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## Report on Questionnaire Answers

Questionnaire: TMBC Local Plan - Regulation 18

Question: [Question 11] What are your reasons for selecting these partic...

### User Response: Text

The south east is being asked to shoulder too much of the Government's housing targets and it will take courage to push back and protect our countryside. Do you have the balls to protect the Garden of England and our valuable countryside or are you happy to roll over and continue to destroy it for profit?

have a look at the congestion on the A228 leading south from Kings Hill, or wander along Milton Lane, Hazen Road or Queen Street. Our roads are chockablock with cars. When you build 3500 homes you have to build roads to allow the residents to get from A to B. The plan suggests more homes, with more cars and no new roads. Parking on narrow estate roads, often privately made to the narrowest possible standard is dangerous. Simply saying one house, one space is crass to say the least and has the potential to ghettoise large parts of new build estates.

The effects of climate change must be central to any development in the borough. Southern Water should not be extracting water from rivers at times of drought, and a plan to build reservoirs to serve existing communities should be a priority before any new housing is built.

The Green Belt should not be developed where brownfield sites are available. Once the countryside is concreted over, it is lost forever. The country needs to keep land available for farming, as part of our food security, and for the provision of solar and wind generation.

Greater thought is needed on the type of housing that is most needed in the borough. Do we need more bungalows for retirees near urban hubs (freeing up family homes), social housing near main sources of employment or flats in Tonbridge for rail commuters to London?

Make what we have more useful and beautiful for existing residents, protect the green space and the environment

Climate Change is real. Weather is more extreme and will become increasingly so with real effects on the way we live eg resultant flooding, effect on crops, changes in social behaviour. Living will be harder and values will change. To describe a development as a positive impact on greenhouse gases just because it is within 800m of a train station is ludicrous. How many people will never use a car?

There are many other factors to be considered eg the loss of green space for carbon capture and food production, the impact of concreting over rain-absorbent earth, the production and use of concrete. There are also issues of mental health connected to having access to nature as evidenced through lockdown. This is not access to small pockets of green park in the middle of a housing development, but access to fields which are alive with wild flowers, insects, birds and wildlife.

Minimising greenhouse gas emissions should be number 1 priority for everyone

I think these matters will be down-graded in the search for places to build housing. They are, to me, essential to the well-being of residents

Alongside new homes it is essential that appropriate transport, community facilities and infrastructure are planned for to ensure there is capacity for growth. However, a balance between all the strategic matters needs to be found.

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**User Response: Text**

Climate change is and will continue to be a key factor in the lives of local people and is linked to the need to restore and protect the natural environment  
Saving areas of Green belt is important for the health and well being of our towns and villages

Tonbridge has been neglected for too long with a lack of policy protection against poorly designed developments; the absence of up to date landscape character appraisals is also to the detriment of the town centre. Tonbridge deserves much better and should be a high priority for the focus of the new local plan, where high quality designed homes can be provided to help support the high street's shops and services, alongside significant improvement to the road network which is often congested. Areas of high landscape character around Tonbridge must be recognised and safeguarded.

Climate change is the most important issue facing us at the moment.  
A community with good community facilities and infrastructure is soulless.  
To facilitate community life in the borough, there needs to be good transport infrastructure, especially for active travel and public transport.

Community facilities for existing residents seem to come secondary to creating new homes to squeeze more new residents in.

The natural environment and existing built and historic environments already exist and need looking after (this will also help with the climate change aspect, incidentally). When you lose them, or their character, they are gone forever.

The increasing impact of automation, digital connectivity, remote working, electric and self-driving cars etc, is still to be understood. The UK, it's working and living habits and infrastructure needs are likely to look very different within the timeframe that this plan is expected to encompass.

Whilst fulfilling the future housing requirements, it is equally important to preserve greenbelt and open spaces for the sake of both physical and mental well-being of those occupying them. Well designed housing that takes into considerations climate change and sustainability

We need everything going forwards to be sustainable and geared to the current climate crisis. Development of new and existing housing, businesses etc needs to be around this key criteria and as part of this to specifically also intentionally and urgently improve and support public transport , thereby reducing the need for more roads and carparking. Accommodation, school, work, shop all accessible locally via cheap public transport, thus growing the local economy.

All important to prevent urban sprawl

Local plan considers such nonsense as climate change (duh) etc, should be more focused on conserving what's left of our green and pleasant land

We should not build on green field sites

borough needs infrastructure before plan implemented

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**User Response: Text**

I think the most important aspects we need to consider is protecting our environment and not ruining all our much needed green spaces. And ensuring there are quality community facilities and infrastructure, such as doctors, dentists, hospitals, schools. Currently there are too many houses, not enough parking, and not enough facilities for the people already living here. But as always I think houses will take priority as it generates a lot of money for those in key positions, and facilities will not be considered. So there will remain a shortage. And worse these will be built on greenbelt land and areas of outstanding natural beauty because somebody will make more money on them. For goodness sake, please consider what you're doing to the quality of life for those of us living here.

Green Belt – is critical for preventing settlement coalescence, protecting biodiversity and sustainability

Community Facilities & Infrastructure – the current facilities (doctor surgeries / school buses / dentists etc) are insufficient to meet current demand nevermind adding additional burden. Parking is also a significant issue in areas such as Kings Hill.

Natural Environment –

Climate and environment are clearly of critical relevance; will more houses result in additional reservoirs being built to provide additional resource? Water is already a scarce resource in the South East and we can't build more houses without this being addressed first.

Building will clearly proceed, so things like this, adequate doctors, hospitals, police, fire services to support an ever growing population need to be factored in; all at a time that central government are asking departments to cut their budgets further.

Climate change should be at the top of all agendas being the most urgent to address. Green belt reduction will have the most impact on this but the needs of housing have to be balanced with this as population grows.

The plan must protect the identity and wellbeing of existing communities and ensure there is no further eroding of land and natural environment which currently keeps our historic unique rural villages and towns separated and provides natural wildlife corridors for numerous species.

We all need to live and travel in a sustainable way for the climate so public transport and flats rather than houses are preferable, with a sense of community.

Sustainable transport is essential

To create decent places for people to live with access to green space/natural environment as well as developing community through good planning and good local facilities

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces. GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces. It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfills all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the

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### User Response: Text

setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. TRANSPORT – Tonbridge is constrained by an ancient road network designed for pedestrians and horses. It struggles to cope with current demand and additional capacity cannot be delivered on many routes if any. Any new development at all will require junction modifications in the Shipbourne Road/ London Road area. It has proven impossible to bring forward improvements to South Tonbridge and in fact the reconfiguration of the junction at Waterloo Road/Quarry Hill Road has actually made the situation worse. One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to place active travel at the heart of all new developments across the borough. There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

The whole local plan is hideous when we have thousands of empty shops and office available for redevelopment. We leave a legacy of selfishness and financial priority to our children when we have the knowledge to make informed environmental decisions.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

- (a) to check the unrestricted sprawl of large built-up areas;
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- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

1. Climate change will affect everyone and the scrutiny of the environmental impact of each proposed development must be given the highest priority.
2. Good community facilities and infrastructure are vital for the wellbeing of the population and must be the core requirement of any proposal.
3. Transport must be given a high priority and every opportunity to ensure the provision of good public transport and the discouragement of car use must be taken.

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1. Climate Change - fairly obvious.
2. Green Belt - we need open spaces.
3. We need to cherish our heritage or we are nothing.
4. We need somewhere to rejuvenate and exercise in the open air

I am assuming roads (both provision and maintenance) will be included in "Community facilities and infrastructure".

I believe these are the most important issues that we should be considering with Climate change at the top of the list.

You can't add more houses without a need to park cars for the residents and/or get them from home to work. Commuting in the Borough is a joke. Air Quality on the Borough is another farce. Public Transport subsidies are already in line to be reduced with the major bus providers running at a loss and therefore unable to provide useful commuter routes, particularly for schools. Less Green Belt will only enhance the damage done by increased traffic as less environment to offset carbon damage.

No new developments leave the area as it is. Peaceful in a beautiful countryside

By incorporating landscaping and the planning of new green spaces as part of public transport and the built and historic environment considerations you will automatically go some way to protecting the existing green belt.

The historic environment is central to tourism and the atmosphere of the area. Climate change is the biggest threat to our society. Community facilities and infrastructure are needed by everyone.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Housing - essential and obvious

Community Facilities and infrastructure have a direct bearing on quality of life across all age groups and need to be reviewed and refreshed regularly in order to meet social and economic changes. These can include increases in working from home and greater demand for leisure facilities.

Green Belt Essential to stop urban spread and conurbation issues.

A thriving, well connected trio of communities surrounded by green space with a strong principle town to provide majority facilities would benefit everyone.

In the Medway Gap in particular, these strategic matters must be considered as priority. The current proposed Local Plan does not take these matters into account.

Health and the environment

Housing is what the local plan is all about achieving

The natural environment is vital because we all need clean air to breath, open spaces to enjoy, and trees and plants to soak up the CO2

Transport is the big problem at the moment. Congested roads and loss of bus services on which people depended

Meeting the local housing need as set by the standard method is the key priority facing TMBC. Alongside new homes it is essential that appropriate transport, community facilities and infrastructure are planned for to ensure there is capacity for growth. However, a balance between all the strategic matters needs to be found.

An ageing population needs to be able to travel by public transport to doctors and hospitals.

The Green Belt must be preserved above all else.

Protect the environment and any development should not impact adversely on existing communities.

Through building on underutilised brown field sites such as rail car parks and soon to be obsolete offices, housing can be provided without changing the green belt.

As TMBC have themselves said, the Government's housing target is unrealistically high so priority must be given to protecting and enhancing the environment in which we live.

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**User Response: Text**

In any plan all these are linked but given 3 options I consider my selection are the ruling ones and will impinge on and possibly control the others.

Housing must be placed as near as possible to where it is required. At the strategic level the HMAs should each meet their own housing need.

Community facilities and infra structure are key to creating communities rather than sterile sad housing estates. These facilities must be created both to cater for new developments and to prevent the dilution of existing facilities as more people use the few existing ones.

Transport is key to fine tuning the placing of housing to community facilities and jobs.

If you tackle these, you will build something longlasting. Houses and environments that can survive climate change. High environmental standards now will mean much less retro-fitting and regret later on.

Social housing will provide the level of housing needed whereas developers always cheat and wriggle out of cheaper housing commitments.

The district is a rural district we all love it as such if people want urban areas then there's affordable areas not too far. Save the countryside do not build on it

In an area of outstanding natural beauty is important that we we protect this for future generations

As above

The need for green space between major developments is clear, People come out from the towns to enjoy 'the countryside' with walking, cycling, visiting country pubs and general 'country lifestyle'. The developments attached to the rural villages and on farmland and woodland, as put forward in Option 4 and 5 will effectively remove these options by creating one large sprawl without addressing the needs of those wanting affordable housing due to lack to proximity to social infrastructure and of physical infrastructure.

We need to look after our natural environment and existing built and historic environments

Too much weight is given to climate change, green belt etc, when in reality people want new infrastructure built, roads, doctors, shops etc

Important to maintain the integrity and function of the Green Belt,

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**User Response: Text**

Adequate infrastructure – particularly roads – is essential to accommodate new development

Economic development is needed to provide local jobs

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I think focusing on a sustainable future for the area, county and country should be high priority or we risk wiping out all resources.

The current population needs better infrastructure to be a happy thriving community. Existing roads hospitals water etc are woefully inadequate and any development should at least pay for all the improvements needed.

To repurpose property that is unused that could offer housing. To improve public transport and the service infrastructure of the area. To improve facilities within current urban areas.

Whilst we all accept that more housing is required, I feel it is essential to support this with good transport links and access to healthcare etc.

Green Belt is also a significant feature of choosing where to live and should therefore be protected.

key to why people want to live here in the first place and to enable rural and semi rural community to maintain their identity



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All are important But 8 Housing is not strategic, it is the sole function of the plan - these strategies are to guide your demand for housing

Unless every level of government and every individual works to manage climate change we will struggle to support a recognisable quality of life in 2040.

Supporting communities should be the guiding principle of all policy.

Enhancing the Natural Environment is necessary to sustain our way of life and crucial for health and well being and quality of life.

Everything else is important but lower down the hierarchy

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Lack of housing - and specifically affordable/social housing - is the number one priority. Transport and related infrastructure must be addressed alongside it. Buildings must be environmentally practical (new builds present the opportunity to do so by design.)

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It is unreasonable to expect that we can just build new homes without thinking of the environment and the necessity to invest and not just build new homes without thought because the government imposes it upon us.

We need more affordable housing in lots of Kent but these need to be planned carefully around expanding local infrastructure (schools, GPs, roads, bus routes, safe cycle routes) to match. Often developments are created with little thought of the surrounding services. It tends to be one of the reasons cited by NIMBYs. If you cater for these elements too, there's little excuse for rejecting essential plans to grow.

All of this can't be at the expense of our natural environment so we'd need to ensure that things are built with this in mind. Large outdoor play spaces, wide roads for safe cycling, more GP services, expanded community centres, etc

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safeguarding of the natural environment, minimising the effects of climate change and reducing emissions

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Each of the three chosen strategic matters are dependent on the others.

Green belt needs to be protected for future generations and to prevent Kent from becoming a concrete county while presently we are just about managing to be the Garden of England.

Transport needs need to be addressed as the amount of traffic passing through TMBC to the rest of the country from Dover is extreme and only getting worse. The road infrastructure cannot cope and more housing will bring in more people thereby increasing traffic. The state of our roads is poor and getting worse.

Community facilities: we need more primary and secondary schools to allow students to go to school nearer their homes and prevent the multiple trips by cars, buses and trains to get children to their place of education. There are not enough doctor's surgeries and people are having great difficulty getting through by telephone to make an appointment let alone to actually see doctors face to face.

Infrastructure: Again, poor state of roads, not enough schools and doctor surgeries.

In the climate emergency we need a joined up approach, now.

Housing is important but only when supported by communities and the infrastructure that facilitates them.

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We are lucky in the area to have a good, active rural environment. There are benefits in terms of health, jobs, and climate change. However it is a resources that is easy to destroy. The priority should be to safeguard it for the future.

Green Belt: Preventing Urban sprawl is of great importance to me. Especially in Kent, where green belt land is often protecting the character of historic towns, and works to encourage redevelopment of disused industrial and urban land, rather than growing it.

Natural Environment: Maintaining biodiversity, local wildlife populations, and irreplaceable areas of natural beauty is of very great importance to me. We are very fortunate to live in such an environment and should protect it, it cannot be recovered once lost.

Agricultural production: I believe that local agricultural production is both sustainable, and necessary given the recent events in Ukraine highlighting the issues with reliance on external imports. I acknowledge that we cannot fully meet imports, however maintaining and growing a strong local base should be of high priority.

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NPPF objectives.

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The Watlington doctors surgery is already at capacity. It takes 3 weeks to get an appointment unless it is an emergency. Any increased development would detract from the area being classed as a village.

I chose housing because this is the reason for the plan.

I chose climate change because I feel this the biggest threat we currently face as a species. Everything we plan has to try to mitigate this. Climate change is happening already and can only get worse. Increased flooding is a real threat.

I chose transport because in planning one of the best ways to reduce our impact on the climate is to reduce car dependency. We need better active travel infrastructure and better public transport so that it is easier for people not to use private cars. Homes need to be near the services people need and to train stations

I appreciate its a reality that we need to build new homes but this should not be at the expense of trees and wildlife habitat. Too many of the proposed sites are on green spaces, woodland and with wildlife. Building in these areas will not meet the strategic matter of addressing climate change and will only serve to further deteriorate the local climate.

Other (Agriculture) - Maintaining and growing our own food is essential as shown by the shortages caused by the war in Ukraine - we cannot rely on other countries and we cannot afford to lose our Best most valuable Agricultural land. Environmental sustainability must imply the production of more home-grown food.

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Community Facilities and Infrastructure- Facilities in health and education have already deteriorated badly over the years and are already under stress. Our roads are in bad condition and congested. Other facilities such as sewage is also under stress.

Loss of agricultural land and the space to grow and produce our own raw materials. Loss of green belt land. Negative impact on the facilities and roads around the developments

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**User Response: Text**

The borough is a rural area, which must be preserved in spite of the government targets, which may not reflect the needs of the local community or take into consideration the impact on the local area. Given the existing "brain drain" to London from West Kent, I am not convinced that any substantial economic developments would be likely to change that. Although Kent is an expensive place to live, the attraction of higher salaries and London weighting is appealing to many local people.

As stated above, without investment in new transport links, the current overloaded A roads will become even more congested, resulting in poor air quality and increased carbon emissions, as well as impacting on the quality of life for local residents. Any increase in population must be accompanied by additional capital and revenue investment in healthcare.

To protect the borough from the ridiculous housing numbers that central government are trying to impose.

The Local Plan should provide overarching strategic guidance to support the development of the Borough as a whole. Development of housing and with that, affordable housing is a key priority. In considering development options, it is essential to provide solutions that promote sustainable travel opportunities. Locating development close to existing infrastructure provides best solutions that mitigate congestion and helps deliver positive climate change.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

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### User Response: Text

Sorry but this is getting silly! How can I possibly prioritise just 3 Options? This will be an inadequate answer, but I'll do my best: -

To protect Natural Environment & prevent Climate Change. Enhance our public transport system and to prevent increased road congestion. To maintain the character & identity of rural settlements. provide affordable homes for local residents and deter the migration to our new builds from London.

If we do not look after our natural environment and seek to support measures to address climate change TMBC is not being responsible. By looking at community facilities and infrastructure with the other two matters you will help to provide local delivery of local needs which is where each community needs to get to.

Other: (agriculture) As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose best most valuable agricultural land to development. Environmental sustainability must imply the production of more home grown food.

GREENBELT - It is vital to protect metropolitan land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF.

- a) to check the unrestricted sprawl of large built up areas.
- b) To prevent neighbouring towns merging into one another
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- d) to preserve the setting and special character of historic towns and
- e) to assist in urban regeneration by encouraging the recycling of derelict and other urban land

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Obvious need for more housing. If there's to be more housing, transport needs to be improved and Greenbelt must be protected or it will disappear over time.

### AGRICULTURE

As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is mor important than ever before. We cannot afford to lose BMV land to development. Environmental sustainability must imply the production of more home-grown food.

### GREEN BELT

it is vital to protect MGB land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

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**User Response: Text**

- (a) to check the unrestricted sprawl of large built-up areas
- (b) to prevent neighbouring towns merging into one another
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- (d) to preserve the setting and special character of historic towns
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**COMMUNITY FACILITIES AND INFRASTRUCTURE**

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

TMBC is presently unable to demonstrate a 5-year supply of housing. Equally so, TMBC is not able to meet the Housing Delivery Test. Accordingly, there is a pressing need for housing in the borough and the Local Plan will need to consider this as a priority in terms of it being a strategic matter.

OTHER (Agriculture) as evidenced by the shortages caused by the war in Ukraine maintaining and growing our own UK production is more important than ever before. We cannot afford to lose best most valuable agricultural land to development. Environmental sustainability must imply the production of more home grown food.

GREEN BELT It is vital to protect metropolitan land at all cost. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF.

- a) To check the unrestricted sprawl of large built up areas.
- b) to prevent neighbouring towns merging into one another.
- c) to assist in safeguarding the countryside from encroachment.



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**User Response: Text**

d) to preserve the setting and special character of historic towns and

e) to assist in urban regeneration by encouraging the recycling of derelict and urban land

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Most important, housing is not important, we have enough housing. Plus cost of living rise means people cannot afford to get onto the housing market or move anyway. Therefore Extra housing is not needed and we should be protecting what lovely habitat we have.

We have a duty to conserve and protect the natural environment of the predominantly rural borough.

We should focus on providing community facilities and infrastructure which are inadequate for the number of people already in the borough.

This is the only planet we have and we need to look after our Green Belt for future generations.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food. GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and always congested at peak times.

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**User Response: Text**

All the strategies are important but the Housing one is not strategy ....it is the only function of the plan

Retention of the metropolitan green belt, and AONB to retain the attractive character of the region, whilst ensuring that they are supported by necessary improvements in infrastructure, new waste water treatment, new potable water supply, additional electricity generation and distribution, additional communications and telecom networks, improved gas supplies, as well as local highway improvements, and restructured bus services to provide communication and connectivity between villages and towns.

please send info on options .

Because this is a beautiful rural area that we don't want to be spoilt by unnecessary building

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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**User Response: Text**

regeneration, by encouraging the recycling of derelict and other urban land.

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

We should protect the environment as much as possible and ensure that developments are placed where roads/cycle lanes and public transport options exist.

The natural environment needs to be preserved as we need to address climate change. Transport is vital if we wish to reduce congestion on the roads particularly with an additional 16k houses in the Borough. To preserve the rural integrity of the Borough

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All are important But Housing is not strategic, it is the sole function of the plan - these strategies are to guide your demand for housing

Any housing that is built will place more pressure on already over-pressured infrastructure and facilities. I also feel that the climate should be foremost in any decision. Although we need housing to help with near/mid term needs, once the climate tips beyond a certain point then we will all be impacted so everything should be done with this longer-term reality in mind.

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**User Response: Text**

Climate change is the No 1 threat to our existence, above wars, pestilence and natural disasters, it has been for many years and we are all at risk, maybe not in our lifetime, but certainly the next generations. Develop with this in mind.

Population growth is also an element beyond our control, housing is an absolute essential.

Economic development is an essential that will naturally embrace retail, transport, community facilities

Preserving character of rural/semi rural but climate change considerations must influence every decision

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Green belt and climate change are priorities above housing needs. Building houses will inevitably adversely impact our carbon footprint unless it is committed in law to be carbon zero (not offset). I don't see how building so many new houses in green belt or elsewhere can be justified. Better to repurpose existing buildings using existing materials.

Plan will not work if transport and infrastructure are strategic priorities. This was a major failing of the 2018 plan.

Reasons as given in Question 10

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food. GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

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We must protect the green belt, no reason is good enough to develop it.

Climate change is the single most important issue for the future and protecting the green belt is complimentary to this.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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See above.

Climate change should be the number one priority as this will have a major impact on all other areas, in particular any developments on land at risk of flooding. The Green Belt should be fully protected as once it has been destroyed it cannot be recovered. There are not enough community facilities/infrastructure for the existing population needs so these should also be prioritised.

there would be too much traffic in this area, as it is the Hadlow road is a nightmare around school hours.

There is overlap between some of these strategic matters, i.e. Natural environment, green belt and climate change, all of which are important, but only one is ticked to allow the other two important matters to be included.

It is important that the local character and communities are reflected in new buildings as well as ensuring that existing services and public facilities are robust enough to serve the new development.

**Community Facilities**

Current lack of doctor and dentist facilities. Road structure into Tonbridge is often overwhelmed

**Green Belt**

Vital to protect Metropolitan Green Belt to check urban sprawl.

prevent neighbouring towns and villages merging

protecting the countryside

preserve the character of historic towns

**Tonbridge**

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### User Response: Text

There are significant opportunities to change the use of sites and development of existing building areas within the High Street which is dying due to the change in retail habits.

I am in favour of urban development and there are still brown field sites in Tonbridge. Many people moved to Hildenborough for its rural character whereas people in towns moved for what urban settlements can offer. With the influx of more people to the borough the green belt becomes even more important both for recreation and mental well-being. Air quality is important so green spaces become the lungs of the borough

Need to preserve special quality of rural villages, rather than damage by a dash for growth.

All are important But 8 Housing is not strategic, it is the sole function of the plan - these strategies are to *guide* your demand for housing

Proposed development of new housing in the Borough should be mindful of and relevant to the existing community facilities and infrastructure. There should be no developments that put excess pressure and demand on local communities and facilities that do not have the slack to cope with additional demand upon them.

Impact on the natural environment must be minimised. The World is facing a huge crisis caused by a lack of awareness about our impact on the natural world. TMBC must not allow destruction of the countryside in which we live and work.

Current Infrastructure insufficient- climate change is creating more flooding for an area already high risk and the integrity of the green belt must be maintained. There are many alternative "brown field sites" available across the borough. Developers are only interested in profit not communities.

Agriculture - As evidenced by shortages caused by the Ukrainian war we must maintain a robust domestic arable agriculture.

Green Belt-It is vital to protect Metropolitan Green belt land

- a. to check the unrestricted sprawl of built up areas
- b. to prevent neighbouring towns merging into one another
- c. to assist in safeguarding the countryside from encroachment
- d. to preserve the setting and special character of historic towns
- e. to assist in urban regeneration by encouraging recycling of derelict and urban land.

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**User Response: Text**

Community facilities / infrastructure - Facilities in health and education have already badly deteriorated over many years and are under stress. Our roads are in bad condition and often congested.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under

Why does TMBC continually wish to develop KH? Broadwater Farm should not be developed. Did we not learn anything during the pandemic when there were various shortages, Broadwater should continue to be used as an orchard, its very important for the local environment to supply food for the South Eastern Counties

The area in North Tonbridge does not have the infrastructure for medical, education and road network to accommodate additional people

It is essential that we protect the Green Belt around us and the natural habitat of animals and birds.



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**User Response: Text**

The traffic is bad in this area. The local area is trying to reduce pollution and speeding by maintaining a 20mph speed limit.

The aim must be to maintain and enhance what we already have rather than using more natural resources. Facilities and infrastructure must be able to cope with existing levels before we force it to breakdown.

Tough to choose. Tonbridge is the main town and needs to remain functional for the benefit of all tmbc citizens. Putting all development there to have an easy life by avoiding green belt land will ultimately affect everyone. Facilities always seem to be overlooked. Yet developing some of the smaller villages and town would provide the scale in local areas to provide such services effectively thereby taking away traffic. When kids need to go to school latest. Climate change is Important as seen this summer.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

explanation already given above.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food. GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large

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**User Response: Text**

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OTHER (agricultural) - As evidenced by the shortages caused by the war in Ukrain, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Enviromental sustainability must imply the production of more home- grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

I believe environmental, climate and preservation of the green belt should govern how the plan is constructed.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

There is constant pressure on the Green Belt which must be protected. We need green spaces to be the lungs of our community, green corridors either side of the main access routes are essential to encourage and protect wild life and maintain bio diversity.

To preserve the rural integrity of the borough

The natural environment and Green Belt are crucial for:

- Environmental sustainability
- Biodiversity
- Tackling Climate Change & Carbon Capture
- Human well being
- Farming and food security
- Tourism

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**User Response: Text**

It is crucial we are able to grow and develop the economy to ensure the prosperity of the community.

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces.

It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

TRANSPORT – Tonbridge is constrained by an ancient road network designed for pedestrians and horses. It struggles to cope with current demand and additional capacity cannot be delivered on many routes if any. Any new development at all will require junction modifications in the Shipbourne Road/ London Road area. It has proven impossible to bring forward improvements to South Tonbridge and in fact the reconstruction of the junction at Waterloo Road/Quarry Hill Road has actually made the situation worse.

One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to

place active travel at the heart of all new developments across the borough. There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

Green belt and the natural environment must be protected, even the smaller sites there could be a large impact on nature and biodiversity.

Transport, Community facilities and infrastructure are key to supporting any development which should be sympathetic with the green belt.

Cannot afford to lose best agricultural land

Vital to protect green belt and avoid continuous urban sprawl

Local facilities and infrastructure are already overstretched - education, congestion on poor quality roads and

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**User Response: Text**

health services

Transport:

Community facilities & infrastructure

Economic Development

Transport, Community facilities and infrastructure are key to supporting any development which should be sympathetic with the green belt.

The required infrastructure needs to be in place before any additional housing is built, including community facilities and infrastructure and transport, and failure to consider climate change will result in an unsustainable solution.

Quality of life for residents. Preservation of the planet, failure to consider climate change seriously will result in an unsustainable solution.

The required infrastructure needs to be in place before any additional housing is built.

Focus on greenbelt ensures continuity of use of productive farmland at a time when national food inflation is driven by the scale of imported goods while TMBC's analysis also overlooks the significant contribution that several of these particular sites bring to the local communities, through providing easy access to the beautiful Kentish landscape for exercise and building mental health, at a time when our nation is suffering from a major health crisis both in obesity and mental health and care.

TMBC needs to minimise greenfield development and look instead elsewhere to other sites already well supported with adequate infrastructure where residents are not significantly dependent on their cars to meet their daily needs.

Environmental sustainability.

Sufficient facilities for the community as it currently exists.

Enough quality Green space for the communities needs.

The reasons are those highlighted in Question 4 above.

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## User Response: Text

For all the reasons already stated in this consultation response:

- protection of green belt
- to protect already stretched health and education services, and underinvested, over congested / busy existing road and transport in / through north-east Tonbridge / Higham / Hadlow.

housing needs to be shared throughout our borough to prevent over crowded areas, the increase of urban areas within our borough and to prevent the rise of poverty. housing needs to be shared and spreaded as option 4 shows the best option for all of the borough as a whole, each area gets increased but keeps its beauty. it also enable us to use our resources to a better standard such as housing and support, parking which is already a serious issue due to the increase of people, it being the only form of transport, due to a lack of public transport (we have no trains or busses in Burham and Wouldham). The medical practice is full to the brim and 2 doctors for 2000 patience is not acceptable. the schools and adding 16000 houses to one area, education and resources would struggle and therefore poverty would increase. Community would be lost, so would natural beauty and historic spaces due to the area going from rural to urban. the roads and the traffic would become a serious issue and would result in higher pollution.

from a housing point of view we do need more houses in TMBC as the housing list is around 5 years long, the share of housing across the borough, would insure the spread of class and people, it would also mean people could stay closer to their families than having to move to the other side of TMBC because they decided to put 16000 houses in one area.

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

TRANSPORT - Our roads are in bad condition and often congested. Roads are physically constrained by existing buildings and infrastructure, and it struggles to cope with current demand - there is limited option to expand routes. Public transport is poor and overpriced (eg school buses). We need to ensure a modal shift in our transport system creating better opportunities for active transport, facilitating local infrastructure and community and at the same time improving health. New development will require modifications in the Shipbourne Road/ London Road area. it has proved impossible to bring forward improvements to south Tonbridge and in face the reconfiguration of the junction at Waterloo Road/Quarry Hill Road was made the situation worse.

CLIMATE CHANGE - this is the biggest challenge facing us, and has implications for local development in terms of how we deliver net zero, as well as adaptation to flood, weather extremes etc which will put further pressure on local infrastructure. We need to build new affordable housing - but in a way which ensures that these are built to the highest environmental standards across the borough, and maximise opportunities for renewable

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**User Response: Text**

energy, for reductions in energy demand, and which promotes active and public transport rather than adding to congestion on our roads. this has implications across all the other sectors - how we build our communit infrastructure, our housing etc.

where development has taken place it has allowed new building in areas of high background radiation levels

climate change

pressing need to unleash economic development to support our towns and community.

We cannot keep concreting over fields: as we have seen, when it rains heavily the water overwhelms the storm drains resulting in discharge of raw sewage into the sea. This water also does not soak through the ground into the aquifers on which we rely for our water supply. More houses means increased demand for water; more houses on fields reduces supply.

Economic Development and Housing have an unavoidable impact on the environment, but we must minimise that.

We are facing climate catastrophe. Any new houses built must be powered by renewable energy and have a minimal carbon impact. Similarly, there are too many cars in the borough (try walking along Tonbridge high street on a Saturday morning). The plan must encourage use of active travel and public transport and disincentivise car use. However, it must also consider the problem that can be seen around Knights Park in Tunbridge Wells - limited space for cars in the housing development (and presumably poor and/or expensive bus links) lead to residents parking their cars up on the side of the road up to the cinema.

I am really really concerned about the housing number TMBC are being asked to provide within the life time of the Local Plan. TMBC are being asked to deliver a 30% increase to current housing stock , over this period the Office for National Statistics is projecting a population increase of 5.7%. The massive scale of development can only be achieved through incorporating large scale developments which we know are marketed at people moving into the borough from higher cost housing area in and around London. This can only be to the detriment of current TMBC residents.

All are important, but housing is not strategic, it is the reason for the plan in the first place. Additionally, infrastructure is never considered in these plans and building is allowed to proceed without any thought for the requirement for additional services e.g. doctors, schools, public transport and the impact on existing roads that cannot be supplemented or improved.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and

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**User Response: Text**

growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

- (a) to check the unrestricted sprawl of large built-up areas;
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- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Protecting our environment over building is not environmentally sustainable.

Those factors are important to me for enjoying living in the village.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

The protection of green belt and AONB should be a priory.

Consideration should be given to climate change, in respect of weather patterns causing flooding and drought conditions.

Sustainability of providing and retaining of water to/from all new developments must be a priory, given the issues



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**User Response: Text**

that Southworn Water have had in recent months. This consideration must be given to all utilities providing essential services.

The road transport infrastructure is inadequate, particularly at peak times. The pressure during these times causes huge stress for individuals trying to get to schools/work/etc. The road infrastructure is failing for current housing and further development would increase the problem.

Do not lose most valuable High Grade Agricultural land to development. We need as a country to not destroy such land to get better self-sufficiency for food production and sustained production for the future with all the uncertainties of the world. The Green belt was put there for a purpose, to stop the sprawling of development towards or into one another. Infrastructure cannot cope, it is stretched, if not pretty much at capacity as it is, schools, doctors, dentists, shops, road and transport generally. Tonbridge is a historic character market town, it must retain this status and not become a suburb with sprawling developments and we must safeguard the countryside from encroachment.

Green Belt must be protected to avoid sprawl and to protect the special historic characteristics of our towns.

Agricultural land must be protected for food production.

Community facilities and infrastructure are already over-stretched, the roads are congested and in a poor state of repair.

To maintain the rich heritage of historic buildings within the area.

To maintain the rural landscape.

To avoid expansion of the existing road network.

See comment above. I don't think its possible to choose 3 only.

Green Belt:

The Green Belt is irreplaceable, and to even consider building upon it sets a dangerous precedent from which it will be impossible to return. Its shape is fundamental to its purpose, acting literally as a 'belt' to contain urban development, which is why I do not believe its boundaries should be altered, eg. sacrificing one area of Green Belt in order to extend another.

Natural environment:

I'm not sure that a truly 'natural environment' exists anywhere in the South East any more – there is not a scrap of land that hasn't been shaped by development in some way – but I believe it is fundamental to any local plan to factor in ways to reverse this by including areas of land for rewilding, and for encouraging and supporting biodiversity of plant and animal species. Wildlife needs to be taken into consideration from the outset, not as an afterthought, and 'green' corridors maintained to allow wildlife to move safely between areas.

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**User Response: Text**

**Built and historic environment:**

I feel that it is important to maintain the differences between town life and village life that have always existed historically, and to remember that not everybody wants to live somewhere that has purpose-built retail and community facilities. Plenty of those already exist within the larger villages and towns of the borough. For some people, access to wildlife, open spaces, solitude, peace and quiet and dark skies will always be far more important than immediate access to 'facilities'. Many of the smaller villages within the borough are unique in character, with houses and other buildings which reflect their history. Crossing the borough, we are lucky to have several long-distance trails which date back centuries and again inform us of the history of the area, and on a local level a network of footpaths, bridleways and byways which again are an important part of the history of each individual area. These routes need to be taken into consideration within development plans.

**Climate change:**

The last few years have proved that climate change is no longer a thing of the future. It is happening now. What steps are TMBC planning to take to ensure that any larger scale development within the borough is self-sustaining in terms of energy consumption (solar panels), and efficient in terms of water use (re-use of grey water, rain-water harvesting)?

**Quality of life for residents**

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food. GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

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They should be the most important.

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**User Response: Text**

Focusing on housing only will destroy the north eastern section of Tonbridge and Malling.

The area needs to significantly improve in a number of socioeconomic areas before you can simply place 1000s of people in those areas.

Vast amounts of housing without better roads, more health and education facilities, leisure and retail units and cultural and employment opportunities will be a disaster for the areas of Snodland and The Medway gap.

A sprawling eyesore of urban suburbia without the above will make this part of Kent a no-go zone for anyone with taste, a brain and a love of the countryside.

you cannot condemn this area to boring, suburban obscurity.. it will become an extension of The Medway towns and the many social and economic issues they face.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Climate, green belt, natural environment and the built environment are closely interlinked and need to be considered holistically. Housing should be considered a priority only in the context of above and likewise in relation to community facilities, infrastructure and transport. Infact none of these strategic matters can be considered in isolation.

The garden of England is being destroyed to house people migrating from London. Not for local people to live in and to enjoy their countryside.

Housing - due to the chronic under-delivery and the acute shortage that is now prevalent within the Borough.

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### User Response: Text

Climate Change - this is a global issue which is at the forefront of international politics. Emerging Local Plans must introduce climate change positive policies to contribute locally to the wider issue.

Green Belt - there are certain parts of the Green Belt which do not contribute to its function or purpose as Green Belt in as far as the 5 purposes as listed in the NPPF. A particular area of note is land to the north of Norman Road to the west of the High Street. 71% of the Borough is designated as Green Belt. This is a significant constraint to development and in the Council meeting its housing need. A review of the poorer performing parts of the Green Belt is required and released so that development may come forward.

To protect our countryside

Community facilities and infrastructure.

The existing health and education facilities are already stretched. The roads are very often congested.

Green Belt

We must protect the existing Green Belt for the following reasons:

- 1) to stop the unrestricted sprawl of large built-up areas,
- 2) to stop the merging of neighbouring towns,
- 3) to stop the encroachment of towns into the countryside,
- 4) to preserve the setting and character of historic towns,
- 5) to assist in urban regeneration, by encouraging the recycling of derelict urban land.

Other

We cannot afford to lose Best, Most Valuable agricultural land. Sustainability must imply the growing of our own food.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food. GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to

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**User Response: Text**

assist in urban regeneration, by encouraging the recycling of derelict and other urban land. COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

See answer to Q9

Green belt and aonb should be protected and ring fenced against any development

Once you're ruined an area you can't un-ruin it.

I don't see how there is going to be sufficient water for all the proposed dwellings when the Water suppliers failed to meet the demand this summer (2022)

Looking after our , green belt (natural environment) and climate change all have an impact on our planet, and as a community we need to protect these as much as possible for our future generations. Existing communities need the services and infrastructure maintaining and improving as they have been eroded over the last 10/20 years.

Preservation of Green Belt is key. It has been designated for a specific reason.

Transport especially roads is a key problem. Any attempt to add more houses to existing urban areas simply increases the length of the traffic jam to where the facilities are located. e.g. doctors moving to the centre of town.

Built and historic selected to protect the quality and character of the environment

Infrastructure needs to be secured and commitment secured through the independent agencies to have confidence in delivery.

Natural environment facing immense pressure and requires protection.

Climate change is a factor and means we need more available water - and more facilities for water waste. We need more reservoir capacity.

Community facilities and infrastructure: congestion on the roads, lack of primary and secondary school places, health services under-resourced.

Green belt: at the same time we need to ensure a swathe of green belt for leisure, wildlife, recreation.

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### User Response: Text

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Any residential development should incorporate facilities and infrastructure sufficient for the proposed increase in population. Green belt is a very valuable asset and wherever possible should be protected. Many people prefer to live in or very nearby an urban area and all brown fields should be exploited wherever possible.

If we do not address the climate change we will all be doomed. We need a very affordable public transport service to try and encourage the public to use it and leave their cars at home.

Before a new development the infrastructure should be built. The combined effort in infrastructure planning is important in **identifying deficits and needs of all communities involved**. It helps ensure that the right infrastructure is delivered efficiently and to the benefit of the said communities.

I fully agree with Matt Boughton's comments re infrastructure needs being very important

CLIMATE CHANGE - The Local Plan should facilitate the transition to a low carbon future for the Borough in every aspect, given this is the single most pressing issue in our era.

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have deteriorated and are under stress. Walking and cycling are not supported by adequate infrastructure and incentives, including cycling to school. The roads are often congested partly due to private transport to our secondary schools from many homes in cycling distance.

OTHER (AGRICULTURAL PRODUCTION) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose high-quality agricultural land to housing development. Environmental sustainability must imply the production of more home-grown food.

climate change sits at the heart of this - related to this therefore is greenbelt

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**User Response: Text**

transport will help climate change

the other aspects are important - I recognise we do need housing, economic development etc. and already tonbridge is a thriving place - with a lively high street (challenged yes but still amazingly resilient compared to many high streets) but all that said climate change is absolutely the most pressing thing.

energy as mentioned above - TMBC needs a policy on that.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

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Ukraine, maintaining and growing our own UK production is more important

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- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Need to preserve and protect rural areas and the green belt

Infrastructure & Community facilities: Meeting housing needs is vital for all but existing communities and their infrastructure requirement must not suffer when new developments are incorporated.

Nature Environment: We ignore at our peril.

Housing: We recognise housing needs

I absolutely believe that the country can become self sufficient in food production thus reversing reliance on imported food stuffs. This cannot be achieved by the continued destruction of existing farming land.

I want TMBC to lead the way in delivering a sustainable solution. Our wildlife is heading for mass extinction. Just look at the song birds as one example. Their demise must be reversed. This will only be achieved by maintaining green belt, AoB and improving the habitates of species. In so doing we build a better world for our children.

I support new housing as assessed, but it needs to be provided on Brown Field sites, We should stop eating away at our countryside



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**User Response: Text**

Climate change is our greatest danger and any development should take this and for example danger of flooding into account

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food. GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

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**User Response: Text**

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Preserving rural integrity of the borough

Climate change is the overriding priority of our time. I feel that the Green Belt and local infrastructure / facilities are under most threat from the government's determination to further expand development in the South East.

I am interested in enhancing the natural environment of Kent and retaining it's special association with being the garden of England

Green Belt - It is vital to protect MGB land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

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- b) to prevent neighbouring towns merging into one another
- c) to assist in safeguarding the countryside from encroachment
- d) to preserve the setting & special character of historic towns
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

OTHER - Agricultural - As evidenced by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose this Best, Most Valuable agricultural land. Environmental sustainability must imply the production of more home grown food.

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years. Our roads are in bad condition and often congested.

Too many country roads would have to be expanded to cope with the increased traffic, this would also apply to schools, doctors surgeries, churches and shopping facilities.

We cannot afford to lose Green Belt land and need to imply production of home grown food for environmental sustainability.

Green Belt land is vital to Tonbridge:

to check unrestricted sprawl of large built up areas

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**User Response: Text**

to prevent neighbouring towns merging into one another

to assist in safeguarding countryside from encroachment

to preserve the setting and special character of historic towns

to assist in urban regeneration - encouraging the recycling of derelict and other urban land.

Community facilities and infrastructure are already overstretched and our roads are often congested and in need of repair

I believe we already live in a fairly well developed area and our green belt / farm land is vital to the sustainability of our food production and climate. These areas must be protected and brownfield sites used instead. If we are then full, we are full and alternate areas outside of the borough, probably outside of the county need to take more of the burden. Once developed such areas never go back to what they were.

If you take the view that there is no real need for all this huge volume of building and that what we need can be satisfied by a radical re-use of brown field sites and vacant retail space then it follows that the three strategic matters to prioritise are those that protect what we have before it all gets irreversibly concreted over.

**Agriculture-** food shortages= need to grow our own. Environmental Sustainability MUST include the production of home- grown food.

**Green Belt-** It is vital to protect MGB at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the MPPF

1. To check the unrestricted sprawl of large built- up areas
2. To prevent neighbouring towns merging onto one another
3. To assist in safeguarding the countryside from encroachment
4. To prevent the setting and special setting of historic towns
5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

**Community facilities and infrastructure** - Facilities in Health and Education have deteriorated in recent years

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### User Response: Text

and are under massive stress. There have been difficulties accessing health and medical services in Tonbridge, and with increasing population, the facilities would not be fit for purpose.

Many of the roads are in bad condition and there is a perpetual problem with significant traffic congestion in and around the town.

OTHER (AGRICULTURE)- As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

Green Belt- It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF;

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

COMMUNITY FACILITIES AND INFRASTRUCTURE- Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces.

It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and

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**User Response: Text**

(e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

TRANSPORT – Tonbridge is constrained by an ancient road network designed for pedestrians and horses. It struggles to cope with current demand and additional capacity cannot be delivered on many routes if any. Any new development at all will require junction modifications in the Shipbourne Road/ London Road area. It has proven impossible to bring forward improvements to South Tonbridge and in fact the reconfiguration of the junction at Waterloo Road/Quarry Hill Road has actually made the situation worse.

One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to place active travel at the heart of all new developments across the borough. There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

It is important to preserve the environment that people in the borough have now, and wish to retain - rural areas, Public Rights of Way, agricultural land.

Transport needs improving for the rate payers now, not just as a reaction to more development

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food. GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: Community facilities and infrastructure Economic development Green Belt Housing Natural environment Retail Tonbridge (as the borough's principal town centre) Transport Other – please state below (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

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**User Response: Text**

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

I consider the Green belt and ANOB to be areas of existing legislation.

I consider climate change to be an important issue, not to be ignored.

Local walks, nature and the historic beauty of the Kentish countryside MUST be protected.

I am a tour guide who specialises in local tours for foreign visitors. No foreign visitor wants to come and see housing estates where rolling fields and tree covered hills once were.

Important to maintain the integrity and function of the Green Belt ,and Agricultural land ( this will be needed a lot more in the future for food or assisting in use of renewable energies) . Adequate infrastructure .....especially roads .....is essential to accommodate . Economic development is needed to provide local employment . This includes agricultural work as well as maintaining green belt land.

Predominantly a rural borough so this should be the priority for the local plan - to maintain and enhance this aspect of the area whilst ensuring transport is improved to enable transport within Tonbridge and Malling

Agriculture - We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

Green Belt - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

We should not be building on Best, Most,Valuable agricultural land. If we do we are reducing our capability to grow more of our own food in this country.

It is essential that the Green Belt around Tonbridge is maintained. It conforms to NPPF requirements.

Health and Education facilities are already struggling. It is unlikely that the sewage system would be able to cope with a possible 2000 extra homes. The roads are already heavily congested at peak times, without adding even more traffic.

n/a

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**User Response: Text**

These are breaking point now

no response

Agriculture - War in Ukraine demonstrates more than ever our need to produce or own food/crops

Green Belt - Vital to preserve Greenbelt at all costs. Prevent urban sprawl, stop neighbourhoods merging, safeguarding countryside, assist in urban regeneration

Community Facilities - prevent further deterioration of health and education facilities and transport infrastructure

Green Belt -It is vital to protect Metropolitan Green Belt land at all costs.The MGB around Tonbridge fulfils all the requirements laid down in the NPPF.

To preserve the settins and character of historic towns.

Facilities in health and education have already deteriorated badly over many years and are under stress.Roads are congested and in a bad state.

Because they are the most important to me as a resident.

With current developments being built and proposed new developments, Kings Hill, West Malling, East Malling etc are on target to become a high density housing estate in a suburb of Greater Maidstone. Green Belt MUST be used to protect local communities from coalescing in to one huge conurbation.

Housing: there are many young people who are moving away to other areas of the country who are in need of affordable housing locally who in turn could be employed in supporting services and economic development here.

Community facilities and infrastructure: without upgraded/updated infrastructure communities will not be able to function economically and will move away to other areas.

This is the wrong premise and an inappropriate question, see above.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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**User Response: Text**

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

(a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Well, all of these are important. I can only vote for the ones that matter most to me. I haven't a clue what Tonbridge as the borough's principal town centre means as a strategic objective as opposed to a statement of fact. I have selected natural environment as this really covers the preservation of the green belt which I firmly believe in.

Keeping of Green Belt and natural environment is essential as you are slowly taking these things away from us and our wildlife. Concentrate on retaining these and climate change will automatically be helped too. Transport facilities are not good enough. Not green enough using old stock and expensive bus fare plus no bus service from Larkfield to West Malling Train Station

Priorities **must be** and in this order:

2 GREEN BELT

1 CLIMATE CHANGE

3 NATURAL ENVIRONMENT

Housing is **not** a strategic matter. It cannot feature amongst the more pressing and urgent issues of protecting our natural environment.

Surely they are all a priority

These strategic matters should be a priority in the areas shown on the site plans above in order to protect and preserve the existing environment and settlements and their way of life. These are areas of outstanding natural beauty and also envelope conservation areas.

To preserve the integrity of the borough



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**User Response: Text**

As previously stated, the green spaces are integral to Kings Hill. Its connection with the natural environment is core to its identity and appeal. The local infrastructure is already woefully insufficient, and would literally crumble under these new plans. Antisocial behaviour would increase. Local economy would suffer as wealthy residents would leave the area. Mental health will suffer - rates of depression will rise.

Greenbelt land and undeveloped land including fields, agricultural land, woodlands/ancient woodlands, between communities is a key ingredient in creating the attractive and unique character of the towns and villages in the borough and must be retained and protected as much as possible. Once this land is built on, it is lost forever.

The world is warming fast - the environment must be the primary consideration. The preservation of green belt and undeveloped land is of primary importance.

Greenbelt need to protect agricultural land and rural landscape as far as possible. We need houses but not this quantity – however we are were we are – houses need to be near transport routes especially by 2040 and affordable. This does not mean pack them in and tiny . Flooding is a big constraining issue in the TMBC area. Tonbridge is vulnerable as are many sites. Climate change will affect this area with excess water in winter and dry summers. Storage of said winters would be good to put into action.

Greenbelt and especially AONB is of paramount importance to retain the natural environment, wildlife, mental health of residents and should be identified for development. AONB is a no go zone.

Houses being build should be built with features that promote environmentally friendly features such as solar panel, grey water storage, air heat source pumps, sockets for electric cars

Houses should respect the natural landscape with lots of planting of native species

Houses should be disability friendly

Whilst it is recognised that some development is required any development should make use of brown field sites where ever possible and not use green belt or sites on outstanding natural beauty or sites of historic and environmental value.

Preservation of rural integrity of the borough

No response

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**User Response: Text**

Climate change affects us all and should be a fundamental factor in decision making. Green Belt and the natural environment are two factors which help to make this Borough the place it currently is and should be protected as far as possible. Once changed, they cannot be restored.

CPRE Kent is of the view that the right housing should be provided in the right places – it should be sustainably located. And in terms of sustainability (and the issues of addressing climate change) that road-building is failing to provide the congestion relief and economic boost promised while devastating the environment as set out in research commissioned by CPRE (<https://www.cpre.org.uk/resources/the-end-of-the-road-challenging-the-road-building-consensus/> )

The housing requirement should be reduced – in accordance with paragraph 11(b) of the NPPF – to reflect the fact that the borough has the enhanced status of having land designated as green belt and AONB.

The Council should be aiming for 20% biodiversity. The State of Nature in Kent report (July 2022) <https://kentnature.org.uk/state-of-nature/> (funded by LWT, KCC and KPOG) sets out how we need to recognise that nature is vital for a happy, healthy society. How it reduces pollution and flooding and supports adaptation to climate change – including locking up carbon. How every effort needs to be taken to ensure no further loss or deterioration of key habitats. How bigger landscape-scale projects need to be delivered to join-up fragmented habitats and secure more land in conservation management - in order to help deliver an ambitious Nature Recovery Network, as enshrined in the new Environment Act.

Preserving the innate beauty of the AONB is also critically important – it is well documented that such places provide urban and countryside dwellers an escape to beautiful areas for fresh air and exercise.

It is important to focus development on urban centres with the requisite facilities to minimise the need for transport for the population to use schools, shops and other amenities. Any focus on developing rural areas will inevitably place pressure on roads and increase traffic with the associated pollution as the population has to travel to urban areas to access and enjoy shops, services and amenities that do not exist in the villages and rural areas.

To preserve the rural integrity of the borough

Greenbelt - this needs to be kept as is, if you have these greenbelt/AONB sites then that feeds into the natural environment, climate change and built and historic environment options.

Community facilities and infrastructure - these are creaking already and need to be looked at BEFORE adding more pressure to them.

Transport - public transport links in the villages seem to be being taken away rather than improved, leading to more car use, leading to more road congestion, leading to more air pollution.... fix one and you have fixed many other problems.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and

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**User Response: Text**

growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
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- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Because I do not wish to live in a concrete jungle Green belt are the lungs of our country so do not destroy them

Climate change and energy efficiency should be at the heart of the strategy behind the Local Plan because of the severity of the impact if it's not addressed. As TMBC is primarily a rural area, the natural environment should take priority.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Many are important but 'Housing' is not strategic and this is the sole function of the plan. There must be other ways of making money apart from using precious, irreplaceable land.

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**User Response: Text**

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

I live here because of the local areas I can walk into natural beauty of the local woods and landscape, the wildlife which has gradually come back would be lost.

nobody in these new houses will have anywhere to go as you are suggesting to build everywhere there is any open space.

OTHER (AGRICULTURE) As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home grown food.

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**User Response: Text**

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

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No comment

I have no opinion on Tonbridge as the borough's principle town centre, as Maidstone is much more accessible to get to from my area, and as such, I rarely go there. That said, whilst I understand the need for housing, that housing also needs transport links and facilities, and should not be crammed into the green-spaces of pre-existing estates. The need to preserve the environment should also be considered, as should the development of infrastructure and community facilities.

our area is made up of compact, greenbelt hamlets and small village, historical importance already overbuilt in villages

- climate change has the ability to undo any development if poor decision making is taken. e.g. building on flood plains.

- once the natural environment makes way for development it's extremely difficult to reverse

- green belt is one of a few classic restrictions that should stay in place

The chosen issues are existential whereas the others are merely important.

Community Facilities

Current lack of doctor and dentist facilities. Road infrastructure into Tonbridge often overwhelmed.

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**User Response: Text**

**Green Belt**

Vital to check Metropolitan Green Belt to prevent urban sprawl

Prevent towns and villages merging

Protect the countryside

Preserve the character of historic towns

**Tonbridge**

There are a number of opportunities to change the use of sites within Tonbridge Town centre. The recent example of Harlow Councils Town Centre plan shows how dynamic plans can revitalise dying High Streets. You want people to already to be in the town centre minimising the need for additional car parks and blocking roads trying to get in.

Put simply, the area of Tonbridge & Malling is an attractive area of the country to live in that needs to stay that way; therefore prioritising the built and natural environments should be prioritised, along with the wider need for reducing Climate Change which is critically important to giving our children a future.

**OTHER (AGRICULTURE)** - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

**GREEN BELT** - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
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**COMMUNITY FACILITIES AND INFRASTRUCTURE** - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

**OTHER (AGRICULTURE)** - As mentioned in my response to Q9, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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**User Response: Text**

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

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- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and
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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Preserving the green belt and farm land has to be one of the key priorities to protect our food security, climate security and the natural environment.

New developments should be met with an increase in community facilities and infrastructure, so that local services such as doctors and schools are not over stressed.

The green belt should be protected as much as possible, however developments on the green belt should be judged on a case by case basis.

All new developments should be required to have better environmental performance than currently required by building regulations. The opportunity should be taken to start improving the environmental performance of the local housing stock.

Maintaining the natural environment is essential for biodiversity which the planet needs to survive. We think this also includes consideration of climate change.

The reasons are we have all seen how large urban developments impact on local communities ie Kings Hill and we have all heard the phrase “lessons have been learnt “ but the same mistakes are made ,new developments are not supported enough

no comment

Protecting the integrity of the green belt and the environment should be fundamentals.

Climate Change - the multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate eg by preserving carbon capturing green spaces

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**User Response: Text**

Green Belt - preservation supports the point above and also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces.

It is vital to protect Metropolitan Green Belt around Tonbridge that fulfils all the requirements laid down in the NPPF:

- (a) to check the unrestricted sprawl of large built up areas
- (b) to prevent neighbouring towns merging into one another
- (c) to assist in safeguarding the countryside from encroachment
- (d) to preserve the setting and special character of historic towns and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

Transport - Tonbridge is constrained by an ancient road network designed for pedestrians and horses. It struggles to cope with current demand and additional capacity cannot be delivered on many routes if any. Any new development at all will require junction modifications in the Shipbourne Road/London Road area. It has proven impossible to bring forward improvements to South Tonbridge and in fact the reconfiguration of the junction at Waterloo Road/Quarry Hill has actually made the situation worse.

One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to place active travel at the heart of all new development across the borough. There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an on going basis. Time limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

Already explained in previous answers

These areas need protecting at all costs

there are plenty of brownfield and greenfield sites that can avoid these areas being damaged

Climate change is the number 1 priority because if we don't do something about it we won't have a planet fit to live on . Green belt and the natural environment are part of making life worth living and managed correctly can be part of the answer to reducing environmental damage.

We need to grow the economy and as such focus on developing our key urban areas as these have the right commuter links, health services, leisure and retail facilities. Any new housing therefore should be urban or semi urban.



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**User Response: Text**

Built & Historic environments make Tonbridge & Malling unique and must be maintained - our quiet lanes, orchard landscapes, historic walking routes.

The natural environment of Tonbridge & Malling makes Kent unique - the garden of England - and must be preserved for our future generations.

All three of my choices are based on maintaining a decent quality of life for current and future residents. If housing were prioritised over community health/education facilities, for example, then people's health, wellbeing and future prospects would suffer.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by global warming and added to by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose any Best Most Valuable agricultural land, or indeed any productive agricultural land, to development. Environmental sustainability must imply the production of more home-grown food.

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF.

- to check the unrestricted sprawl of large built-up areas,
- to prevent neighbouring towns merging into one another,
- to assist in safeguarding the countryside from encroachment,
- to preserve the setting and special character of historic towns,
- to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated over many years and are under stress. Our roads are in a bad condition and are often congested.

As evidence by the shortages caused by the war in Ukraine maintaining and growing our own UK production is more important than ever before.

It is vital to protect metropolitan green belt land at all costs

Community facilities and infrastructure - facilities in health and education are already stretched to breaking point as are our roads which are in poor condition and frequently congested. Further development will only exacerbate this.

Climate change is an emergency anywhere. As for the other two, if we focus on economic development, this would create funds for building affordable housing, and if we focus on community facilities and infrastructure, the borough would attract more young people.

Adequate infrastructure is needed, as is economic development to provide jobs.

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**User Response: Text**

The greenbelt is important for wildlife and the environment.

I would have also chosen transport, as there is a limited bus route in Hadlow.

The Built and Historic environment provides a "sense of place", a tourist trade and local recreation. The natural environment is essential to a "sense of well-being", relaxation, recreation, exercise. The Greenbelt supports these senses within a context of strategic agriculture, biodiversity, Greenbelt "openness" and objective "permanence" for future generations. Housing must be supported by adequate community facility (e.g medical) and infrastructure (e.g clean transport, energy, water). These are economically provided in the urban areas. Government sources have stated that "unmet housing is unlikely to outweigh harm to the greenbelt"... "housing need does not justify harm done to the greenbelt by inappropriate development"... "protecting our precious greenbelt must be paramount" etc. Local Design Statements can highlight the importance of the above matters and assist in the control of suitable development appropriate for location and need. The above matters work towards limiting Climate Change particularly by limiting unnecessary travel in rural areas and confining travel to major more established routes. The chosen matters are already fixed restraints within which Climate Change, Economic Development, Housing must be confined.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food. GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

The quality of the borough as a place to live must be the most important consideration. Once damaged this cannot be easily recovered. The South East is a vibrant economic area and specific provision in the borough is of less direct relevance.

We need a good balance between local facilities, a high quality built environment and the natural environment (the Green Belt is only a mechanism for delivering this - not a strategic matter of itself)

We are losing too much green belt to housing and there is not enough infra structure such as water, electric and doctors dentists etc

Climate Change- To save the planet Green Belt- Preserving its openness is critically important AONB- Preserving the innate beauty of these areas is critically important. They must be preserved such that urban and country dwellers can escape to beautiful areas for fresh air and exercise

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**User Response: Text**

specifically, community facilities and infrastructure need to be carefully planned against any new developments.

Climate change is the biggest challenge society faces. All that we do adds to green house gases and the natural environment can help mitigate this so any loss of green space will have a negative effect on climate. Getting more cars off the road by having affordable alternatives in public transport and cycle paths has to be a priority.

Green Belt is to be protected

Transport and Education and Medical facilities need material improvement

To preserve the integrity of the borough

To preserve the integrity of the borough

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

They are consistent with my concerns expressed elsewhere in this questionnaire

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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**User Response: Text**

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Community facilities and infrastructure- Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

To preserve the rural integrity of the borough especially to protect the greenbelt.

These are the most important considerations if we want a worthwhile future on the planet.

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**User Response: Text**

Preserving the open countryside nature of the local area is critical

Climate change first and foremost as it is an emergency right now.

Green Belt - to preserve our natural environment for the future - it cannot be undone.

Community facilities and infrastructure - most important for our day to day lived experience.

We have chosen these particular strategic matters to reflect & maintain the quality of life in Wateringbury/Tonbridge & Malling/Kent both current & for future generations.

**Tonbridge town centre is in decline** - it has become less attractive as a destination, being full of poor quality shopping, charity shops. Tonbridge needs dense housing so many local people can visit their town shops & ensure these shops viability/survival/growth. Tonbridge has great local transport links to support a local population increase.

**Green Belt** was designated for key reasons around London & SE England & should not be built over for the reasons that it was created in the first place. Housing & employment should be considered nationally - government have set up a Department for Levelling up & communities etc - mass development & encouraging migration to the south East/Tonbridge & Malling flies in the face of these costed policies.

**+ local pollution factors.**

Pollution factors should be considered in the sustainability equation offsetting carbon emissions from carbon intensive building materials, particularly travel/transport for increased number of extra inhabitants as well as leaving green environment alone i.e carbon consumption of growing trees in the ground or tree/green increases.

Agriculture due to shortages

green belt \_ need to protect current green belt areas

community facilities - not enough currently ie no n h s dentist and long waiting for doctors

**OTHER (AGRICULTURE)** - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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### User Response: Text

- (c) to assist in safeguarding the countryside from encroachment;
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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

The fundamental aim of Green Belt policy is to prevent urban sprawl and is characterised by openness and permanence.

ANOBs are designated for the purpose of conserving and enhancing the natural beauty of the landscape, which when lost can never be recovered.

To preserve the rural integrity of the borough especially to protect the green belt

BUILT AND HISTORIC ENVIRONMENT - Tonbridge has well documented history with its Castle and reputation as a market town. The town should continue to be well presented and attractive to tourists. An excessive increase in population, and the associated congestion and pollution, will continue to change the town's character and to date this has not been done in a sympathetic way. Many people are aware of the town's congestion and avoid it.

GREENBELT - Preservation supports the point above but it is also important for the well-being of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces. It is vital to protect the Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF, namely...

- to check the unrestricted sprawl of large built-up areas
- to prevent neighbouring towns merging into one another
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TRANSPORT – Tonbridge is constrained by an ancient road network designed for pedestrians and horses. It struggles to cope with current demand and additional capacity cannot be delivered on many routes, if any. Any new development at all will require significant modifications to junctions in the Shipbourne Road/ London Road area. It has been impossible to bring forward improvements to South Tonbridge and in fact the reconfiguration of the junction at Waterloo Road/Quarry Hill Road has actually made the situation worse. One of the greatest issues we can do to tackle climate change is to create 'fifteen minute communities' to minimise the need to drive and to do that we need to place active travel at the heart of all new developments across the borough. There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. Time-limited payments will only leave communities without a service in future as we have recently seen with the X1 and X2 buses in Kings Hill.

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**User Response: Text**

Resources are already strained in the Borough, further development is, in my opinion, and evidenced by recent permissions, are highly likely to further increase the infrastructural issues. The heavy use of the lanes should be reduced not increased, many of the sites will add to this. Changing the nature/character of the area will be detrimental to current residents and prospective new residents. Agricultural land and rural communities should be protected not abused.

**CLIMATE CHANGE** - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces. **GREENBELT** - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces. It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. **TRANSPORT** – Tonbridge is constrained by an ancient road network designed for pedestrians and horses. It struggles to cope with current demand and additional capacity cannot be delivered on many routes if any. Any new development at all will require junction modifications in the Shipbourne Road/ London Road area. It has proven impossible to bring forward improvements to South Tonbridge and in fact the reconstruction of the junction at Waterloo Road/Quarry Hill Road has actually made the situation worse. One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to place active travel at the heart of all new developments across the borough. There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

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**BUILT AND HISTORIC ENVIRONMENT**

Tonbridge and can be distinguished from other neighbouring towns such as Sevenoaks and Tunbridge Wells because of its very close proximity to beautiful farmland and countryside. From the town centre open countryside

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**User Response: Text**

can be reached in a very short walk from Brook Street or Tonbridge School for example. It is a medieval market town with its rural villages and their historic links to the hop industry and fruit growing dating back to the 19th century. Development of the greenfield sites surrounding the town and villages will destroy this unique and very important characteristic of the town and the reason many residents chose to move here rather than Sevenoaks or Tunbridge Wells.

The over-riding concern for us as a family is the environment. During lockdown we realised just how valuable it is to us, in terms of health and wellbeing. We appreciated the drop in pollution from the AQMA road (two of us suffer from asthma, me included) and when we suffer from significant mental health difficulties, and my wife's ongoing treatment post cancer it is the green surrounds that enables us to take exercises and unburden ourselves.

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We have seen transport services in the area cut and not keeping up with requirements. Transport to Pembury hospital for example.

The roads have not considered development or the infrastructure to keep with planned growth of houses. This has shown strain on existing resources and no party (TMBC, KCC) have looked at this carefully enough.

We are at risk of flooding increasing in the area and there is no clear strategy to help existing housing with flooding risk – and we have seen more housing built on flood plans. There are areas in the Borough – like Borough Green which could easily take up additional housing as this is not linked to flooding.

Tonbridge has the infrastructure needed to sustain the development. Its urban area could be expanded out and high rise buildings introduced which is appropriate for a town centre where accessibility and sustainable travel is



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particularly good. This would help to lessen the impact on the natural environment and climate which are important as we need to protect these for ourselves and future generations.

Climate change is the most important issue facing humanity at the moment - If this a priority then issues related to transport will also have to be a priority

Natural environments cover green belt and are also related to climate change

Tonbridge should continue to grow as a hub in Kent as it has existing infrastructure, facilities and access. Development should be intensified in Tonbridge to reduce the impact on countryside and natural environments

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Most of our recent housing projects within the borough have had S106 items attached to the planning conditions

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**User Response: Text**

but the enforcement of these S106 items is unfortunately some what lacking which means things that were meant to happen to facilitate these new builds have not taken place although the houses have been completed.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

The borough contains many areas which should be considered a natural resource which adds to the quality of life of the residents and visitors from the towns and neighbouring areas

From experience and witnessing what is happening to the local environment within the environ of West and East Malling , which is becoming overwhelmed by cumulative development despite the assurances of TMBC / KCC and developers.

Any development should be aware of the area where it is proposed and should be not over developed.

Health and wellbeing has been omitted from the list of 'strategic matters' and the 4 strategic matters ticked above all impact upon the development being planned for and should be the priority issues for consideration.

We need to protect our environment for future generations.

The villages in this area are surrounded by AONBs that support wildlife and farming, and therefore help towards food security. Once green land is gone it can never ben returned.

over population of green belt areas

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**User Response: Text**

Meeting housing needs of vital for everyone, but existing communities and their infrastructure requirements must not suffer when new developments are incorporated. We ignore the natural environment at our peril.

The Plan should be thinking of the future where we can see retail and many jobs are moving online. There should be more emphasis on how to make individual places more sustainable and with very local transport becoming more sustainable. There will be less need in the future to drive a long way across the Borough e.g. fewer commutes to work outside the borough, fewer shopping trips. More likely to have increased leisure trips locally, e.g. to cafes, community centres. The doctors, dentist etc all need to be within easy reach of households. TMBC also needs to have a better digital/ broadband and mobile phone network. People will have more time to enjoy their local environment e.g. walks and cycle rides locally.

See above

See previous statements

**Other ( Agriculture )**

We cannot lose best , most valuable agricultural land to Development . Environmental sustainability in the present Ukraine conflict means more home grown produce is required to make up the shortages . We should growing more and encouraging agriculture not making it harder .

**Green Belt .**

it is vital to protect the metropolitan green belt land at all costs . Presently it does this around ,Tonbridge by ;

Preventing unrestricted sprawl of large built areas .

It stops neighbouring towns merging with one another .

To safe guard the country side from encroachment .

It preserves the setting and special character of our historic town (enough alone ! )

By assisting with urban regeneration in focusing on recycling derelict and available urban areas in need regeneration .

**Community Facilities and Infrastructure**

Health and Education facilities have deteriorated over the years with austerity measures . To now increase the pressure by greater numbers on the facilities and rely on the vocational calling of its staff is grossly unfair ( cheer

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**User Response: Text**

for the NHS ! ) .

The congestion presently on the crumbling roads surrounding Tonbridge would also not benefit from additional / increased traffic .

**Community Facilities and Infrastructure**

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

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There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

The reason I moved to TMBC was for the community feel of it together with landscape and greenbelt land.

Ant development has to be supported first by the infrastructure - transport around the borough is currently poor. It can take 30-60 mins to travel 3/4 miles at peak times. It doesnt take much (roadworks, an accident etc) to cause chaos.

Preserve, protect and respect our local environment. People want to live here because it is an AONB. It is greenbelt land and home to many forms of wildlife and plant life. By failing to prioritise these highlighted strategic matters, you fail to preserve this area for generations to come. As someone who only recently got on to the property ladder in this area, I understand the importance and need for affordable housing, but I want to live here for the natural beauty and village communities too and don't feel the other strategic matters focus on preserving this.

this is what is currently lacking in TMBC. We don't even have an active travel local infrastructure plan.

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## User Response: Text

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Housing should not only focus on building new homes, but the prevention of individuals from combining two adjacent homes into one which therefore has the opposite effect of the required increase in housing demand.

Tonbridge town centre is a disgrace and a disappointing place to visit, the retail options are incredibly poor for the main town of our borough.

In my opinion **climate change** should be the main driving factor in all decisions, as it is the greatest threat to sustainability at any level. Water, food production (land use) and energy sources (eg solar) should be important considerations in any planning applications. Grade 1 & 2 agricultural land should not be used for building – you can't eat bricks and concrete. Grade 3 land should be reserved, where possible, for solar energy / water storage / tree planting.

**Community facilities and infrastructure.** Without schools, doctors surgeries/health centres, dentists, decent bus services, cycle lanes, connectivity in all its forms, new development on any scale isn't sustainable.

The **natural environment** is important for biodiversity. Humans and the rest of nature are interlinked. Nature can do without us (and one day it will!) but we can't make it without regard to nature, we're not that smart, although we think we are.

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**User Response: Text**

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Sustainable development has not been thoroughly considered, with proposals that will negatively impact local residents and be a detriment to the surround environment.

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Would like a borough that can provide affordable housing, good facilities and transport links to connect everything together, whilst protecting country side

Accept there is a need for housing, but desperately need transport and infrastructure to support it , whilst at the same time protecting environment

Climate change will increase the incidence of extreme weather resulting in flooding/drought, extreme heat/cold, higher wind speeds and so on. While the building regulation changes will enable more resilient new buildings, our existing buildings, drains, water supply, roads, bridges, embankments and so on will require improvement to allow them to cope with these changes. This leads to the need for community facilities and infrastructure needing significant investment. With 70% of the Borough being Green Belt, the natural environment will need our help to

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**User Response: Text**

survive and flourish as these changes take place.

Kings Hill has been expanding quickly in recent years, but facilities and infrastructure lags behind. GP practice is still the same size, no petrol station, no library.

Because I value the area I live in and I would not want to see it change so that it negatively impacts (physically and mentally) people and animals already living there.

See above

Our local community has already suffered under the burden of urban sprawl and enough is enough. I understand the housing targets are provided to TMBC by Government, but who is generating those numbers? The Boomer generation is dying out and the UK has a significantly declining population through Gen X and Z. What with Brexit presumably curbing immigration what's driving this housing demand? Affordability is a false argument. When I bought my first house 35 years ago I couldn't afford to live where I wanted and had to move to where I could afford. What's changed? If the demand is driven by new working practices allowing migration from London then those people do not have affordability issues. If it is social housing then there is some argument, but I have seen no evidence historically that TMBC has done anything about this. All the new build around here has been for profit at the expense of all else.

Whilst all matters are relevant. housing and economic development are a priority for the achievement of sustainable development. This includes providing new homes in a variety of locations where they can meet local needs and supporting existing and new businesses in the district to enable them to grow and support the economic prosperity of the borough/ wider region. In this regard, housing on site 59831 will support the vineyard which delivers significant social, economic and environmental benefits in its own right.

All are important but 8 (Housing) is not strategic, it is the sole function of the plan - these strategies are to push for more housing, which are not wanted in this area of outstanding natural beauty, AONB.

We ignore the threat and impact of climate change at our peril.

The need to protect the environment is far greater than the need for yet more development in the borough. Once land has been concreted over, it's LOST FOREVER.

There is clearly a need for housing, hence the need for a local plan. If the number of houses is increased, community facilities and infrastructure must be enhanced. There will be a need for schools, health care and



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**User Response: Text**

recreational facilities. These are no good unless people can reach their homes, places of employment, schools, doctors, dentists or place of recreation. Unless we want to increase the traffic on local roads, consideration must also be given to transport provision. This should preferably be public transport, cycling or walking. Where driving is necessary, there should be provision made for electric car charging.

The Green Belt must be protected at all costs

These are essential to the nature of the borough and the character of the local, individual villages.

- One of our main priorities should be focusing on the natural environment this is often forgotten about as the demand by people seems to always come first.

Agriculture - see answer to question 9.

Green Belt - It is vital to protect MGB land. Giving way to expediency should be avoided at all costs. Damage would be irrevocable and would destroy the nature of local communities.

Community Facilities and Infrastructure - Health and education facilities are under stress. Roads, including main road access into Tonbridge, are congested (extremely so at peak periods).

It is important that despite political pressures in increasing the availability of housing stock around the country, it should not be to the detriment of the environment. As we have seen with the recent pandemic, it highlights the importance of providing green and open spaces to positive mental wellbeing.

Green belt, protection of green/open space and protection of existing smaller settlements (other than towns) from large developments being tacked onto them should be the priorities in my opinion.

This is a predominantly rural borough, and that's why we choose to live here. In my view, development should be limited to that required to meet the LOCAL needs, not to facilitate migration/movement from other areas.

Not a TMBC policy decision, but I am generally against pursuing policies that result in significant population growth, as it leads to pressure for homes and infrastructure that would see the natural landscape change in a way I consider negative. I feel migration should be limited to those in genuine need, which will be balanced by the falling birth rate of those already here. That should allow much easier allocation of necessary sites for your Local Plan.

Historic communities such as Wateringbury must not be developed further and no adjacent developments must worsen traffic, speeding and pollution.

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**User Response: Text**

Maintain and improve amenity Re historic environment

Economic growth to support HMG plan

Traffic is a major threat to communities regards safety and pollution . 20mph in built up, community and villages is a cheap option, no downside and there are no other affordable solutions

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict, other urban land and brownfield sites.

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Climate Change is an obvious selection given the dire situation the planet faces. The green belt and ANOB play significant role in the local emphasis on climate change and should along with the overall sustainability of any of the sites chosen be at the forefront of the priorities set for the local plan.

They are important to have the least negative effect on the area

currently I feel development is all about housing with little or no regard to an actual strategy. Facilities and infrastructure need to be a priority in order to 'glue' development together with some coherence. We need to protect our greenbelt which gos hand in hand with protecting our existing communities and their identity and more than ever the natural environment is essential as it is the bedrock of the communities within which we live.

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces corp production and biodiversity), frequent Tooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy theses spaces.

It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulSIs all the requirements laid down in the NPPF:

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## User Response: Text

- (b) to prevent neighbouring towns merging into one another;
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- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

TRANSPORT – Tonbridge is constrained by an ancient road network designed for pedestrians and horses. It struggles to cope with current demand and additional capacity cannot be delivered on many routes if any. Any new development at all will require junction modifications in the Shipbourne Road/ London Road area. It has proven impossible to bring forward improvements to South Tonbridge and in fact the reconfiguration of the junction at Waterloo Road/Quarry Hill Road has actually made the situation worse.

One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

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**User Response: Text**

need to drive and to do that we need to place active travel at the heart of all new developments across the borough. There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

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- a) to check the unrestricted sprawl of large built up areas

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**User Response: Text**

- b) to prevent neighbouring towns merging
- c) to assist in safeguarding the countryside from encroachment
- d) to preserve the setting and special character of historic towns
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

OTHER (AGRICULTURAL) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home grown food.

COMMUNITY FACILITIES & INFRASTRUCTURE - Facilities in health and education are under stress and have deteriorated badly over many years. Our roads are in bad condition and congested.

The natural environment matters to health and well-being .

Infrastructure is already stretched and more burden will be made on local roads in particular.

Other ( agriculture) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose best, most valuable agricultural land to development. Environmental sustainability must imply the production of more home grown food.

Green belt - It is vital to protect metropolitan green belt land at all costs. The NGB around Tonbridge fulfils all these requirements laid down in the NPPF.

To check the unrestricted sprawl of large built up areas

To prevent neighbouring towns merging into one another

to assist in the safeguarding of the countryside from encroachment

to preserve the setting and special character of historic towns; and

to assist in urban regeneration by encouraging the recycling of derelict and other urban land

Community facilities and urban infrastructure - facilities sin health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Common sense !!!

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## User Response: Text

There is a climate emergency- this needs action now.  
The natural environment, including the green belt needs to be protected and enhanced.

You've only given me three options not to list them in order of preference. All are important except the nonsensical climate change one as it matters not one jot what you think you can do there. The three I have chosen would occupy my first three strategic questions to be asked on going forward.

Climate change must underpin every aspect of planning as it is inescapable and escalating. Decent housing as a basic right must go hand in hand with sufficient facilities and infrastructure

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces.

It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF:

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Road/Quarry Hill Road has actually made the situation worse.

One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to place active travel at the heart of all new developments across the borough.

There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

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## User Response: Text

home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Green belt, countryside, open spaces, existing woodland, preserving habitats for wildlife, plants and air quality need to be prioritised.

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

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**User Response: Text**

to maintain and preserve the rural environment

I think it is very hard to just chose three as so many are important! Climate change is fundamentally important and should be the basis on everything that is decided - they type of properties, the management of transport, the protection of green spaces which help to mitigate the effects of carbon emissions.

Similarly the natural environment must be respected and protected. I believe Green Belt falls under this heading! Our natural environment is important for our mental health, for our physical health, to combat the impact of carbon emissions, to protect and preserve our wildlife. It should play a part in how our transport system is designed - not least the provision for active travel - and managed, and how new homes are built.

And as for Community Facilities and infrastructure, this again interrelates with the issues of climate change and natural environment.

East Malling is a beautiful village with many ancient and listed buildings and lovely rural surroundings as am sure are many Kent villages. there are inadequate local GP services, schools and homes suitable for young people or the elderly

Maintaining the Green Belt is a priority. The climate and health of those living in the South east will suffer if urbanisation of the green belt is permitted.

The borough should concentrate on representing existing local residents for who the borough exist to serve, not potential or "possible" residents who based on statistics are more likely to come from outside the borough.

These therefore are community facilities and the green environment as this has a direct link to the physical and mental health of the population.

Birth rates and and immigration are falling, natural environment is at risk due to climate change and human effects.

House building should be at the level required by the borough not a national target, and based on level and type of need in the borough only.

Social housing should be explicitly stated in this document and a limit to certain housing sizes (5+ bed houses should be explicitly rejected by this plan)

Existence of community facilities does not translate to capacity, this includes the schools, shops, GP, drainage, Roads and telecommunications. None of these have capacity in the Hildenborough area.

Green belt (for preserving the Natural environment and agricultural land) exist for a reason and it is more important than housing. Green belt exists to preserve both this green space and our urban environments as distinct spaces, reducing sprawl and coalescence. This has a secondary benefit of protecting biodiversity, limiting climate change and improving human health.



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## User Response: Text

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

I believe that Climate Change and Natural Environment should be prioritised, in order to contribute to wider Government objectives and commitments around net zero and Building Back Greener, and to show consideration to the "Climate Emergency" that is beginning to dominate other issues in terms of importance - particularly with regard to the Borough's Vision for 2040, which covers almost the entire period between now and 2050 of the government 2050 targets.

I also believe Community facilities and Infrastructure are important, and whilst I would have liked to include Transport (public transport etc.) in the above list of three items, I am limited to three, and I consider community facilities and infrastructure to include improved transport infrastructure, at least to some extent addressing the issue of transport; and Climate Change covering improvements in public transport, which again covers Transport to some extent.

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rainwater for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces. It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF: (a) **to check the unrestricted sprawl of large built-up areas**; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the

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**User Response: Text**

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We must preserve our heritage and green belt .

You cannot develop the increase the housing supply unless the infrastructure is there to support it.

I'm based on Kings Hill - believe this area is known as a garden Village not a urban development

Local plan will ruined the environment and nature around or even whats left of it.

We must grow our own staple foods as much as possible. Countryside must be preserved. We must preserve the character of historic Tonbridge.

Focus on maintaining the green areas and promotion of good public transport to all users

Climate change first and foremost as it is an emergency right now.

Green Belt - to preserve our natural environment and agricultural land for the future. - it cannot be undone.

Community facilities and infrastructure - most important for our day to day lived experience.

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**User Response: Text**

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The needs of local residents must always be a priority concern.

To preserve the countryside, green spaces and the little villages of England

Climate change and the costs of energy need to underpin every planning decision. Looking ahead to a greener future means that any new housing must meet high standards in terms of being carbon neutral. Transport links must be improved so that more people use buses, trains bicycles and trams instead of the car. Greener spaces for everyone should be in place - the temptation for builders is to squeeze in as many houses as possible without thinking of the needs of the residents. There should be outside spaces (squares and cafes) in which people can gather and meet informally. Elderly or disabled residents should not be isolated in their homes by poor transport links or lack of shared communal spaces.

To maintain the current quality of life for the residents and keep the AONB.

Green belt and AONBs for natural environment and providing a place for town dwellers to take respite. Transport links including good bus routes to take people out of their cars and good community facilities for obvious reasons.

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## User Response: Text

- **Refer answer to Q. 9 i.e.**

‘Health and wellbeing’ are missing and these are issues that must be addressed by the Local Plan. All must be provided for and/or require some sort of change or development.

However:

- Climate change
- Natural environment
- Built and historic environment
- Green Belt

These are the framework and constraints within which development must be provided. They are issues that must be addressed in relation to the impact of the development being planned for.

**These 4 ‘strategic matters’ must therefore be the priorities.** Everything needs to be tested against these issues. After applying these 4 ‘strategic matters’ development priorities should be:

- Community facilities and infrastructure
- Economic development
- Housing

because if these are provided properly in accordance with the needs of the Borough they cover the other ‘strategic matters’ of;

- Retail
- Tonbridge (as the borough’s principal town centre)
- Transport

Community facilities and infrastructure - it is vital that proper account is taken of the impact of the need for adequate facilities and infrastructure to accommodate the additional pressure put on them as a result of developments. For example, Hadlow cannot take an increase in demand for medical services as the GP surgery is fully (or over) subscribed, the roads need to be capable of handling increased traffic volumes, and so on.

Green Belt and natural environment - there is so much pressure on these. Nature and the climate are both in crisis. All planning **MUST** make this an absolute priority - above anything else.

Climate change is the single biggest threat to our planet and way of life and critically must be addressed. The built environment has one of the greatest opportunities to do this.

As a conservation accredited engineer I work with historic buildings and settings and believe they are of paramount importance to protect - once lost they are gone forever. They have also been proven to resonate with people, giving a sense of purpose and place adding significantly to wellbeing.

Community facilities and infrastructure are crucial to allow efficient working patterns, and support work life balance.

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**User Response: Text**

Please see most recent comment above

Protecting the rural character of the borough and its green belt should be a priority. Development and economic growth should be centred around Tonbridge. Good, sustainable urban design and protection and enhancement of heritage assets are important

All 3 of my choices are based on maintaining a decent quality of life for current and future residents. If housing were prioritised over community health/education facilities, for example, then people's health, wellbeing and future prospects would suffer.

Once we've lost the greenbelt, once the environment has been damaged beyond a tipping point, everyone in the borough is affected. Prioritising environmental concerns and using the other strategic matters to support these is essential. That means no large developments on the greenbelt, ensuring all developments take environmental sustainability serious within their design, using existing infrastructure to support growth.

Community facilities and infrastructure - Infrastructure and facilities are already strained with the current needs which are already growing with out of town transfers of population, current housing development and population.

Green Belt - The fundamental aim of Green belt is to conserve and protect our land and areas of outstanding natural beauty from being subject to urban sprawl and development. It is the land that protects biodiversity, helps battle climate change and preserves the setting and special character of our villages and towns. In my view, Greenbelt covers climate change and natural environment - without it you don't have the latter!

Transport - Transport is already under great strain with rising fuel costs, rising population and inadequate roads and services. The system is strained now and is only going to get worse.

The borough contains some of the most beautiful village and landscape in the world. These are what make the area unique and give it it's defining characteristics on which its communities are based.

We should aim to protect this as much as we can while, of course, balancing with the need to support new build and the great demand for housing - it is not reasonable for those lucky to have housing to refuse any more built in their backyard.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food. GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the

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**User Response: Text**

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CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces. GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces. It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. TRANSPORT – Tonbridge is constrained by an ancient road network designed for pedestrians and horses. It struggles to cope with current demand and additional capacity cannot be delivered on many routes if any. Any new development at all will require junction modifications in the Shipbourne Road/ London Road area. It has proven impossible to bring forward improvements to South Tonbridge and in fact the reconfiguration of the junction at Waterloo Road/Quarry Hill Road has actually made the situation worse. One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to place active travel at the heart of all new developments across the borough. There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

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## User Response: Text

There is no mention of Health & Wellbeing in the strategic matters that is a key Fault .

The priorities for the local plan would be :-

Climate change

Green Belt - AONB

Natural environment

Built & Historic environment

These four points should be the key criteria for assessing a planned development.

All other criteria's would need to be assessed against these key points i.e.

Economic development, Housing, Community & infrastructure.

Retail & Transport would be covered under the above automatically.

Hard to choose between above options as all are important. But climate change especially needs to be prioritised by preserving green spaces.

1, Ensuring the infrastructure is capable of supporting the existing communities, our schools, healthcare, roads and transport are all requiring improvements to improve our quality of life.

2, Green Belt should remain just that and must be fully protected and retained for our and future generations to enjoy.

3, Natural Environment. We are so lucky to have the countryside on our doorstep as well as the River Medway both with reasonable access to take in the natural environment. All that can be done to both maintain and increase accessibility should be done.

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces.

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### User Response: Text

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

If we don't consider climate change the rest are pointless, we have a responsibility to do everything we can as part of this planning process to positively impact and protect the environment by preserving green spaces which are



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### User Response: Text

vital to maintaining our ecosystem

The Greenbelt supports the point above as well as fulfilling the points made above in qn.4 The Greenbelt encompasses the historic environment, nature and community facilities in terms of access to rural areas.

Economic development, retail and Tonbridge as the town centre all need better more environmentally friendly Transport options which are sustainable not short term. The current road system is old and options for expansion are very limited and likely to make things worse as already seen near the station. Other options of transport need to be considered.

Our local schools and healthcare provision are already stressed

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One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to place active travel at the heart of all new developments across the borough. There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

The integrity of the Borough needs to be preserved.

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**User Response: Text**

They are the greatest threats to our way of life and existence.

A fast train line connecting Borough Green to London is long overdue. The natural environment and green belt should be protected as a priority.

GREENBELT - It is vital to protect the Metropolitan Green Belt and restrict urban sprawl.

CLIMATE CHANGE - Development of green belt will increase flooding risk in what is already a high risk area, and reduce the ability of the local environment to cope with climate stresses.

**(outline briefly)?**

All strategic matters should be identified together with the addition of health and well-being as it forms strategic Objective 1 'To improve human health and wellbeing' of the interim Sustainability Appraisal Report. This is a key piece of evidence supporting the plan. Health clearly forms a key theme throughout this evidence document and is also a key theme throughout the NPPF. This should include the health and wellbeing of older people.

the impact of climate change, and the impact of development on climate change are intrinsically linked, therefore the built environment and natural environment are key to addressing the impacts of climate change. Through brownfield development in urban areas, adaptive re-use of existing buildings and construction of energy efficient new housing using MMC is key to addressing the strategic matters.

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**User Response: Text**

can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to place active travel at the heart of all new developments across the borough. There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

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i believe it is imperative that we preserve our greenbelt and natural environment wherever possible and also to ensure that current transport facilities supports the volume of traffic that is already on the roads in a fit and reasonable state. Many of the country roads are not fit for purpose and should be repaired and improved.

Please see previous comments for reasons.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b)

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**User Response: Text**

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

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These matters have been selected as these are most pertinent to cross boundary issues.

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### User Response: Text

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The Tonbridge & Malling area has a high concentration of historical sites and areas of outstanding beauty. Whilst it is understood there is a housing need, the plan must give enhanced importance to retaining the environmental and historical characteristics of the area and preserve the strategic hierarchy.

Environment and Climate emergency are the foremost issues that should take all our energy.

Other human activities will not take place without the above being solved first.

Sunak has just said so as he u turned about attending COP 27

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

We are fortunate to live in a special part Kent which needs to be maintained and developed sympathetically, when necessary, in order to ensure we manage the impact of climate change and quality of life for our citizens into the

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**User Response: Text**

future.

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Preservation of the Green Belt is essential, as is land for agricultural purposes, for future generations and food security, Ease of access to and from shops, schools and work is essential for proper enjoyment of the lived environment. Avoidance and, where possible, elimination of air pollution is essential for healthy living.

Because action against climate change should be the priority for all, the negative effects of climate change are far reaching for all and should be addressed in any way possible to mitigate the impact we as humans are having on earth.

The preservation of the green belt areas and CO2 absorbing trees is critical to reducing air pollution levels as well as retaining all important biodiversity, and as previously detailed to stop the spread of urban developments and retain the character of historic towns.

Again as outlined previously the traffic in and around Tonbridge is already an issue and there seem to be no end of roadworks which just exacerbates the issue. With reduced bus services and little being done to encourage the reduction of short car journeys, this should be another strategic priority to reduce pollution and increase air quality.

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## User Response: Text

Climate Change.

And from that:

green belt

biodiversity

air quality

public health

effective transport links

enabled local community (socially and financially)

drought/flood protection

quality and technological adoption for building development

We need to preserve, protect and respect our local environment for future generations. It is an AONB with a great deal of biodiversity with many village communities. That is why residents have chosen to live here.

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Road/Quarry Hill Road has actually made the situation worse.

One of the greatest issues we can do to tackle climate change is to create '15 minute communities' to minimise the need to drive and to place active travel at the heart of all new developments across the borough.

There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. Time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

The Plan is dedicated to providing housing and adding the services to support as an afterthought. The

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### User Response: Text

preservation of existing Greenbelt is vital to the health and lifestyle of the existing occupants of the borough. To further develop the essentially rural communities investment in the existing community infrastructure is required. Many drains, road networks and transport links would not cope with increased numbers. Society has driven more centralised retail and leisure centres, leaving local communities without these essential services. Further housing in isolated communities will put increased pressure on the existing communities.

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**User Response: Text**

place active travel at the heart of all new developments across the borough. There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

The Government assessed housing need imposes a 30% increase to the number of dwellings which is not justified by TMBC's own housing need; This assessed housing need must be based on significant migration into the Borough e.g. from London. As such far from addressing the affordability crisis for TMBC residents it makes it worse as such a great uplift could only be met through the development of large sites which attract buyers from London and SE London who can realise more value for money within Tonbridge and Malling. As communities across the Borough will confirm, the addition of recent new major developments has already put critical pressure on local infrastructure and services

CLIMATE CHANGE - Everyone should be mindful of climate change and the impact on our society and infrastructure.

AGRICULTURE - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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Green Belt should be used for development as a last resort once all other avenues have been exhausted. Transport links such as rail and bus routes and their timetables need to be reviewed and improved prior to any additional development within Hildenborough. Whilst community facilities and infrastructure exist, they are under extreme pressure in Hildenborough. The existing capacity needs to be fully understood prior to any development relying on access to them/use of them.

Preservation of the Green Belt is essential, as is land for agricultural purposes, for future generations and food security. Ease of access too and from shops, schools and work is essential for proper enjoyment of the lived environment. Avoidance and, where possible, elimination of air pollution is essential for healthy living.

Climate change - obvious reasons, we are in the middle of a serious climate crisis

Community facilities and infrastructure - public services need to be protected and enhanced for the good of us all.

Tonbridge - the principal town centre is already suffering from the withdrawal of major retailers reducing

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**User Response: Text**

employment opportunities as well as less economic activity locally.

We cannot blur the area into a sprawl of developments; the MGB/AONB and environment need to be noticeably different from more urban areas

Built & Historic Environment: Heritage Assets need to be protected including Listed Buildings & Conservation Areas

Community facilities and infrastructure: With an increase in development, this is needed

Green Belt: To prevent developments merging into one huge conurbation eg a Green Belt is needed between East Malling, West Malling & Kings Hill

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food. GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Please see 1st two paragraphs answered in Question 10 above, i.e entitled

Community Facilities and Infrastructure

Green Belt

[Unable to copy and paste into the right box. I hope this is acceptable]

TMBC has a special charm about it, I don't want this to be concreted over.

The climate crisis will only be addressed by active citizens and everyone contributing by reducing their impacts as far as possible. Securing a local and sustainable energy supply is a priority for me and my family.

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**User Response: Text**

Greenbelt: as a young family in the local area, the green belt land and natural environment has been incredibly important for the wellbeing, not only to my sons but as a mother who has suffered severe depression and anxiety. We live in close proximity to the greenbelt and having such mental health issues have specifically moved to this area in order to improve this. It is important to teach the next generation on preservation of our greenbelt areas to protect wildlife, biodiversity, farming and the increasingly worrying climate change situation which we cannot afford to ignore.

It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
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- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Transport: Tonbridge is constrained by an ancient road network designed for pedestrians and horses. It struggles to cope with current demand and additional capacity cannot be delivered on many routes if any. Any new development at all will require junction modifications in the Shipbourne Road/London Road area. It has proven impossible to bring forward improvements to South Tonbridge and in fact the reconfiguration of the junction at Waterloo Road/Quarry Hill Road has actually made the situation worse.

Community facilities & infrastructure: Please see answer in Q6

All are important But Housing is not strategic, it is the sole function of the plan - these strategies are to *guide* your demand for housing

BUILT & HISTORIC ENVIRONMENT preserve special character of Tonbridge town centre

GREEN BELT preservation is important for well being of human and animal and plant life, as well as important for the local economy, as visitors enjoy these open spaces.

TRANSPORT Public transport/cycling/walking should be encouraged and not new road construction

As stated all are important but maintaining the character of the area is of greatest importance to me.

Mental health and obesity crisis in England is not helped by building over our green spaces.

We are not protecting our current environment and communities. We do not have the infrastructure to support the housing we currently have.

We need improved public transport and more cycle lanes

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### User Response: Text

Climate change is real and is having major impacts on the whole world. We cannot escape it and must face it head on in all walks of life. We must engage with environmental specialists to ascertain what factors to consider when planning towns. Think about drainage, plants and trees that absorb as much CO2 and water (to combat flash flooding) as possible, and employ green technologies and green energy development strategies.

We must also think holistically about improving towns as a whole, ensuring facilities and access for all the new homes you are planning.

The natural environment is being devastated at every turn, yet holds the key to balancing out our human impact on the world. We need support for farmers and agriculture to feed us all (anyone heard about the food crisis?) and the natural environment is not only inherent to ensuring pollination of crops, but for our mental health and wellbeing.

To protect the green belt.

please include "Built and historic environment selected to protect the quality and character of the built environment."

Infrastructure, as previously highlighted, is woefully inadequate and problems will be exacerbated unless infrastructure is given priority". "Natural environment is essential when facing an ecological crisis.

We need more housing but this must not impact adversely on climate change and there needs to be sufficient infrastructure to cater for the additional population.

Climate change needs to be tackled.

Less people in rural communities will help as less travel needed and better public transport.

Maintain green spaces and farmland reduce carbon emissions.

Mainly because these have been neglected for years to the detriment of the areas.

CLIMATE CHANGE – We need to ensure all future development is based on 15 minute communities and that sustainable transport links are delivered. We cannot simply continue to expect more cars to gridlock our roads and worsen air quality in our towns and villages

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

(a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special

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**User Response: Text**

character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

TRANSPORT – Tonbridge is constrained by an ancient road network designed for pedestrians and horses. It struggles to cope with current demand and additional capacity cannot be delivered on many routes if any. Any new development at all will require junction modifications in the Shipbourne Road/London Road area. It has proven impossible to bring forward improvements to South Tonbridge and in fact the reconfiguration of the junction at Waterloo Road/Quarry Hill Road has actually made the situation worse.

One of the greatest issues we can tackle to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to place active travel at the heart of all new developments across the borough. There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

I do not want any of the Green Belt to be taken away for the development of houses, businesses or public amenities., nor any of the Areas of Outstanding Natural Beauty (AONB) to be encroached on.

I do not want any farming land to be used for housing because we will need to grow more of our own produce in the coming years, and these farm lands often abut the Green Belt and AONB.

Building within Tonbridge would allow residents to have the unspoilt countryside outside Tonbridge to enjoy and travel to either on foot or on bikes, if they are able bodied.

Tonbridge has fallen way down as the principal town centre in the Borough. Banking, retail and environment have fallen way below the basic standards of any principal town. There is employment and education and transport to attract new residents but little reason to shop and spend leisure time in the town centre which is neglected and run down.

All should be "priorities". The difficulty lies in balancing them all at a strategic level and on a case-by-case basis.

There is a climate emergency- this needs action now.  
The natural environment, including the green belt needs to be protected and enhanced.

climate change is fundamental - the policy must address this in a robust manner. The natural environment and green belt define the character of the borough, and must be protected

Given the likelihood that climate change is going to be an on-going and ever growing problem we need to have resilient infrastructure and we need to protect the natural environment as being the main way of removing CO2 from the atmosphere

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### User Response: Text

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces. GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces. It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. TRANSPORT – Tonbridge is constrained by an ancient road network designed for pedestrians and horses. It struggles to cope with current demand and additional capacity cannot be delivered on many routes if any. Any new development at all will require junction modifications in the Shipbourne Road/ London Road area. It has proven impossible to bring forward improvements to South Tonbridge and in fact the reconfiguration of the junction at Waterloo Road/Quarry Hill Road has actually made the situation worse. One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to place active travel at the heart of all new developments across the borough. There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

Increasing housing delivery is a particularly important strategic matter for the Council to align with the “Government’s objective of significantly boosting the supply of homes” (NPPF, paragraph 60). In “boosting the supply of homes” and delivering over and above the OAHN, it will allow affordability to improve across the Borough (currently at 13.39 which is higher than the Kent average). At the same time, it is vital that community facilities and the associated level of infrastructure is delivered alongside the housing and in the expectation that sites/land will be delivered in locations that can build on and enhance existing local services/infrastructure, ie, adjacent to settlements, this approach will ensure the Local Plan can deliver sustainable development.

Climate change is effecting us all and we need to tackle this now before it is too late. We need to ensure the greenbelt

is respected and can ensure that nature is allowed the thrive

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

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place active travel at the heart of all new developments across the borough.

There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

Borough Green is a rural village and it should remain so. If you start building on greenbelt land we lose our natural environment and local people will suffer. We cannot take too many houses as the local infrastructure will suffer. The train line into London is already busy and it is hard to get appointments with the local doctors.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food. GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

We chose our priorities on the basis that people firstly need somewhere to live, and once they have that they need facilities to support them and somewhere where they can work.

Climate change is also important and new houses should be built with all possible energy saving/green credentials e.g. solar glass etc. wherever that is possible.

Preserving the green belt and keeping the essentially rural nature of the borough.

It's what makes the borough a desirable place to live.

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Climate Change- To save the planet

Green Belt- Preserving its openness is critically important

AONB- Preserving the innate beauty of these areas is critically important. They must be preserved such that urban and country dwellers can escape to beautiful areas for fresh air and exercise.

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.



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**User Response: Text**

Climate Change: number one priority for the world, and COP/national targets will only be achieved if they are prioritised in every local plan. It also informs all the other strategic matters.

Natural Environment: as mentioned earlier in this plan, the borough benefits from some beautiful landscapes along with farms which help feed the nation. With the increased need for food security, it is therefore important that this is given priority for TMBC's future plans.

Other: see answer to Q10.

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

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NATURAL ENVIRONMENT - this is a huge contributor to health and well-being and we should seek to preserve green spaces wherever possible.

**All are important But 8 Housing is not strategic, it is the sole function of the plan - these strategies are to guide your demand for housing**

Tonbridge is the principal town with good rail network but bus routes have been cut and are expensive. All opportunities to sensitively develop the town center and any brownfield sites, should be taken before considering green belt areas which are precious to the community and to the environment. Pressure on schools and medical centers should be taken into consideration before development is agreed.

See previous answers regarding infrastructure and the environment

1. Built and historic environment - because it is what makes our borough special.

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**User Response: Text**

2. community facilities and infrastructure - because this is what keeps the borough being what it is, and not allowing it to slide into an urban sprall.

3. green belt - see 1 above.

The natural environment and green belt are one of the biggest draws to the area, improving access to these areas with better facilities is essential.

Developers are only interested in profiting from building houses with no care for the local environment or impact on existing communities. Building on greenbelt land is detrimental to the environment and once built on, is lost forever.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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### User Response: Text

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### User Response: Text

Climate change is a pressing consideration for us all to save our world. Green Belt to keep beautiful areas where people can visit to relax and enjoy the natural world. Community facilities and infrastructure to ensure people can live happily.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Schools, doctors and dentists are under particular pressure already. Our roads are in bad condition and often congested.

Our natural environment is precious - once it's gone, It's gone. It's not only essential for growing our own produce and reducing food miles, it's also essential for the mental health of the population. The council must focus on developing already urban areas with a better infrastructure, public transport, road system, shops, GP's, etc rather than concreting over green spaces.

The protection of green belt, historic and natural environments is the fundamental focus, bringing sustainability and ecology benefits to fight climate challenges. Green space provides the environment to promote physical and mental health

Protecting and enhancing the natural environment of the district is our key legacy for the future - it is exceptionally difficult to reverse environmental decline.

Sustainable development requires development of sufficient local community services and infrastructure to minimise the need to travel. This also protects the interests of an ageing population, and people on lower incomes, who are less able to travel.

When there is a need to travel, the need to use a car should be minimised, due to the damage caused even by electric vehicles - space for parking, road construction, traffic congestion, road safety problems. This means investing in public transport between towns and villages, and walking/cycling infrastructure in larger towns such as Tonbridge.

Most of our recent developments have S106 agreements attached to the planning conditions, but the enforcement of these conditions is somewhat lacking, which means that, although housing has been completed, the agreements

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**User Response: Text**

have not been adequately implemented.

There has been a consistent record of under-delivery of housing in the Borough resulting in a poor housing land supply position. The Housing Delivery Test 2021 measurement reveals that Tonbridge and Malling delivered only 63% of their requirement.

Tonbridge must be considered for further development as the principal town.

The constraint of the Green Belt is the largest obstacle to accommodating development in the most sustainable manner. In particular, the Green Belt around Tonbridge must be reviewed as a priority.

See response to Q2

Climate change is the biggest threat to us all, greenbelt must be protected, there are enough empty premises that can built on, empty industrial estates etc, don't build on the green areas

The housing target feels like an top down target that is imposed due to a prolonged period of house building failure by Government. There are lots of examples of housing developments where there are no facilities or local amenities and the quality of those developments suffers as a result. I don't have a lot of faith in the Section 106 funding for local improvements. It seems quite a toothless part of a council's arsenal.

I am not opposed to development but it needs to be considered and sustainable for all concerned.

Climate change should be a the top of any building plan and not building on green belt, greenfield or agricultural land. The local community facilities and infrastructure should also be at the forefront of any building in small rural villages

Natural environment should include risks from flooding and land slip, use of areas for farming and soil quality and protection of flora and fauna with use of the green belt system to limit development and maintain green corridors between built on areas.

Community infrastructure should involve appropriate use of affordable and reliable public transport and proviso of facilities such as secondary schools and GP surgeries that reduce the need for travel and use of vehicles.

The Green Belt becomes more and more important as developmental pressures increase. To weaken or broach it now would be irresponsible in the extreme. Also particularly the northern parts of the borough are under developmental pressures from outside the borough. In particular I cannot discern any concern in the Local Plan

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## User Response: Text

on the inevitable increase in traffic when the Lower Thames Crossing is built (and that will surely be within the Local Plan timeframe). The increased traffic will affect the A227, the A20 and the M20 and all surrounding and connecting roads. Improving the road structure may assist the traffic flow - which is already not flowing at heavy times of the day - but any further road widening or dual carriageways in the area will adversely affect its rural character .

I believe that protecting the environment and the green belt is vitally important. Increasing the number of houses in the way outlined will decrease the quality of life for everyone locally. It will result in overcrowding of the villages, lack of green space and green belt and result in extra pollution. The beautiful village lanes (without streetlights which in turn aids the wildlife), the beauty of the wildflowers and wildlife will be decimated to extinction. Heritage of the small villages will be lost forever.

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces.

It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfill all the requirements laid down in the National Policy Framework:

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- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

NATURAL ENVIRONMENT- The ecosystem services provided by the natural environment are the bedrock of human society. If we keep destroying it, we are destroying our own society.

1. The choice of these three key strategic matters is supported by paragraph 20 of the NPPF which states:

*“20. Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:*

1. *a) **housing (including affordable housing)**, employment, retail, leisure and other commercial development;*
  2. *b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
  3. *c) community facilities (such as health, education and cultural infrastructure); and*
  4. *d) **conservation and enhancement of the natural, built and historic environment**, including landscapes and green infrastructure, and **planning measures to address climate change mitigation and***
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**User Response: Text**

**adaptation.**”

1. Delivery of housing and affordable housing is particularly important in Tonbridge & Malling due to the already poor (13.39) and worsening affordability ratio that exists in the Borough as a result of a lack of sufficient housing delivery over the past 10 -15 years.
1. This position can only be addressed if there is a step change in the delivery of new housing to ensure that the identified needs are at least met but preferably exceeded through the adoption of the need plus 10% quantum option.
2. It is of course recognised that if housing provision is to be a key strategic priority (which it must), it will be necessary to pay equal regard to how this housing delivery may come forward in terms of its impact upon the Boroughs natural environment and the wider national and global issues associated with the impacts of climate change.
1. In this context it is considered that whilst very clearly sites will need to be developed that are ‘Greenfield’ and currently Green Belt, there should be an emphasis on the protection of sites which are of greatest importance such as AONB’s special landscape areas, sites with high biodiversity value etc.
1. Similarly significant weight should be placed upon the actual delivery of biodiversity enhancements / net gain as part of the allocation process. For example, sites which can physically deliver net gains should be prioritised ahead of those where only monetary contributions / credits are proposed by way of mitigation.
7. Alongside this and in a similar vein, delivery of sustainable new homes which address issues of climate change should be prioritised

It is clear that environmental integrity and the response to climate change both in terms of adaptation, resilience and mitigation are the big issues for humanity during the rest of this century.

Best fit local needs

**Climate Change**

Risks associated with climate change. Changing seasons- reducing crop production. Frequent flooding- urgent issue especially in Tonbridge.

**Greenbelt**

Greenbelt preservation helps reduce the risks posed by Climate Change. It is important for wellbeing of the human, animal and plant population in the area. Visitors enjoy these spaces bringing money into economy.

**Transport**

Tonbridge struggles to cope with current demand and additional capacity cannot be delivered on many routes if any. We need to place active travel at heart of new developments.



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**User Response: Text**

To save the planet

Creating more and more new homes is only one solution, a family/ house holder needs provisions, shops, work, transport, doctors, schools etc etc and green spaces to enjoy. Kings Hill is already his and expanding, and King Hill development only just being built, our area already is providing many more new homes on green space, green belt. More new home if needed should go in derelict building, towns and area already built up with suitable infrastructure.

Natural environment – is critical for preventing settlement coalescence, protecting biodiversity and sustainability

Community Facilities & Infrastructure – the current facilities (doctor surgeries / school buses / dentists etc) are insufficient to meet current demand never mind adding additional burden. Parking is also a significant issue in areas such as Kings Hill.

Meeting the local housing need as set by the standard method is the key priority facing TMBC. To allow for future growth it is essential that appropriate transport, community facilities and infrastructure are planned for. However, an appropriate balance should be struck between all the strategic matters.

The practicalities of being able to service the utilities , transportation, educational and safety issues caused by any proposed development.

Green Belt land should only be used for development as a last resort once all other Brownfield sites have been exhausted.

The infrastructure particularly regarding transport requires to be improved to ensure that there is adequate public transport both bus and rail to serve the existing community.

Climate Change- To save the planet

Green Belt- Preserving its openness is critically important

Natural Environment- The Council should be aiming for 20% biodiversity. The State of Nature in Kent report (July 2022) <https://kentnature.org.uk/state-of-nature/> (funded by LWT, KCC and KPOG) sets out how we need to recognise that nature is vital for a happy, healthy society. How it reduces pollution and flooding and supports adaptation to climate change – including locking up carbon. How every effort needs to be taken to ensure no further loss or deterioration of key habitats. How bigger landscape-scale projects need to be delivered to join-up fragmented habitats and secure more land in conservation management - in order to help deliver an ambitious

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**User Response: Text**

Nature Recovery Network, as enshrined in the new Environment Act.

Ultimately they are all key.

**GREENBELT** - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces.

It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

**CLIMATE CHANGE** - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rainwater for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

**BUILT AND HISTORIC ENVIRONMENT**

Tonbridge and can be distinguished from other neighbouring towns such as Sevenoaks and Tunbridge Wells because of its very close proximity to beautiful farmland and countryside. From the town centre open countryside can be reached in a very short walk from Brook Street or Tonbridge School for example. It is a medieval market town with its rural villages and their historic links to the hop industry and fruit growing dating back to the 19th century. Development of the greenfield sites surrounding the town and villages will destroy this unique and very important characteristic of the town and the reason many residents chose to move here rather than Sevenoaks or Tunbridge Wells.

I have already stated the importance of agriculture for the nations health

Climate change - The multitude of risks associated with climate change including changing seasons (which reduces production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

Green Belt - preservation supports the point above but also important for the well-being of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces too. It is vital to protect Metropolitan Green Belt around Tonbridge that fulfils all the requirements laid down in the

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## User Response: Text

NPPF:

- a) to check the unrestricted sprawl of large build-up areas.
- b) to prevent neighbouring towns merging into one another.
- c) to assist in safeguarding the countryside from encroachment.
- d) to preserve the setting and special character of historic towns and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Built & Historic Environment - Tonbridge is an historic town with a medieval castle and a rich history. Any development must not be allowed to spoil the views from or the views of the Castle and its historic location. The area around Priory Road was the site of a priory and development was allowed without a proper archaeological investigation of the area. Once built on, these sites are damaged and likely lost forever. Recent building work in a house in the town centre revealed what is thought to be a medieval drainage system. Sadly, the builder was allowed to proceed without any proper investigation being carried out. We should be safeguarding our history and not allowing money to speak louder.

The plan is for thousands of houses to be built. The strategy for delivering should have a clear focus on protection.

Community Facilities and infrastructure - we need to see education provision planned in a way which will release pressure on schools in South Tonbridge thus reducing the need for parents to drive children to school. We need to see health services and community facilities which are local to communities again reducing the need to travel further afield.

Natural Environment - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces.

Transport – Tonbridge is constrained by an ancient road network within a complex river network. It struggles to cope with current demand and additional capacity cannot be delivered on many road routes if any. Any new development at all will require junction modifications in the Shipbourne Road/London Road area. It has proven impossible to bring forward improvements to South Tonbridge and in fact the reconfiguration of the junction at Waterloo Road/Quarry Hill Road has actually made the situation worse.

We need to minimise the need to drive and to do that we need to create communities with suitable services locally and to place active travel at the heart of all new developments across the borough.

There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. Time-limited payments will only leave communities without a service in future as we have seen with the buses in Kings Hill recently.

I think their importance is self evident!

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### User Response: Text

Climate Change - The various risks associated and directly as a consequence of climate change like flooding, drought and loss of rain water must be addressed by any plan with an intention to mitigate for example by preserving green which captures carbon.

Green Belt - Its existence is absolutely essential to deter climate change. It is also hugely important for the physical and mental wellbeing of the community. Not only human but animal and plant population are positively affected.

The protection of Metropolitan Green Belt around Tonbridge is absolutely essential. It fulfils all requirements laid down in the NPFF.

Transport - As Tonbridge residents we feel the lack of proper wide road leading to the town centre has caused an exponential build up of congestion through the years. The ancient road network designed for horses and pedestrians struggles with even the current demand. New development associated with more traffic will render a clogged up town centre, where modifications may prove impossible like in South Tonbridge. New modifications for example in Shipbourne Road/London Road and will be required to tackle the daily congestions.

The effect building the proposed number of houses in the borough will have on the environment must have an effect on climate change and the extra demands on the infrastructure that is already under pressure must be taken into account. The pollution created coupled with extra demands on services will have a very detrimental effect on the area.

We have chosen the above three priorities for the following reasons:

#### 1) Community Facilities and Infrastructure

To accommodate all the anticipated future growth in the new Local Plan to meet the 839 dwellings per annum (dpa), it is essential that a sufficient amount of community facilities and infrastructure is provided as part of the new Local Plan.

We consider that community facilities and infrastructure are the roots to all development and without this being implemented, this limits the capacity of the Borough to accommodate the level of growth required.

We request the Council produce an Infrastructure Delivery Plan as part of their Regulation 19 consultation evidence base to set out how this infrastructure will be delivered as this will have an impact on how much housing goes where in the Borough.

We also recommend community facilities and infrastructure is a priority within the new Local Plan.

#### 2) Green Belt

In order to meet local development needs Green Belt release is essential. We recommend that the Council needs to acknowledge this from the outset in the Regulation 19 Local Plan. The Council's evidence base confirms that there is insufficient capacity within existing settlements to meet their identified need of 839 dpa.

The Council have set out that Exceptional Circumstances ('ECs') exist to justify alterations to the Green Belt and we recommend this should be a priority for the new Local Plan to ensure all development needs (housing, employment, community facilities and infrastructure) can be met in full within the Plan period, in the most sustainable and appropriate locations.

We also recommend that the need to release Green Belt is communicated to the community and to Councillor's to thoroughly understand the lack of reasonable alternatives to meet development needs.

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**User Response: Text****3) Housing**

The Council must meet their housing needs in full, as a minimum.

The Council have seen an increase in their housing target to 839 dpa through the standardised methodology, therefore housing should be a key strategic matter for the new Local Plan to ensure housing needs can be met in full.

Quantum and distribution of housing (and all other forms of development) is key. In terms of quantum, housing must achieve full need, as a minimum. In terms of distribution, this must be balanced across the Borough.

If both quantum and distribution are not sound as part of the Regulation 19 Local Plan, there will likely be knock-on effects and social, environmental and economic matters could be significant.

As set out in the Council's EC's Topic Paper, house prices in the Borough are some of the highest in Kent, and 30% more than national medians whilst earnings are around 11% less than national medians. This has resulted in a higher affordability ratio making it difficult for residents to purchase property in the Borough, especially first time buyers.

More housing is essential in the Borough to reduce the affordability ratio and ensure sufficient housing is available for all, therefore we recommend this should be a key priority in the new Local Plan.

No response

This is a beautiful part of our beautiful country and as such needs protecting. I neither trust Government strategies or Local Plans to do this. Yes we need housing but in areas where environment and disruption to existing infrastructure are not compromised.

All these options are important but at the end of the day if the place is swamped with car traffic all other aspects are undermined.

The Council's evidence (notably the Housing Needs Survey ('HNS')) demonstrates significant housing need across the authority area, with affordability and suitability of housing stock a significant concern. The provision of appropriate levels of housing, in the right location, type and tenure must therefore be central to the Local Plan. New homes must be supported by communities and infrastructure which serve their and existing communities' wider needs, including appropriate investment in public transport, active mode transport opportunities and highways. We do not consider other strategic matters to be unimportant, however.

To meet local needs whilst doing as much as possible to protect the planet

The area around London should remain both culturally and physically different from the metropolis. It is important to prioritise the natural environment while ensuring good community infrastructure for the existing population. The Green Belt is not a tool for "nimby's" but an important way of providing a cushion around London to prevent the concreting over of the SE corner of the UK.

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**User Response: Text**

No response

They are applicable to where I live - in general I agree with the overall strategic needs of the plan but need to preserve the green belt and AONB for all.

If climate change is not addressed thoroughly and immediately there will be no 'local' for a plan. Loss of Green Belt has huge environmental impact. Housing - people need somewhere AFFORDABLE to live.

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces.

It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF:

- (a) to check the unrestricted sprawl of large built-up areas;
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- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

TRANSPORT – Tonbridge is constrained by an ancient road network designed for pedestrians and horses. It struggles to cope with current demand and additional capacity cannot be delivered on many routes if any. Any new development at all will require junction modifications in the Shipbourne Road/ London Road area. It has proven impossible to bring forward improvements to South Tonbridge and in fact the reconfiguration of the junction at Waterloo Road/Quarry Hill Road has actually made the situation worse.

One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to place active travel at the heart of all new developments across the borough.

There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

CLIMATE CHANGE - Unless we all focus on this as a top priority, planning consultations will be irrelevant because we will not have a habitable planet to live on.

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### User Response: Text

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

All are important. Reducing the list to 3 is a bit arbitrary. The 3 I have chosen are to with what I think matters most to the quality of life in the borough. Climate change of course is a different sort of factor. Pessimistic views talk about the earth shedding 5bn people in 40 the next years as the carrying capacity of the planet falls. This sort of prediction cuts across the life-time of this plan and will have all sorts of impacts that are outside the ability of TMBC to influence

GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces. It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF:

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#### COMMUNITY FACILITIES & INFRASTRUCTURE

- Regarding the provision of healthcare facilities, it must be recognised that there is already an issue with insufficient provision of healthcare, it is hard to find trained medical staff.
- Transport as above
- Drainage systems capable of managing the existing levels of water are already insufficient, this will become far worse if the current services are not increased

To be fair they are all pretty important. Given we only have one planet and we are fast destroying our natural environment I'd say it is about time we prioritised that. We're in a climate and biodiversity emergency so how about we actually treat it as such and make those areas the focus.

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**User Response: Text**

We really must not lose precious areas that impact the environment and wildlife and cultural heritage

Developments should be in harmony with the area they are built. Much of the checklist is already an issue, infrastructure etc, but it all starts with the protection of the natural/greenbelt/rural areas as if you develop them then that triggers other issues such as infrastructure etc which will then become even more of a major issue.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food. GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

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In the midst of the nature and climate crisis it is essential that Local Plans are ambitious in their commitments to reduce reliance on carbon, offset residual carbon emissions through local habitat creation, protect and enhance the natural environment, leaving species and habitats in a better state at the end of the local plan period, and ensuring that existing and new residents re-connect with the natural environment, bringing health and wellbeing benefits.

Housing is not a strategic matter. It is the objective of the Local Plan. These strategies are to guide to TMBC's demand for housing

Flooding is already a serious concern in the borough and in other parts of the Medway Valley and wider catchment area. Further development within the floodplains will increase the risk of flooding in neighbouring areas and in downstream communities.



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### User Response: Text

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

COMMUNITY SERVICES AND INFRASTRUCTURE - these are already at breaking point!

GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces.

It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF:

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- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Ensuring the character and environment are enhanced and not spoiled by overdevelopment of all local open spaces

We have seen transport services in the area cut and not keeping up with requirements. Transport to Pembury hospital for example.

The roads have not considered development or the infrastructure to keep with planned growth of houses. This has shown strain on existing resources and no party (TMBC, KCC) have looked at this carefully enough.

We are at risk of flooding increasing in the area and there is no clear strategy to help existing housing with flooding risk – and we have seen more housing built on flood plans. There are areas in the Borough – like Borough Green which could easily take up additional housing as this is not linked to flooding.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food. South East Water is operating on an emergency service only as there is poor infrastructure to stop water loss from reported leaks. There are 2 known water leaks in the Higham Wood area which have not been dealt with. Twice in October 2022 water supply was unavailable for 2 to 3 hours. Hose pipe bans are still in place. Local reservoirs continue to be low.

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education and water supply have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

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## User Response: Text

Paragraph 20 of the Framework states that:

*“Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:*

1. *a) housing (including affordable housing), employment, retail, leisure and other commercial development;*
2. *b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
3. *c) community facilities (such as health, education and cultural infrastructure); and*
4. *d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.”*

Given this, it is clear that Housing and Economic development should be the two most important strategic matters and should be a priority for Local Plan 2040. Whilst still important, the natural environment should be given the lowest priority. We consider that community facilities and infrastructure should be given the third highest priority since this goes hand in hand with growth i.e. there needs to be services and facilities to support the population and workforce.

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

GREENBELT & NATURAL ENVIRONMENT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces.

It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfills all the requirements laid down in the NPPF:

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- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

We live in a beautiful area of Kent and soon there will be nothing left but housing estates. We watch programmes about species being destroyed in other lands and we are shocked. What about our own back yard? We are destroying everything we have. Mereworth is full of fields and narrow lanes and nature. Why destroy it all with housing and noise and light.

Stick to the already existing towns.

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### User Response: Text

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Access to nature has proven health benefits, and helps deliver the Healthy Places priority of the NPPF.

The countryside should stay as natural as it can be, development should be kept around existing towns there is no reason to develop the green belt until the town's have been made better and much better public transport exists in the outer areas for access to the towns.

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent Tooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

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One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to place active travel at the heart of all

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**User Response: Text**

new developments across the borough.

There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

The local Plan of course needs to address future development needs of it's community . However it is imperative that in designing and implementing such plan it preserves as much of richness of heritage in Landscape , Natural diversity of environment and eco-systems and Historic Structures .Once sacrificed these cannot later be reclaimed , for future human generations but importantly the other inhabitants of our environment that we are custodians for.

Increasing housing delivery is a particularly important strategic matter for the Council to align with the “Government’s objective of significantly boosting the supply of homes” (NPPF, paragraph 60). In “boosting the supply of homes” and delivering over and above the OAHN, it will allow affordability to improve across the Borough (currently at 13.39 which is higher than the Kent average). At the same time, it is vital that community facilities and the associated level of infrastructure is delivered alongside the housing and in the expectation that sites/land will be delivered in locations that can build on and enhance existing local services/infrastructure, i.e., adjacent to settlements, this approach will ensure the Local Plan can deliver sustainable development.

Any new development should be accompanied by sufficient prior and/or concurrent investment in infrastructure, as current infrastructure in the area is insufficient.

In rural areas, active travel is not a viable option – roads are narrow and unsafe. Public transport is non-existent. People will still have two vehicles per household – council should consider greater provision of charging points?

These are the 3 imperatives that need to be got right, and they are all intricately linked. The thrust of the policies should be to maximise land use within Tonbridge Town Centre; if you do that, you minimise the amount of housing that needs to be provided elsewhere, and that in turn minimises the impacts on the Green Belt (and the wider natural environment).

It is important to retain the valuable green belt land around the Tonbridge area, many areas under consideration are productive agricultural fields which must be retained to assist in the supply of domestically produced foods and minimise the need for imports especially at this time of cost of living crisis

Sustainable future

I feel so strongly about conserving our green belt, protecting the natural environment and ensuring optimum

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**User Response: Text**

biodiversity. Humans are not the only inhabitants of this planet. We must look after our green spaces for the overall good of the planet.

Previous plans have changed after they have been passed. ie the Green way Hall road Wouldham. Now a road. Green open space by the river now a pile of chalk & soil soon to be more houses.

Above everything our environment is the most important thing. Once green land is built on it is not easily undone and the rural nature of the area is lost forever. Housing impacts adversely in so many ways, reducing wildlife and insect populations, increasing pollution and rubbish which is already a huge issue in the borough. Land should be preserved for farming and re-wilding. There is a food and climate crisis.

The green belt is a key feature of the borough. If we wanted to live in an urban borough we could easily move to London!

Natural environment – is critical for preventing settlement coalescence, protecting biodiversity and sustainability  
Community Facilities & Infrastructure – the current facilities (doctor surgeries / school buses / dentists etc) are insufficient to meet current demand nevermind adding additional burden. Parking is also a significant issue in areas such as Kings Hill.

Community facilities and infrastructure go hand in hand with housing development and we need to be conscious of the pressures on our community facilities and infrastructure generated by proposed developments by Tunbridge Wells Borough Council in Capel etc.

I chose natural environment as we need to build a sustainable future and protect those valued open spaces we are fortunate to have in the Borough.

Key issue- infrastructure, particularly local transport

Natural environment-needs to be committed to biodiversity and reducing carbon expenditure

For any development to meet its sustainability objectives it needs to recognise the environment in which it is being proposed: to achieve SA 2. it needs to be recognised that any development between East Malling into West Malling from Mill Street along Claire Lane would require new pavements and lighting so that any new housing would have access to existing community facilities without encouraging additional motor vehicle use (SA10); additional pavements and lighting along Claire Lane would cause damage to a distinct countryside environment impacting wildlife habitat (SA 5 and SA 6) through disruption of wildlife habitats and interruption of "darksies" environments; the scale of the developments will materially impact what has been described in the "East Malling Conservation Study" as an areas of "Unspoilt beauty" and would disturb the distinct, historic characters of East Malling and West Malling villages

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**User Response: Text**

Regarding SA 11 and 12: Incomplete ecology impact and air quality surveys need to be completed and associated issues addressed in line with the overall, cumulative impact of changes resulting from proposed development (not on a case-by-case basis) need to be addressed against very localised claims (e.g biodiversity increases in localised developments e.g unqualified/ unquantified 30% increases in biodiversity)

Regarding SA 14: Of the proposed developments only a very small proportion are affordable to young buyers in the local demographic

In terms of local plots the proposed plots 59752, 59802, 59797, 59800 would all destroy areas of outstanding natural beauty, ancient woodland and their local natural habitat.

They will also absorb Wateringbury, as an other rural settlement into Kings Hill, an urban area, disrupting the settlement hierarchy principle.

Wateringbury, and in particular Canon Lane, will be hugely impacted by this in terms of traffic/water table issues where we saw a water drought this Summer without this major impact, so in effect this is a anti climate change measure which at first sight is not sustainable. In addition the lane is in effect single track.

To preserve the rural integrity of the borough

In an already densely populated area preservation of the green belt is essential

Any development must be accompanied by appropriate infrastructure or quality of life will be damaged

Without effective public transport increased private transport will cause major delays and damage to the environment

Agriculture - need to produce home grown food in uk.

community facilities- Education, healthcare and roads already under strain.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

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## User Response: Text

COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

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CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces.

It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF:

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TRANSPORT – Tonbridge is constrained by an ancient road network designed for pedestrians and horses. It struggles to cope with current demand and additional capacity cannot be delivered on many routes if any. Any new development at all will require junction modifications in the Shipbourne Road/ London Road area. It has proven impossible to bring forward improvements to South Tonbridge and in fact the reconstruction of the junction at Waterloo Road/Quarry Hill Road has actually made the situation worse.

One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to

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One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to place active travel at the heart of all new developments across the borough.



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### User Response: Text

There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

Climate Change. - The risks associated with climate change including changing seasons, frequent flooding, drought, loss of rainwater for reservoirs etc is therefore an urgent issue they any plan must address

Greenbelt - Preservation supports the point above but is also important for the wellbeing of human, animal and plant population in the area.

Transport - The roads around Tonbridge are old and designed for Pedestrian and horses. They struggle to cope with the Current demands from resident and will not be able to cope with any additional capacity

Climate change - Frequent flooding.

Green Belt- Important for the wellbeing of human, animal and plant population in the area.

Transport - Tonbridge struggles to cope with current demand, any new development will only make the situation worse.

OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Tonbridge has many historic buildings but it is not being protected sufficiently by planners. Green spaces in Tonbridge must be protected.

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As outlined above, the NPPF sets clear parameters for what constitute strategic policies and what should feature in a plan. Given there is clarity on these matters we question the benefit in implying that there is an element of choice of which matters take priority.

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As set out in response to Q.2, Tonbridge should in our view be elevated in the settlement hierarchy to a 'Principal Town' ,

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### User Response: Text

given its role and function within the borough and wider Housing Market Area. There are acute affordable housing shortfalls at this key town, which reduces its ability to retain a local economically active workforce in support of key social and economic needs, increasing the potential for unsustainable travel patterns. Redressing this through the Local Plan's spatial distribution options, by directing a greater proportion of growth to Tonbridge, and assessing the role adjacent settlement Hildenborough could play to support this further has many benefits. This is not to say the other matters aren't important, but these are the three we consider merit particular focus.

Alongside new homes it is essential that appropriate transport, community facilities and infrastructure are planned for to ensure there is capacity for growth. However, a balance between all the strategic matters needs to be found.

'Health and wellbeing' are missing and these are issues that must be addressed by the Local Plan. All must be provided for and/or require some sort of change or development.

However:

- ? Climate change
- ? Natural environment
- ? Built and historic environment
- ? Green Belt

These are the framework and constraints within which development must be provided. They are issues that must be addressed in relation to the impact of the development being planned for.

Unless exceptional circumstances prevail the Green Belt is a major constraint, the built and historic environment biodiversity, landscape and other elements of the natural environment e.g. soils, water etc. all require conservation and enhancement. Climate change must be mitigated and development needs to be planned to adapt and ensure carbon reduction. These 4 'strategic matters' must therefore be the priorities. Everything needs to be tested against these issues. That is what planning for development is all about. These priorities should act as the framework within which the allocations and spatial options are chosen and policies are developed.

After applying the 'strategic matters' i.e. the constraints of:

- ? Climate change
- ? Natural environment
- ? Built and historic environment
- ? Green Belt

The priority for providing development allocations and infrastructure within these 4 strategic matters/constraints identified above, development priorities should be:

- ? Community facilities and infrastructure
  - ? Economic development
  - ? Housing
- because if these are provided properly in accordance with the needs of the Borough they cover the other 'strategic matters' of;
- ? Retail
  - ? Tonbridge (as the borough's principal town centre)
  - ? Transport

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## User Response: Text

'Health and wellbeing' are missing, and these are issues that must be addressed by the Local Plan. All must be provided for and/or require some sort of change or development.

However:

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These are the framework and constraints within which development must be provided. They are issues that must be addressed in relation to the impact of the development being planned for.

**These 4 'strategic matters' must therefore be the priorities.** Everything needs to be tested against these issues. After applying these 4 'strategic matters' development priorities should be:

- Community facilities and infrastructure
- Economic development
- Housing

because if these are provided properly in accordance with the needs of the Borough they cover the other 'strategic matters' of;

- Retail
- Tonbridge (as the borough's principal town centre)

Transport

Gladman consider that housing, Green Belt, economic development, transport, and climate changes should be priorities within the Local Plan. These strategic matters combine to ensure that housing needs are met and can all be addressed through the allocation of suitable, sustainable residential development sites.

An opportunity exists to plan for new development in locations that encourage and enable sustainable lifestyles. Sustainable transport usage can be increased through suitably located development and the integration of different modes and infrastructure provision.

Fundamentally, the Council should ensure that they are planning for the new homes and jobs that TMBC needs, in sustainable and accessible locations, whilst supporting strong, healthy, and vibrant communities, protecting and enhancing the areas' natural, built and historic environments, fostering well-designed, beautiful safe places, and mitigating and adapting to climate change

- We would argue, of the matters listed the priorities should be: Natural Environment, Tonbridge Town & Transport Infrastructure
  - We do not agree that additional significant housing provision in the West Malling area is a priority Strategic Matter and questions the rationale for such housing increases proposed

## User Response: Text

- elsewhere across the Borough
- Analysis undertaken for BAG determined that in recent times, **it is estimated that the area within 1 mile of West Malling has absorbed 58% of new home building**
  - **The West Malling area represents just 1% of the 24013 hectares of Tonbridge & Malling Borough.**
  - The town is now in danger of being choked e.g. by traffic and lack of parking and infrastructure.
  - TMBC's estimated population in 2020 was 132,600 across 56,096 dwellings
    - The Government assessed housing need imposes a 30% increase to the number of dwellings which is not justified by TMBC's own housing need
    - **This assessed housing need must have been based on significant migration into the Borough e.g. from London**
  - Far from addressing the affordability crisis for TMBC residents it will make it worse as such a great uplift could only be met through the development of large sites which attract buyers from London and SE London who can realise more value for money within Tonbridge and Malling.
  - The housing within local communities should be for people already based in those communities, such as those new developments in areas such as Plaxtol.
  - As communities across the Borough will confirm, the addition of recent new major developments has already put critical pressure on local infrastructure and services

Need to protect environment ensure minimal harm to countryside protect the green belt ensure facilities an infrastructure can cope with new development.

The Government's objective of significantly boosting the supply of Homes, as set out in NPPF paragraph 60. Moreover, the NPPF tests of soundness at NPPF paragraph 35 require Local Plans to be positively prepared which means, as a minimum meeting the objectively assessed needs, including housing, As set out in our answer to question 5, TMBC should be seeking to deliver 1,007 dpa. The failure to deliver sufficient housing can have serious social and economic consequences for the Borough and the wider area.

16 prepared which means, as a minimum meeting the objectively assessed needs, including housing, As set out in our answer to question 5, TMBC should be seeking to deliver 1,007 dpa. The failure to deliver sufficient housing can have serious social and economic consequences for the Borough and the wider area.

The Draft Plan are clear about the significance of the housing affordability issue across the Borough (see answer to question 5 for further details). Within this context, the delivery of affordable housing in line with the identified needs is significantly important to the Council.

Housing now is at the forefront of addressing climate change through its energy efficiency and surface water drainage programs and environmental enhancement through the implementation of BNG programs. It is the issue that normally gets the most commentary at a LP examination and the least credit for all it does, and needs to be prioritised accordingly. The land at Manor Farm is able to deliver new homes (including affordable homes) within the first five years of the Plan Period.

Quality of life for residents. Failure to consider climate change seriously will result in an unsustainable solution.

The required infrastructure needs to be in place before any additional housing is built.

Quality of life for residents. Failure to consider climate change seriously will result in an unsustainable solution.

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### User Response: Text

The required infrastructure needs to be in place before any additional housing is built.

We have chosen the above three priorities for the following reasons:

#### 1) Community Facilities and Infrastructure

3.94 To accommodate all the anticipated future growth in the new Local Plan to meet the 839 dwellings per annum

(dpa), it is essential that a sufficient amount of community facilities and infrastructure is provided as part of the new

Local Plan.

3.95 We consider that community facilities and infrastructure are the roots to all development and without this being

implemented, this limits the capacity of the Borough to accommodate the level of growth required.

3.96 We request the Council produce an Infrastructure Delivery Plan as part of their Regulation 19 consultation evidence base to set out how this infrastructure will be delivered as this will have an impact on how much housing

goes where in the Borough.

3.97 We also recommend community facilities and infrastructure is a priority within the new Local Plan.

#### 2) Green Belt

In order to meet local development needs Green Belt release is essential. We recommend that the Council needs to acknowledge this from the outset in the Regulation 19 Local Plan. The Council's evidence base confirms that there is insufficient capacity within existing settlements to meet their identified need of 839 dpa.

3.99 The Council have set out that Exceptional Circumstances ('ECs') exist to justify alterations to the Green Belt and

we recommend this should be a priority for the new Local Plan to ensure all development needs (housing, employment, community facilities and infrastructure) can be met in full within the Plan period, in the most sustainable and appropriate locations.

3.100 We also recommend that the need to release Green Belt is communicated to the community and to Councillor's to

thoroughly understand the lack of reasonable alternatives to meet development needs.

#### 3) Housing

3.101 The Council must meet their housing needs in full, as a minimum.

3.102 The Council have seen an increase in their housing target to 839 dpa through the standardised methodology,

therefore housing should be a key strategic matter for the new Local Plan to ensure housing needs can be met in full.

3.103 Quantum and distribution of housing (and all other forms of development) is key. In terms of quantum, housing

must achieve full need, as a minimum. In terms of distribution, this must be balanced across the Borough.

3.104 If both quantum and distribution are not sound as part of the Regulation 19 Local Plan, there will likely be knock-on

effects and social, environmental and economic matters could be significant.

3.105 As set out in the Council's EC's Topic Paper, house prices in the Borough are some of the highest in Kent, and

30% more than national medians whilst earnings are around 11% less than national medians. This has resulted in a higher affordability ratio making it difficult for residents to purchase property in the Borough, especially first time

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**User Response: Text**

buyers.

3.106 More housing is essential in the Borough to reduce the affordability ratio and ensure sufficient housing is available

for all, therefore we recommend this should be a key priority in the new Local Plan.

As outlined above, the NPPF sets clear parameters for what constitute strategic policies and what should feature in a plan. Given there is clarity on these matters we question the benefit in implying that there is an element of choice of which matters take priority.

The three most important strategic matters are housing, transport and community facilities and infrastructure. Whilst climate change is clearly the most pressing global issue the extent to which the Local Plan can make a significant difference in this regard is necessarily limited. Providing housing to meet overall needs in the right location with the right community and transport infrastructure is the biggest challenge facing the Local Plan.

Housing is in our opinion a strategic matter that should be prioritised in the preparation of the Local Plan.

The failure to deliver sufficient housing can have serious social and economic consequences for the Borough and the wider area. In addition housing now is at the forefront of addressing climate change through its energy efficiency and surface water drainage programs and environmental enhancement through the implementation of BNG programs. It is the issue that normally gets the most commentary at a LP examination and the least credit for all it does, and needs to be prioritised accordingly.

The NPPF sets clear parameters for what constitute strategic policies and what should feature in a plan. Given there is clarity on these matters we question the benefit in implying that there is an element of choice of which matters take priority.

3.27 Housing delivery should be a key priority for TMBC with a minimum housing need of 15,941 dwellings across the Plan period up to 2040. However, housing growth should be accompanied by economic growth to ensure a balance between new homes and jobs. A focus on economic development is also particularly important to meet National, Regional and Local economic recovery objectives following the Covid-19 pandemic and boost economic output. In this way, the Marley Tiles site will provide a valuable contribution towards providing new high-quality B8 employment floorspace within the early part of the Plan period.

3.28 Another key priority should be Green Belt. In order to meet the development needs of the borough, TMBC will need to undertake a review of the Green Belt across the Borough to consider whether there is land currently located within the Green Belt which no longer serves the strategic purposes of the Green Belt and could be used to deliver sustainable development.

3.29 One such location which should be considered as part of this strategic Green Belt Review should be Major Developed Sites within the Green Belt including Nepicar Area West Major Developed Site. This includes brownfield land which is constrained by the Green Belt designation that washes over the employment allocation, arguably restricting the ability to



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## User Response: Text

make the most effective use of this land. By releasing suitable brownfield sites within the Green Belt, this will put less pressure on locating development on sites which may be less suitable including greenfield sites. The Marley Tiles Site comprises brownfield land which is ideally located for distribution development given its proximity to the Strategic Road Network. However, there is concern that the current Green Belt designation would unduly constrain the potential to effectively use this Site for employment uses.

In line with paragraph 20 of the NPPF, strategic policies should be limited to those necessary to address the strategic priorities of the area (and any relevant cross-boundary issues), to provide a clear starting point for any non-strategic policies that are needed. Strategic policies should not extend to detailed matters that are more appropriately dealt with through neighbourhood plans or other non-strategic policies. With the above in mind, the plan should be more focussed on the strategic policies that it is proposing to introduce.

Increasing housing delivery is a particularly important strategic matter for the Council to align with the “Government’s objective of significantly boosting the supply of homes” (NPPF, paragraph 60). In “boosting the supply of homes” and delivering over and above the OAHN, it will allow affordability to improve across the Borough (currently at 13.39 which is higher than the Kent average). At the same time, it is vital that community facilities and the associated level of infrastructure is delivered alongside the housing and in the expectation that sites/land will be delivered in locations that can build on and enhance existing local services/infrastructure, i.e., adjacent to settlements, this approach will ensure the Local Plan can deliver sustainable development.

With regard to housing, the Framework (paragraph 60) sets out the Government has a clear objective of “significantly boosting the supply of homes” to ensure a “..sufficient amount and variety of land can come forward where it is needed”. This is a clear government priority in an accepted housing crisis. Housing delivery of course also supports wider economic growth and development.

In relation to economic development, the Framework, at paragraph 81 confirms planning policies and decisions should help to create conditions for businesses to invest, expand and adapt, with significant weight placed on the need to support economic growth and productivity. Paragraph 82 continues requiring planning policies to set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth. At paragraph 82c) the Framework seeks to address barriers to investment in economies, such as inadequate infrastructure, services or housing. Therefore, economic development and housing delivery go hand in hand.

In terms of transport, the Framework requires infrastructure provision and development to be supported by infrastructure. Transport issues must be considered at an early stage of plan-making and opportunities from existing or proposed transport infrastructure must be realised (paragraph 104 of the Framework).

Paragraph 20 of the Framework requires strategic policies to identify a strategy for making sufficient provision for infrastructure of transport.

Paragraph 105 of the Framework states:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will

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## User Response: Text

vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

Paragraph 3.79 of the Interim Sustainability Appraisal is consistent with this, indicating that a growing population will create a substantial need for inter alia transportation infrastructure. In order to ensure that transport is a key aspect to ensure residents and workers can travel in, out and around the Borough in a time effective and sustainable manner, high quality infrastructure needs to be planned positively for, whilst transport can be a crucial methods in shifting towards a low carbon environment. Therefore, improving and increasing connectivity is a crucial strategic priority.

Question 10 sets out a list of potential priorities for the Local Plan, and invites respondents to select three that ‘mean the most to you’.

Vistry regard all the strategic matters identified as important and each will need to be addressed through the Plan. However, ‘Housing’ and specifically meeting objectively assessed needs in full, is the single most important strategic matter for the Plan. The importance of fully meeting housing needs is articulated in the Housing Needs Study (July 2022), which (at Section 3) depicts out the exponential growth in median house prices within Tonbridge and Malling, alongside correspondingly worsening levels of housing affordability

Related to the above, Vistry consider that the ‘Green Belt’ is another strategic matter that must be prioritised. In particular, the new Local Plan must release sufficient land from the Green Belt to ensure that housing and other needs are fully met. The ‘Urban Capacity Study’ (July 2022) and the ‘Green Belt Exceptions Circumstances (Strategic) Note’ (July 2022), confirm that there is insufficient previously developed / urban land to address housing needs. In the context of the scale of that need and in a climate of worsening affordability, exceptional circumstances exist to justify the removal of land from the Green Belt for residential development.

Vistry also identify ‘Climate Change’ as another strategic priority for the Plan. Specifically, new housing should be directed to locations that are or can be made sustainable, and which offer a genuine choice of sustainable transport modes (as per NPPF paragraphs 104 and 105). It is therefore vital that the Plan allocates land for residential development at locations with good access to high-frequency public transport services. Vistry argue that this should include Land South of Noble Tree Road, which adjoins Hildenborough Railway Station.

**OTHER (AGRICULTURE)** - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

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**User Response: Text**

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OTHER (AGRICULTURE) - As evidenced by the shortages caused by the war in Ukraine, maintaining and growing our own UK production is more important than ever before. We cannot afford to lose Best, Most Valuable agricultural land to development. Environmental sustainability must imply the production of more home-grown food.

GREEN BELT - It is vital to protect Metropolitan Green Belt land at all costs. The MGB around Tonbridge fulfils all the requirements laid down in the NPPF:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

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COMMUNITY FACILITIES AND INFRASTRUCTURE - Facilities in health and education have already deteriorated badly over many years and are under stress. Our roads are in bad condition and often congested.

Priorities must be and in this order:

2 GREEN BELT

1 CLIMATE CHANGE

3 NATURAL ENVIRONMENT

Housing is not a strategic matter. It cannot feature amongst the more pressing and urgent issues of protecting our natural environment.

All are important But 8 Housing is not strategic, it is the sole function of the plan - these strategies are to guide your demand for housing

To protect the natural environment by over development. Sustain the historic nature of Hildenborough & Tonbridge from the thoughtless and careless attitude of under trained and unqualified developer.

The Green Belt is sacred and should be preserved at all costs.

All are important But 8 Housing is not strategic, it is the sole function of the plan - these strategies are to guide your demand for housing

**All are important But 8 Housing is not strategic, it is the sole function of the plan - these strategies are to *guide* your demand for housing. Housing is counter productive to 1/2/3/4/5/9 You are building housing that will mean vast areas being destroyed of green belt, natural environment thus contributing to climate change. On the back of that the amount of houses you are proposing across this area will put incredible amount on the infrastructure of this area. Hospitals are 20 mins drive away, doctors are already under pressure, secondary schools oversubscribed or having to travel far to get to, transport such as buses which are relied upon are being cut. The A25 is already under pressure and will add to the pollution of the area with more cars as the infrastructure like buses are being cut.**

Climate Change- To save the planet

Green Belt- Preserving its openness is critically important

AONB- Preserving the innate beauty of these areas is critically important. They must be preserved such that

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### User Response: Text

urban and country dwellers can escape to beautiful areas for fresh air and exercise.

See above

Climate change as it is an emergency now. Community facilities and infrastructure very important for our daily living greenbelt preserving our environment

**Question 11** Three is not enough.

We chose:

- climate change as that has to be at the forefront of any new developments from now on
- the Green Belt as that is an established concept which should imply protection of the natural environment and historical character.
- housing as people should have access to affordable, decent homes.

### Other housing points

Affordable housing to rent and to buy should be a high priority

First time buyers should be high priority

People with special housing needs should have those needs met

More smaller properties

Control unrestricted urban sprawl. Resist encroaching in to the countryside. Regenerate derelict urban land.

The list of strategic matters listed is clearly comprehensive but the order of priority is debatable. Ng.

- We would argue, of the matters listed the priorities should be: Natural Environment, Tonbridge Town & Transport Infrastructure
- We do not agree that additional significant housing provision in the West Malling area is a priority Strategic Matter and questions the rationale for such housing increases proposed elsewhere across the Borough
- Analysis undertaken for BAG determined that in recent times, **it is estimated that the area within 1 mile of West Malling has absorbed 58% of new home building**
- **The West Malling area represents just 1% of the 24013 hectares of Tonbridge & Malling Borough.**
- The town is now in danger of being choked [e.g.by](#) traffic and lack of parking and infrastructure.
- TMBC's estimated population in 2020 was 132,600 across 56,096 dwellings

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### User Response: Text

- The Government assessed housing need imposes a 30% increase to the number of dwellings which is not justified by TMBC's own housing need
- **This assessed housing need must have been based on significant migration into the Borough e.g. from London**
  - Far from addressing the affordability crisis for TMBC residents it will make it worse as such a great uplift could only be met through the development of large sites which attract buyers from London and SE London who can realise more value for money within Tonbridge and Malling.
  - The housing within local communities should be for people already based in those communities, such as those new developments in areas such as Plaxtol.
  - As communities across the Borough will confirm, the addition of recent new major developments has already put critical pressure on local infrastructure and services

Housing is not a strategic matter. It is the objective of the Local Plan. These strategies are to guide to TMBC's demand for housing.

We endorse that the consultation document recognises at paragraph 5.3.16 that addressing housing affordability should be identified as a key priority. As set out in our responses above, it should be recognised that this can only be addressed through the emerging Plan by going beyond the "minimum" housing requirements established by the standard method.

A significant constraint to meeting housing need is that 71% of the Borough is designated Green Belt land. This represents a significant constraint to development within some of the most sustainable parts of the Borough, and there will inevitably be a need for a Green Belt review to be completed and Green Belt release to be completed.

We acknowledge that to be able to support the delivery of the much-needed housing there needs to be adequate and sufficient community facilities to meet the needs of a growing and aging population. The Plan should acknowledge and support the way in which the provision of more homes can help deliver or fund via S106 contributions the expansion or delivery of new services and infrastructure. Moreover, how building homes generates a local population that increase spend in local existing community facilities, services and conveniences, supporting them to remain for the long term.

However, the order of priority is debatable and, with the existing settlements within West Malling, East Malling and Kings Hill being BAG's focus, we would argue the 3 most important strategic matters are:

- Natural Environment
- Tonbridge Town
- Transport infrastructure

In brief, and with regard to the other priorities, BAG does not agree that additional significant housing provision in the West Malling area is a priority Strategic Matter, in fact our analysis would encourage TMBC officers to re-

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**User Response: Text**

examine and question the rationale for the level of housing increases proposed across the rest of the Borough too.

As mentioned previously, analysis undertaken for BAG determined that in recent times, it is estimated that the area within 1 mile of West Malling has absorbed 58% of new home building. This area represents just 1% of the 24,013 hectares of Tonbridge & Malling Borough. There is no doubt that this has led to the relative affluence of the town but it is now in danger of being choked e.g. by traffic and lack of parking and infrastructure.

The estimated population for Tonbridge and Malling, stated in the Reg 18 Consultation document, was 132,600 in 2020 utilising some 56,000 dwellings. The housing allocation suggested by central Government for the period of the new local plan is 15,941 which is an increase of around 30%. Organic population growth is nowhere near this figure and, whilst acknowledging there may be a continued trend away from the traditional 'nuclear family', an increase in need for housing stock of one third over such a relatively short period could only be realised from migration into the area, especially from more expensive areas such as the London metropolis. Far from addressing the acute affordability crisis (as detailed in the Stage 2 Green Belt Study) faced by some local people, such large-scale increases in housing stock are only achieved through major developers building new housing in large sites which attract new families to the area who can realise more value for their money within Tonbridge and Malling.

As communities across the Borough will confirm, the addition of recent new major developments has already put critical pressure on local infrastructure and services.

All developments should be sustainable and supported by appropriate infrastructure & transport. It is important that the land is susceptible to the effects of climate change.

Additional infrastructure is required to relieve the already over stretched facilities.

The Green Belt is very important, preferable extended to the West Malling by-pass otherwise everywhere becomes anonymous,

Any increase in housing should also be accompanied by improvements in infrastructure before the build. Not after as current as it does not happen. Public transport is also required.

You cannot develop without considering transport AND the private car. If your transport is inadequate then you WILL have two cars per household and cars parked on the kerb! It is sheer foolishness to think otherwise.

All are important But 8 Housing is not strategic, it is the sole function of the plan - these strategies are to guide your demand for housing.

All are important But 8 Housing is not strategic, it is the sole function of the plan - these strategies are to *guide*

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## User Response: Text

your demand for housing

All are important But 8 Housing is not strategic, it is the sole function of the plan - these strategies are to guide your demand for HOUSING MIX

Other agriculture, shortage of own grown produce will be made worse by building on agricultural land.

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Priorities must be:

1. Green Belt.
2. Climate Change.
3. Natural Environment.

Housing is not a strategic matter. It cannot feature amongst the more pressing and urgent issues of protecting our natural environment, which has lasting benefits for all people, as well as wildlife.

Maintaining a balance between what we have and what we need.



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## User Response: Text

Further to our comments above (in Q.2), we support the preservation of the Green Belt, given that 15,000+ acres of green space in Kent is about to be lost to development. In particular, we advocate retaining effective Green Belt buffers between rural hamlets and urban areas, with an absolute minimum of 500m (as TMBC previously set-out<sup>1</sup>). The Green Belt is vital in helping to preserve the separate identity and rural setting, of such settlements/the surrounding countryside. Thus, we advocate policies being adopted to ensure important Green Belt buffers be retained. As such, we do not support options that would result in the release of Green Belt land, especially in south-west Tonbridge, where it will effectively remove this buffer; with the urban confines coming within 200m of Lower Haysden (e.g. if Sites 59764 & 59641 taken forward). TMBC<sup>1</sup> have stated: “little ... is achieved by major further outward suburban expansion that ... adds to traffic problems”. With reference to the Interim Sustainability Appraisal Report, many of the Objectives (namely: to improve human health & well-being and to improve levels of education attainment) cannot be supported or realised without adequate local community facilities, which are currently under pressure from the existing demand, especially in Tonbridge. For instance, we live in south-west Tonbridge, where there is currently a lack of local primary school places. Without the inclusion of such needed facilities, it will put more pressure on existing services and will result in people having to travel further (e.g. take school children to the other side of Tonbridge), which is likely to promote private car usage, rather than active travel, and increase the town’s congestion issues. Furthermore, given the existing highway capacity issues in Tonbridge, as acknowledged by TMBC (above & Q.4), with many of the town’s junctions operating above practical capacity (i.e. 95%) and the lack of e.g. primary school places; any development policies for the town must take account of these issues, in order to achieve sustainable development. Our concerns in particular, about the lack of highway capacity, in south-west Tonbridge where this is acute, are detailed in Q.8. Thus, we advocate a strategy that adopts an ‘infrastructure first’ approach (inc. providing adequate community facilities and transport capacity), to ensure that the required infrastructure is delivered to support the sustainable development that our communities need. It might also be prudent to adopt strategic policies that looks to focus development away from areas with severe capacity issues and where there are no adequate/robust measures to mitigate such harm. Note local cycleway improvements would not address private car usage, if there is a lack of local school places.

CLIMATE CHANGE - The multitude of risks associated with climate change including: changing seasons (which reduces crop production and biodiversity), frequent flooding, drought and loss of rain water for reservoirs etc. is therefore an urgent issue that any plan must address to mitigate e.g. by preserving carbon capturing green spaces.

GREENBELT - preservation supports the point above but also important for the wellbeing of the human, animal and plant population in the area. It is also important for the local economy as visitors enjoy these spaces.

It is vital to protect Metropolitan Green Belt (MGB) around Tonbridge that fulfils all the requirements laid down in the NPPF:

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- (d) to preserve the setting and special character of historic towns; and

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### User Response: Text

(e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

TRANSPORT – Tonbridge is constrained by an ancient road network designed for pedestrians and horses. It struggles to cope with current demand and additional capacity cannot be delivered on many routes if any. Any new development at all will require junction modifications in the Shipbourne Road/ London Road area. It has proven impossible to bring forward improvements to South Tonbridge and in fact the reconfiguration of the junction at Waterloo Road/Quarry Hill Road has actually made the situation worse.

One of the greatest issues we can do to tackle climate change is to create 15 minute communities to minimise the need to drive and to do that we need to place active travel at the heart of all new developments across the borough. There is no point in asking for developer contributions to pay for additional bus capacity unless that is on an ongoing basis. time-limited payments will only leave communities without a service in future as we have seen with the X1 and X2 buses in Kings Hill recently.

**All are important But 8 Housing is not strategic, it is the sole function of the plan - these strategies are to guide your demand for housing. Housing is counter productive to 1/2/3/4/5/9 You are building housing that will mean vast areas being destroyed of green belt, natural environment thus contributing to climate change. On the back of that the amount of houses you are proposing across this area will put incredible amounts of strain on the local infrastructure of this area. Hospitals are 20 mins drive away, doctors are already under pressure, secondary schools oversubscribed or having to travel far to get to, transport such as buses which are relied upon are being cut. The A25 is already under pressure and will add to the pollution of the area with more cars as the infrastructure like buses are being cut.**

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The current facilities and infrastructure already cannot cope with current residents. People who live in Tonbridge and Malling live here because it is a rural area. More development will change this.

agricultural - we need to retain valuable farm land for food production

Green Belt - we must protect MGB for climate change and quality of peoples lives/mental health

develop brown sites, avoid urban sprawl, support biodiversity

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**User Response: Text**

CFI - GP's, schools, state of roads all under stress and lack of funding

Maintaining a balance between what we have and what we need.

They are fundamental to life in 21st century England

6 (Transport) - As mentioned earlier, the road through the village should not be used for huge lorries and trucks, my house literally shakes all day and night. Money should be spent on a diversion not unnecessary housing.

2 & 1 (Green Belt and Climate Change) are intrinsically linked- Green belt land is vital for the health and well being of the environment and for the people.

Providing accommodation for all. There seems to be a chronic shortage of housing suitable for an ageing population, and also for those looking to start out on the housing ladder. Not all young people/families want to life in a flat in the middle of Tonbridge.

See above.

All are important but 6 Housing is not strategic, it is the sole function of the plan - these strategies are to guide your demand for housing

All are important But 8 Housing is not strategic, it is the sole function of the plan - these strategies are to guide your demand for housing

The war in Ukraine has made it very clear how important it is to produce as much food as we can in the UK: Green Belt land is essential to protect especially as we are an island. It is what England is all about - is good for well-being. Infrastructure is already overwhelmed, and to add to the obvious like health, education - water is now equally important - specially with climate change. More house to supply and in an area where drought is on the up. It must be used for Agriculture.

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Priorities should be and in this order:

#2 Green Belt

#6 Transport

#5 Community facilities and infrastructure

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To reduce climate change we should not be building on green field sites

**All are important But 8 Housing is not strategic, it is the sole function of the plan - these strategies are to *guide* your demand for housing**

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**User Response: Text**

I disagree that housing (option 8) is of equal importance to the others.

Priorities must be and in this order:

2 GREEN BELT

1 CLIMATE CHANGE

3 NATURAL ENVIRONMENT

Housing is not a strategic matter. It cannot feature amongst the more pressing and urgent issues of protecting our natural environment.

All 3 are vital to give the population of Tonbridge a good standard of life

These should be the priorities based upon retaining the landscape and character of the borough

All are important But 8 Housing is not strategic, it is the sole function of the plan - these strategies are to guide your demand for housing

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Climate change and Natural environment because these should be the number 1 priorities for every country on this planet.

Green Belt, for the very reason it was introduced, which is even more pressing now than when it was introduced.

All of them are important but housing is not a strategic matter. The rest are to guide your plan for housing.

Maintaining a balance between what we have and what we need.

The list of strategic matters listed is clearly comprehensive and would be difficult to argue against. However, the order of priority is debatable and, with the existing settlements within West Malling, East Malling and Kings Hill being BAG's focus, we would argue the 3 most important strategic matters are:

- Natural Environment
- Tonbridge Town
- Transport infrastructure

In brief, and with regard to the other priorities, BAG does not agree that additional significant housing provision in the West Malling area is a priority Strategic Matter, in fact our analysis would encourage TMBC officers to re-examine and question the rationale for the level of housing increases proposed across the rest of the Borough too.

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As communities across the Borough will confirm, the addition of recent new major developments has already put critical pressure on local infrastructure and services.

Agriculture: - We need to grow more food with an increasing population & not import so much of our food.

Green Belt: - It is vital to protect the MGB. The Green belt round Tonbridge meets all the requirements laid down in the NPPF.

Community facilities etc.: Health & education have deteriorated in the last few years & the traffic has increased on all roads in the area.

These are all vital to keeping local rural areas safe and having no development that changes the local area.

Answer:

Climate Change- To save the planet

Green Belt- Preserving its openness is critically important

AONB- Preserving the innate beauty of these areas is critically important. They must be preserved such that urban and country dwellers can escape to beautiful areas for fresh air and exercise.

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