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**Ashford Borough Council**

**INFRASTRUCTURE DELIVERY PLAN 2017**



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*Appendix 1: Links to evidence and management plans*

*Appendix 2: Examples of letters to stakeholders and providers*

*Appendix 3 & 4: Responses from our requests for information*

*Appendix 5: Liaison with key stakeholders*

*Appendix 6: The growth scenarios tested*

## Introduction

- 1.1 This Infrastructure Plan has been produced by Ashford Borough Council (the Council). The Infrastructure Delivery Plan (IDP) provides:
- background and context to key infrastructure that has been delivered recently or is in the process of being delivered,
  - an analysis of existing infrastructure provision,
  - stresses in the current provision,
  - what is needed to meet the existing and future needs and demands for the borough to support new development and a growing population, as envisaged through the Council's emerging Local Plan 2030.
- 1.2 The IDP has been informed through discussion and consultation with relevant service providers operating in the Borough, alongside reviewing existing evidence and publications (such as management plans).
- 1.3 The IDP is supported by various appendices, as follows:
- Appendix 1: Links to evidence and management plans – several stakeholders steered us towards their respective management plans and publications as a way of responding to our consultation and questions. These provide useful evidence to support the IDP.
  - Appendix 2: Examples of letters to stakeholders and providers asking for their input.
  - Appendix 3 & 4: Responses from our requests for information from both duty to co-operate bodies and additional bodies involved in the provision of infrastructure and services within the Borough.
  - Appendix 5: Table showing how the Council have liaised with key providers, over the course of the production of the Local Plan and supporting IDP.
  - Appendix 6: The growth scenarios tested with KCC and Southern Gas Network, used to inform their response.
- 1.4 The IDP not only provides critical evidence to support the Local Plan 2030 work, it also provides the basis for establishing the Borough's Reg 123 list<sup>1</sup> should the Community Infrastructure Levy (CIL) be taken forward.
- 1.5 The IDP work has been iterative and has been produced alongside the emerging Local Plan 2030 – a process which is also iterative in nature. Options regarding the levels and locations of development have been considered as part of this process to test and identify infrastructure needs, with a view of maximising existing infrastructure wherever possible and thus reduce the need for new infrastructure to

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<sup>1</sup> <http://www.legislation.gov.uk/ukxi/2010/948/regulation/123/made>

be provided. The need for infrastructure and ability for its delivery has in turn been taken into consideration when determining the most appropriate option in terms of amount and locations of development in the Local Plan 2030.

- 1.6 This version of the Infrastructure Plan is based upon information currently available up to July 2017. In doing so, the IDP takes into account the level and type of development proposed in the proposed amendments to the publication version of the Local Plan, being consulted upon in July 2017.
- 1.7 The information contained within the IDP has been used to inform the Infrastructure Delivery Schedule (IDS) – see section 3 below. The IDS includes costs, phasing, delivery partners, funding sources for certain types of infrastructure projects, where these are known. When new projects become established, they will be added to the Schedule. The Council intends to review the schedule at least yearly and make it available to view on its website.

### **Background and context**

- 1.8 The Borough Council – in its role as the local planning authority – is required to plan positively to ensure that development and infrastructure needs are met. This is to ensure that new development is delivered sustainably, in a way that is properly planned.
- 1.9 The National Planning Policy Framework (NPPF) (paras 157 & 162 & 177) requires the Local Plan to include strategic policies and to plan positively for the delivery of infrastructure, including for transport, telecommunications, waste management, water supply, wastewater, flood risk, coastal change management and the provision of minerals, energy (including heat), health, security, community and cultural infrastructure.
- 1.10 The NPPF goes onto to say that adequate, up-to-date and relevant evidence must be used to assess the quality and capacity of such infrastructure and its ability to meet future forecast demands. This all needs to be balanced with the overall requirement to ensure that ‘careful attention to viability and costs in plan-making’ is taken into account and that the Local Plan is ‘deliverable’ (para 173).
- 1.11 The National Planning Practice Guidance supports this position and stresses the need to ensure that the Local Plan is capable of being delivered, including with the provision of infrastructure. It states that ‘early discussion with infrastructure and services providers is particularly important to help understand their investment plans and critical dependencies.’ We are also required to liaise with the Local Enterprise Partnership in relation to the potential for future investment in infrastructure.

## What is infrastructure?

- 1.12 The term infrastructure is broad, and incorporates not just transport, but all physical, social, cultural, recreational, and environmental elements. It is not defined in the NPPF. However the oxford dictionary defines infrastructure as '*the basic physical and organisational structures and facilities needed for the operation of a society or enterprise*'<sup>2</sup>. The Planning Act 2008<sup>3</sup>, identifies infrastructure categories as roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, open space, and affordable housing<sup>4</sup>.
- 1.13 Infrastructure – for the purpose of this Infrastructure Delivery Plan - includes the following:

<b>Infrastructure Type</b>	<b>Detail</b>
Transport	Roads (local and strategic road network) Public Transport (Bus and Rail) Car Parks Cycling
Education	Primary Secondary Further and Higher Adult Learning
Energy	Gas Electricity
Water	Water supply Waste water Flood Defences Surface Water Management
Health & Social Care	Hospital General Practitioners Adult Social Care
Other Community facilities	Libraries Youth Services Community Centres Police
Sport, Recreation & Green Space	Sports Facilities Outdoor Sports Pitches Children's and Young Person Play Facilities Informal/Natural Green Space Strategic Parks Allotments Cemeteries
Green Infrastructure/	Nationally/Internationally Protected Sites

<sup>2</sup> [http://oxforddictionaries.com/view/entry/m\\_en\\_gb0410740#m\\_en\\_gb0410740](http://oxforddictionaries.com/view/entry/m_en_gb0410740#m_en_gb0410740)

<sup>3</sup> Planning Act 2008 – Part 11 – Community Infrastructure Levy

<sup>4</sup> Affordable housing is not covered in this IDP.

Biodiversity	Local Wildlife Sites Green corridors Biodiversity Opportunity Areas
Waste	Local waste collection and disposal
Art and public realm	Strategic art and key areas of the public realm

## IDP Development Scenarios

- 1.14 The first version of the IDP was published alongside the Reg 19 Version of the draft Local Plan 2030 in June 2016, and was based upon the growth as set out in that version of the Plan. Initial testing was also carried out with some infrastructure providers around different development scenarios – in order to inform locations for growth and site selection (appendix 6)
- 1.15 This second version of the IDP has been produced based upon a revised development scenario, which forms the basis of the Proposed Main Changes consultation on the Ashford Local Plan to 2030. The revised development scenario is set out below in terms of population and housing.

	Population 2011	Population 2031	Change in population	% change
<b>Ashford</b>	118,405	148,537	30,132	25.4%

*Source: Ashford Strategic Housing Market Assessment Update 2017.*

	<b>Regulation 19 version</b>	<b>Proposed Revision</b>
<b>Overall housing requirement (2011-2030)</b>	14,680	16,120
<b>Residual housing requirement</b>	12,199 (2016- 2030)	12,943 (2017-2030)
<b>Provision at Ashford Town</b>	10,125	Approx. 11,000
<b>Provision in rest of Borough (Tenterden, and villages)</b>	1,030	Approx 1,200
<b>Provision through windfalls</b>	1,000	900

## **Duty to Co-operate/Stakeholder Engagement**

- 1.16 There are many organisations that will deliver infrastructure in Ashford Borough, including the Borough Council itself.
- 1.17 As part of the preparation of the IDP, we have ensured that service providers have been involved at the key stages of production. In many cases this dialogue is on-going in the form of regular meetings, working groups and correspondence that dovetails as preparation for the Local Plan 2030, and the requirements of the Duty to Co-operate. The Council has consulted with the following organisations in order to inform the Infrastructure Delivery Plan:
- Kent County Council
  - Ashford Clinical Commissioning Group
  - East Kent Hospitals University Foundation Trust
  - Stagecoach
  - Network Rail
  - South Eastern Railways
  - Environment Agency
  - UK Power Networks
  - Southern Gas Networks
  - South East Water
  - Southern Water
  - Local Emergency Services
  - Broadband and Mobile Network Providers
- 1.18 This IDP has been informed by initial liaison in 2014 to identify existing infrastructure provision, capacity and deficits. In addition, in the autumn of 2015 the Council wrote formally to the duty bodies asking them about their requirements and issues (although a number were already involved heavily in the plan making process / IDP preparation). Where relevant these outcomes are summarised in the body of the text below.
- 1.19 Further consultation has taken place in 2017 to take account of proposed changes to the draft Ashford Local Plan 2030, which have been needed to take into account consultation responses, and updated population and household projections, which has resulted in an increase in housing provision.

## **Prioritisation**

- 1.20 After collating all the information gathered thus far from the relevant providers, the known projects are shown in the Infrastructure Delivery Schedule (IDS) that supports the IDP (see section 3). These projects are then prioritised to give an indication of whether they are critical, essential or desirable. These terms – for the purpose of the IDS – are as follows:

- *Critical* – Projects which must happen to enable the delivery of growth in Ashford Borough.
- *Essential* – Projects that are required if growth is to be achieved in a timely and sustainable manner.
- *Desirable* – Projects that are required for sustainable growth but non-delivery is unlikely to prevent development in the short term. Non-delivery could however lead to an unsustainable model of development in the medium and longer term and should be avoided.

## What are the potential funding sources?

### Infrastructure providers and statutory agencies

- 1.21 Infrastructure providers and the statutory agencies are responsible for meeting their statutory obligations and responding to growth through their own funding sources, planning for infrastructure provision through investment plans, which take into account the Council's plans for development.

### Funding from development

- 1.22 New development is generally expected to meet the needs for infrastructure that are generated from the development itself. This can be in the form of connections to utility services or the building of new roads, junctions, schools and open space areas. Provision can be delivered directly by the developer or by way of financial contributions to a service provider/ third party.
- 1.23 Under the most recent CIL regulations, the use of S106 as a means of collecting developer contributions remains through Regulation 122(2). This requires that contributions must be; necessary to make the development acceptable in planning terms, directly related to the development fairly and reasonably related in scale and kind to the development. From April 2015, the ability to pool S106 contributions from a number of developments has been limited to a maximum of five agreements per infrastructure type or project (back dated to April 2010).
- 1.24 Historically, the Borough Council had an excellent regime of collecting S106 contributions to mitigate the impact of development, including the pooling from a number of smaller developments in order to deal with infrastructure needed to mitigate cumulative impacts. They included the collection of monies to deliver the following infrastructure:

<ul style="list-style-type: none"> <li>• Education – primary &amp; secondary</li> <li>• Community Learning</li> <li>• Youth Services</li> <li>• Adult Social Services</li> <li>• Libraries</li> <li>• Allotments</li> <li>• Cemeteries</li> <li>• Children’s &amp; young people’s play space</li> <li>• Informal/natural green space</li> </ul>	<ul style="list-style-type: none"> <li>• Outdoor Sports pitches</li> <li>• Strategic Parks</li> <li>• Primary Care</li> <li>• RIF (Junction 9)</li> <li>• SPG6 (Junction 10)</li> <li>• Bus services</li> <li>• Voluntary Sector</li> </ul>
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1.25 The Council will use a combination of S106 and S278 agreements, alongside the Community Infrastructure Levy if the Council decide to pursue this option. Currently the Council intends to move forward with CIL shortly after the Local Lan is adopted, although it does depend on what changes are made to this regime nationally and what changes are made to any pooling restrictions. At the point of producing this update however, it is assumed CIL is potential funding source for the delivery of strategic infrastructure required to support development.

1.26 Whatever the process is, developers will continue to be expected to provide funding for new infrastructure which is required to meet the needs of the development.

South East Local Enterprise Partnership

1.27 The South East Local Enterprise Partnership (SELEP) is the business-led, public/private body established to drive economic growth across East Sussex, Essex, Kent, Medway, Southend and Thurrock. SELEP is one of 39 partnerships set up by the government to be the key body determining strategic economic priorities while making investments and delivering activities to drive growth and create local jobs.

1.28 SELEP aims to provide almost half a billion pounds worth of Government investment into the area through its Growth Deal. The Deal will support the delivery of up to 35,000 jobs and 18,000 new homes and over £100 million in private investment over the period to 2021.

1.29 SELEP decides what the priorities should be for investment in roads, buildings, and facilities in the area as part of an integrated approach to growth and infrastructure delivery.

Growth Deal through the Single Local Growth Fund

1.30 Through Growth Deals, Local Enterprise Partnerships can seek freedoms, flexibilities and influence over resources from Government, and a share of the Local Growth

Fund to target their identified growth priorities. This includes putting forward activity and projects led by partners as part of a package bid.

- 1.31 SELEP secured £590.8 million in three rounds of Single Local Growth Fund (SLGF) monies as part of the Government's localism agenda to boost economic growth in the South East, and allocated on the basis of its Strategic Economic Plan. Most of the funding is allocated through a competitive process.
- 1.32 In Kent this was administered by the County Council. In Round 1 (July 2014) Kent was allocated £98m; in Round 2 (January 2015) Kent won £10m; and in Round 3 (February 2017) the amount was £34.245m. This funding is made available between April 2015 and March 2021.
- 1.33 The majority of the Single Local Growth Fund has been allocated to the delivery of a number of transport projects which will support the delivery of new houses and jobs across Kent. In Ashford, the following transport projects have been awarded Single Local Growth Funding:
  - 1.34 A28 Chart Road Improvements, Ashford (£10m from SLGF; £33m total)
    - Changing the A28 into 2 lanes each way between the 'Tank' and 'Matalan' roundabouts
    - Improvement of the 'Tank' roundabout, 'Matalan' roundabout, Loudon Way junction and other intermediate side roads/accesses
    - Using the existing railway bridge for the northbound carriageway with construction of a new railway bridge to carry the southbound carriageway
    - Extensive landscaping proposals
    - Traffic noise screening for adjacent residents
    - Provision of continuous shared footway/cycleways on both sides of the road
    - Additional controlled crossings, for pedestrians and cyclists, at Loudon Way/Chart Road junction and Chart Road north of Matalan roundabout.
  - 1.35 M20 Junction 10a, Ashford (£19.7m from SLGF; £104.4m total)
    - Increase the capacity of the road network
    - Improve journey time reliability
    - Allow the delivery of residential and employment development within the Ashford growth area
    - Provide a new route for traffic into Ashford via the new junction 10a and dual carriageway link road
    - Improve safety around the existing J10 by alleviating congestion
    - Minimise the environmental impact where possible
  - 1.36 Ashford International Rail Connectivity Project (Ashford Spurs) (£9.8m from SLGF; £10.5m total)
    - Upgrade the signalling system at Ashford International Railway Station

- Take forward the vehicle change and compatibility process to ensure the retention of international rail services to Ashford.
- Enable continued stopping of international services at Ashford International station following the upgrade to Eurostar trains.
- Enable a broader international service from Ashford International.
- Without the delivery of the project, international rail services would no longer be able to serve the station with adverse consequences for the local economy, employers, employees and residents.
- The remainder of the funding was sourced from Network Rail (£700k); The EU's RoCK project (£20k) and five other partners (£100k).

### Skills Capital Fund

- 1.37 SELEP received a total allocation of £22m Skills Capital Funding from the Skills Funding Agency (SFA) for the period April 2015-April 2017 to support building, refurbishment and equipment purchase. This has enabled 29 projects across the SELEP area which were funded across four funding rounds, with roughly a 50% match funding contribution from local authorities, colleges and the private sector.
- 1.38 Projects are aligned to growth sectors across the LEP area and are expected to deliver a significant number of qualifications, apprenticeships and provide industry-relevant, leading edge facilities. Bids had to illustrate support for NEET and unemployed learners.
- 1.39 In Ashford, the development of Ashford College by the Hadlow Group was awarded £9.8m from this fund to deliver Phase I of the college campus by creating 5,112m<sup>2</sup> of floorspace as the first stage of the new campus in the heart of the town. It will remove existing poor quality facilities, replacing them with an improved learning environment to support more than 900 additional learners. This will enable delivery of industry relevant training in construction, engineering, health, social care and digital media.
- 1.40 The College won further funding to the amount of £427,500 for specialist equipment to support the development of Phase 1a, including electric eco car kits, electronic lathes and house self-build packages. This will enable delivery of training for the motor vehicle, transport, mechanical engineering and construction sectors, and supporting 184 additional learners per year including apprentices.

### The District Deal

- 1.41 In 2016 the leaders of Ashford Borough Council and Kent County Council formally signed an agreement that set out how the two authorities would work more closely together on a number of specific projects to deliver better outcomes for residents and business of the borough and, by extension Kent.

- 1.42 The District Deal is the only agreement of its kind in Kent, and aims to place innovation, creativity and quality at the heart of the shared goals of both councils.
- 1.43 Significant progress has been made on the agreed Delivery and Operational Priorities set out at the start of the District Deal. With this in mind the District Deal officer team and leadership has agreed to set new areas for focus during 2017/2018.

## OVERVIEW OF INFRASTRUCTURE

- 2.1 The following section provides an overview of each infrastructure type as identified above and includes the following information, where relevant:
- Lead agency
  - Relevant strategies and evidence
  - Consultation with lead agency
  - Overview (existing and proposed)
  - Additional future requirements needed to deliver growth proposed in the Local Plan
  - Funding sources
- 2.2 For ease of reference the types of infrastructure are summarised by themes.

## **THEME 1: TRANSPORT**

### **The Road Network**

#### **Lead Agencies**

- Highways England (Strategic Road Network)
- Kent County Council Highways and Transport (Local Road Network).

#### **Related Strategies and Evidence**

- Kent County Council Local Transport Plan (Growth without Gridlock) – LTP4 2016-2031 currently being produced
- South East Local Enterprise Partnership (SELEP) Growth Deal
- Local Plan Transport Impact Assessment
- Kingsnorth Strategic Link Road Feasibility Study

#### **Consultation with Lead Agencies**

In addition to the formal consultation stage (Regulation 19), the following consultation has taken place with the Lead Agencies.

The Council has an on-going dialogue with Highways England regarding the strategic road network, and particularly in relation to the proposed new Junction 10A of the M20.

Continuous engagement and consultation has taken place with KCC Highways and Transport to inform the development of the Local Plan, and to identify infrastructure requirements and constraints, including the following:

- Scenario testing for meeting overall housing requirements (December 2014)
- Completion of Local Plan Transport Impact Assessment (2015-2016)
- Completion of Kingsnorth Strategic Link (Pound Lane) Feasibility Study (2016-2017)
- Site selection process (2014 - 2017)

#### **Overview of existing and proposed infrastructure**

The M20 motorway is the main strategic route connecting Ashford with the coast, Channel Ports and Channel Tunnel to the east, and to Maidstone, the M25 and destinations beyond to the west. Locally it is a dual three-lane carriageway motorway, and there are two junctions serving the Borough; one located to the west (J9) and one located to the east (J10), of Ashford Urban Area. The motorway runs through the centre of Ashford Urban Area, splitting the northern area of Kennington and Willesborough Lees, from Ashford Town Centre and the residential areas of Singleton, Willesborough, and Park Farm to the south.

Other key routes include:

- A2070 connects the southern parts of the town with the M20 at Junction 10 and provides a partial bypass of the town as a fast route to the town centre via A2042.
- A28 runs north – south through the Borough, connecting Ashford with Tenterden and beyond to the south, and Canterbury to the north.
- A251 runs north out of Ashford, connecting the town with Faversham
- A20 is an east – west route through the Borough, as an alternative to the A20, connects Ashford with Maidstone to the west and Folkestone to the east, as well as providing access to the rural parts of the Borough.

Significant improvements have been made to the road network relatively recently, in order to accommodate growth, including:

- M20 Junction 9 and Drover's Roundabout improvements including signalisation and junction widening,
- M20 Junction 10 improvements including widening, partial signalisation and the creation of a new pedestrian/cycle bridge
- Victoria Way, a new road link between Victoria Road and the A28, running through the expanded Town Centre area.

The remaining strategic road improvements that are required to be delivered are:

- Junction 10a delivery which is intended to include:
  - Constructing a new junction, 700m south east of Junction 10,
  - A new roundabout over the motorway,
  - New slip roads
  - New link road to the A2070,
  - Partial signalisation,
  - A new pedestrian/ cycle bridge over the M20,
  - Removal of the existing bridge, footbridge and east facing slip roads.
- A28 Chart Road, to include:
  - Dualling of the A28 between the 'Tank' and 'Matalan' roundabout,
  - Improvements to the two roundabouts,
  - Construction of a new railway bridge to carry southbound traffic.
- A2070 Orbital Park Roundabout Upgrade

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

In addition to the above projects, the following have been identified and are included with the draft Local Transport Plan 4 as needed to support growth proposed in the Local Plan.

- Pound Lane Link Road

- Ashford Town Centre – Junction improvements at Station Approach/Elwick Road and Victoria Way
- Ashford Town Centre – improvements to former ring road and pedestrian facilities

Site specific mitigation – it is also expected that individual site allocations will bring forward site specific mitigation on the local road network, through the provision of site specific Transport Impact Assessments.

### ***Funding Sources***

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

- SELEP Local Growth Funding
- Local Transport Plan funding
- Kent County Council
- Developer Funding (S106/S278)

## THEME 2: RAIL

### *Lead Agencies*

- Network Rail
- South-eastern Railway
- Southern Railway

### *Related Strategies and Evidence*

- Network Rail Control Period 5 Delivery Plan (April 2014 – March 2019)
- Network Rail South East Route: Kent Area Route Study (Draft for Consultation 2017)
- Rail action plan for Kent, KCC (April 2011)
- Park Farm Rail Halt Feasibility Study

### *Stages of consultation with Lead Agency*

In addition to the formal consultation stage (Regulation 19), the following consultation has taken place with the Lead Agencies:

- Consultation to inform IDP Autumn 2015 – no responses received
- Consultation with Network Rail and Southeastern 2016-2017 following representations made to Regulation 19 consultation – meeting and follow up correspondence

### *Existing Provision*

The following rail routes run through and serve Ashford, with varying levels of capacity as set out below.

#### *Domestic*

- Ashford to London St Pancras via High Speed – inadequate capacity in peaks and some off-peaks, adequate in most off-peaks.
- Ashford to London Charing Cross via Tonbridge – adequate capacity to meet existing and increased demand.
- Ashford to Brighton – inadequate capacity in the peak periods, adequate in the off-peaks.
- Ashford to Sandwich via Folkestone and Dover – adequate capacity.
- Ashford to Ramsgate via Canterbury West – adequate capacity.
- Ashford to London Victoria via Maidstone East – adequate capacity.

#### *International*

- Ashford to Lille and Brussels via Eurostar – inadequate capacity.
- Ashford to Paris via Eurostar – adequate capacity.

### *Current Planned Provision*

*Ashford International Rail Connectivity (Ashford Spurs)*: The Ashford Spurs scheme is essential to provide a signalling and interoperability solution to enable continued

access for all international passenger train providers at Ashford International. Upgrading the signalling will mean that the next generation of Eurostar trains - and any future European rail operators - can continue to stop at the station. The project is being led by a project management group including KCC and ABC, with the entire £10.5m funding package secured and a planned outcome of delivery by Spring 2018. It will maintain Ashford's place at the heart of Europe's transport network and safeguard direct high-speed international services, which benefit the whole of the East Kent economy.

*Park Farm Rail Halt:* A two-platform rail halt situated on the southern line at Park Farm is proposed. Associated ramps, steps, road access and limited parking facilities are also intended to be part of the project. Detailed costings are provided in the Infrastructure Delivery Schedule – see section 3 below.

***Additional requirements needed to deliver growth proposed in the Local Plan*** Network Rail is currently consulting on their South East Route: Kent Area Route Study. This considers the anticipated growth in demand for rail services between 2011 and 2024/2044.

Ashford to St Pancras International (HS1) – Additional vehicles are required in order to accommodate increase in demand across the HS1 network. This will require lengthening of existing services to 12-cars and also adding an additional service to the timetable from Ashford.

The following routes have also been identified for capacity improvements (see Kent Area Route Study for more detail):

- Ashford to London Bridge/Victoria
- Ashford to Brighton
- Faversham – Ashford connection with potential service corridor – to improve connectivity between North and South Kent.

#### *Other infrastructure*

Stabling facilities for additional rolling stock - the Former Bombardier Rail Works site has been identified by South Eastern Railways as being required for this purpose. Policy S11a of the Submission Local Plan safeguards part of this site for that use.

Improvements to Ashford International Station Forecourt – the Council is currently consulting on proposals to improve the station forecourt including the potential relocation of the taxi rank, and the provision of improved pedestrian routes.

The Kent Area Route Study Consultation suggests that there are no station passenger circulation capacity issues identified in Ashford Borough.

### Commuter parking

The Council's Car Park Strategy (2015) identifies that additional car parking spaces will be needed to meet increased commuter demand as the population grows. This demand will largely be met through existing and planned car parks in and around the Town Centre.

As yet, the rail operators have not set out detailed plans as to how an increase in demand will be met by themselves – i.e. through the expansion of their existing car parking stock or through plans to build new car parks. It should be noted, however, that there is still some capacity at their existing car parks, which will meet any short to medium term increase in demand.

The Council's car parking stock currently meets some commuter demand. This role is likely to continue in the future. The Council are also exploring the option of expanding their town centre car parking stock through the delivery of two new multi-storey car parks, as established through the Infrastructure Delivery Schedule – see section 3 below.

These new car parks will not only help meet future commuter demand but will also provide much needed additional spaces to cater for the increase of people that will frequent the Town Centre as key developments come forward, such as the Ashford College, the Cinema complex along Elwick Road and the new office development at the Commercial Quarter.

### **Future Potential Funding Sources**

The Ashford International Station Forecourt Improvements are likely to be delivered through a mixed funding package including contributions from Ashford Borough Council.

Most of the remaining projects will be funded through the rail operators (currently South Eastern and Southern Railways), Network Rail, and the Department for Transport.

Remaining projects will be delivered through a variety of sources, including S106 and CIL receipts.

## BUS

### *Lead Agencies*

- Stagecoach
- Arriva (serving Tenterden)
- Kent County Council

### *Stages of consultation with Lead Agency*

A meeting took place with Stagecoach on the 9<sup>th</sup> December 2015, this meeting established the initial headline infrastructure needed.

Follow up correspondence was sent to Stagecoach in 2017, with no response received.

### *Existing Provision*

Ashford has a number of bus operators providing services within the Borough, this includes provision of school bus routes and coach services to London. Stagecoach is the main bus provider and operates buses from the Ashford Town Centre to the surrounding towns, villages and beyond. Stagecoach has recently introduced the 'little and often' service, which offers a high-frequency service between Ashford Town Centre, the International Station, Kennington, Willesborough and Park Farm.

Tenterden is additionally served by the Arriva bus company which provides a regular main route between Tenterden and Maidstone, Route 12, and limited services, running one day a week only, between Tenterden and the following destinations: Tonbridge Wells, Tonbridge, Rye and Hawkhurst. Kent Coach Tours and Regents, through Kent County Council contracted routes, provide additional services, mainly school routes in the borough. The main bus routes and frequencies in the Ashford Area are set out in the table below.

Ashford Urban area is generally well served by frequent bus services. Routes to and around the villages and rural areas are not so well served.

Bus Services and Frequencies in the Ashford Area								
Service Number	Service Description	Approximate Frequency						Operator
		Monday – Friday		Saturday		Sunday		
		Daytime	Evening	Daytime	Evening	Daytime	Evening	
1	Canterbury – Thanington – Chartham Chilham – Wye – Triton Fields – Ashford	hourly hourly	–	hourly hourly	–	–	–	EK
2	Ashford – Bethersden – Tenterden (– Rolvenden peak)	hourly	4 journeys	hourly	4 journeys	–	–	EK
2A	Ashford – Kingsnorth – Shadoxhurst – Woodchurch – Tenterden	12 jnys	–	12 jnys	–	6 jnys	–	EK
10/10A	Folkestone – Sandgate – Hythe (Saltwood and Sandling 10A peaks) – Sellindge – Ashford Town Centre	30 minutes	1 journey	30 minutes	1 journey	4 journeys	–	EK
10X	Maidstone – Harrietsham – Lenham – Charing – Ashford Town Centre	hourly	1 journey	hourly	–	2 hourly	–	EK
11/11A/11B	Lydd – New Romney (Brenzett 11/11B – Appledore 11B – Newchurch 11A) – Hamstreet – Ashford (William Harvey Hospital Mon-Fri)	hourly	1 jny	8 journeys	–	–	–	EK
021*	Dover – Folkestone – Hythe – Willesborough – Ashford – Maidstone (Bluewater limited service) – London (Limited stop service)	5 journeys	–	5 journeys	–	5 journeys	–	NX
111	Ashford – Willesborough – Mersham – Aldington – Lympe – Burmarsh – Hythe – Folkestone	1 journey (Thurs)	–	–	–	–	–	EK
113	Wahford Farm – Chartfields – Stanhope – Ashford	hourly	–	–	–	–	–	KT
123	Ashford – Little Chart – Pluckley – Egeron – Smarden – Biddenden	4 journeys	–	–	–	–	–	EK
125	Ashford – Mersham – Aldington – Bonnington – Mersham – Ashford	6 journeys	–	–	–	–	–	KT
297	Tenterden – Rolvenden – Benenden – Cranbrook – Goudhurst – Horsmonden – Branchley – Madfield – Pembury – Royal Tunbridge Wells	8 journeys	–	7 journeys	–	–	–	NV RN
517	Godinton Park – Ashford – Little Burton (not evenings)	hourly	5 journeys	hourly	4 journeys	–	–	EK
666	Ashford – Challock – Sheldwich – Faversham (Oare, certain journeys)	hourly	–	2 hourly	–	–	–	RG
A	Singelton – Arlington – Ashford Town Centre – Stanhope (evening and Sunday buses serve Stanhope on the journeys to the Town Centre)	10 minutes	15-40 min	10 minutes	15-40 mins	30 minutes	1 journey	EK
B1/B2	Ashford (Kingsnorth Road B1/Asda B2) – Park Farm (see also 295) (Sundays B2 only)	20 minutes	2 journeys	20 minutes	2 journeys	hourly	–	EK
BZ*	Sellindge – Ashford – London (Commuter service)	1 journey	–	1 journey	–	–	–	BZ
C	Towers Estate – Kennington – Bockhanger – Ashford – Hunter Avenue – William Harvey Hospital – Willesborough	15-30 mins	3 journeys	15-30 mins	3 journeys	hourly	–	EK
E	Little Burton – Eureka Park – Repton Park – Ashford	30 minutes	3 journeys	30 minutes	hourly	30 minutes	–	EK
G	Godinton Park – Ashford – South Willesborough – Orbital Business Park Godinton Park – Ashford	30 minutes	3 journeys	30 minutes	3 journeys	–	–	EK
H	Kennington – Bockhanger – Ashford – William Harvey Hospital – Park Farm (Sundays) – Willesborough – Kennington	30 minutes	3-4 jnys	30 minutes	3-4 jnys	hourly	2 journeys	EK
K	William Harvey Hospital – Park Farm	30 minutes	3-4 jnys	5 journeys	–	–	–	EK
Schoolday only Services								
001*	South Ashford – Kingsnorth – Bromley Green – Hamstreet – Kenardington – Tenterden (Homewood School)	schooldays	–	–	–	–	–	KT
1*	Ashford (Hythe Road) – Willesborough – Kennington – Lenham (Swadlands School)	schooldays	–	–	–	–	–	AC
2*	Park Farm – Stanhope – Lenham (Swadlands School)	schooldays	–	–	–	–	–	AC
3*	Godinton Park – Springwood Drive – Lenham (Swadlands School)	schooldays	–	–	–	–	–	AC
4*	Ashford (Brookfield Road) – Singelton – Lenham (Swadlands School)	schooldays	–	–	–	–	–	AC
5*	Ashford (Beaver Road) – Orchard Heights – Hothfield – Lenham (Swadlands School)	schooldays	–	–	–	–	–	AC
155*	Wye – Haslingh – Bodsham – Brook – Bradbourne Lees – Ashford Schools	schooldays	–	–	–	–	–	EK
292*	Canber – Rye – Beckley – Northiam – Newenden – Sandhurst – Rolvenden Layne – Homewood School	schooldays	–	–	–	–	–	EK
514*	Stanhope – Bridwell – South Kent College – Ashford – Bybrook – Towers School	schooldays	–	–	–	–	–	EK
515*	Beaver Lane – Arlington – Singelton – Godinton Park – Eureka Park – Towers School	schooldays	–	–	–	–	–	EK
516*	Willesborough – Town Centre (am only) – Towers School	schooldays	–	–	–	–	–	EK
518*	Singelton – Bridwell – Park Farm – Highworth School	schooldays	–	–	–	–	–	EK
519*	Park Farm – Godinton Farm – Ashford – Kennington	schooldays	–	–	–	–	–	EK
18A*	Ashford – Willesborough – Bradbourne Lees – Sellindge – Lympe – Newingreen – Bosingham – Canterbury	schooldays	–	–	–	–	–	EK
AS1*	Appledore – Rolvenden – Tenterden – High Halden – Bethersden – Ashford Schools	schooldays	–	–	–	–	–	SB
AS2*	Appledore – Woodchurch – Tenterden – High Halden – Bethersden – Ashford Schools	schooldays	–	–	–	–	–	SB
AS3*	Appledore – Stone – Wittersham – Tenterden – Bethersden – Ashford Schools	schooldays	–	–	–	–	–	SB
HS1*	Wye – Willesborough – Ashford – Great Chart – Tenterden (Homewood School)	schooldays	–	–	–	–	–	PC
HS2*	Shadoxhurst – Park Farm – Kingsnorth – Bromley Green – Tenterden (Homewood School)	schooldays	–	–	–	–	–	SB
HS3*	South Ashford – Tenterden (Homewood School)	schooldays	–	–	–	–	–	SB
HS4*	Wye – Ashford – Godinton Park – Tenterden (Homewood School)	schooldays	–	–	–	–	–	PC
HS6*	Park Farm – Stanhope – Kingsnorth – Tenterden (Homewood School)	schooldays	–	–	–	–	–	SB
WS1	Godinton Park – Norton Knatchbull – Willesborough – Little Burton – Kennington – Wye College	schooldays	–	–	–	–	–	PC
WS2	Ashford – Willesborough – Kennington – Wye College	schooldays	–	–	–	–	–	PC

Key to providers:

- BZ – Buzzlines
- EK – Stagecoach
- KT – Kent Coach Tours
- NX – National Express
- PC – Poynters Coaches
- SB – Scotland & Bates

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

The Council promotes the use of sustainable forms of transport, and bus provision forms an integral part of this. Major development in the Local Plan has been planned to take account of existing provision, where there is existing provision in place or this can be easily upgraded/extended or improved.

Improvements in bus services will be required to be delivered alongside new development, the details of which will expect to be agreed at an early stage of the development process when planning applications are being considered. Contributions will be expected towards start-up funding for improved or new services.

Stagecoach has also identified the following other projects/issues needed to improve bus infrastructure in the Borough:

- Capacity Issues at Bank Street
- Ashford Bus Interchange – improve linkages between Park Street and Bank Street
- Bus depot – Stagecoach require a site to accommodate 60 buses

### ***Future Potential Funding Sources***

The Kent Local Transport Plan sets out the intention to improve bus services, capacity and quality. However there is little exact funding details at present. However it is likely that the larger projects will be funded through a variety of sources, including money from the providers/operators and money from the County Council.

Money from development will also play a role, including the provision of new bus stops, improved signage and information and providing a critical mass to support existing routes wherever possible, thus increasing their patronage and improving their viability.

Improvements to bus services will continue to be provided via S106 funding on a case by case basis. CIL could also be a potential funding source.

## **Cycling**

### ***Lead Agencies***

- Sustrans
- Kent County Council Highways and Transport
- Ashford Borough Council

### ***Related Strategies and Evidence***

- Ashford Cycling Strategy 2011-2016
- Ashford Cycle Network Study- Sustrans 2015 (being used to inform an update to the Ashford Cycling Strategy)
- Local Transport Plan
- Local Transport Note 2/08- Cycle Infrastructure Design
- Countryside and Coastal Access Improvement Plan 2013 - 2017

### ***Stages of consultation with Lead Agency***

Consultation with Sustrans and KCC has taken place to produce the Ashford Cycle Network Study. This commissioned study provides an updated position to the Ashford Cycling Strategy 2011 -2016. The Council are currently in the process of reviewing and updating the Ashford Cycling Strategy, in consultation with relevant parties.

### ***Existing Provision***

A map showing the cycle routes in and around Ashford can be found at the following link <http://www.ashford.gov.uk/cycling-in-the-borough>

It is the aim of the Council to provide increased cycle infrastructure to encourage increased cycle usage and support sustainable development.

Ashford has an extensive network of cycle routes, both localised in the town and borough-wide. National Cycle Route 18 runs through the town linking Ashford to Canterbury in the north and to Tenterden and Tunbridge Wells to the South West. As the town grows there is an opportunity to provide a more comprehensive network of cycle routes and creating more attractive cycle routes, with greater access to green spaces and open countryside. To date a number of successful schemes have been achieved.

2011-2012 saw the creation of a new traffic-free cycle route of approximately 4.5 km, connecting the villages of Godmersham and Shalmsford Street, between Ashford and Canterbury. This extension to the already popular Pilgrims Cycle Trail and Great Stour Way connects the villages of Wye, Chilham and Chartham and is accessible by walkers, cyclists and horse riders.

The Willesborough Dykes Foot and Cycle path was completed in 2013 and connects existing cycle and pedestrian routes at Park Farm, Ashford, McArthur Glen Designer Outlet and the ASDA store in south Ashford. This new section of path is traffic free, just over one mile long and provides safe access for users of all ages and abilities. The new path also gives access to the wider network of routes around the town centre and beyond, linking with Ashford Town Centre and National Cycle Route 18.

A new cycleway adjacent to the Bybrook Sainsbury store has also been provided, to create improved links between the superstore and the town centre.

In 2015 additional cycle parking facilities were provided at Ashford International Station, which now has space for up to 308 bicycles, and includes a repairs area.

In addition to the above, developers have added considerably to the existing cycle network by joining new developments to the cycle network wherever possible as part of their S106 packages and developers work.

### ***Current Planned Provision***

The Ashford Cycling Strategy 2011 -2016 focuses on the need to encourage people to cycle to work instead of using cars, and thus help to reduce congestion and pollution in the area and promote regular exercise.

The main targets in the strategy include:

- Increase the amount of people cycling to work to 15% by 2015
- Plan and construct a comprehensive cycle network in Ashford
- Integrate the Cycling Strategy with Ashford's Public Transport Services
- Help local schools increase the numbers of pupils, staff and parents switch to cycling to travel to and from school
- Ensure all future cycling/shared routes also serve local schools where possible
- Promote the health benefits of cycling (such as active commuting) via projects with local businesses and schools
- Promote an annual cycling event for all abilities and ages

The Ashford Cycling Strategy is in the process of being reviewed and updated. This section of the Infrastructure Plan will be updated once this update has been completed.

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

Many new developments are currently being planned, these new developments provide the opportunity to add additional connections to the network at source.

The Ashford Cycling Strategy is in the process of being reviewed and updated. The Infrastructure Plan will be updated once this review has been completed.

### ***Future Potential Funding Sources***

Future cycling improvements are likely to be delivered through a mixture of public and private funding sources, including through developer funding or direct delivery. These will be identified through the update to the Ashford Cycling Strategy.

## THEME 2: EDUCATION

### Primary and Secondary Education

#### *Lead Agency*

- Kent County Council (KCC)

#### *Related Strategies and Evidence*

- Commissioning Plan for Education Provision in Kent 2017-2021
- Outputs from Kent County Council Integrated Infrastructure Financing Model (IIFM) – Scenario testing and final infrastructure requirements
- Kent County Council Growth and Infrastructure Framework

#### *Stages of consultation with Lead Agency*

Consultation with KCC has taken place on the following matters to inform the development of the Local Plan, and to identify infrastructure requirements and constraints. Liaison with KCC has taken place as a continuous process over the development of the Local Plan to inform requirement for new education provision.

In 2014 KCC was provided with three scenarios for potential housing development across the Borough. KCC tested the option using the IIFM in order to establish potential infrastructure requirements.

The process started by understanding where existing capacity at schools was able to accommodate growth, where there were simple solutions to expanding existing schools, and where development may assist in dealing with current capacity issues. These factors, amongst other policy requirements, have where possible influenced the locations of new development, with the aim of taking advantage of existing capacity and minimising the need for new facilities.

Following this KCC considered the proposals in the Regulation 19 Draft Local Plan and identified the provision required.

An update to this work took place in 2017 in order to inform the proposed Main Changes to the Draft Local Plan. The outputs of this work are set out below.

#### *Existing Provision*

Primary education: There are currently 43 Primary schools in the Borough and a total of 1705 places available in Reception Year in 2016-17.

The pressures in Ashford are most acute in Reception Year. The demand for school places is in the main caused by inward migration associated with house-building, and also the Borough's birth rate which continues to be above average Kent and national levels.

Expansion has occurred at four school in recent years, as well as the opening of new schools of Repton Manor and Goat Lees. More recently, additional classes have been added at Willesborough Infant and Repton Manor schools.

The new Finberry Primary Academy opened at its permanent site in September 2017. This is providing 1FE initially, but will expand to 2FE in due course.

Secondary Education: There are currently 14% of Year 7 places vacant in Ashford Borough, with 11% of all Secondary school places surplus. It is forecast that there will be a shortfall of Year 7 places from 2019-2020, moving into deficit again for 2022-23.

### **Current Planned Provision**

#### Primary education

Primary school rolls are expected to increase in the Borough due to both larger Year R cohorts compared to Year 6 cohorts moving to Secondary School, and migration pressures. The current commissioning plan identifies the following planned provision over the period 2015-2019:

*Ashford South East:* Cheesemans' Green – the school will open in its permanent location for September 2017 as a 1FE. This will be increased by a further 1FE by 2023.

*Ashford South:* Chilmington Green – First 1FE of a new 2FE school by 2019-20. Expand to 2FE by 2023. Two further 2FE and one further 1FE schools are proposed for Chilmington Green.

*Willesborough:* 1 FE (of 2FE) new provision by 2020.

In the rural areas, there is capacity to accommodate demand. Isolated pressures appear in the forecasts, but generally capacity exists in neighbouring groups to ensure all pupils can secure places, and in some cases this is driven by parental demand rather than local demography. The commissioning plan identifies the following school capacity improvements:

*Charing and Challock:* 0.3 FE at Charing CEPS

#### Secondary Education

Pressures are being managed with the support of existing schools until the new school in Chilmington Green opens in 2022.

- 2019-20 : 60 Year 7 places across existing schools
- 2020-21 : 90 Year 7 places across existing schools
- 2021-22 : 60 Year 7 places across existing schools
- 2022 : 4FE (of 8FE) new provision at Chilmington Green

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

In addition to those already planned, a number of additional primary school projects are expected to be required in order to support the additional development in the Local Plan. Further details regarding timing and costs of the known projects at the time of producing this IDP are set out in the Infrastructure Delivery Schedule (see section 3 below).

### ***Future Potential Funding Sources***

- KCC Capital Budgets
- Government grant including basic needs, academies programme, and free school programme.
- Developer contributions through S106 and CIL

## **Higher and Further Education**

### ***Lead Agency***

- Hadlow College

### ***Existing Provision***

Current further education college provision is provided at the new Ashford College premises in Station Road, which opened to students in September 2017. This provides training for 663 full-time learners, 1094 part-time learners, 262 Apprenticeships, and 324 employers.

### ***Current Planned Provision***

Further phases of the new Ashford College campus are planned with the next phase expected to commence in 2018. An additional Higher Education phase is also planned there.

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

None identified

## **Adult Education / Community Learning**

### ***Lead Agency***

- Kent County Council

### ***Related Strategies and Evidence***

- New challenges, new chances. Education and Skills System Reform Plan: Building a world class skills system: Department for Business Innovation and Skills (BIS) (2011)
- Productivity Plan: BIS July 2015
- CLS Strategic Plan

- 14-24 learning employment and skills strategy 2015-18 (KCC)
- Adult learning, employment and skills strategy 2015-18 (KCC)
- Implementing rigour and responsiveness: BIS 2015
- SELEP skills strategy 2015 – 17
- Common Inspection framework, education, skills and early years (Ofsted 2015)
- Increasing opportunities, improving outcomes KCC Statement 2015 – 2020

### ***Stages of consultation with Lead Agency***

Consultation with KCC has taken place on the following matters to inform the development of the Local Plan, and to identify infrastructure requirements and constraints.

- Scenario testing for meeting overall housing requirements (January 2014)
- Project identification and existing funding opportunities (Feb/March 2015)
- Response provided to Regulation 19 draft Local Plan 2030 (August 2016)
- Update to take account of main changes proposed to draft Local Plan (March/April 2017) – KCC confirmed no additional projects required

### ***Current Planned Provision***

Currently active or planned projects for KCC are:

- Ashford Gateway Plus Adult Education – financial support for small classes over five years to establish long term provision
- Chilmington Green Community Learning Space – provision of facility within community hub

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

KCC has identified the need for the following additional community learning provision as a result of development in the Local Plan:

- Enhancing community learning facilities in an existing Kennington community facility
- Additional community learning facilities in Court Lodge community facility

## THEME 3: ENERGY

### Gas

#### *Lead Agency*

- Southern Gas Networks (SGN)

#### *Strategies and Evidence:*

- SGN Long Term Development Statement 2014; Network Capacity
- SGN Demand Forecasting Document 2014; Network Capacity
- Direct consultation with SGN

#### *Consultation with Lead Agency:*

SGN was contacted with regard levels of proposed housing development (November 2014) and emerging thoughts about strategic housing site selection around Ashford Urban Area. SGN advised the following:

- The Long Term Development Statement 2014 does not identify any major Local Transmission System projects, needed to provide additional capacity in the Borough in response to future growth levels.
- If new connections are made from the low pressure network then reinforcement would be required to supply each site
- If new connections are made from the medium pressure network then at this time for up to four of the sites could be connected without reinforcement. Court Lodge has the option of two connection points from the medium pressure network (one of which would require reinforcement).
- There are no constraints on the gas higher pressure pipelines governing equipment at this time (Feb 2015).

#### *Overview of provision (existing and proposed)*

Southern Gas Networks owns and operates the local gas distribution network in Ashford Borough, involving the management and responsibilities for regional high pressure transmission pipes and intermediate pressure distribution pipes, along with a number of pressure reduction stations.

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

New development will require connections to the existing gas system, which may include extension, reinforcement, major alterations or diversions to the existing system. SGN have advised that whilst information provided through the provision of Local Development Plans is important, it only acts to identify potential development areas. Their main statutory obligations, with regard to extension or reinforcement of gas infrastructure do not arise until they are in receipt of confirmed developer requests.

Therefore, should alterations to existing assets be required to allow development to proceed these alterations are required to be funded by a developer at the DM stage of the process.

### **Funding Sources**

- SGN funding – calculated by way of an economical assessment based on annual quantity of gas/ number of dwellings/ over a 45 year period.
- Developer connection charges

## **Electricity**

### **Lead Agency**

- UK Power Networks (UKPN)
- National Grid

### **Related Strategies and Evidence**

- National Grid Electricity Ten Year Statement 2014
- UK Power Networks Regional Development Plan Canterbury/Sellindge
- Direct consultation with UKPN

### **Consultation with Lead Agency:**

UKPN was contacted with regard levels of proposed housing development (November 2014) and emerging thoughts about strategic housing site selection (December 2014).

Follow up correspondence took place in 2017 to address the main changes to the draft Local Plan 2030.

### **Overview of provision (existing and planned)**

There are no National Grid substations located within Ashford Borough, with the closest being at Sellindge, Dungeness and Canterbury North. National Grid has no planned infrastructure projects with the Borough.

UKPN owns and operates the local electricity distribution network in Ashford Borough. Ashford Borough sits within the Canterbury/Sellindge Regional Development Plan Area. Grid substations at Ruckinge, Sellindge, and Ashford provide electricity to the Borough, through primary substations located at Sevington, Ashford Central, Ashford East, West Ashford, Singleton, Little Chart, Kenardington, Tenterden and Smeeth. 132kV overhead lines run between the grid substations at Ashford and Ruckinge, and a mixture of 33kV overhead lines and underground cables run between the grid and primary substations.

UKPN ensure continuity in supply by carrying out an annual review for reinforcement needs. UKPNs Regional Development Plans set out infrastructure requirements over a 10 year period, which take into account plans for development in the area. The

current UKPN Regional Development Plan 2014 for the Canterbury/Sellindge area identifies the following infrastructure projects planned within the Borough:

#### Projects in progress

- Ashford to Sellinge 33kV – install 3<sup>rd</sup> 33/11kV transformer. Reinforcement project under review therefore no additional reinforcement currently subscribed.
- Sevington primary substation – customer driven project involving the installation of a 24MVA additional transformer and 3 panels of 11kV switchboard in order to meet anticipated load growth from a new housing development
- Kenardington primary substation – replacement of the single transformer primary due to condition

#### Proposed interventions – Asset Health

- Ashford East primary substation – replacement of 11 circuit breakers due to condition
- Ashford Grid 33kV to Smeeth 33kV – replacement of 6km of poles due to condition
- Little Chart primary substation – replacement of transformers to increase capacity to 12MVE, due to condition and capacity

#### Proposed interventions – Reinforcement

- Tenterden primary substation – replacement of existing transformers, uprating of circuit breakers and addition of two new panels to switchboard, to increase capacity to 40MVA.
- Ashford centre development – new 33/11kV substation
- Ashford Chilmington Green – new primary substation
- Smeeth primary substation – replacement of transformer and installation of switching station

Further details of these projects are set out in the Infrastructure Delivery Schedule, where they relate to future development needs.

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

No known National Grid infrastructure projects in the Borough.

The UKPN Regional Development Plan 2014 takes into account the provision of 1100 new dwellings a year up to 2021 in Ashford Borough (as set out in the Core Strategy 2008). UKPN have been provided with information on the proposed housing provision in the Plan and the proposed increase in provision within the main changes to the Plan. UKPN has confirmed that from the information they have at present, there are no major constraints that they are aware of. They have advised that each year they review the electrical usage at their main sub stations and factor in the new annual maximum demand which can either have increased or decreased. This then forms the basis of infrastructure work that needs to be completed on the network.

***Funding sources:***

Upgrades/improvements to the local electricity distribution network are funded by system charges, through electricity bills. In relation to connections to new development, where new connections are required, the developer is required to fund these, as well as contributing to a proportion of the cost of any upgrades to the infrastructure that is required as result of the development. This is dealt with at the planning application stage.

## **THEME 4: WATER**

### **Water Supply**

#### **Lead Agency**

- South East Water

#### **Related Strategies and Evidence**

- South East Water, Water Resources Management Plan 2014 (WRMP14)
- Direct consultation with South East Water

#### **Summary of consultation with Lead Agency**

Consultation with South East Water has taken place on the following matters to inform the development of the Local Plan, and to identify infrastructure requirements and constraints.

- Overall development levels proposed (October 2014)
- Site selection (December 2014)
- Scenario testing for meeting overall housing requirements (December 2014)
- Consultation on likely increase in housing provision within main changes (March 2017)

#### **Existing Provision**

South East Water is responsible for supply the water for Ashford Borough, and they also supply a wider area of Kent, Sussex, Surrey, Hampshire and Berkshire. They are responsible for pumping water from source, treating it to the highest standards and distributing it to customers through water mains. The supply of water for Ashford is not limited to the Borough's administrative boundaries and South East Water draws water from more than 250 boreholes, six rivers and six reservoirs, and treats water at 93 treatment works across its area. Water is also transferred into the area from sources owned and operated by other water companies.

South East Water plan the supply of water through Water Resource Zones, the boundary of each WRZ describes an area within which the supply and demand for water is largely self-contained. There are three Water Resource Zones covering Ashford Borough (WRZ8, 7 and 3), the majority of the Borough is located within WRZ8.

#### **Current Planned Provision**

The WRMP14 sets out how South East Water intends to manage and develop water resources over a 25 year period to maintain an efficient and economical system of water supply within its area. The plan sets out their estimate of the amount of water required and the measures necessary to maintain the supply and demand balance from 2015 to 2040. It takes into account climate change, future population and housing growth (including demographic change) and the nature and use of water use restriction measures.

South East Water's current and approved WRMP14 identifies the need for new water resources and enhanced demand management programmes across Resource Zone 8, where Ashford lies. This will ensure they meet demand within the planning period to 2040 arising from housing growth, climate change impacts and environmental requirements.

To address the shortfall in resources South East Water is planning to deliver a range of measures, including a mix of demand management initiatives (leakage and water efficiency) and new resources. There will also be a strategic review of options in East Kent with Southern Water and Affinity Water before 2018. The following new infrastructure is currently planned:

- A new reservoir at Broad Oak, Canterbury required by 2033 to ensure supplies to WRZ8, which includes Ashford.
- A new service reservoir at Aldington to provide storage for balancing daily supply and demand and resilience for customers. Including mains laying to connect the reservoir to the system on the east side of Ashford.
- Reinforce the mains network on the North East side of Ashford back towards Canterbury.

Further details of these projects are set out in the Infrastructure Delivery Schedule.

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

South East Water has confirmed that their published planned programme will be fully able to satisfy growth in demands, within their supply area, proposed in the Local Plan. The current WRMP has taken full account of the planned housing growth for the Borough, (they have included up to 23,000 for the Borough within the WRMP, as well as a buffer to deal with unplanned growth and uncertainties).

New mains will be required for new development, as well as reinforcing of the current network to meet the additional demand. South East Water has confirmed that they can always meet increase demand, but in some areas this will require network reinforcement, either offsite of connecting to the site. Development in the following areas is likely to result in the need for new mains to be laid; Pluckley, Egerton, Smarden, Smeeth, Tenterden, Rolvenden and Woodchurch.

### ***Future Potential Funding Sources***

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 they maintain levels of service for both new and existing customers. The cost of contribution is based upon the cost of both on-site and off-site mains less all the revenue SE Water receive over the first twelve years for the new properties.

## Waste Water

### Lead Agency

- Southern Water

### Related Strategies and Evidence

- Direct consultation with Southern Water

### Summary of consultation with Lead Agency

Consultation with Southern Water has taken place on the following matters to inform the development of the Local Plan, and to identify infrastructure requirements and constraints.

- Overall development levels proposed (October 2014)
- Site selection (December 2014)
- Scenario testing for meeting overall housing requirements (December 2014)
- Update correspondence March 2016
- Liaison following representations on Regulation 19 draft Local Plan (December 2016)

### Existing Provision

Southern Water is the statutory sewerage undertaker in Ashford Borough. Southern Water has a statutory obligation to provide wastewater services to existing customers and planned new development. In consultation with Southern Water, we have not been made aware of any existing strategic capacity issues. The Borough Council is in continuing dialogue with Southern Water in respect of any on-site sewerage connection and infrastructure.

During Southern Water's Asset Management Period 2010-2015 there have been a number of improvements to waste water infrastructure in Ashford Borough to accommodate growth.

£12 million worth of capacity and improvement works have recently taken place at Ashford and Sellindge Water Treatment Works (WTW). This investment has seen SW increase flows and tighten general treatment levels at Ashford WTW to accommodate future growth. Phosphorus removal has also taken place at Sellindge WTW.

In addition the Wye WTW has had recent investment to increase its flow capacity and ammonia removal by March 2015.

At Brook WTW there has been a tightening of general treatment standards and an increase in flow that will be delivered by March 2015.

### Current Planned Provision

No specific provision in strategic infrastructure

Southern Water has advised of the following:

*‘Southern Water continues to review investment need on a regular basis. The timing of investment for growth and new development will depend on the timing of development coming forward. Based on Ofwat's price determination we need to take a flexible approach so that we only invest where the need for that investment is confirmed. Our investment programme is therefore subject to change. Schemes will go through a governance process and be brought forward in collaboration with developers and planning authorities’*

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

It is likely that investment will be required to deliver additional wastewater treatment capacity to serve new development. UKPN has advised that the following:

*‘This can be planned and funded through the water industry's price review process. As this is carried out every five years, there are repeated opportunities over the life time of the Local Plan to plan investment. The planning authority's adopted development plan documents and five year supply of housing have informed our planning for the period 2015 to 2020. Future adopted documents will be an important part of our evidence base for the price review in 2019. Adoption provides the planning certainty we require to support proposals to Ofwat’ (March 2016)*

There is a need for individual development sites to provide a connection to the sewerage system at the nearest point of adequate capacity, and Southern Water has requested that this is set out in Local Plan policy.

#### **Future Potential Funding Sources**

Additional investment in wastewater treatment works are funded by Southern Water through the water industry's price review process. Developer contributions will be required towards local sewerage infrastructure, Southern Water enter into agreements directly with developers to secure this funding.

## Flood Risk

### Lead Agency

- Environment Agency (EA)
- Ashford Borough Council

### Related Strategies and Evidence

- Ashford Strategic Flood Risk Assessment Update 2014 and Climate Change Update 2017
- Direct consultation with Environment Agency
- Upper Stour Catchment Waterbody Improvement Plan

### Stages of consultation with Lead Agency

Consultation with the Environment Agency has taken place on the following matters to inform the development of the Local Plan, and to identify infrastructure requirements and constraints.

- Strategic Flood Risk Assessment Update 2014
- Overall development levels proposed (October 2014)
- Strategic site selection (November/December 2014)
- Meetings of the Ashford Water Group which take place quarterly.

### Existing Provision

Ashford town and the surrounding areas benefit from flood alleviation works at Hothfield (on the Great Stour) and Aldington (on the East Stour). These significant schemes comprise floor storage reservoirs dating from the 1990s, which are vital in reducing flood risk in the town.

As we experience the effects of climate change, the standard of protection provided by these reservoirs will fall. The feasibility of improving the facilities to maintain the design standard has been investigated, however site constraints rule this out. The EA currently spend approximately £180k a year on maintaining them.

There are also locally important flood alleviation schemes in other locations of the Borough, such as Smarden and Hamstreet.

The EA carry out regular maintenance of the river systems to reduce flood risk.

### Current Planned Provision

#### Flood Alleviation Schemes

The EA are currently considering the potential of the following two flood alleviation schemes, both are at early stages of development:

Great Stour Flood Alleviation Scheme – investigation of flood risk management options in the Stour Valley between Ashford and Canterbury to reduce flood risk from the Great Stour.

South Ashford Flood Alleviation Scheme – to reduce flood risk from the East Stour.

### Water Framework Directive – Environmental Projects

There are a number of environmental schemes proposed in the short to medium term to help achieve Water Framework Directive objectives, which are identified through the Upper Stour Catchment Waterbody Improvement Plan. These are set out in more detail in the infrastructure delivery schedule.

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

The provision of improved or additional flood risk management infrastructure largely depends upon the location of new development. The Council has sought to locate development away from areas at highest risk of flooding. Where this has not been possible, there might be the need for site specific flood mitigation to be provided. This is recognised through site specific policies within the Local Plan.

In terms of Water Framework Directive requirements, new development presents an opportunity to provide infrastructure to address environmental pressures, such as green infrastructure.

#### ***Future Potential Funding Sources***

Funding is likely to be provided through a mix of public and private funding, from the Environment Agency, Ashford Borough Council and through developer contributions, or direct delivery by developers in relation to site specific mitigation.

## **THEME 5: HEALTH and SOCIAL CARE**

### **Healthcare (including GPs and Hospital Services)**

#### ***Lead Agencies***

There are a number of agencies and organisations responsible for the delivery of health infrastructure in Ashford Borough, including:

- Ashford Clinical Commissioning Group
- NHS England
- KCC Public Health
- NHS Property Services
- East Kent Hospitals NHS University Foundation Trust (EKHUFT)
- Individual GP surgeries

The commissioning of health services is split across three main organisations; NHS England, the Clinical Commissioning Group (CCG) and Public Health. CCGs are responsible for the majority of the commissioning budget, approximately two thirds, and are groups of general practices, dealing with local services including hospital services, community and secondary care. NHS England under the Kent and Medway Area Team control about 30% of the budget and are responsible for Primary Care and the commissioning of specialist services, including military and offender health. Public Health makes up the difference in the budget and is responsible for public health services, which focuses on prevention.

NHS Property Services provides expert advice and support to NHS England and also has a second role as landlord and owner, specifically community clinics along with NHS Trusts and local GPs.

#### ***Related Strategies and Evidence***

- Ashford Clinical Commissioning Group Strategic Commissioning Plan 2014-2019
- Kent and Medway Joint Strategic Needs Assessment
- Kent Joint Health and Wellbeing Strategy 2014-2017

#### ***Stages of consultation with Lead Agencies***

A Health Facilities/Infrastructure Group has been established as a sub-group to the Health and Wellbeing Board. This group includes the health agencies listed above, as well as representatives from Planning and Cultural Services at ABC. The group was established in order to bring all the relevant parties together in planning for the future provision of health facilities and infrastructure in the borough.

A number of meetings have been held with Ashford Clinical Commissioning Group between 2014 and 2017 in order to inform them of the proposals within the Local Plan and to understand the needs for health provision in the Borough.

Correspondence has also taken place with EKHUFT during 2016 and 2017 to understand the needs for potential expansion at the William Harvey Hospital.

### **Existing Provision**

Primary care is currently provided through 15 GP practices in Borough.

Secondary Care (Acute) is provided across East Kent by the East Kent Hospitals University Foundation NHS Trust, with one of the hospitals, the William Harvey, located within the Borough.

Emergency response is provided by South East Coast Ambulance NHS Trust, which operate across Kent, Surrey and Sussex. They also provide the NHS 111 service. Located in Ashford Borough are the following facilities:

- Contact centre where 111 calls are received and responded to
- A Make Ready Centre
- 2 Ambulance Community Response Posts

Acute Mental Health Services are provided by Kent and Medway NHS and Social Care Partnership Trust. Facilities for adult and older people mental health, learning disabilities and psychological services are provided at premises at Eureka Business Park. The Borough also contains facilities that provide countywide/specialist services including Autistic Spectrum at Kroner House and Kent Clinical Neuropsychology Services for Stroke (Ashford and Shepway) at the Integrated Care Centre, Tenterden.

Children and Young People's mental health is provided by Sussex Partnership NHS Foundation Trust, who run the Lenworth Clinic, Hythe Road, within the Borough.

Kent Community Healthcare NHS Trust provide community healthcare in the Borough, and across Kent. These services provide wide ranging care for people in their community through the following premises in Ashford Borough:

- East Cross Clinic, Tenterden
- Westview Integrated Care Centre, Tenterden
- Bluebell Children's Centre, Hothfield
- Ray Allen Children's Centre, Ashford
- St Stephens Health Centre, Ashford
- Vicarage Lane Clinic, Ashford

Specialist services such as transplantation and specialist cancer care are provided by facilities outside of the Borough, including a number of London Hospitals.

Hospice Care is provided by Pilgrims Hospices across three hospices located across East Kent, one located in Ashford Borough.

### ***Current Planned Provision***

The following has been secured through existing S106 agreements to support development in the Borough:

Provision of Health care facility at Chilmington Green – equivalent to 8 GPs

Land for new primary healthcare facilities were provided for through the S106 agreements for both Repton Park developments and Cheeseman's Green, however neither are likely to require the need for dedicated facility on site.

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

At the current time, the CCG has been unable to provide the Council with any firm proposals for additional health infrastructure requirements needed to support new development set out in the Local Plan. The CCG is currently developing strategic plans for both Ashford and Tenterden Urban Areas. The outputs of this will be incorporated into any updated version of the infrastructure plan.

However, EKHUFT has confirmed the following (2017):

- The baseline position remains very challenging for the William Harvey Hospital (WHH) and the remainder of the Trusts sites.
- The catchment area of the WHH extends beyond Ashford and therefore the Trust does not believe that the existing population or short term growth in housing number is the reason for the high level of activity.
- The Trust is currently undergoing a Clinical Strategy which will require public consultation, which is expected later in 2017.
- It is likely that expansion will be required at the WHH in order to meet the needs of housing growth in Ashford, but EKHUFT are confident that this can be accommodated on the existing footprint

### ***Future Potential Funding Sources***

Funding is likely to be provided through a mix of public and private funding, from the NHS, Clinical Commissioning Group, and through developer contributions, or direct delivery by developers in relation to site specific mitigation.

## **Adult Social Services**

### ***Lead Agency***

- Kent County Council
- Ashford Borough Council

## **Related Strategies and Evidence**

- Kent Social Care Accommodation Strategy, Better Homes: Greater Choice
- Accommodation Strategy Better Homes: Greater Choices District Profiles (May 2014)
- Kent Adult Accommodation Strategy: Evidence Base. Kent County Council 2014
- Ashford Borough Council Strategic Housing Market Assessment Update 2014

## **Stages of consultation with Lead Agency**

Consultation with KCC has taken place on the following matters to inform the development of the Local Plan, and to identify infrastructure requirements and constraints.

- Scenario testing for meeting overall housing requirements (December 2014/Jan 2015)
- Project identification and existing funding opportunities (Feb/March 2015)
- Update to take account of main changes proposed to draft Local Plan (March/April 2017) – KCC confirmed no additional projects required

## **Existing Provision**

Existing provision of care accommodation within Ashford Borough comprises the following (*Source: Kent Adult Accommodation Strategy: Evidence Base. Kent County Council 2014*):

- Care accommodation for people with learning disabilities – 22 care homes, 141 bed spaces
- Supported housing units – 27
- Care accommodation for people with mental health needs - 1 care home, 5 beds
- Sheltered Accommodation for older people – 1,530 units
- Extra care accommodation for older people – 1 scheme, 40 units
- Short term beds – 80 beds (surplus of 18)
- Residential care homes for older people – 16 care homes, 590 beds
- Nursing homes for older people – 4 care homes, 220 beds
- Care homes for dementia care – 4 care homes, 290 beds
- Care homes for people with physical disabilities – 1 homes, 45 beds

Between 2008 and 2014, the following additional provision has been provided:

- Lifetime homes: 953
- Wheelchair Accessible: 90
- Supported Housing: 115

- Sheltered Housing: 99
- Extra Care: 142

Other recent provision includes:

- Quarry House – Aldington: Extra Care facility (33 units)
- The Limes, Kingsnorth – 8 flats for vulnerable young people
- Farrow Court – Phase 1 33 apartments for older people
- The Spires – Extra Care facility (41 flats)

### ***Current Planned Provision***

Currently active and planned projects (Jan 2015), include:

- Provision of assistive technology – across the Borough and specifically provided at Chilmington Green
- Chilmington Green Adult Social Services Space within Community Hub
- Enhancements/adaptations of existing community facilities to enable additional clients to participate in community life and remain active in Ashford
- PFI Excellent Homes for All – extra care development in Ashford
- Wheelchair accessible housing – seeking to secure as part of affordable housing element on new housing developments.
- Charing – Extra care (47 flats and 5 bungalows)
- Cheeseman's Green – Extra care (80 units)
- Farrow Court – Phase 2: 51 Apartments for older people, 12 apartments for adults with learning disabilities, 7 studio flats for recuperative care
- Danemore redevelopment – 34 older persons apartments
- Chilmington Green - extra care units

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

KCC has identified the following additional projects:

- Changing places facility – Kennington
- Changing places facility – Court Lodge

## THEME 6: COMMUNITY FACILITIES

### Libraries

#### *Lead Agency*

- Kent County Council

#### *Related Strategies and Evidence*

- KCC Statistics for libraries, registrations and archives  
<http://www.kent.gov.uk/leisure-and-community/history-and-heritage/statistics-for-libraries-registrations-and-archives>

#### *Stages of consultation with Lead Agency*

Consultation with KCC has taken place on the following matters to inform the development of the Local Plan, and to identify infrastructure requirements and constraints.

- Scenario testing for meeting overall housing requirements (December 2014/Jan 2015)
- Project identification and existing funding opportunities (Feb/March 2015)
- Response provided to Reg 19 draft Local Plan 2030 (August 2016)
- Update to take account of main changes proposed to draft Local Plan (March/April 2017) – KCC confirmed no additional projects required

#### *Existing Provision*

Library Provision in Borough is provided in the following locations:

- Ashford Gateway Plus
- Bockhanger Library
- Charing Library
- Stanhope Library
- Tenterden Library
- Wye Library

There is also a mobile library service for Ashford.

Below are some examples of service successes since the Core Strategy in 2008:

**2008** - Tenterden (Ashford) - opened new library in first rural Gateway alongside Ashford borough council services and a post office.

**2010** - Rollout of library self-service across the County, improving services to customers. Self service can be found at Ashford Gateway, Tenterden and Stanhope libraries. Opened new library in the Stanhope Centre, Ashford.

**2011** - Ashford Gateway Plus opens incorporating the new Ashford Library.

### ***Current Planned Provision***

Enhancements to existing services are proposed for all libraries in the Borough.

New library provision is proposed at Chilmington Green, to be provided within the Community Hub.

Tenterden gateway reconfiguration and new book display.

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

KCC has identified the need for additional bookstock to be provided to meet the needs of new development at existing libraries.

KCC are also looking at ways to work in partnership with others and look at different models of service delivery to ensure KCC are continuing to make efficiencies while keeping a focus on the customer in delivering library services.

## **Early help (including youth services)**

### ***Lead Agency***

- Kent County Council

### ***Related Strategies and Evidence***

- Early Years and Childcare Strategy 2016 - 2019  
<http://www.kent.gov.uk/about-the-council/strategies-and-policies/education-skills-and-employment-policies/early-years-and-childcare-strategy-2016-2019>

### ***Stages of consultation with Lead Agency***

Consultation with KCC has taken place on the following matters to inform the development of the Local Plan, and to identify infrastructure requirements and constraints.

- Scenario testing for meeting overall housing requirements (December 2014/Jan 2015)
- Project identification and existing funding opportunities (Feb/March 2015)
- Response provided to Regulation 19 draft Local Plan 2030 (August 2016)
- Update to take account of main changes proposed to draft Local Plan (March/April 2017) – KCC confirmed no additional projects required

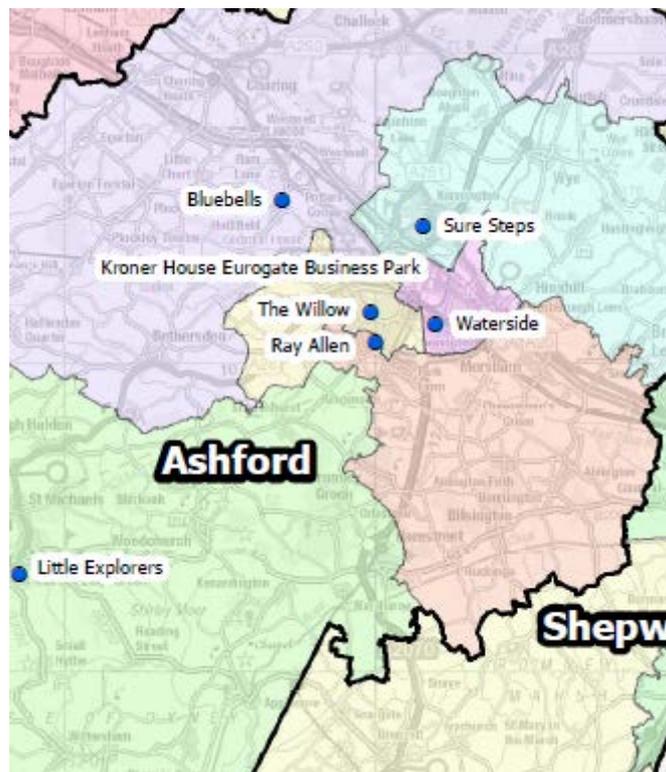
### ***Existing Provision***

The link below gives an overview of the current hub which is run from the Ashford North School:

<http://search3.openobjects.com/kb5/kent/directory/service.page?id=IFRZGwYXJjo>.

Below is a map of the children's centres in Kent including the 6 in Ashford. Each centre will offer a range of services which may include:

- childcare
- early education
- training or finding a new job
- antenatal classes
- baby clinics
- support with breastfeeding
- support with parenting and speech and language
- drop-in sessions for parents and children
- services for children with special needs and disabilities



#### **Current Planned Provision**

- Ashford North Youth Centre
- Ashford Gateway Plus Youth Service

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

KCC has identified the following additional Early Help infrastructure requirements in order to support development in the Plan:

- Enhancing early help (0-25) facilities in Kennington area
- Enhancing early help (0-25) in the Court Lodge community facility

## Police

### *Lead Agencies*

- Kent Police

### *Stages of consultation with Lead Agency*

The Kent Police has been consulted to inform the infrastructure plan at the following times:

- Initial correspondence to inform infrastructure Plan 2015
- Response provided to Regulation 19 draft Local Plan 2030 (August 2016)
- Update to take account of main changes proposed to draft Local Plan (March/April 2017) – no response provided

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

Kent Police made comments on the Regulation 19 version of the Local Plan that was consulted on in the summer of 2016. Their position is summarised below:

- Based on the increase in population proposed, Kent Policy suggest the following additional provision is needed:
  - 18 police officers,
  - 10 support staff,
  - 4 PCSOs,
  - 4 Special Constables.
- A total of £172,224 is needed to fund the start-up costs of this provision in the form of uniforms, protective equipment, vehicles, IT and desks.
- Kent Police also suggest that 3 additional cells will be required to cater for an expected increase of crime from the additional population, which would cost approximately £110,000.
- Total cost of new infrastructure needed equates to £282,000.

### *Future Potential Funding Sources*

In general, the police service will continue to be funded largely through the general government grant, with much of the income being raised through Council Tax bills. It would appear that most of the requests outlined above relate to revenue expenses and further discussion is needed between the Council and Kent Police as to what are genuine capital infrastructure requirements.

Should such requirements be agreed, CIL could be used to deliver the strategic capital projects. This is reflected in the IDS, under section 3 below.

## THEME 7: SPORT AND RECREATION

### *Lead Agency*

- Ashford Borough Council
- Ashford Leisure Trust
- Sport England
- National Government Bodies for Sport (football, rugby, hockey and cricket)
- Parish Councils
- Local Sports Clubs

### *Related Strategies and Evidence*

In 2015, Ashford Borough Council commissioned a Playing Pitch Strategy and an Indoor Sports Facilities Strategy. These strategies have been produced in accordance with the guidance provided by Sport England and are supported by the National Government Bodies for Sport (NGB's). They have been subject to extensive consultation with local clubs and Parish Councils who all play a key role in delivering and maintaining sport and recreational facilities in the Borough.

The Strategies are iterative in nature and are required to go through various stages before they are ratified by the key partners (NGB's and Sport England). At the time of producing this Infrastructure Plan the strategies are at stage D, meaning that they have the support of the 4 NGB's. Sport England are yet to sign off stage D, although the Council are confident this will be completed shortly. Once agreed, the strategy will move to Stage E which is where all partners work together to achieve the proposed objectives.

The Strategies are each supported by an Action Plan which shows where the focus should be in the short to medium term, based on existing population and the likely future population.

### *Existing Provision*

#### **PLAYING PITCHES**

**Football Pitches:** Currently there are 101 grass football pitches across 48 sites in the Borough that are available for community use, accommodating 172 teams in total. A breakdown of the pitches are below:

- 29 adult XI v XI grass pitches
- 2 3G full sized
- 21 junior XI v XI grass pitches
- 14 junior 9 v 9 grass pitches
- 27 mini soccer 7 v 7 grass pitches
- 10 mini 5 v 5 grass pitches.

It should be noted these do not include pitches which are not available for community use, such as provision at schools.

**Cricket:** In the 2016/17 season, 24 cricket squares providing 176 adult grass pitches and 4 non-turf cricket pitches were identified as maintained and available for the community in the borough. These are located at 23 sites, with 23 known cricket clubs established, housing 56 adult teams and 19 junior teams.

**Hockey:** There is 1 hockey pitch in the borough, at Ashford Hockey Club. The other 4 pitches are located at school sites and are not available for unfettered community access.

**Rugby:** There are 2 sites with rugby pitches providing community use with 3 senior rugby pitches non floodlit and 2 floodlit senior rugby pitches, at Ashford Rugby Club.

**Tennis:** There are 14 public and club sites providing 33 tennis courts. 20 of these are floodlit. There are 9 clubs with 21 tennis courts in Ashford. There is currently no indoor tennis provision within the borough.

**Netball:** There are 6 courts at Courtside, Ashford.

**Bowls:** There are 6 bowls clubs within the Borough.

## **INDOOR FACILITIES**

### **Main halls**

There are seven main halls in the Borough, currently available for community use. The two strategic facilities are the Ashford Stour Centre and Tenterden Leisure Centre – see below.

- **Stour Centre:** The key indoor sports facility within the Borough. Facilities include,
  - o 25m main swimming pool,
  - o Teaching swimming pool,
  - o Leisure pool with flumes and raging water,
  - o Eight court main sports hall that can accommodate a variety of sports including, trampoline, indoor football, badminton,
  - o Two squash courts
  - o Health club and spa, Fitness studio, Café and Crèche,
  - o Disabled facilities and specialist courses.
  
- **Tenterden Leisure Centre:** Facilities include,
  - o Main swimming pool,
  - o Separate water slide,
  - o Four court main sports hall that can accommodate a variety of sports including, indoor football, badminton,
  - o Health club and spa,
  - o Café and Crèche.

**Other activity halls:** The Borough contains a number of activity halls – halls which are big enough to accommodate a variety of activities ranging from yoga, badminton, judo and table tennis. Badminton (indicating a substantially sized hall) can be played at Chilham Sports Centre, Mountbatten Hall at Mersham and the Hall at Rolvenden.

**Swimming:** The Borough has 6 swimming pools on 6 separate sites. There are only 2 offering pay and play pools for community use at the Stour Centre and at Tenterden Leisure Centre (see above). There are 3 pools attached to private Gyms/hotels.

**Gyms and Health Clubs:** A number of gyms and health clubs exist and the audit shows there are 859 fitness stations – pieces of static fitness equipment. Access to these facilities is considered to be ‘good’ when compared to the national average.

**Indoor Bowls:** There is one indoor bowls facility in Ashford, at Jemmett Road.

**Athletics Facility:** Ashford’s only athletics facility is the Julie Rose Stadium, Conningbrook. Its facilities are at a very high level and include a 400m all-weather running track, an 800-seater stand, floodlighting and an indoor training area.

**Squash:** There are three venues for squash in Ashford. 2 courts at the Stour Centre, 1 at Biddenden Squash Club and 1 at the Elwick Club, Ashford.

### **Planned Provision**

The emerging Indoor Sports Facilities Strategy and the Playing Pitch Strategy identify the following provision that is needed to meet future demand up to 2030, taking into account existing provision and planned provision coming forward through existing planning permissions. However, it should be noted that these are both iterative strategies and will be informed through on-going dialogue with the key stakeholders. They should therefore be treated as a target figure as of July 2017.

#### **Additional provision needed by 2030:**

- |   |                                  |
|---|----------------------------------|
| - Sports Halls (1 badminton hall or equivalent) | <b>6 additional</b>              |
| - 3G artificial pitch                           | <b>1 additional</b>              |
| - Football pitches                              | <b>8 adult, 7 junior, 2 mini</b> |
| - Hockey  | <b>1 adult</b>                   |
| - Rugby   | <b>2 senior pitches</b>          |
| - Cricket Square and outfield                   | <b>1 additional</b>              |

### **Future Potential Funding Sources**

Funding will be secured through a variety of sources, including S106 monies, CIL receipts and funding from government bodies such as Sport England and the Football Foundation.

## Strategic Parks

### Lead Agency

- Ashford Borough Council
- Ashford Leisure Trust
- Kent Wildlife Trust
- Mid Kent Fisheries

### Current provision

Conningbrook Lakes: Conningbrook Country Park is a family orientated country park that is set around existing lakes, offering a variety of leisure and water based activities for residents and visitors. It provides direct access to a network of country trails and is a key attraction for the borough as a whole.

The current park is intended to be expanded and enhanced over time, to build upon its unique offer and fulfil its strategic role.

### Current Planned Provision

Discovery Park: A strategic open space, sport and recreational area, located to the south west of Ashford. The majority of the park is proposed to come forward as part of the Chilmington Green development – a garden suburb of Ashford that will deliver 5,750 homes, a new district centre, 5 new schools (4 primary and 1 secondary), employment space, shops, open space, community buildings and associated uses. Chilmington Green began construction in 2017 and is envisaged to deliver around 2,500 homes by 2030.

Discovery Park is intended to serve the borough as a whole and will include at least the provision of the following by 2030:

- 13.72 ha of informal/natural green space,
- 2.0 ha of equipped play space,
- 13 ha or outdoor sports space,
- 1.27 ha of allotment provision,
- 1.86 ha of strategic park provision (to be delivered at Discovery Park),
- 1.5 ha or indoor sports buildings.

The Chilmington Green development will continue to deliver provision at Discovery Park beyond 2030, in order to meet its own needs. Additional provision will also be delivered at Discovery Park up to 2030, to allow the Park to fulfil its role as a strategic facility which serves the wider borough. S106 money from development elsewhere and CIL receipts will be secured to deliver this additional provision. The Discovery Park area will be subject to a detailed masterplan in due course which will establish the details of how it will develop over time.

Conningbrook Lakes: A masterplan will be agreed in due course, but as of the publication of this IDP the following projects are planned up to 2030:

- *A watersports centre:* To accommodate dinghy sailing, kayaking, rowing & paddle boarding with associated changing facilities/showers, toilets, boat storage, wash down area and a small training room.
- *A strategic Play area:* A play area of a scale that attracts a wider audience, that will feature equipment of interest to a range of ages but with an emphasis on potentially challenging activities. Could include zip wires and maybe even high ropes, as well as more traditional climbing towers and equipment.
- *A picnic area:* Part of the leisure land will be set aside as an area for picnicking.
- *Car parking:* Sufficient space for public parking and staff parking will be required. This will need to be considered as part of the wider car parking needs of the whole site, including Julie Rose.
- *Entrance signs and artworks:* The site needs appropriate, welcoming signage that reflects the natural feel of the whole park. This should be supported with artistic interventions where possible and appropriate.
- *Nature trails and information/interpretation:* A large part of the park is very natural in its nature. The aim is to encourage understanding of the sensitivity of the site and appropriate pathways/fencing/signage through and adjacent to those areas.
- *Disability access:* Some provision exists already but more work is needed to make sure more areas of the country park are accessible.
- *Cycling:* To provide secure areas for bikes at the park and then ensure we have appropriate routes to and from the park, especially via the riverside route to Wye/Canterbury and the Ashford urban area.

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

Based on the green space standards currently adopted by the Council, the following space requirements can be derived to meet demands of the increase in population up to 2030. These figures already take into account planned provision, subject to existing planning permission – such as the provision planned at Chilmington Green, up to 2030.

**Additional provision needed by 2030: 5.04ha**

### **Future Potential Funding Sources**

Funding to be provided through a variety of sources, including funding from external partners, S106 and potentially CIL receipts.

## Prestige Park

Victoria Park and Watercress Field: The Victoria Park and Watercress Field Project looks to maximise the value of Victoria Park, by applying to Heritage Lottery Fund for improvements that:

- Create an attractive destination promoting and celebrating flagship open spaces, existing heritage and addressing lost heritage features,
- Instil local civic pride and ownership to the public realm,
- Support the hosting of high quality events, using the trusted local brand of the 'Create Music Festival' and others, providing a positive platform for groups, clubs, artists and organisations,
- Encourage engagement from a range of partners that provide ongoing activities for the park in the longer term,
- Ensure the park fulfils its function as a community hub

ABC have prioritised potential themes and projects for implementation. As set out below:

### HERITAGE ZONE

- Provide a strong entrance and focal point from the Town Centre such as new signage and reordered pathways.
- Refurbish and better manage and maintain the Hubert Fountain.
- Delineate a "sense of place" by defining the boundary of the park with heritage fencing.
- Create better spaces for performance, entertainment, events and cultural activities.
- Upgrade the Secret Garden to provide a space of high horticultural quality.

### SPORT & RECREATION ZONE

- Agree any new desired sport and recreational facilities to provide an all-round customer offer including car parking, café, pitch/courts and toilets.
- Upgrade and reposition play facilities in this area.

### WATERCRESS FIELDS & ADVENTURE ZONE

- Refurbish and expand the "Active" play offer to include bike ramps challenging play facilities.
- Enhance paths and pedestrian routes into and through Victoria Park.
- Extend the successful community orchard.

### RIVERSIDE ZONE

- Work with ABC Planning team, developers, Environment Agency, Internal Drainage Board and other key partners to provide new access points, wetland sites and river enhancements.

## THEME 8: GREEN INFRASTRUCTURE & BIODIVERSITY

### NATIONALLY/ INTERNATIONALLY PROTECTED SITES

#### *Lead Agency*

- Natural England

#### *Related Strategies and Evidence*

- Natural England Management Plans
- SAS for Dungeness Sites
- Habitat Regulation Assessment (produced by the Council in 2016 and update in 2017)
- Appropriate Assessment (produced by the Council in 2016)

#### *Stages of consultation with Lead Agency*

*Ongoing*

#### *Existing Provision*

### INTERNATIONALLY PROTECTED SITES

Wye and Crundale SAC  
Dungeness, Romney Marsh and Rye Bay RAMSAR (part in the Borough)

### NATIONALLY PROTECTED SITES

#### **National Nature Reserves**

Hamstreet Woods  
Wye and Crundale Downs

#### **SSSIs**

Alex Farm Pastures	TQ 968 369
River Beult	TQ 865 425
Charing Beech Hangers	TQ 979 484
Down Bank	TR 083 522
Ham Street Woods	TQ 996 352
Hart Hill	TQ 943 506
Hatch Park	TR 063 410
Hoads Wood	TQ 953 426
Hothfield Common	TQ 969 458
Orlestone Forest	TQ 982 350
Park Wood, Chilham	TR 043 526
Dungeness, Romney Marsh and Rye Bay	TQ 950 290
Wye and Crundale Downs	TR 080 470

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

None identified at this point but discussion are ongoing. Once established any projects will be included in the Infrastructure Delivery Schedule.

### ***Future Potential Funding Sources***

Variety of funding sources could be available, including S106 money and CIL receipts for strategic infrastructure projects.

## **Local Wildlife Sites**

### ***Lead Agencies***

- Kent Wildlife Trust

### ***Stages of consultation with Lead Agency***

Ongoing.

### ***Existing Provision***

## **LOCAL WILDLIFE SITES**

Hemsted Forest

Sandpit Wood, etc. Clapper Hill

Woods, Meadows and Ponds, High Halden

Knock Wood, etc. Tenterden

Ashenden Gill, etc. Tenterden

Heronden Woods and Pasture, Tenterden

Friezingham Dykes and Newmill Channel, etc. Tenterden

Rother Levels and adjacent Woods, Wittersham

Halden Place Orchard, Nr. Rolvenden

Stone Cliff, Isle of Oxney

Comb Wood, etc. Wittersham

Spuckles Wood, etc. Stalisfield Green

Hunts Wood, etc. Kenardington

Harlakenden Wood, Shadoxhurst

Valley west of Tong Green

Bilsington Woods and Pasture

Blean Woods South

Aldington Sandpit

South Willesborough Dykes

Park Wood, etc. nr. Kenardington

Shadoxhurst Woods and Pasture

Aldington Woods

River Great Stour, etc. Godinton

Hothfield Lake, etc.

Ashford Warren, etc.

Royal Military Canal  
Great Stour, etc. Ashford to Fordwich  
Little Chart Mill Ponds, Woods, etc.  
Woods and Pasture, extra to Hoads Wood  
March Wood, etc. Hothfield  
Weald Cottage Meadow, etc. Bethersden  
Dering Wood, etc. Pluckley  
Pasture and Orchard, Pluckley  
Ponds and Pasture around Smarden  
Tylden Strict Baptist Chapel Yard  
River Sherway adj. Ponds and Pasture, Headcorn  
Foxden Wood, etc. Egerton  
Pasture, Pemples Cross  
Charing Hill Chalk Pit, etc.  
Longbeech Wood, Charing  
Challock Forest, King's Wood  
Denge Wood complex  
Woods and Pasture, Mill Pond, near St. Michaels  
Willesborough Lees and Flowergarden Wood, etc.  
Naccolt Pit  
Woods, etc. Brabourne  
Pasture, etc. Bulltown Corner, extra to SSSI  
Kingsmill Down Pasture, Hastingleigh  
Huntstreet Woods and Pasture  
Bybrook Nature Reserve  
Orlestone Forest  
Lord's Wood, etc. Stone-in-Oxney  
Meadow near Maltman's Hill, Smarden  
Wanden Meadows, etc. Egerton Forstal  
Woods and Meadows near Shadoxhurst  
Jarvis Farm Meadows and Pond, near Woodchurch  
Tile Lodge Wood, etc. Eastwell  
Winchcombe Down (south), extra to SSSI  
Challock Churchyard, near Challock Manor  
Woods, Pasture and Ponds, Bromley Green  
Burnt Mill Pond, etc. Charing Heath - extra to SSSI  
Orlestone Pastures and Woods  
Dering Meadows, Maltman's Hill  
Rolvenden Churchyard  
Lenham Heath and Chilston Park  
Hothfield Common Field  
Hurst Wood, Charing Heath  
Cork Farm Apple Orchard, Old Wives Lees

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

None identified at this point but discussion are ongoing. Once established any projects will be included in the Infrastructure Delivery Schedule – section 3 below.

### ***Future Potential Funding Sources***

Variety of funding sources could be available, including S106 money and CIL receipts for strategic infrastructure projects.

## **Informal/Natural Greenspace areas**

### ***Lead Agency***

- Ashford Borough Council
- Environment Agency
- Natural England
- Kent Wildlife Trust
- Kent Stour Countryside Partnership
- Private Landowners
- Those involved in the land management of land

### ***Related Strategies and Evidence***

The Council are currently undertaking a review of its Open Space strategy which includes a review of the Council's open space audit (2008) and its Green Corridor Action Plan (2000). Once completed the Council will have a full range of up to date documents to inform future planning applications and target future financial resources.

Overall, this work will analyse the quality, quantity and accessibility of our existing provision and determine how best to meet increased demand over the plan period, in light of an increased population. It will also identify key projects to target resources to ensure existing assets, such as the Green Corridor and the two proposed strategic parks at Discovery Park and Conningbrook are maximised.

In producing these draft documents, significant consultation has been undertaken with the relevant stakeholders. This consultation is on-going, with each document (the draft Open Space Strategy, the draft open space Audit and the draft Green Corridor Action Plan) currently out for consultation during the summer of 2017. Links to these draft documents can be found under Appendix 1.

No specific projects are yet established. Once established they will be added to revised Infrastructure Delivery Schedule.

## Existing Provision

### Amenity space

Adams Drive		
Belmont Place	James' Street	Ray Allen Centre
Bockhanger Community Centre	Kennington Rec	Rectory Way
Bridgefield Local Park	Kestrel Park	Repton Entrance Park
Bridgefield Park	Kings Avenue	Repton Linear Park
Brisley Farm East	Knoll Lane	Repton Pocket Park South
Brisley Farm Merino Way	Limes	Repton Local Park North
Brisley Farm Pond	Loudon Green	Repton Wildlife Refuge
Bushy Royds Greenway	Loudon Way	Rigden Road
Bushy Royds Play Area	Loudon Wood	Rylands Road
Bybrook Housing	M20	St Anne's Road
Bybrook Road open space	Musgrove Recreation Ground	St Stephen's Walk
Cuckoo Park	Newtown Green	Singleton Central Greenways
Cuckoo Wood open space	Noakes Medow	Singleton East Greenways
Foxglove	Orchard Heights - Hazel Heights	Singleton West Greenways
Freisian Way	Orchard Heights - Lodge Wood	Singleton Oast
Goat Lees	Orchard Heights - Play Area Site	Springwood Drive
Guernsey Way	Park Farm Central Park	South Ashford Housing
Grasmere Road	Park Farm East Greenways	South Willesborough – Monument Close
Great Chart PC Open Spaces	Park Farm Entrance Park	South Willesborough – River Way
Gordon Close	Park Farm Greenways	Stanhope
Highfield	Penlee Point	Westhawk Pond and Ditch
Hunter Avenue	Quantock Drive Play Areas	Willesborough Lees
Hythe Road	Randolph Gardens	Windmill

**Natural / Semi-natural  
Greenspace**

Bybrook Nature reserve  
Cuckoo wood  
Great Chart wood  
Hoads Wood  
Hothfield Common  
Park Wood  
Park Lane Wood  
Singleton Community Woodland  
The Warren

**Green Corridor Areas**

Aylesford Green  
Bowens Field  
Boys Hall Meadow  
Boys Hall Road  
Boys Hall SAM  
Bucksford Meadow  
Bushy Royds Reserve  
B1 Cycle Way: Newtown & Beaver Rd  
Conybear cycleway  
Cudworth rec  
Frog's orchard  
Gas House fields  
Heathfield

**Urban Area**

Westhawk Farm  
Park Farm Buffer Zone  
Park Farm East Country Park  
Tudor Farm  
Memorial Gardens  
Old Burial Ground

Highfield  
Leacon Road  
Little Burton  
Mill Court  
North Park  
Queen Mothers Park incl. Heathfield  
Rifle Club Land  
Sevington Church Road  
Sevington Open Space  
Singleton Lake  
South Park  
Watercress Fields  
Willesborough Dykes  
Victoria Park

Diagram showing Ashford Green Corridor



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

Based on the green space standards currently adopted by the Council, the following space requirements can be derived to meet demands of the increase in population up to 2030. These figures already take into account planned provision, subject to existing planning permission – such as the provision planned at Chilmington Green, up to 2030.

**Additional provision needed by 2030: 33.6ha**

***Future Potential Funding Sources***

Funding to be provided through a variety of sources, including funding from external partners, S106 and potentially CIL receipts.

## **Biodiversity Opportunity Areas**

The Kent Nature Partnership identifies the priorities for the natural environment in Kent and Medway. It co-ordinates, facilitates and supports work that contributes to the objectives of the Strategy for the Natural Environment, and ensures that this work is monitored to capture the contribution that is being made by Kent and Medway to *Biodiversity 2020: A strategy for England's Wildlife and Ecosystem Services*.

Preparation of the Ashford Local Plan was undertaken in consultation with Kent Nature Partnership including completion of the KNP Local Plans Consultation Response Pro-forma, in order to work to deliver three of the four Outcomes of Kent Biodiversity Strategy 2015 -2025 (Outcomes related to the marine environment do not apply to this land locked borough).

### **Lead Agencies**

- Kent Local Nature Partnership

### **Stages of consultation with Lead Agency**

On going. Required LNP proforma completed as part of the Local Plan 2030 evidence base.

### **Existing Provision**

Parts of the following Biodiversity Opportunity Areas (BOAs) fall within this Borough:

- East Kent Woodlands & Downs
- High Weald
- Lower Stour Wetlands
- Low Weald Woodland
- Mid Kent Greensand & Gault
- Mid Kent Downs Woods & Scarp
- Medway & Low Weald Grassland & Wetland
- Romney Marshes
- The Blean

### **Current Planned Provision**

No changes to provision proposed during the plan period.

## Allotments

### Lead Agency

- Ashford Borough Council

### Related Strategies and Evidence

- Open Spaces Audit 2008
- Draft Green Spaces Strategy 2017

### Existing Provision

There are approximately 400 allotment plots throughout Ashford at the following sites:

Name, Location	Size (acres)
Beaver Field, Rigden Road	0.543
Burton Farm, Kennington	2.192
Bybrook Cemetery, Cemetery Lane	0.484
Cryol Road	0.748
Gas House Fields, Cudworth Road	2.350
Henwood, Gordon Close	1.579
Musgrove Farm, Beaver Road	3.502
William and Jemmett Road	4.001
Orion Way	2.145
Repton, Repton Manor Road	0.479
Westrees, Quantock Drive	3.033
Wye, Churchfield Way	0.515

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

Based on the green space standards currently adopted by the Council, the following space requirements can be derived to meet demands of the increase in population up to 2030. These figures already take into account planned provision, subject to existing planning permission – such as the provision planned at Chilmington Green, up to 2030.

**Additional provision needed by 2030: 3.36ha**

### ***Future Potential Funding Sources***

Funding to be provided through a variety of sources, including funding from external partners, S106 and potentially CIL receipts.

### **Cemeteries**

The Council commissioned a scoping report in 2016 to review current burial space provision. It concluded that there is capacity for standard burial space in Tenterden and Ashford for the duration of the plan (up to 2030). However there is limited capacity for woodland burial space (the Council are currently exploring options for this provision).

However, the Council will need to begin the searching and acquisition of land to accommodate additional burial space in the Borough before 2030 to ensure that such provision is available to meet future demand.

## **THEME 9: WASTE AND RECYCLING**

### **Local Waste Collection**

#### **Lead Agency**

- Ashford Borough Council (service provided by Biffa)

#### **Existing Provision**

The current service for waste collection is provided by Biffa on behalf of Ashford Borough Council. Biffa are responsible for the collection of household waste and recycling, and for ensuring that sufficient infrastructure is in place to deliver the service. Existing infrastructure consists of a depot at Cobbs Wood, which supports a number of refuse vehicles used for collection. Waste and recycling once collected is taken to the Waste Transfer Station at Cobbs Woods, which is the responsibility of Kent County Council, as the waste disposal authority.

There are no existing deficits with ABC infrastructure, and there is some spare capacity to deal with small increases in demand over coming years.

#### **Current Planned Provision**

Biffa are currently going through their budgeting process for the year, and it is likely that a couple of additional vehicles will be added to deal with increasing demand.

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

Biffa is responsible for ensuring that there is sufficient infrastructure capacity to deal with growth in demand. This will mainly be in the form of capacity at the depot, the need for new vehicles, additional staff and potential changes to collection rounds. Reviews are carried out on an annual basis to determine whether additional capacity is required. Predicted housing completions are taken into consideration in this. One vehicle services approximately 1000 properties daily, with approximately 5,000 properties resulting in the need for one additional vehicle.

It is difficult to predict on a long term basis additional infrastructure that will be required, as demand is not only impacted by increases in population, but other external factors such as the value of recyclable material, and the drive to reduce waste disposal.

There are unlikely to be any major short term (5 years) infrastructure requirements, but potentially some over the lifetime of the Plan, such as expansion to the depot.

New development will need to ensure that layouts enable appropriate access and turning for refuse collection vehicles, and that there is sufficient refuse storage provided for each property.

#### **Future Potential Funding Sources**

Biffa are responsible for providing additional infrastructure to meet service demands. This is funded through payments from the Council, which increase as the number of

properties in the Borough increase. Funding is sourced through Council Tax and enabling payment funding provided by KCC.

## **Waste Disposal**

Discussion with KCC for waste disposal is ongoing. Their initial estimates suggest that £330 million will be needed for the whole of Kent up to 2030, following the publication of the Growth Infrastructure Framework (link is below). The latest position indicates the need for £7 million for increased provision of a Waste Transfer Station, in the longer term – to be located in East Kent (exact location to be determined). At this stage this figure should be treated indicatively and only relates to household waste and not any onward recycling etc.

KCC Waste Management are due to review this position in 2018/19.

## THEME 10: PUBLIC REALM

### *Lead Agencies*

- Ashford Borough Council
- KCC
- Private landowners/ developers

### *Related Strategies and Evidence*

Ashford Town Centre Area Action Plan (2010)

Kent's Growth Infrastructure Framework, produced by KCC (2015)

Various masterplans/ design briefs/ design work that support development proposals at a number of key locations in and around the Town Centre<sup>5</sup>.

### *Existing Provision*

Ashford Town Centre has seen a number of key public realm improvement projects delivered over the last decade, including:

- improvements to Elwick Road/West Street, including a new public square incorporating integrated public artwork,
- conversion of Elwick Road, Forge Lane and West Street to a 'shared space', minimising the segregation between cars and pedestrians to allow a more seamless flow of pedestrian movement into the town centre area,
- delivery of new public realm around International House to provide an attractive first impression for residents, visitors and businesses.

### *Current Planned Provision*

The Infrastructure Delivery Schedule (section 3 below) provides the most up to date position regarding the known public realm projects as of July 2017. This list will be updated as additional projects are identified.

### *Future Potential Funding Sources*

Public realm projects will be delivered by a variety of funding sources including private investment, funding from public bodies, S106 money, CIL receipts and potentially Council resources if needed.

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<sup>5</sup> Including proposals at Ashford College, the Commercial Quarter, Elwick Road phase A, the Former Powergen site and the expansion of the Designer Outlet.

## **THEME 11: ARTS & CULTURE**

The Council places great importance on promoting art and the creative industries within the Borough. The local offer has been enhanced recently through the development of a new arts and performance space at St Mary's Church which now attracts regionally and nationally significant touring artists and is developing a local audience.

In 2016, the Council produced a draft Arts and Creative Industries Strategy which establishes a range of projects that will ensure that the arts and cultural provision in the borough will continue to be supported, as the population increases to 2030. These projects are reflected in the Infrastructure Delivery Schedule – see section 3 below and will be updated as projects come forward over time.

## SECTION 3 - INFRASTRUCTURE DELIVERY SCHEDULE

### TRANSPORT

	Infrastructure Type	Project	Priority	Interdependence with LP sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Indicative cost	Funding position	Expected funding gap	Potential CIL project
1.1	Strategic Highways	Junction 10a	Critical	Many				Highways England	£104m	£19.7 (LGF) £16m from existing S106 and future S278 £70m from HE	None	Not in first instance
1.2	Strategic Highways	M20 resurfacing	Desirable					Highways England	Unknown	None	Unknown	Unknown
1.3	Strategic Highways- Trunk Road Network	Orbital Park roundabout upgrade- final	Essential	Waterbrook, Finberry, Newtown Works				KCC Highways/ Highways England	Unknown	Developer Funded	None	NO
1.4	Strategic Highways- Trunk Road Network	A28 Chart Road Widening	Critical	Chilmington Green				KCC Highways and Transportation	£33m	£10m (SELEP) £23m Chilmington S106	None	NO
1.5	Strategic Highways- Trunk Road Network	M20 Junction 9/Drover's Roundabout	Critical	Various to west of Ashford town				Complete	£15.1m (9.6m left to repay)	£200,000 signed S106s £5.6m Chilmington S106 Future S278/CIL	£3.8m	YES
1.6	Highways	A2070 Conningbrook Bends	Essential	Conningbrook, Kennington				Complete	TBC	Fully funded	None	NO
1.7	Highways	Pound Lane Link Road	Essential	Court Lodge				KCC Highways/ABC/Developer	£4m	S106/S278 Need for other funding sources LTP/RGF	Unknown	YES
1.8	Highways	Ashford Town Centre – junction improvements at Station Approach/Elwick Road and Victoria Way	Essential	Town Centre sites				KCC Highways	£200,000	S106/S278 Developer funded	None	NO
1.9	Highways	Ashford Town Centre – Improvements to former ring road and pedestrian facilities	Desirable	Town Centre sites				KCC Highways	TBC	None confirmed	Unknown	YES
1.10	Rail	Ashford Spurs	Desirable	None specifically				Network Rail		Total £10.5 mill confirmed	None	NO
1.11	Rail	Ashford to Hastings Line upgrade	Desirable	None				Network Rail	Unknown	Network Rail	Unknown	NO
1.12	Rail	Ashford International Station Forecourt Improvements	Desirable	None specifically				ABC/Network Rail/South Eastern		ABC	Unknown	
1.13	Rail	Park Farm Rail Hub	Desirable	None				Network Rail	£8-11m	Funding from development	Unknown	Unknown
1.14	Rail	Train Stabling Facilities – Former Bombardier Works Site.	Essential	Bombardier Works Site safeguarded for this purpose				South Eastern Railways, Network Rail, Department for Transport	Unknown	South Eastern Railways, Network Rail, Department for Transport	None	NO

1.15	Parking	Two multi-storey car parks in the Town Centre	Essential	Sites in the Town Centre				ABC, Developers	£18m	None	£18 million	YES
1.16	PROW	Pedestrian bridge over railway line at Kennington/Conningbrook	Desirable	Kennington, Conningbrook				Developer, Network Rail	In excess of £1m	Developer, Network Rail	Unknown	NO
1.17	PROW	Improvements to Packing Wood crossing (S31) – stepped access and landing area	Desirable	S31 (Hamstreet)				Developer, Network Rail	Unknown	Developer	Unknown	NO

## EDUCATION

	Infrastructure Type	Project	Priority	Required to Local Plan Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position	Expected funding gap	Potential CIL project
2.1	Primary Education	Kennington/ Willesborough New Primary School: 1FE of 2FE	Essential	Kennington site (S2) serving: Conningbrook/ Little Burton, Willesborough				KCC	£5 million	S106	TBC	NO
2.2	Primary Education	Kennington/ Willesborough Phase 2 of Primary School: 2FE of 2FE	Essential	Greater Burton site serving: Conningbrook/ Burton, Hospital, Willesborough				KCC	£2.1m and land costs	S106	TBC	NO
2.3	Primary Education	Kingsnorth New Primary School 2FE. Court Lodge	Essential	Kingsnorth, Court Lodge, Park Farm				KCC	£7.2 million	S106	TBC	NO
2.4	Primary Education	Cheeseman's Green new 1FE School (first phase). Off-site temporary location in place moving to permanent built premises by September 2017	Essential	Finberry				KCC	£6.1 million	Existing Cheeseman's Green S106  Basic Need	None	NO
2.5	Primary Education	Cheeseman's Green expansion 1FE (second phase)	Essential	Finberry				KCC	£2.7 million	S106 (for example "The Nib")	TBC	NO
2.6	Primary Education	Charing Primary School expansion to 1FE	Essential	Sites in and around Charing				KCC	TBC	S106	TBC	NO
2.7	Primary Education	Chilmington Green 1 – New 2FE Primary School plus 26 space (FTE) Early Years provision	Essential	Chilmington Green				KCC	£7.2 million	S106 plus KCC	TBC but likely +£1.2m	NO
2.8	Primary Education	Chilmington Green 2 – New 2FE Primary School plus 26 space (FTE) Early Years provision	Essential	Chilmington Green				KCC	£7.2 million	S106 plus KCC	TBC but likely +£1.2m	NO

2.9	Primary Education	Chilmington Green 3 – New 2FE Primary School plus 26 space (FTE) Early Years provision	Essential	Chilmington Green				KCC	£7.2 million	S106 plus KCC	TBC but likely +£1.2m	NO
2.10	Primary Education	Chilmington Green 4 – New 1FE Primary School with ability to expand to 2FE plus 26 space (FTE) Early Years provision	Essential	Chilmington Green				KCC	£5 million	S106 plus KCC	£0.5 million	NO
2.11	Primary Education	Chilmington Green 4 – 1FE (second phase)	Essential	Chilmington Green				KCC	TBC	S106 plus KCC	TBC	NO
2.12	Primary Education	Tenterden (Tent 2) – 1FE Juniors and Infants expansion	Essential	Tenterden (Tent 2)				KCC	2.2 million	S106	TBC	NO
2.13	Primary Education	Aldington- addition of extra group rooms following formal expansion to 1FE	Essential	Various				KCC	TBC	S106	TBC	NO
2.14	Primary Education	John Wesley (SRP)- Addition of the Specialist Resource Provision	Essential	Various				KCC	TBC	S106	TBC	NO
2.15	Primary Education	Lady Joanna Thornhill, Wye- Addition of a group room that will allow the school to take over PAN in KS2.	Essential	Wye				KCC	TBC	S106	TBC	NO
2.16	Primary Education	Early year (nursery) provision Ashford general (50 places)	Essential	Varied		Ongoing		KCC	TBC	None	£5.2 million	NO
2.17	Secondary Education	Chilmington Green New 4FE Secondary School (phase one)	Essential	Chilmington Green				KCC	Proportion of £22.5 million	S106	TBC	NO
2.18	Secondary Education	Chilmington Green New 2FE Secondary School (phase two)	Essential	Chilmington Green				KCC	Proportion of £22.5 million	S106	TBC	NO
2.19	Secondary Education	Chilmington Green Secondary School Extension – additional 2FE	Essential	Chilmington Green				KCC	£6 million	Future S106/ CIL	TBC	YES
2.20	Secondary Education	Highworth School sports hall	Essential	Various				TBC	TBC	Funding via EFA Condition Improvement Fund (CIF) and S106	TBC	NO
2.21	Secondary Education	Norton Knatchbull School 1 FE expansion	Essential	Various					£2 million	S106	TBC	YES
2.22	Secondary Education	Homewood School - providing additional classrooms	Essential	various					£2 million	S106	TBC	YES

2.23	Higher and Further Education	Relocation of Ashford College to Elwick Road and Station Road site.	Desirable	None specifically. Will contribute significantly to town centre regeneration, and provide an improved higher and further education offer for the Borough				Hadlow College	Total Cost: £40m	Around £26 m secured through Skills funding agency, SELEP, Hadlow, ABC. Phases 1 & 1a.	TBC	NO
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## ENERGY

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position	Expected funding gap	Potential CIL project
3.1	Electricity	Ashford to Sellinge 33kV – installation of 3 <sup>rd</sup> 33/11kV transformer.	Essential	A number of sites in Ashford Urban area				UKPN	£816k	UKPN	None	NO
3.2	Electricity	Sevington Primary substation – installation of additional transformer	Essential	Cheeseman's Green				UKPN	£700k	UKPN/Developer	None	NO
3.3	Electricity	Tenterden Primary Substation – works to increase capacity to 40MVA	Essential	Tenterden and surrounding rural area				UKPN	£1.5m	UKPN/Developer	None	NO
3.4	Electricity	Ashford Centre Development – new 33/11kV substation	Essential	Town Centre Development				UKPN	£3.2m	UKPN/Developer	None	NO
3.5	Electricity	Ashford Chilmington Green new Primary Substation	Essential	Chilmington Green				UKPN	£4.6m	UKPN/Developer	None	NO
3.6	Electricity	Smeech Primary Substation – replacement of equipment	n/a					UKPN	£1.1m	UKPN	None	NO

## WATER

	Infrastructure Type	Project	Priority (risk Local Plan)	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position	Expected funding gap	Potential CIL project
4.1	Water Supply	New service reservoir, Aldington	Desirable	To support development generally				South East Water	Unknown	South East Water	None	NO
4.2	Water Supply	Reinforce mains network on north east side of Ashford back towards Canterbury	Essential	To support development generally		Ongoing		South East Water	Unknown	South East Water	None	NO
4.3	Water Supply	Potential new mains in villages of Pluckley, Egerton, Smarden, Smeech, Tenterden, Rolvenden and Woodchurch	Essential	These developments		Ongoing		South East Water	Unknown	South East Water/Developer	None	NO
4.4	Flood Risk	Great Stour Flood Alleviation Scheme – Flood Storage upstream of Wye	Desirable	Ashford Town Site		Unknown		EA/ABC	£3.4m	20% EA Capital Funding	£2.73m	YES
4.5	Flood Risk	South Ashford Flood Alleviation Scheme	Desirable	South Ashford sites		Unknown		EA/ABC	Unknown	EA Capital Funding	Unknown	YES
4.6	Flood Risk	Removal of flood plain at Whitewater Dyke	Essential	Court Lodge				Developer	Unknown	Court Lodge Developer funded	None	NO

4.7	Water Framework Directive Environmental Improvement Projects	Waterbodies in Ashford to achieve 'Good' standard as per the Water Framework Directive, including: <ul style="list-style-type: none"> <li>Victoria Park river corridor/ habitat improvements</li> <li>River Stour litter trap (Conningbrook)</li> <li>River Corridor enhancements (Conningbrook)</li> </ul>	Desirable	Strategic Parks				EA/ABC	<ul style="list-style-type: none"> <li>£100k</li> <li>£80k</li> <li>£500k</li> </ul>	None confirmed. Potential for ABC/EA/Developer	£680k	YES
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## HEALTH and SOCIAL CARE

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position	Expected funding gap	Potential CIL project
5.1	Adult Social Care	Assistive Technology in Ashford	Desirable	None		Ongoing		KCC	£180k	£180K existing S106	None	NO
5.2	Adult Social Care	Extra care development for older people, people with learning disabilities	Essential	None		Ongoing		KCC and specialised providers	£9 million	None	£9 million	YES
5.3	Adult Social Care	Mental Healthcare and social care support and expansion	Essential	None		Ongoing		KCC and specialised providers	£2.3 million	None	£2.3 million	YES
5.4	Adult Social Care	Elwick Place Cinema Complex – changing place facility	Desirable					KCC	£40k	S106 Elwick Place	TBC	NO
5.5	Adult Social Care	Inclusion of changing place facility either new or existing onsite facility in Kennington	Desirable	Kennington/ Conningbrook/ Eureka Other potential sites in north west Ashford				KCC	£40k	Future S106	TBC	NO
5.6	Adult Social Care	Changing place facility at any on site community facility – Court Lodge	Desirable	Kingsnorth Court Lodge Park Farm				KCC	£40k	Future S106	TBC	NO
5.7	General Practice	Chilmington Green Health Centre	Desirable	Chilmington Green				Developer/CMO	Unknown	Capital costs Chilmington S106	None	NO

## COMMUNITY FACILITIES

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position	Expected funding gap	Potential CIL Project
6.1	Libraries	Ashford Gateway Plus – reconfiguration (library service and community learning)	Desirable	None		Ongoing		KCC	£250k	TBC existing S106	Unknown	NO
6.2	Libraries	Chilmington Green Library provision (varied including mobile)	Desirable	None		Ongoing		KCC	£900,000	Chilmington S106	none	NO
6.3	Libraries	Tenterden reconfiguration and new book display	Desirable	None		Ongoing		KCC	TBC	S106 Tent 1a	TBC	NO
6.4	Youth Provision	Community Hub at Chilmington Green	Desirable	Chilmington Green				Chilmington Community Management Organisation	Unknown	Chilmington Green S106	None	NO
6.5	Youth Provision	Ashford North Youth Centre	Desirable	None				KCC	£50k	TBC	None	NO

6.6	Youth Provision	Ashford Gateway Plus Youth Service	Desirable	None				Unknown	£54k	Unknown	Unknown	YES
6.7	Youth Provision	Enhancing early help (0 – 25) facilities in Kennington area	Desirable	Kennington, Conningbrook, Eureka Other potential sites in north west Ashford				KCC	Unknown	Future S106	Unknown	NO
6.8	Youth Provision	Additional early help (0 – 25) facilities in Court Lodge community facility	Desirable	Kingsnorth Court Lodge Park Farm				KCC	Unknown	Court Lodge Future S106	Unknown	NO
6.9	Community Centres	Chilmington Green 3 community centres	Desirable	Chilmington Green				Chilmington Community Management Organisation	Unknown	Chilmington Green S106	None	NO
6.10	Community Centres	Repton Park Community centre	Desirable	Repton Park				ABC	£1.5m	Fully funded	None	NO
6.11	Community Centres	Park Farm Recreation Centre	Desirable	Park Farm/Kingsnorth				ABC/Kingsnorth Parish	£750k	TBC	None	NO
6.12	Community Centres	Court Lodge Community Centre	Desirable	Court Lodge				Court Lodge Developer	Est £2 million	Future S106 Court Lodge	None	NO
6.13	Police	Potential expansion of custody cells	Desirable	None				Kent Police	£110,000	None	£138,601	YES

## SPORT & RECREATION

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position	Expected funding gap	Potential CIL Project
7.1	Sports Halls	Sports Halls – 6 additional badminton courts of equivalent	Desirable	All				Developers, ABC,	TBC	Money needed from new developments	Unknown	Potentially if located at strategic hub
7.2	3G pitches	1 additional 3G pitch	Desirable	All				Unknown	TBC	Money needed from new developments	Unknown	Potentially if located at strategic hub
7.3	Football pitches	Additional 8 adult pitches, 7 junior pitches, 2 mini pitches	Desirable	All – Borough wide		Ongoing		Unknown	TBC	Money needed from new developments	Unknown	Potentially if located at strategic hub
7.4	2G Hockey Pitch	1 additional 2G hockey Pitch	Desirable	Ashford Hockey Club		Ongoing		Hockey Club/ ABC	TBC	None	Unknown	NO
7.5	Rugby Pitch	2 additional senior pitches	Desirable	Ashford Rugby Club		Ongoing		Rugby Club/ ABC	TBC	None	Unknown	NO
7.6	Cricket Pitch	1 additional square and outfield	Desirable	Unknown		Ongoing		ABC/ others	TBC	None	Unknown	NO
7.7	Sports and recreation provision at Chilmington Green by 2030	Equipped Play space (2.0ha), Outdoor Sports Space (13ha), Indoor Sports buildings (1.5ha), Strategic Parks (1.86ha)	Essential	None		Ongoing		ABC/others	Unknown	S106 money from Chilmington Green development	NO	NO

7.11	Strategic Children and Young People's Play Facilities	Provision at Conningbrook Lakes	Desirable	Borough wide				ABC/ Developers	TBC	Unknown	Unknown	YES
7.12	Strategic Allotment Provision	Five 0.65ha sites to be targeted at Sports and Recreation Hubs and or at key allocated sites	Desirable	Urban Area				ABC/Developers	Unknown	None	Unknown	YES

## GREEN INFRASTRUCTURE/BIODIVERSITY

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position	Expected funding gap	Potential CIL Project
8.1	South Willesborough Dykes Nature Reserve	Provide access to the area by pedestrians/cyclists especially to the new developments and links across the Southern Orbital Road. Including creating an attractive riverside, protect and improve habitats, and funding and long term management of corridor	Desirable	Site specific – Cheesemans Green, Sevington, Park Farm				ABC – Planning ABC – Open Spaces KSCP KCC EA Developers	TBC	Future S106 or CIL or external funding	TBC	YES
8.2	Provision at Discovery Park	Informal and Natural Green Space (13.72ha)	Essential	None				ABC/others	£780k	S106 from Chilmington Green	No	NO
8.3	Victoria Park – Prestige Park Project	Delivery of improvements to Victoria Park and the delivery of a variety of new infrastructure.	Desirable	Various Town centre sites				ABC and partners	£3.5m approx	HLF bid outcome pending, approx £500k from S106 money and money (TBC) from Council resources	TBC	Unknown
8.4	Biodiversity Opportunity Areas	Conservation & enhance of the biodiversity of the boroughs 8 Biodiversity Opportunity Areas (BOAs)	Desirable					TBC	TBC	TBC	TBC	YES

## WASTE & RECYCLING

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position	Expected funding gap	Potential CIL projects
10.1	Local Waste Collection	No specific projects identified at this stage. Reviewed on an annual basis.	Desirable	All Development	Ongoing as required			ABC/Biffa	Unknown	ABC/Biffa contract funded through Council Tax and KCC Enabling Payment	None	NO
10.2	Waste Disposal	New Waste Transfer Station – to be located in East Kent	Desirable	None	Ongoing as required			KCC and Waste Contractors	Assumed to be at least £7m	Unknown	Unknown	TBC

## PUBLIC REALM

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position	Expected funding gap	Potential CIL project
11.1	Public Realm Projects	Elwick Road, Station Road, Beaver Road, Station Approach Junction Improve junction to aid pedestrian connection between station and town centre	Desirable	Commercial Quarter & all major sites in town centre				ABC & KCC	Unknown	CIL/ S106/ Local Transport Plan	Unknown	YES
11.2	Public Realm Projects	Completing the transformation of the former Road Ring	Desirable	Various town Centre sites eg. Park Mall, Vicarage Lane Car Park etc.				ABC	£2m	CIL/ S106/ Other funding streams	£2m	YES
11.3	Public Realm Projects	High Street/Bank Street Environmental Improvements	Desirable	None				ABC/KCC	£2 m	CIL/ S106/ Other funding streams	£2m	YES
11.4	Public Realm Projects	Domestic Station forecourt	Desirable	Commerical Quarter TC & Wider Housing, Growth Agenda.				ABC, Network Rail, South Eastern Trains & KCC	£1-2.5m	CIL/ S106/ Other funding streams/ Network Rail	£2.5m	YES
11.5	Public Realm Projects	International Station Plaza/Victoria Way to emphasis entrance and provide better experience for visitors	Desirable	Designer Outlet Centre, Victoria Way, Former B&Q site					£1m	CIL/ S106/ Other funding streams	£1m	YES
11.6	Public Realm Projects	Commercial Quarter Public Realm and Square to boost appeal of the Quarter for businesses to relocate	Desirable	Commercial Quarter phase 2 onwards				ABC	£3m	CIL/ S106/ Other funding streams	£3m	YES
11.7	Public Realm Projects	Enhanced footpath and riverside cycle links between DOC and town centre eg. Lighting, art, landscaping, signage, seating, street trees etc.	Essential	Designer Outlet Centre extensions				ABC/KCC	£186k	Designer Outlet S106	No	NO
11.8	Public Realm Projects	East Hill enhancement and partial pedestrianisation. Simple repaving and landscaping	Desirable	Ashford School Improvements & Flour Mill conversion				Ashford School & KCC	£0.5.-1	Potential S106 from School.	£250-500K	YES

## ARTS AND CULTURE

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position	Expected funding gap	Potential CIL project
12.1	Workspace	Low Tec Designer maker/ creative industries workspace (279 sqm)	Desirable	None specifically				ABC	£500,000	Potential £430,000	£70,000	YES
12.2	Rehearsal Space	Making, rehearsal spaces for dance, circus, film, fashion, media and performing arts.	Desirable	None specifically				ABC	£500,000	Potential £300,000	£200,000	YES
12.3	Community Art Hubs	Multi use spaces suitable for grass roots activity (223 sqm)	Desirable	None specifically				ABC	£900,000	Potential £400,000	£500,000	YES
12.4	Public Art	Various – work of artists to be integrated into public realm	Desirable	Various				ABC, developers, others	£300,000	Potential £120,000	£180,000	YES
12.5	Arts Venue	Revelation St Mary's	Desirable	None Specifically				ABC	£300,000	Potential £100,000	£200,000	YES

