

**From:** [REDACTED]  
**To:** [Local Plan \(TWBC\)](#)  
**Subject:** Consultation on the local plan  
**Date:** 03 March 2024 18:05:49

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**Kent**  
[REDACTED]  
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**3<sup>rd</sup> March 2024**

Dear Sirs,

### **Local plan consultation**

Following receipt of your email of 28<sup>th</sup> February, I am responding to the consultation within the extended time frame

My wife and I are residents of Tonbridge and I limit my comments to those aspects of the revised plan which are likely to impact on Tonbridge, the Tonbridge and Malling Borough Council and its residents.

--[if !supportLists]-->1. <!--[endif]-->We are relieved to see that the Tudeley/Capel proposals have been abandoned.

--[if !supportLists]-->2. <!--[endif]-->We do not consider that the proposal to virtually double the size of Paddock Wood, including building significant numbers of new dwellings and a material increase in the size of the Transfesa estate, should be pursued without a major improvement to local infrastructure as mentioned below.

--[if !supportLists]-->3. <!--[endif]-->The proposal will inevitably lead to substantial increases in passenger, delivery and logistics traffic. Paddock Wood lies between the M20 and the A21, though some distance from both, so the main access roads to the town lie north east and south west to link to those principal routes. The main links used by those accessing Paddock Wood by road are the A26 from junction 7 of the M20 through Maidstone Town Centre, the A228 from junction 4 of the M20 through Kings Hill, the B2016 from junction 3 of the M20 past Mereworth, the A26 from the A21 through Tonbridge and the A228 from the A21 through Colts Hill. These access roads are already choked, particularly at the beginning and end of the working day and all are in need of significant maintenance. Colts Hill urgently needs a by-pass and the sections of road from the M20 to Mereworth, the route through Maidstone to Mereworth and the route through Tonbridge are already completely inadequate and will become impossible without

significant improvement. In addition to those accesses, there are various local routes, many unclassified and some of which as I write are flooded, through villages and hamlets. These minor routes, twisty and uneven are virtually incapable of improvement.

--[if !supportLists]-->4. <!--[endif]-->The plan proposals to significantly increase the size of the Longfield industrial estate in Tunbridge Wells will materially add to the traffic problems mentioned above particularly for vehicles approaching from the east and north east.

--[if !supportLists]-->5. <!--[endif]-->The proposal to build on flood plain in areas which have regularly flooded in the past invites disaster. Will the dwellings which are built be mortgageable? Will businesses want to take space in units which will potentially flood?

--[if !supportLists]-->6. <!--[endif]-->Major investment will be needed in new sewage treatment. Where will that be placed if not on flood plain with the risk of sewage floods in heavy rain?

--[if !supportLists]-->7. <!--[endif]-->Previously there was a proposal to restrict access to Hartlake Road between Tudeley and Golden Green. Though this may be partly within the TWBC area it is an essential, albeit inadequate, route for residents of Tonbridge and beyond when the A26 is very busy, as it was recently as a result of road works. Unless and until the A26 is considerably improved or re-routed this local road should not be restricted.

--[if !supportLists]-->8. <!--[endif]-->Gas and electricity supplies are already critical and internet and mobile phone services are overstretched with no proper mobile service between Hadlow and Mereworth.

--[if !supportLists]-->9. <!--[endif]-->Building on flood plain will inevitably compromise flood defences on the Medway and make avoiding flooding at places like Yalding even more difficult.

--[if !supportLists]-->10. <!--[endif]-->Many new residents who move to the new proposed housing will work in London and wish to commute daily. Much improved and expanded parking at Paddock Wood Station will be essential. But that alone will not be sufficient. Some new residents will need access to the Hastings line and others will want a greater choice of trains than will serve Paddock Wood. Those residents are likely to want to use the station at Tonbridge as many Paddock Wood residents already do. Before that happens an extension of the parking at Tonbridge will be necessary (at whose cost- not Tonbridge's I would argue) and the road from Paddock Wood which currently runs through Five Oak Green and Tudeley will need to be significantly upgraded with those settlements bypassed.

--[if !supportLists]-->11. <!--[endif]-->The revisions refer to consultation with, inter alia, Tonbridge and Malling Borough Council. This consultation should occur at every stage in the plan process and TWBC should involve TMBC fully and not merely pay lip service to the consultation.

It is not right that one local authority anxious to plan its area should, by doing so, in effect pour ordure on its neighbouring authority. And that is what, the TWBC local plan will in effect do without appropriate measures to deal with the issues listed above.

Yours faithfully

Charles Rosenmeyer.

The Planning Department

Tunbridge Wells Borough Council

Town Hall

Tunbridge Wells