

Public Document Pack



TONBRIDGE & MALLING BOROUGH COUNCIL

EXECUTIVE SERVICES

Chief Executive

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NB - This agenda contains proposals, recommendations and options. These do not represent Council policy or decisions until they have received proper consideration through the full decision making process.

Contact: Democratic Services
committee.services@tmbc.gov.uk

7 May 2021

To: **MEMBERS OF THE PLANNING AND TRANSPORTATION ADVISORY BOARD**
(Copies to all Members of the Council)

Dear Sir/Madam

Your attendance is requested at an Extraordinary meeting of the Planning and Transportation Advisory Board to be held in the Council Chamber, Gibson Building, Kings Hill on Monday, 17th May, 2021 commencing at 7.30 pm.

Members of the Committee are reminded that social distancing measures will be in place for this meeting. Other Members are required to participate online via MS Teams.

Information on how to observe the meeting will be published on the Council's website.

Yours faithfully

JULIE BEILBY

Chief Executive

A G E N D A

- | | | |
|----|--|-------|
| 1. | Guidance for the Conduct of Meetings - Coronavirus Regulations | 5 - 6 |
|----|--|-------|

PART 1 - PUBLIC

| | | |
|----|--------------------------|--------|
| 2. | Apologies for absence | 7 - 8 |
| 3. | Declarations of interest | 9 - 10 |

Members in any doubt about such declarations are advised to contact Legal or Democratic Services in advance of the meeting

Matters for Recommendation to the Cabinet

| | | |
|----|---|---------|
| 4. | Tunbridge Wells Local Plan - Regulation 19 Consultation | 11 - 32 |
|----|---|---------|

This report summarises the main changes between the Regulation 18 version of the Local Plan and sets out a proposed response for endorsement.

| | | |
|----|--------------|---------|
| 5. | Urgent Items | 33 - 34 |
|----|--------------|---------|

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive

Matters for consideration in Private

| | | |
|----|-------------------------------|---------|
| 6. | Exclusion of Press and Public | 35 - 36 |
|----|-------------------------------|---------|

The Chairman to move that the press and public be excluded from the remainder of the meeting during consideration of any items the publication of which would disclose exempt information.

PART 2 - PRIVATE

| | | |
|----|--------------|---------|
| 7. | Urgent Items | 37 - 38 |
|----|--------------|---------|

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

MEMBERSHIP

Cllr J L Botten (Chairman)
Cllr D J Cooper (Vice-Chairman)

Cllr T Bishop
Cllr M D Boughton
Cllr R W Dalton
Cllr D A S Davis
Cllr M O Davis
Cllr S A Hudson
Cllr D Keers

Cllr Mrs F A Kemp
Cllr A Kennedy
Cllr D W King
Cllr H S Rogers
Cllr N G Stapleton
Cllr M Taylor
Cllr D Thornewell

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Agenda Item 1

Measures under which all meetings of the Council will be conducted after 7 May 2021 to comply with coronavirus regulations and/or guidance in place at the time.

As it is necessary to maintain social distancing to limit the spread of infection the way meetings are conducted will change. This page summarises the process. If you have any questions, please contact Democratic Services via the contact details provided on the agenda.

Attending Meetings

- All meetings of the Council will be held in the Council Chamber, Gibson Drive, Kings Hill until social distancing requirements are no longer necessary.
- To help contain the virus, Members of the public (including anyone exercising a right to speak e.g. at an Area Planning Committee) are encouraged to participate remotely via MS Teams if possible.
- Meetings will also be live streamed via our [YouTube channel](#) to minimise the need for the public to attend in person.
- Any members of the public wishing to attend in person at the Gibson Building can view proceedings via video link in the Committee Room (maximum capacity of 10).
- Prior notification on a “first come first served” basis for entry to the Committee Room will be adopted. Anyone wishing to ‘reserve’ a place in the Committee Room should contact committee.service@tmbc.gov.uk
- Public speakers for planning committees will be hosted in a separate area and escorted into the Council Chamber for their allocated time. There will be a limit on the number of public speakers at planning committees due to capacity issues arising from social distancing guidelines.
- Public speakers are asked to remain standing to address the Committee to avoid having to clean or change seats between speakers.
- Staff will be available to escort public speakers into the meeting room and to manage any crowd control issues.
- Doors and windows will remain open throughout all meetings to ensure circulation of fresh air. Attendees are advised to dress appropriately.
- All participants are required to wear face coverings when not speaking at meetings.
- Hand sanitiser will be available at entrances.
- All attendees must have the Test and Trace app and scan the QR code at the entrance to the building/meeting room if they wish to participate.
- The toilet facilities at Gibson Building will be open but may be used by only one person at a time.
- Car parking: Attendees are asked to leave a parking space free between vehicles.
- Refreshments will not be available, and all participants are advised to bring their own water or other refreshments.

Anyone with covid symptoms should not come to the Council offices.

Thank you for your assistance.

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Agenda Item 2

Apologies for absence

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Agenda Item 3

Declarations of interest

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Agenda Item 4

TONBRIDGE & MALLING BOROUGH COUNCIL

PLANNING and TRANSPORTATION ADVISORY BOARD

17 May 2021

Report of the Director of Planning, Housing and Environmental Health

Part 1- Public

Matters for Recommendation to Cabinet - Non-Key Decision (Decision may be taken by the Cabinet Member)

1 TUNBRIDGE WELLS LOCAL PLAN REGULATION 19 CONSULTATION

This report summarises the main changes between the Regulation 18 version of the Local Plan and sets out a proposed response for endorsement.

1.1 Introduction

- 1.1.1 Tunbridge Wells Borough Council is inviting comments on its pre-submission version of its Local Plan, which is currently subject to a 10 week public consultation exercise due to close on 4th June 2021, as required by Regulation 19 of the Town and Country Planning (Local Plan)(England) Regulations 2012. The latest version of the Tunbridge Wells Local Development Scheme (March 2021) anticipates that the Plan will be submitted to the Secretary of State in July this year and for the Examination to commence in November. The target date for adoption is in June 2022.
- 1.1.2 Tonbridge and Malling Borough Council responded to the previous public consultation (Regulation 18) on 16th October 2019 [**Annex 1**], which was informed by comments made at an extraordinary meeting of this Board on 2nd October 2019. Most of the comments and concerns have been positively addressed in the latest version [**Annex 2**].
- 1.1.3 In response to Member's comments at the time, there has also been increased and ongoing engagement and collaboration, as required by the Duty to Cooperate. This can be illustrated by:
 - Continued and ongoing regular meetings between officers to discuss Local Plan progress and address any cross boundary issues;
 - Attendance at the monthly Strategic Sites Working Group established by Tunbridge Wells Borough Council to facilitate the master planning of the two strategic site allocations at Tudeley and Paddock Wood/Capel Parish;

- Contributing to the consultants call for evidence and workshops in preparing the master plans;
- Working with Kent Highways, other infrastructure providers and consultants to ensure that there is appropriate infrastructure to accompany the development proposals and the mitigation of any adverse impacts; and
- The drafting of a Statement of Common Ground to supplement the Duty to Cooperate evidence.

- 1.1.4 The revised Local Plan, which is the subject of the current consultation is accompanied by a comprehensive evidence base that has been enhanced and updated since Regulation 18 in 2019. Accompanying the evidence base is an Infrastructure Delivery Plan (IDP) that identifies the necessary infrastructure to accompany the proposed developments set out in the Local Plan, when it should be delivered and by whom. Further work on infrastructure requirements can be found in the preliminary master planning work for the two strategic sites carried out by the consultants David Locke and Associates and the Hadlow Estate.
- 1.1.5 These documents and the rest of the evidence base underpinning the Local Plan can be found on the Tunbridge Wells Borough Council website here: [Pre-Submission Supporting Documents \(tunbridgewells.gov.uk\)](https://tunbridgewells.gov.uk)
- 1.1.6 This report summarises the main changes since the previous draft, including any made in respect of the concerns raised by this Council at that time and sets out a suggested response to the current consultation for endorsement [Annex 3].

1.2 Summary of the Tunbridge Wells Pre-Submission Local Plan (Regulation 19), including Main Changes since the Previous (Regulation 18) version.

Brief Summary of the Current Version

- 1.2.1 The Foreword to the current version by Councillor Alan McDermot (Leader and Portfolio Holder for Planning at TWBC) recognises that there have been many refinements since the previous version published in 2019. The structure of the document remains approximately the same, with 10 main strategic policies (unchanged); 81 ‘Place Shaping’ policies (115 previously); and 60 Development Management policies (79 previously). There are 151 policies in total compared to 204 in the previous version. It is also slightly shorter in length at 519 pages compared to 540 before.
- 1.2.2 The Local Plan period has been amended to 2020 to 2038 (it was 2016-36 previously). This is a slightly shorter plan period and reflects the current National Planning Policy Framework (2019) that Local Plans should look ahead at least 15 years post the anticipated adoption date.
- 1.2.3 Consequently, the housing need of 678 net new dwellings per annum (set by the Standard Methodology, which is unchanged from 2019) is now 12,200 new

dwellings over an 18 year period compared to 13,500 dwellings over the previous 20 year plan period.

- 1.2.4 Taking into account extant planning permissions as of 1st April 2020 (3,313); a windfall allowance over the plan period (1,670); and unimplemented allocations from the previous plan carried forward (276), this plan is looking to allocate sufficient sites to deliver a minimum of 6,945 new dwellings over the plan period (previously it was 7,593). In addition, the Local Plan seeks to allocate 26.5 hectares of additional employment land against a need of 14 hectares.
- 1.2.5 The development strategy set out in the Local Plan seeks to meet these needs in full, within the Borough boundary, as before, meaning Tunbridge Wells Borough Council will not be formally requesting assistance to meet unmet needs. However, the Local Plan confirms that the only way this can be achieved is by the inclusion of the two strategic site allocations at Paddock Wood/East of Capel Parish and Tudeley (now covered by Policies STR/SS1-3, STR/PW1 and STR/CA1).
- 1.2.6 Tonbridge and Malling in responding to the Regulation 18 consultation welcomed the fact that Tunbridge Wells were seeking to meet their needs in full despite the significant constraints covering the majority of the borough in the form of Metropolitan Green Belt and High Weald Area of Outstanding Natural Beauty designations. However, this was caveated by the concern that the concentration of a significant amount of the planned growth would be at Tudeley and Paddock Wood close to the borough boundary and the Tonbridge and Malling settlements of Tonbridge, Hadlow and East Peckham.
- 1.2.7 The response therefore sought reassurances that any additional impacts on infrastructure and services in Tonbridge and Malling should be minimised and mitigated as part of the master planning of these proposals. Greater involvement and engagement in the planning for these sites was also requested.
- 1.2.8 Tunbridge Wells has responded positively to these comments and have taken into account the other 8,000 representations from 2,000 respondents in amending and drafting the Local Plan. The evidence base has been completed and filled some of the gaps in information that were not available in 2019 and consultants have begun work on master planning the strategic sites, which will continue in parallel with the Local Plan process culminating in Supplementary Planning Documents (SPDs) in due course.
- 1.2.9 These changes are set out in **Annex 2** to this report. Members are invited to consider whether these have adequately addressed the concerns made in 2019. A suggested response can be found at **Annex 3** for endorsement, subject to any further comments members wish to make.

Summary of Main Changes (in respect of T&M's Regulation 18 response)

- 1.2.10 Perhaps the most significant amendment from the previous version of the Local Plan is the relocation of the site proposed for a new 6 form entry secondary school. This had been located in close proximity to the boundary with Tonbridge and Malling/south east Tonbridge, but is now shown on a site further east between the new proposed garden settlement at Tudeley and Paddock Wood. This was recommended in the T&M response at Regulation 18.
- 1.2.11 Another site and policy that formed part of the Regulation 18 response relating to a proposal for up to 120 residential units at Mabledon Farm (to the east of the A26 and close to the boundary with Tonbridge and Malling) has been removed from the Local Plan. The proposed hotel and spa development at Mabledon House, to the west of the A26, has been retained (now as Policy AL/SO2).
- 1.2.12 The large employment allocation (13.4 hectares) adjacent to the A21 and North Farm has also been retained (now as Policy AL/RTW17).
- 1.2.13 The Local Plan notes at paragraph 5.109 that:

“Tunbridge Wells Borough Council resolved to grant planning permission in September 2020 for the development of up to 74,000sqm employment floorspace for Use Classes E Commercial (g)(iii), General Industrial (B2), and Storage and Distribution (B8), subject to the resolution of outstanding highways and Section 106 legal matters (TW/19/02267/OUT). The highway matters have been resolved, and both highways authorities recommend granting permission. Therefore an allocation is appropriate.”
- 1.2.14 There have also been some necessary updates to the Development Management polices to reflect changes to the planning system introduced by the Government since 2019, for example, amendments to the Use Classes Order and Permitted Development Rights, but they are in large part unchanged from the previous draft.
- 1.2.15 Some of the uncertainties arising from recent events, for example, the Covid restrictions and how they might affect future working arrangements and retail uses in town centres are recognised as new challenges. The Plan recognises these and acknowledges that these policies will be revisited, if necessary, at the first review of the Plan within 5 years of adoption.

1.3 Summary and Conclusion

- 1.3.1 This report provides Members with a brief overview of the Tunbridge Wells Local Plan that is currently the subject of public consultations until 4th June. It also revisits the responses made in respect of the previous consultations in the autumn of 2019 and how these have been taken into account in the latest draft.
- 1.3.2 A draft response to this consultation is attached at **Annex 3** for Members consideration and, subject to any further amendments, endorsement so that the Borough Council's response can be made by the close of the consultation exercise.

1.4 Legal Implications

- 1.4.1 The Duty to Cooperate is a legal test of the soundness of a Local Plan. While it is not a requirement that neighbouring Local Planning Authorities respond to the public consultation stages of the Local Plan, it does demonstrate ongoing cooperation.

1.5 Financial and Value for Money Considerations

- 1.5.1 There are no direct financial implications arising from this report. However, should the Tunbridge Wells Local Plan be adopted in the future, there may be scope for mitigation measures to be implemented in Tonbridge and Malling using developer contributions attached to the strategic allocations in Tunbridge Wells as set out in the Tunbridge Wells Infrastructure Delivery Plan.

1.6 Risk Assessment

- 1.6.1 Not responding to the consultation risks the Council's views not being taken into consideration in the examination of the Tunbridge Wells Local Plan.

1.7 Equality Impact Assessment

- 1.7.1 Members are reminded of the requirement, under the Public Sector Equality Duty (section 149 of the Equality Act 2010) to have due regard to (i) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010, (ii) advance equality of opportunity between people from different groups, and (iii) foster good relations between people from different groups. The decisions recommended through this paper directly impact on end users. The impact has been analysed and does not vary between groups of people. The results of this analysis are set out immediately below.

- 1.7.2 There is no perceived impact on end users.

1.8 Recommendations

- 1.8.1 That the contents of this report are **NOTED**; and
- 1.8.2 That, subject to any further amendments, the proposed response at **Annex 3** to the report is **ENDORSED** and returned to Tunbridge Wells Borough Council by the deadline of 4th June 2021. Approval of any final changes to this response will be delegated to the DPHEH and agreed in consultation with the Portfolio Holder.

The Director of Planning, Housing and Environmental Health confirms that the proposals contained in the recommendation(s), if approved, will fall within the Council's Budget and Policy Framework.

Background papers:

Nil

contact: Ian Bailey
Planning Policy Manager

Eleanor Hoyle
Director of Planning, Housing and Environmental Health



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| | |
|-----------|---|
| Contact | Ian Bailey |
| Email | <u>ian.bailey@tmbc.gov.uk</u> |
| Your ref. | |
| Our ref. | |
| Date | 16.10.2019 |

Dear Planning Policy Team,

Tunbridge Wells Local Plan Regulation 18 Consultation: Response on behalf of Tonbridge and Malling Borough Council (TMBC)

Thank you for the opportunity to comment on the above consultation.

The consultation draft of the emerging Tunbridge Wells Local Plan was considered at an extraordinary meeting of the Council's Planning and Transportation Advisory Board on the 2nd October and again by the Cabinet on the 16th October. Both meetings were characterised by comprehensive debate.

TMBC recognises the challenges facing Tunbridge Wells Borough Council (TWBC) in preparing this Plan as we share many of the same constraints, including significant areas of Green Belt and Areas of Outstanding Natural Beauty in preparing the Tonbridge and Malling Local Plan. The aim of meeting objectively assessed needs for future development within the Borough is one we both share and is welcomed.

However, the proximity of some of the major development proposals to the borough boundary and specifically, the south east of our main settlement of Tonbridge, is a matter of serious concern due to the potential impacts on the local highway network, rail services and other community infrastructure including health care and education, particularly when combined with planned developments in Tonbridge as part of our own Local Plan.

While appreciating that this is an early stage of plan making and the development strategy may be subject to change, in the event that these proposals are brought forward in later versions of the Local Plan, TMBC needs to be assured that it will be a key partner involved with future infrastructure planning and master planning of the allocations that are likely to

have a significant impact on Tonbridge and surrounding settlements close to the borough boundary. This collaborative approach would have to identify and mitigate any significant adverse impacts on existing infrastructure and services, including north-south travel throughout Tonbridge and Malling and any flood mitigation measures and also those planned as part of TMBC's Local Plan.

It should be recognised that if following this process any of the new infrastructure or mitigations identified to meet the demand arising from any of the new developments is located in Tonbridge and Malling, then developer contributions should be allocated as necessary.

Tonbridge and Malling support the proposed approach to meeting the identified needs for future development in Tunbridge Wells within the borough, subject to both authorities proactively working together to ensure all cross-boundary issues are satisfactorily addressed as part of the Local Plan process. This will contribute to the conclusion of the ongoing master planning work and delivery of any identified infrastructure to be phased with the planned development so that any potential impacts are mitigated.

More detailed comments on specific elements of the Local Plan can be found below.

Policy STR/CA1 The Strategy for Capel Parish and Policy AL/CA1 Tudeley Village

The potential significant impacts of the proposed developments at Tudeley and Capel on the local highway network and on infrastructure and services in nearby Tonbridge are a major concern for TMBC, particularly in the light of the existing infrastructure challenges in Tonbridge and surrounding villages and communities which have been identified by TMBC. TMBC believes that some of these will present delivery challenges for the allocation due to appropriate mitigation measures not being feasible. However, we wish to work collaboratively with TWBC to explore all possibilities and particularly welcome the early identification of a number of junctions requiring mitigation within TMBC.

It is acknowledged that Policies STR/CA1 and AL/CA1 recognise these issues and require comprehensive master planning and ongoing liaison between Tonbridge and Malling, Tunbridge Wells, Kent County Council and all other relevant stakeholders. This will include land owners, promoters, and infrastructure providers to ensure that the infrastructure accompanying these proposals is properly planned for and delivered at the appropriate time. TMBC requests that they are specifically mentioned in all relevant policies with the emerging Local Plan to ensure that this collaborative approach is enshrined in policy

Both this site and the Paddock Wood sites discussed below require appropriate onsite health service provision to be provided at a primary care level. Given the proximity of these sites to Tonbridge and the proposals for Local Care Hubs that are being progressed by the West Kent CCG, TMBC request that the potential for facilitating Local Care delivery through this strategic site allocation providing land or contribution (our preference is Tonbridge Cottage Hospital) should be explored in detail as part of the next stage of plan development, should this site be taken forward.

Policy AL/CA2 New Secondary School

The response is similar to that in respect of the new settlement at Tudeley above.

As this is the first opportunity to comment on the detailed development strategy set out in the draft Local Plan, TMBC would like to take this opportunity to suggest an alternative

location for the proposed new secondary school at Capel. In the opinion of Tonbridge and Malling, a location at or preferably between the new settlement at Tudeley and the allocations at Paddock Wood would represent a more sustainable solution, being closer to the need generated and the potential for reducing the need to travel to a site on the periphery of Tonbridge, on a constrained site with poor access, adjacent to a town which already has a large number of existing secondary schools and the associated transport issues.

An alternative location for the secondary school would also address a related concern that the proposed developments close to the built confines of Tonbridge would result in the coalescence of the settlements of Tonbridge, Capel, Tudeley, Five Oak Green and Paddock Wood.

The proximity of the proposed school site to the borough boundary and the distance from Tonbridge Station emphasises the importance of implementing sustainable transport improvements in this area to ensure any impacts on the local highway network are minimised. Whilst TMBC welcomes proposals for new bus routes that link Tonbridge/the school/the proposed new settlements/Paddock Wood, it must be recognised that there are significant delivery challenges in ensuring that route is feasible, particularly within the two town centre environments.

Ensuring there is an appropriate access across the railway will be an important consideration for master planning and viability.

TMBC's Local Plan has an employment allocation (LP36 site h), which is an extension of an existing site, immediately adjacent to this proposed allocation. It is essential that existing modelling work carried out to inform this and other local designations with the TMBC Local Plan are considered as part of the infrastructure master planning work that TWBC are proposing to undertake.

Policy STR/PW1 The Strategy for Paddock Wood and PolicyAL/PW1

Although Paddock Wood is further from the borough boundary than the sites at Tudeley and Capel, the size of the allocation here means that the same comments made above are also applicable, particularly for communities in East Peckham.

The aspiration to improve the A228 at Colts Hill is a long held West Kent priority and is supported by TMBC. However, TMBC has significant concerns about the impact of works on the A228 and the potential wider implications need to be thoroughly considered in a holistic fashion, working with KCC Highways, TMBC and Maidstone Borough Council. Following officer discussions, TMBC are requesting that this approach to the A228 corridor is enshrined in the relevant policies.

The implications of this allocation (and the new settlement at Tudeley, which is unlikely to justify the introduction of an additional railway station between Tonbridge and Paddock Wood) on future rail capacity to London will need to be the subject of on-going discussions with Network Rail and the rail service providers and be included in the Infrastructure Delivery Plan. This extends not only to train services but to commuter parking and likely travel habits. The frequency of services at Tonbridge station make this the more likely destination for commuters when compared to Paddock Wood. There is also the need to consider planned development at Marden, Staplehurst and Headcorn that will put additional pressure on the line.

Policy AL/SO3 and Policy AL/SO4 Land at Mabledon and Nightingale and Mabledon House

Although these are smaller proposals that do not require master planning in the way that the larger allocations at Tudeley, Capel and Paddock Wood do, the policy acknowledges that the implementation of the Mabledon House proposal will depend on the agreement of TMBC. It notes that:

"The main house is located within the borough of Tunbridge Wells and the ancillary buildings are located in the borough of Tonbridge & Malling; the Historic Park and Garden is split between the two boroughs. The above policy to be agreed with Tonbridge & Malling Borough Council to encourage a holistic and comprehensive approach to development proposals across the whole of the estate."

TMBC welcomes the opportunity to discuss the proposed site allocation at Mabledon House with Tunbridge Wells Borough Council within the context of the emerging Local Plan, subject to a better understanding of the scale and form of the development, particularly in respect of that part of the site within Tonbridge and Malling, the very special circumstances for the development within the Metropolitan Green Belt and the impacts on High Weald AONB and its setting.

Policy AL/RTW12 Land Adjacent to Longfield Road, Tunbridge Wells

Tonbridge and Malling welcome the contribution the proposed allocation will make towards meeting the identified needs for employment land in Tunbridge Wells.

However, the concentration of such a significant proportion of the overall need in one location, on the A21 and relatively close to the borough boundary and the Tonbridge Industrial Area raises two concerns regarding the potential impact on the local highway network and competition with businesses in Tonbridge.

Therefore, TMBC would welcome working with the Borough Council, Highways England and Kent Highways to ensure that any potential adverse impacts on the highway network both in the immediate vicinity and more widely can be satisfactorily mitigated. We would also wish to ensure that the planned investments at Longfield Road and at Tonbridge are complementary rather than competitive to ensure that positive economic growth can be delivered either side of the borough boundary.

I hope these constructive comments are beneficial your ongoing process and contribute to the established collaborative working on cross boundary issues that are fundamental to the Duty to Cooperate, which forms a key element of the examination of a Local Plan (as detailed at paragraph 35 of the NPPF).

Yours sincerely,

Ian Bailey
Planning Policy Manager
Tel: 01732 876061

Summary of TMBC Responses to TWBC Local Plan Regulation 18 (October 2019) compared with the Regulation 19 Local Plan (March 2021)

| TMBC Reg 18 Response | TWBC Reg 19 Changes | Comment |
|---|---|--|
| <p>Taken from formal response of 16.10.19 (See Appendix 1 to this report)</p> <ul style="list-style-type: none"> • Proximity of strategic allocations close to borough boundary and south east Tonbridge – potential impact on local infrastructure; • T&M to be key partner in master planning discussions and planning for infrastructure including wider transport implications and flood risk mitigations; • Consider developer contributions for mitigations in T&M, if necessary; | <ul style="list-style-type: none"> • New Secondary School site relocated to the east of Tudeley; • Local services at both strategic sites to cater for day to day needs of new growth; • New infrastructure and mitigation of impacts on existing facilities set out in IDP and master plans; • Viability study demonstrates funding of infrastructure is deliverable using developer contributions. • T&M attend Tunbridge Wells monthly Strategic Sites Working Group; to complement ongoing regular Duty to Cooperate meetings; separate meetings arranged with infrastructure providers as necessary; references to T&M included in relevant policies throughout the Local Plan. • IDP identifies improvements to Vauxhall Roundabout Increased capacity at A26/A2014/Pembury Road for £1m to be funded by developer contributions. | <p>The Regulation 19 version of the Tunbridge Wells Local Plan has taken on board many of the comments and concerns raised by Tonbridge and Malling at the Regulation 18 stage.</p> <p>The Local Plan still seeks to meet all future needs for development within the Borough, but confirms that this is only possible with the contribution of the two strategic sites at Tudeley and Paddock Wood.</p> |

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| | <ul style="list-style-type: none"> Importance of on-site health care provision for strategic sites at Tudeley and Paddock Wood; Tonbridge Cottage Hospital to be considered in discussions with CCG over Local Care Hubs; Relocation of proposed Secondary School; Impact of new development on rail service capacity, car parking at Tonbridge. | <ul style="list-style-type: none"> Also £1.5m identified for increased capacity at A26 Woodgate Way/ B2017 Tudeley Road roundabout (just outside the borough) Policies amended to identify health facilities for both Tudeley and Paddock Wood. Unsure if Local Care Hubs have been discussed to date. Has been relocated. Discussions with Network Rail have concluded that there are no capacity issues arising from the proposed growth in the TW Local Plan. Opportunity for a new station at Tudeley has been included in the Local Plan, but not anticipated/required for this Local Plan. | |
| Issues Raised in the PTAB Report of 2.10.19 | | | |
| <u>Policy STR/CA1 (Strategy for Capel)</u> <u>Policy AL/CA1 (Tudeley Village)</u> New settlement of up to 2,850 new dwellings with associated infrastructure, comprehensively master planned using Garden Communities principles. Issues for T&M and comments: | <u>Policies STR/SS1-3 (Strategic Site Policies)</u> <u>Policy STR/CA1 (Strategy for Capel)</u> New settlement of up to 2,800 new dwellings (2,100 to be delivered within the plan period) with associated infrastructure, comprehensively master planned using Garden Communities principles. | These policies have been updated and amended in response to comments received at Regulation 18 and in the light of the further evidence and work carried out since 2019. | |

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| <ul style="list-style-type: none"> • To ensure adequate infrastructure is planned and delivered to minimise pressure on capacity/services in Tonbridge <ul style="list-style-type: none"> ◦ concern that appropriate mitigation may be of such a scale that it becomes unfeasible; ◦ ensure adequate health care facilities are provided as part of the proposal; • Transport links to the west towards Tonbridge should be improved; • Location of the proposed 6 Form Entry secondary school close to the boundary with T&M and South East Tonbridge was raised as a concern; • Take account of the impact of the development on the setting of Hadlow Tower; | <ul style="list-style-type: none"> • The IDP sets out the necessary infrastructure and mitigation, when it should be provided, and estimate of cost and how it will be funded. Most of the requirements arising from the strategic sites will be funded by developer contributions. The Viability Study concludes that this is deliverable/feasible. • The IDP sets out the details of significant improvements to the local highway network (including two roundabouts in T&M); bus routes and Active Travel. • The location of the Secondary school has been moved to the east of the new settlement at Tudeley to better serve the planned growth at Tudeley and Paddock Wood. The policy for the secondary school (AL/CA2) has been deleted and the proposal incorporated into the main policy for the new settlement (STR/SS3). • The revised Policy STR/SS3 recognises the importance of good design stating that: ‘consideration should be given to the key landscape characteristics, views, and the setting of the High Weald Area of Outstanding Natural Beauty; and that | <ul style="list-style-type: none"> • Since 2019 TWBC have commissioned consultants to master plan the strategic sites and prepared an evidence base (including a whole plan viability study, transport assessments and an Infrastructure Delivery Plan (IDP)) and established a Strategic Sites Working Group of promoters, land owners, community groups, infrastructure providers and neighbouring Local Authorities (including T&M). • The master planning of the new settlement at Tudeley includes local facilities that will cater for day to day needs thus reducing the need to travel further afield. • This is in recognition of the concerns raised by T&M at Reg18 and also to overcome some operational concerns regarding the former site raised by Kent Education. The new location is close to the existing primary school at Five Oak Green (which will also be expanded). • Policy STR/SS3 also states that: ‘The development will be delivered through the production of a Framework Masterplan Supplementary Planning Document (SPD) to guide development in respect of the garden settlement principles and creation of a new community at Tudeley Village. |
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| | <p>particular respect should be given to the setting of heritage assets'.</p> | <p>The SPD will set out broad principles to show how the above policy requirements, together with other policies within this Local Plan, should be delivered on the site and will set out the phasing for delivery of the key elements and associated infrastructure. The SPD will need to ensure all elements of the proposals are considered comprehensively, following a masterplan approach. Proposals for the piecemeal development of individual sites/elements within the settlement without the comprehensive masterplan approach will not be supported.</p> <p>Planning applications for development within this area should be assessed by a Design Review Panel, at least once at pre-application stage and once following submission of a planning application. Applicants will be expected to liaise with Kent County Council, adjacent local planning authorities (Tonbridge & Malling and Maidstone Borough Councils) and other consultees in the provision of infrastructure associated with the new settlement.'</p> |
| <ul style="list-style-type: none">Exceptional circumstances for removing Green Belt designations and major development in the setting of the High Weald AONB; | <ul style="list-style-type: none">These are set out in the Development Strategy Topic Paper. | <ul style="list-style-type: none">The Local Plan document is written in a way that assumes the exceptional circumstances have been accepted as part of the examination process. |

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| <ul style="list-style-type: none"> Refer to ongoing commitment to work with T&M in addressing these issues in the Local Plan. | <ul style="list-style-type: none"> Numerous references have been added to the importance of ongoing involvement with key stakeholders (including T&M), consultees and neighbouring authorities. | <ul style="list-style-type: none"> Once the Local Plan is adopted more detailed master planning or the two strategic sites will continue. These will be adopted as Supplementary Planning Documents in due course. |
| <p><u>Policy AL/CA2 (New Secondary School)</u></p> <p>Proposals for a new 6 form entry secondary school located north of Tudeley Lane and adjacent to the borough boundary in close proximity to the built confines of south east Tonbridge.</p> <p>Issues include:</p> <ul style="list-style-type: none"> Trip generation/impact on the local highway network in an area relatively remote from Tonbridge Station, other schools in Tonbridge and currently poorly served by public transport. Implications for highway capacity in Tonbridge in light of development planned in Tonbridge Local Plan. Addressing site constraints including access across the railway line and incorporating the ancient woodland. | <p>Policy deleted.</p> | <p>The location of the new school has been relocated to the east of the new settlement at Tudeley and is now covered by Policy STR/SS3.</p> |
| <p><u>Policy STR/PW1 (Strategy for Paddock Wood)</u></p> <p><u>Policy AL/PW1</u></p> | <p><u>Policy STR/SS1 (The strategy for Paddock Wood including land in the east of Capel Parish)</u></p> <p><u>Policy STR/PW1</u></p> | |

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| <p>Proposals include provision for 4,000 new dwellings, an off-line improvement to the A228 at Colts Hill (by-pass), highway links to the west towards the new settlement at Tudeley, new primary schools and expansion of Mascalls secondary school and improved flood defences to be master planned in advance of any planning applications, using garden communities' principles.</p> <p>Issues include:</p> <ul style="list-style-type: none"> • Ensuring the associated infrastructure is properly planned and implemented so that there is no pressure on facilities in Tonbridge. • Improving transport links to the west towards Tonbridge. • Managing the potential impacts of these proposals on the future capacity of rail services to London. | <p>Proposals include provision for between 3,490 and 3,590 new dwellings, an on and off line improvement to the A228 at Colts Hill, a new by-pass for Five Oak Green and link road to the A228, 3 new neighbourhood centres, 2 new primary schools, a sports and leisure hub including a 25m pool, a new health centre, 3 Gypsy/Traveller pitches, additional employment land, a wetland park, extensive cycling and walking links, 40% affordable housing and at least one sheltered housing and one extra care housing scheme.</p> <ul style="list-style-type: none"> • The revised policy, IDP and master plan work all seek to achieve this. • These are set out in the IDP (see: Pre-Submission Supporting Documents (tunbridgewells.gov.uk) • TWBC have worked closely with Network Rail in the preparation of this Plan. Network Rail have confirmed that the proposed growth in Tunbridge Wells Borough does not require specific rail capacity interventions. | <p>Both Strategic site policies (Paddock Wood and Tudeley) include a requirement that prior to any planning application that applicants prepare a Drainage Strategy to demonstrate that any development proposed will not exacerbate flooding elsewhere.</p> <p>This is part of a package of measures designed to deliver the Local Plan aim of achieving betterment in terms of flood risk as a result of these developments.</p> <p>Normally, applicants and developers are only required to mitigate the impact of their own development, but the concept of betterment goes further to improve the situation for the wider (established) community.</p> |
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| <ul style="list-style-type: none"> Understanding the potential impacts of a new Colts Hill bypass on the wider highway network. | <ul style="list-style-type: none"> The Transport Assessment accompanying the Local Plan models a study area that includes all of the built up area of Tonbridge. (see: Pre-Submission Supporting Documents (tunbridgewells.gov.uk)) | <ul style="list-style-type: none"> In addition to improvements to local highways and junctions, new and improved bus routes and promoting sustainable transport alternatives (walking and cycling), the strategic sites now include local facilities to meet the day to day needs of residents. These discussions have also recognised that there will be long term changes to commuting habits as a result of increased home working/different commuting times. The Transport Assessment (March 2021) has been prepared by the consultants SWECO. |
| <p><u>Policy AL/SO3 (Land at Mabledon and Nightingale)</u></p> <p>The site at Mabledon and Nightingale (east of the A26) is allocated for a mixed use development including up to 120 residential properties.</p> <p>Issues include:</p> <ul style="list-style-type: none"> The site is not proposed for removal from the Green Belt designation in the Local Plan and therefore very special circumstances will have to be made to enable these developments to take place. As major developments in the AONB, exceptional circumstances will also have to be successfully demonstrated. | <p>Policy deleted.</p> <ul style="list-style-type: none"> No longer applicable | <p>This site has been removed from the Local Plan.</p> <p>No further action.</p> |

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| <p><u>Policy AL/SO4 (Land at Mabledon House)</u></p> <p>Mabledon House (west of the A26) is proposed for a new luxury hotel of up to 200 rooms. As this site straddles the borough boundary Policy AL/SO4 stresses that the ‘successful implementation of this policy is dependent on the support and cooperation of TMBC’.</p> <p>Issues include:</p> <ul style="list-style-type: none"> • The site is not proposed for removal from the Green Belt designation in the Local Plan and therefore very special circumstances will have to be made to enable these developments to take place. As major developments in the AONB, exceptional circumstances will also have to be successfully demonstrated. • The site at Mabledon House will require a joint approach if development is proposed in Tonbridge and Malling. | <p><u>Policy AL/SO2 (Land at Mabledon House)</u></p> <p>This policy is largely unchanged from the Regulation 18 version.</p> <p>The Policy now includes a criteria to explore opportunities to contribute to the provision of a cycle link to Royal Tunbridge Wells, Southborough, and Tonbridge and, if feasible, to be provided.</p> <ul style="list-style-type: none"> • The supporting text to the Policy refers to evidence that there is a lack of this kind of accommodation in West Kent. This proposal could address this and may form the basis of the very special circumstances case. • The Policy in the Tunbridge Wells Local Plan only covers that part of the site in the Borough of Tunbridge Wells, but the site straddles the boundary, which may require a joint planning application should proposals come forward in the future. | <p>Tonbridge and Malling also has a lack of this type of hotel accommodation and would welcome working with the landowner/applicant and Tunbridge Wells Borough Council to consider any future development proposals on this cross boundary site.</p> |
| <p><u>Policy AL/RTW12 (Land adjacent to Longfield Road Tunbridge Wells)</u></p> <p>Site designated for employment uses for up to 80,000 sqm (net) floorspace. It is located close to the A21 junction with North Farm.</p> | <p><u>Policy AL/RTW17 (Land adjacent to Longfield Road Tunbridge Wells)</u></p> <p>The policy is largely unchanged from the Regulation 18 version of the Local Plan, but the accompanying text acknowledges that there is</p> | <p>The resolution to grant planning permission and the views of the Highway Authorities mean that this allocation is more likely to be deliverable than it was at the Regulation 18 stage.</p> |

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| <p>Issues include:</p> <ul style="list-style-type: none">• Potential future employment opportunities for Tonbridge and Malling residents.• Significant trip generation, consequent impact on the capacity of the A21 and possible competitor for Tonbridge industrial area.• The site is located within the Green Belt, but the Local Plan does not seek to make exceptional circumstances for removing the designation, relying instead on very special circumstances for development within the Green Belt. This raises a question over deliverability. | <p>now a resolution to grant planning permission for a 74,000 sqm employment use on this site.</p> <ul style="list-style-type: none">• As before.• Highways England and KCC Highways and Transportation have considered the impact of the development, including on potential cross boundary implications, and support the application.• The resolution to grant planning permission appears to have accepted the very special circumstances in this case. | |
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| Contact | Ian Bailey |
| Email | <u>ian.bailey@tmbc.gov.uk</u> |
| Your ref. | |
| Our ref. | |
| Date | 18.5.2021 |

Dear Planning Policy Team,

Tunbridge Wells Local Plan Regulation 19 Consultation: Response on behalf of Tonbridge and Malling Borough Council (TMBC)

Thank you for the opportunity to comment on the above consultation.

The consultation draft of the emerging Tunbridge Wells Local Plan was considered at an extraordinary meeting of the Council's Planning and Transportation Advisory Board on the 17th May 2021.

Tonbridge and Malling Borough Council welcomes the amendments made to the Regulation 18 draft of the Local Plan in response to the comments by this Council made in October 2019 and recognises the ongoing and pragmatic engagement in respect of the Duty to Cooperate to address the relevant cross-boundary issues and the continuing contributions to the infrastructure planning and master planning of the two strategic allocations at Tudeley and Paddock Wood.

The potential impacts of these strategic sites, particularly on Tonbridge, remains a concern despite the positive actions implemented since the previous draft of the Plan and the Borough Council wishes to reiterate the importance of ensuring that the necessary infrastructure and mitigation measures are finalised and implemented in a timely and effective way. Continued close collaboration between the two authorities in respect of the master planning of both sites and the proposed Supplementary Planning Documents to refine the details is strongly encouraged.

The Local Plan has been prepared in accordance with the requirements of national policy as set out in the National Planning Policy Framework (2019) and the Borough Council does not

consider there to be any issues of soundness or legal compliance. It is the opinion of Tonbridge and Malling Borough Council that the requirements of the Duty to Cooperate have been met in respect of the preparation of the Tunbridge Wells Local Plan and this will be further acknowledged in the signed Statement of Common Ground that will also be returned by the 4th June.

More detailed comments on specific elements of the Local Plan can be found below.

Paragraph 4.12 refers to the situation with respect to unmet housing need in neighbouring Sevenoaks District as being 'unclear' although it recognises that a potential shortfall of 1,900 dwellings may be further tested in the event the Local Plan Examination is allowed to continue. Since the Tunbridge Wells Local Plan was published for consultation on 26th March the request by Sevenoaks District Council to appeal the Judicial Review decision in respect of their Local Plan has been declined. Therefore, this contextual paragraph should now be updated.

Paragraph 4.13 recognises that there may be some unmet housing need and that it is therefore appropriate to assess the potential for also contributing to unmet needs. If this exercise has already been carried out, then there should be signposting to the relevant part of the evidence base. However, in light of the events described in paragraph 4.12, it may be more appropriate to update both paragraphs.

There appears to be a mapping error in respect of Map 33 and Map 34, which show the location of the new Secondary School as outside of the Garden Village site boundary, while Map 32 shows the school within the site boundary. For consistency, the maps should make clear that the site is inside the boundary, as the delivery of the school is now addressed by Policy STR/SS3.

Add any additional points requested by Members on 17.5.21: here

Yours sincerely,

Ian Bailey
Planning Policy Manager
Tel: 01732 876061

Agenda Item 5

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

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Agenda Item 6

The Chairman to move that the press and public be excluded from the remainder of the meeting during consideration of any items the publication of which would disclose exempt information.

ANY REPORTS APPEARING AFTER THIS PAGE CONTAIN EXEMPT INFORMATION

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Agenda Item 7

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

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