plan	Site specific requirements have been informed by the evidence prepared and are identified at Annexe 1. These include. • Indoor sports facilities, • Amenity greenspace, • Natural greenspace, • Outdoor sports facilities, • Children and young people's play • Multi-use games areas • BMX and skate parks, and • Outdoor gyms. Contributions towards facilities will be secured in accordance with the Council's S106 protocol.
Sources of Funding	Funding will be secured through a variety of sources, including S106 and funding from government bodies such as Sport England, should this become available.
Other Relevant Information	A stage E review of the evidence prepared will be undertaken to inform the Regulation 19 Local Plan, this will be informed by updated needs modelling work using the Sport England, Facilities Planning Model.

Libraries	Infrastructure Information
Agencies / Lead Organisations	Kent County Council
Evidence, Relevant Strategies and Plans	• KCC statistics for libraries, registrations, and archives: 169,518 visits in Tonbridge and Malling during 2022/23 through 13,361 borrowers along with 9,114 attending events and activities. • Framing Kents Future – Our Council Strategy 2022-2026: No content specific to Tonbridge and Malling. • Developer Contributions Guide, Technical Appendix 16: Libraries, Registration and Archives (2023) – KCC: No content specific to Tonbridge and Malling.
Engagement	Email communications with KCC, last update regarding libraries provided in 2024.
Existing Provision	KCC has a statutory duty under the Public Libraries and Museums Act 1964 to provide a comprehensive and efficient library service for everyone working, living,

	or studying in the area. Existing library provision is provided at the following locations: • Borough Green • East Peckham • Hadlow • Hildenborough • Larkfield • Snodland • Tonbridge • Tonbridge (North) • West Malling There is also a fortnightly mobile library service that visits the following areas: • Aylesford, Blue Bell Hill, Burham, Eccles, Wouldham, Birling, Kings Hill, Mereworth, Offham, Plaxtol, Shipbourne, Tonbridge and Watlington. 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.
Proposed / Planned Provision	None.
Additional requirements needed to support growth proposed in the Local Plan	None identified currently. KCC are undertaking a review of the libraries service in 2025.
Sources of Funding	Kent County Council and section 106 contributions.
Other Relevant Information	None.

6. Public Services

Recycling, Waste Management and Disposal Infrastructure Information	
Agencies / Lead Organisations	Kent County Council Tonbridge and Malling Borough Council
Evidence, Relevant Strategies and Plans	• Kent Joint Municipal Waste Management Strategy 2018/19 to 2020/21 - KCC: Strategy currently under review due to be replaced in 2026, no content specific to Tonbridge and Malling. • Kent Waste Disposal Strategy 2017 – 2035 - KCC: No content specific to Tonbridge and Malling. • Kent Minerals and Waste Local Plan 2013-2030 - KCC: Adopted March 2025, no specific waste management content to Tonbridge and Malling. • Developer Contributions Guide, Technical Appendix 18: Waste Disposal and Recycling (2023) - KCC: The provides further detail regarding KCC's approach to the collection of contributions for waste infrastructure.
Engagement	Email communications and a meeting held with an officer from the KCC Resource Management and Circular Economy team – September 2025.
Existing Provision	KCC is the Waste Disposal Authority in the county and has a statutory duty to provide Household Waste and Recycling Centres (HWRC) and Waste Transfer Stations (WTS) with sufficient capacity to accept arisings from across the county. TMBC is the Waste Collection Authority for the borough and is responsible for local kerbside collections. There is currently no HWRC within Tonbridge and Malling borough. There is HWRC on the 20/20 industrial estate at Allington which serves residents in the northern half of the borough. An alternative site is located at Tovil, Maidstone. 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 Tunbridge Wells and Tonbridge and Malling. 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 the borough). Kerbside collected waste from the northern half of TMBC is taken directly to the Energy from Waste plant at Allington, which also acts as a Waste Transfer Station. Recyclable waste is bulked up here before onward transport to re-processors. This currently has sufficient capacity to serve projected housing growth in TMBC. Kerbside collected waste from the southern half of TMBC is taken to the KCC Waste Transfer Station at North Farm Tunbridge Wells. This facility is predicted to be at capacity within the next 5 years.
Proposed / Planned Provision	KCC propose that a new WTS site is required going forwards, and that the existing WTS at North Farm could be redeveloped for the expansion of the co-located HWRC.
Additional requirements needed to support	KCC are expecting an increase in waste throughput, especially through the North Farm WTS and HWRC as a result of significant housing development leading to increased kerbside collections. The North Farm WTS is already considered to be reaching

growth proposed in the Local Plan	capacity, as evidenced by turnaround times for vehicles using the site. The location of the site prevents expansion of the WTS. Amendments to facilitate access and flow will be insufficient to provide the additional capacity needed to deal with the projected demand from new housing up to 2042. 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 years and additional capacity will be required to support housing growth from Tunbridge Wells and the southern half of Tonbridge and Malling boroughs.
Sources of Funding	Kent County Council and section 106 contributions.
Other Relevant Information	None.

7. Green Infrastructure, Biodiversity and Flood Infrastructure

Green Infrastructure and Biodiversity	
Infrastructure Information	
Agencies / Lead Organisations	DEFRA Environment Agency Kent County Council Tonbridge and Malling Borough Council Kent Nature Partnership
Evidence, Relevant Strategies and Plans	• A Green Future: Our 25 Year Environment Plan to Improve the Environment (2018) - DEFRA: This sets out government action to help the natural world regain and retain good health, no content specific to Tonbridge and Malling. • Kent Biodiversity Strategy (2020-2045) – Kent Nature Partnership: The strategy aims to deliver, over a 25-year period, the maintenance, restoration and creation of habitats that are thriving with wildlife and plants, ensuring the county’s terrestrial, freshwater, intertidal and marine environments regain and retain good health. No content specific to Tonbridge and Malling. • Kent and Medway Local Nature Recovery Strategy (anticipated 2025) – KCC: The LNRS sets out the county’s priorities for nature recovery and the recommended actions to deliver these. It also identifies where in the county this action should be targeted to deliver the greatest outcomes for the county’s habitats and species. • Biodiversity Net Gain Guidance – KCC: This provides planning applicants with consistent advice regarding BNG across Kent and Medway. • A Green and Blue Infrastructure Strategy for Tonbridge and Malling (2024) – TMBC: The strategy provides a framework for protecting, enhancing, and connecting the borough’s natural infrastructure and assets, as well as identifying potential mechanisms for delivery through a range of council activities.
Engagement	Engagement with KCC in preparation of the Local Nature Recovery Strategy and borough wide Green and Blue Infrastructure Strategy.
Existing Provision	The Kent Local Nature Partnership has identified six Biodiversity Action Areas (BOAs) within Tonbridge and Malling. These include: • Medway Gap & North Kent Downs; • Central North Downs; • Greensand Heaths & Commons; • Medway & Low Weald Wetlands and Grasslands; • High Weald; and • Mid Kent Greensand and Gault. These areas are key locations for habitat restoration and/or creation work and provide a framework for partner organisations projects to help deliver net gains in biodiversity. The BOA will be replaced by Local Nature Recovery Strategy (LNRS) once this has been adopted by KCC.

	The main purpose of the LNRS is to set the priorities for biodiversity enhancements, including supporting the strategic off-site delivery of mandatory Biodiversity Net Gain, and map where nature recovery actions could be located for both habitats and species, to not only deliver improvements for wildlife, but other environmental benefits, such as storing carbon and reducing flooding. The Strategy identifies key habitats and species in the county, and what actions could be taken to support these and where. These actions could, for example, be through protecting and enhancing existing habitats, the creation of new habitats through new planting, or through better management of land.
Proposed / Planned Provision	The Green and Blue Infrastructure Strategy for Tonbridge and Malling identifies nine recommendations for the Local Plan, as follows. • LP1: When allocating land for development, the Local Plan should seek to avoid loss of areas of existing Green Infrastructure (GI) where possible. • LP2: The Local Plan could include a policy to encourage new development to plan for and provide new GI. The provision of new natural and semi-natural open space and amenity green space as identified in the Strategy, should take account of the habitat and species within the Biodiversity Opportunity Areas and emerging Local Nature Recovery Strategy focusing on, but not exclusive to, the Priority Opportunity Areas identified in the Strategy. • LP3: Consideration should be given to including reference to GI into various Local Plan policy areas to ensure that the important links between GI and other areas i.e. health, active transport, climate change and biodiversity conservation are fully realised. Reference to GI could be included within the Local Plan vision and overarching objectives. • LP4: Consider designating sites as Local Green Spaces⁹³ through the Local Plan and/or promoting them through Neighbourhood Plans to further protect GI assets. • LP5: The Local Plan should consider including a policy on BNG to set out the Council's expectations and consider seeking greater than the mandatory 10% BNG where possible, verifying local need, viability and availability of BNG sites. • LP6: Where appropriate seek opportunities for the integration of GI in Design Codes. • LP7: The Local Plan could consider requiring climate resilient measures into the design of new developments including, but not limited to, the provision of SuDS, Natural Flood Management (NFM), urban cooling, and LNRS for wildlife etc. • LP8: The Local Plan could explore the option for a Tree Canopy Cover policy which sets a target percentage for new developments. • LP9: The Local Plan could explore opportunities to encourage development to incorporate Nature based Solutions during the initial design and planning stages of new developments. Recommendations for other Council functions are also identified.
Additional requirements needed to support growth proposed in the Local Plan	Biodiversity Net Gain of 10% became mandatory in 2024 for most development. Delivery can be provided on-site, off-site or through statutory credits. Developers can combine all three options but must follow the biodiversity gain hierarchy steps set out in the published guidance.

Sources of Funding	Biodiversity Net Gain mitigation, blue and green infrastructure secured through the planning process both on-site and off-site for individual developments.
Other Relevant Information	Mitigation must follow the 'mitigation hierarchy' as described in British Standard BS 42020:2013, which involves the following stepwise process: • 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. The Environment Agency prefer clear span options for river crossings, and an anti-culvert policy. Any newly laid utilities should also aim to avoid interaction with watercourses where possible and minimise impacts on any adjacent river and floodplain habitats. Application of best practice guidance from CIRIA and SEPA is encouraged and will ensure designs are compliant with Water Framework Directive. Where river habitat 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 design, avoiding the need for later bank reinforcement due to poor design foresight.

Flood Risk and Surface Water	Infrastructure Information
Agencies / Lead Organisations	Environment Agency Kent County Council Tonbridge and Malling Borough Council
Evidence, Relevant Strategies and Plans	• Level 1 Strategic Flood Risk Assessment (2025) - TMBC: Prepared to inform the Local Plan, the whole document relates to Tonbridge and Malling borough. • Level 2 Strategic Flood Risk Assessment Scoping (2025) – TMBC: A report which outlines the requirements for a more detailed analysis of flood risks. • Stage 1 Surface Water Management Plan (2013) - KCC: A study to understand the flood risks that arise from local flooding, which is defined by the Flood and Water Management Act 2010 as flooding from surface runoff, groundwater, and ordinary watercourses. The whole document relates to Tonbridge and Malling borough. • Drainage and Planning Policy Statement - KCC: This policy statement sets out the Lead Local Flood Authority will review drainage strategies and surface water management provisions associated with applications for major development. No content specific to Tonbridge and Malling. • Medway Flood Action Plan (2017) – Environment Agency: This sets out what partner organisations will do to reduce flood risk in the short term. • Medway Estuary and Swale (MEAS) flood and coastal risk management strategy (2019) – Environment Agency: The strategy sets out the Environment Agency's plan to sustainably manage the coastline and tidal defences in the Medway

	estuary and Swale area. It aims to protect people, properties, designated habitat and agricultural land over the next 100 years.
Engagement	Direct consultation with the lead organisations named above through the preparation of the Strategic Flood Risk Assessment (SFRA).
Existing Provision	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, several 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 history of flooding in low lying areas due to the presence River Medway and its tributaries. This network of waterways provides a range of valuable habitats, as well as offering recreation and leisure uses. Key flood infrastructure in Tonbridge and Malling includes the Leigh Flood Storage Area and Barrier, and associated Hildenborough Embankments, which are being expanded and enhanced to protect homes from River Medway flooding. These works should be complete by the end of 2025. Other recent investment has included the East Peckham flood mitigation scheme, which provided flood resilience measures to homes in the village.
Proposed / Planned Provision	KCC as the Lead Local Flood Authority has advised that they do not have any assets which currently require investment. However, Southern Water's Water Resources and Drainage and Wastewater Management Plans, identifies £7.8m investment in enhanced surface water management and Sustainable Drainage Systems (SuDS) for local flood mitigation. The Medway Flood Action Plan identifies capital investment and maintenance projects to reduce the risk of flooding to people property and businesses. It also includes maintenance of: • Flood risk assets, such as sluices, to ensure they are in good operational condition • River channels, including ditch and highway gully clearance, weed cutting, tree and debris removal and desilting of river beds The MEAS flood and coastal risk management strategy specifically identifies work to the Upper Medway tidal defences between Aylesford and Wouldham for delivery from 2029/30 to 2034-35.
Additional requirements needed to support growth proposed in the Local Plan	The implications of residential developments can be addressed through good practice surface water drainage design, for which identifiable discharge points are required. Major developments are required by legislation to integrate Sustainable Urban Drainage Schemes (SuDS) into development layouts and drainage schemes. The Surface Water Management Plan includes an action plan to be pursued by partners; no capital schemes or projects are however identified. A Level 1 SFRA (Strategic Flood Risk Assessment) has been prepared, this is a strategic assessment of flood risk across the borough, used to apply the Sequential Test to steer development away from high-risk areas. A Level 2 SFRA is a more detailed, site-specific assessment, this is being prepared to inform the Regulation 19 Local Plan and will be published in due course. Any recommendations or mitigations identified in the Level 2 assessment, will be included in a future update of the IDP.
Sources of Funding	On-site mitigation and drainage design, developer contributions for any off-site measures that are required.

Other Relevant Information	Development sites can be located above principal or secondary aquifers, or within Source Protection Zones, and therefore groundwater is considered to be sensitive/vulnerable in such locations. Due to the vulnerability of the groundwater, it is important for developers 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.
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8. Utilities

Wastewater	Infrastructure Information
Agencies/Lead Organisations	Southern Water
Evidence, Relevant Strategies and Plans	• Final Regional Plan (2025) - Water Resources South East (WRSE): An alliance of the six water companies which cover the South East of England. Paragraph 12.45 identifies that two water recycling schemes are identified for delivery before 2035. The first would provide a supply of up to 7.5Ml/d of highly treated industrial process water to an industrial user and the other would treat and transfer highly recycled water from Aylesford to supplement abstraction from the River Medway. • Business Plan 2025-2030 – Southern Water: This plan sets out a doubling of investment over the five-year period. It will deliver major improvements in water resilience, treatment and customer service. Various upgrades to treatment works, pumping and sewers identified beyond 2030 at Tonbridge.
Engagement	Email communications and a meeting held with Southern Water – September 2025.
Existing Provision	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 at Tonbridge, Wateringbury, Ham Hill, Aylesford and Burham. 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.
Proposed Provision/Planned Provision	Work is in accordance with the 5 Year Business Plan. There are always programmes of maintenance, CCTV investigation and assets are constantly being evaluated and maintained. The following projects have been identified by Southern Water as being planned for implementation over the current business plan period before 2030. • Aylesford Sludge Treatment Centre Biosolids • Aylesford Water Treatment Works Eel Screen • Tonbridge Water Treatment Works Growth • Tonbridge Water Treatment Works phosphorus removal • Ham Hill Water Treatment Works Growth • Ham Hill Sludge Treatment Centre Biosolids • Kent Advanced Anaerobic Digestion Strategy

	Further detail on these projects is set out in the delivery schedules at Annexe 1.
Additional requirements needed to support growth proposed in the Local Plan	It is likely that new or improved infrastructure will be required to meet the needs of new development. Southern Water has carried out a capacity assessment of the local sewer network the draft housing site allocations (over 20 units). Where wastewater network reinforcements have been identified on a site-by-site basis, these are set out in further detail at Annexe 1. Wastewater collection infrastructure, i.e. 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. 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. Any additional capacity that may be required at a WTW would be planned for in this way. 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, Southern Water would request that conditions include 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 developments, 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 may 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.
Sources of Funding	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 takes longer to deliver and is included within business planning cycles. Local infrastructure serves individual developments and dependent upon the size of the development, may incorporate new connection pipework and where necessary, smaller local pumping stations or booster stations, which is funded outside of the planning process by developers. 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 the company's business plan, which is submitted to the water industry's economic regulator, OFWAT. OFWAT scrutinise the plans and set the prices the business can charge its customers in order to fund its investments in the next AMP.
Other Relevant Information	None.

Water Supply Infrastructure Information	
Agencies/Lead Organisations	South East Water
Evidence, Relevant Strategies and Plans	• Final Regional Plan (2025) - Water Resources South East (WRSE): An alliance of the six water companies which cover the South East of England • Water Resources Management Plan 2025 to 2075 (2024) - South East Water • Five Year Business Plan 2025 to 2030 – South East Water: schemes identified that are of benefit to the borough over this period are included below.
Engagement	Email communications and a meeting held with South East Water – September 2025.
Existing Provision	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 Edge Analytics. Each water company is legally required to prepare a Water Resources Management Plan (WRMP) every five years. The latest plan sets out how South East Water intends to maintain the balance between increasing demand for water and available supplies over the next 50 years up to 2075. The plan takes into account planned housing growth as well as the potential impact of climate change, increasing drought resilience and protecting the environment.
Proposed / Planned Provision	The following schemes planned for delivery in the period 2025 to 2030, focus on improving resilience, water quality and the environment, further details are provided at Annexe 1 and are explained on pages 127 to 131 of the business plan. • Completion of the Butler Water Treatment Works (WTW) in Aylesford to add 18.2MLD to the network in the Maidstone area. • Pipeline to transfer 9MLD of the above to Ashford and surrounds. • Increase treated water storage at the Halling reservoir site from 4.5 to 7.5 MI. • New pumping station to transfer flows from the Burham area to Halling and surrounds. • New 5km pipeline to improve network connectivity between Kemsing reservoir and the Row Dow reservoir. • New pipeline between Riverhill Reservoir and Kilnwood Reservoir to add resilience to the supply to the supply to Tonbridge and surrounds. • Upgrade of Tonbridge WTW to increase resilience to improve support to the towns of Tonbridge and Tunbridge Wells. • New pipeline from Tonbridge WTW to Bloodshot Reservoir to facilitate the above scheme. • Upgrade of Pembury WTW to increase the resilience of the site to better support the customers in Tunbridge Wells. In the longer-term South-East Water has plans to deliver the following schemes, with direct or in-direct benefits to Tonbridge and Malling, these are explained in more detail on pages 121 to 130 of the water resources management plan. • Improvements to zonal and sub-zonal level connectivity from 2025. • A new reservoir in Canterbury (2035).

	• A new water transfer from SES Water (2040). • Smart metering (from 2027) • Reducing levels of leakage and reducing customer usage is key and is also embedded into the plan (from 2025).
Additional requirements needed to support growth proposed in the Local Plan	There is currently a lack of headroom to address peaks in demand – this applies to both reservoir storage and WTW output. In addition, South East Water does not have a supply-demand surplus in this part of their supply area to accommodate additional growth above what has been assumed in their WRMP24. This being 11,727 dwellings over the plan period vs the 19,746 now required as a consequence of the updated standard method. Therefore, in the TMBC area, South East Water would not be able to accommodate any level of growth in excess of their current WRMP24 forecast assumptions. This is the case across the full plan period as their WRMP24 has solved the supply-demand balance problem only to address the level of growth forecasted and provided to in 2022 by Edge Analytics. To assess the impact of growth in excess of the current WRMP24 forecast, will require South East Water to re-calculate their demand forecast to then re-run their decision making and identify the additional interventions that will resolve and address these changes. There may be the need for new supplies, transfers or increases to demand reduction programmes, but will not be known until they complete the work to develop their next WRMP29. The current Environment Agency timetable for publishing their Resource Position Statement is May 2027 and the draft South East Water WRMP29 will follow in March 2028. New mains will likely be required for new developments to reinforce the existing network, in order to meet the additional demand. Each application is looked at on a site-by-site basis.
Sources of Funding	Any infrastructure work will be funded through a combination of internal funding per existing plans and models, and contributions 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.
Other Relevant Information	None

Electricity	Infrastructure Information
Agencies/Lead Organisations	UK Power Networks (UKPN) National Grid
Evidence, Relevant Strategies and Plans	• UKPN Long Term Development Statement (LTDS) and Network Development Plan – South Eastern Power Networks 2025: This describes the distribution network and provides a load forecast and network developments for five years ahead. No content specific to Tonbridge and Malling. • UKPN's 2028-2033 Revenue = Incentives + Innovation + Outputs (RIIO) - ED3 Period Business Plan: This plan will drive investment in local electricity network infrastructure, support the transition to net zero, and deliver on specific consumer outcomes such as increased resilience and affordability. Not yet published.

	• National Grid 2021-2026 Business Plan: No content specific to Tonbridge and Malling
Engagement	Email communications and a meeting held with UKPN – October 2025.
Existing Provision	National Grid own the electricity transmission system in England and Wales. UK Power Networks then distributes the electricity through high voltage cables so it can be used by homes and businesses across London, the South East and East of England. UKPN has the following primary sites in the borough which are of relevance in terms of electricity distribution and load from new site connections. • Tonbridge town primary substation - 33/6.6KV • Tonbridge East primary substation - 33/6.6KV • Mereworth primary substation - 33/11KV • Wrotham Heath primary substation - 33/11KV • Aylesford primary substation - 33/6.6KV • Townsend Hook primary substation - 33/6.6KV • Medway primary substation - 33/11KV • Barming primary substation – 33/11KV
Proposed / Planned Provision	There are no load driven projects that are currently planned for delivery within Tonbridge and Malling borough.
Additional requirements needed to support growth proposed in the Local Plan	There are five primary substations potentially impacted by the proposed developments in the Local Plan. These are: 1. Tonbridge East 33/6.6kV. This substation has sufficient capacity. 2. Townsend Hook 33/6.6kV. This substation has sufficient capacity. 3. Chatham West 33/11kV. This substation has sufficient capacity. 4. Wrotham Heath 33/11kV. This substation is not expected to have sufficient capacity for the larger area developments. 5. Aylesford 33/6.6kV. This substation has some spare capacity, however, the accumulative impact of all development sites which would be connected to Aylesford would result in insufficient spare capacity. Available capacity at substations is difficult to predict due to changing levels of demand at existing connection points but also new connections which can significantly impact load profiles such as sites primarily focused on electrically intensive tasks such as EV charging hubs. For each new development, any formal assessment of electricity demand would involve not only a calculation of primary substation capacity but an in-depth study into the suitability of local circuits. This has not been accounted for in the advice so far provided and wouldn't be possible without detailing accurate and specific electrical demand requirements for each site including total demand as well as site ramp rates. The scope of the reinforcement works at Aylesford and Wrotham Heath is not yet established. However, UKPN's network planning team are presently working on identifying areas of the network requiring reinforcement works to accommodate future connections. By highlighting such sections of the network and detailing the scope of reinforcement works, this portfolio of projects will be reviewed and

	considered for UKPN's business submission plan to Ofgem for the upcoming ED3 period, 2028-2033.
Sources of Funding	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 a shared asset is to be reinforced and there is a cost cap, the developer only pays for the new connection and reinforcement is funded by energy bills.
Other Relevant Information	None.

Gas Infrastructure Information	
Agencies / Lead Organisations	Southern Gas Networks (SGN)
Evidence, Relevant Strategies and Plans	• SGN Long Term Development Statement 2024: This document provides and overview of published demand forecasts, no content specific to Tonbridge and Malling • SGN Forecast Methodology 2025-26: This sets out SGN's the methodology behind its demand forecasting process, no content specific to Tonbridge and Malling • SGN RIIO-GD3 Business Plan 2026-31: Five-year business plan which prioritises the efficient operation of a safe and reliable gas network, no content specific to Tonbridge and Malling.
Engagement	SGN were contacted to inform this IDP update but had not provided a response prior to publication.
Existing Provision	Southern Gas Networks owns and operates the local gas distribution network in the borough and wider South East; this includes management of pipes and several pressure reduction stations.
Proposed / Planned Provision	Not yet confirmed, awaiting response from SGN.
Additional requirements needed to support growth proposed in the Local Plan	Gas appliances are no longer fitted in new UK homes. The Future Homes Standard requires low-carbon heating systems like heat pumps in new builds from 2025 onwards, effectively banning new residential gas connections. New developments that require connections to the existing gas system; could require alterations (minor or major), diversions, extension, or reinforcement of the local supply network. SGN's statutory obligations arise upon receipt of developer connection requests, which are dealt with on a site-specific basis. Where required, SGN seek 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 such works will be dependent on the nature and location of the requested load(s), potentially requiring local reinforcement in addition to that required for the gas networks. Reinforcement solutions are likely to involve the provision of new pipes connecting to SGN's mains system but may also include the installation of above ground apparatus involving land purchase.
Sources of Funding	Funding from SGN for network reinforcements are calculated by an assessment of the annual quantity of gas and number of dwellings over the forecast period.

	If alterations to existing infrastructure are required to support development and allow it to proceed, these are expected to be funded by the developer.
Other Relevant Information	None.

9. Infrastructure Delivery Schedules

The delivery schedules include identified infrastructure projects which are required to support delivery of the Local Plan 2024-24 spatial strategy and site allocations. The schedules at **Annexe 1** are not intended to be an exhaustive list of all the projects for which the Council has secured infrastructure funding from consented developments and other sources, not all of which have relevance in mitigating growth identified in the Local Plan. As such this document should be read in conjunction with the Council's most recently published Infrastructure Funding Statement, which sets out all the infrastructure and S106 contributions that have been secured by the Council.

Projects included are listed according to whether they are 'Critical', 'Essential' and 'Desirable'. The columns in the schedules set out the following.

Scheme	Brief description of scheme.
Infrastructure Type	Category of infrastructure.
Ward(s)	Borough ward (or main ward where more than one) where the project will be located. Entered as 'Borough Wide' where the location(s) are not determined or where the infrastructure is more strategic in nature.
Related Draft Site Allocation(s)	Site housing and employment allocations which will benefit from the identified project and from which funding will be sought via S106 (where required). A full list of the site allocations can be found in the Local Plan document.
Reason for Improvement	A brief explanation of why the project is required.
Critical/Essential/Desirable	Categorisation of relative necessity of the project to the delivery of the Local Plan strategy, where: Critical = Infrastructure that is critical to the development identified in the Local Plan, and that must be prioritised. This includes infrastructure necessary to make individual developments acceptable, as well as infrastructure required to mitigate projected overall growth levels. Essential = Infrastructure that is required but will not prevent development in the Local Plan from coming forward. Desirable = Infrastructure that will encourage sustainable future growth and that is likely to come forward over a longer period.
Phasing	Projected year(s) for delivery of project.
Phasing Form	Whether the projected timescale for implementation is 'Short Term', 'Medium Term', or 'Long Term', if no specific year is known.
Approx Cost (£)	Project cost where known or where indicative figures are available.
Extra Information	Additional information relating to the project.
Funding Sources	Identified sources of funding, including: - Direct provision of infrastructure by developers via planning condition and s278 agreements. Planning obligations via section 106. Kent County Council funding in areas of County Council responsibility (e.g. highways). Central government infrastructure funding streams, e.g. Active Travel Fund. Partner funding arising from their business planning and investment decisions e.g. utilities investment.
Funding Secured	The total amount of funding identified as secured by legal or funding agreement and held where this has been transferred to the borough council.
Funding Gap	The approximate cost of the project minus the funding secured, representing the funding gap to be bridged.
Lead Organisation(s)	Lead organisations in the co-ordination and delivery of the project.

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