

Tunbridge Wells Borough Council

Statement of Common Ground

Tunbridge Wells Borough Draft Local Plan

Tunbridge Wells Borough Council, Redrow Homes Limited and Persimmon Homes South East

November 2024



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1.0 Introduction

- 1.1 This Statement of Common Ground (SoCG) is a jointly agreed statement between Redrow Homes Limited ('Redrow'), Persimmon Homes South East ('Persimmon') and Tunbridge Wells Borough Council ('TWBC'), hereafter referred to as "the parties", in relation to the preparation of the Tunbridge Wells Borough Local Plan (TWLP). Redrow and Persimmon together have control over the majority of land within the eastern parcel of the wider "Land at Paddock Wood and east Capel" Strategic Allocation (revised Policy STR/SS1 (parcels C and D)).
- 1.2 This SoCG is provided to inform the Examination into the soundness of the TWLP. It sets out key matters and the approach taken to how the site will come forward and looks to update the SoCG agreed in October 2021.
- 1.3 This Statement first sets out the development position as understood between all parties ('Development Statement' at Section 2.0). This sets out information on the evidence underpinning the delivery of these two parcels and their relationship to the wider Paddock Wood and east Caple (PWeC) allocation, provides details of the development proposals and sets out a future programme of joint work which will be undertaken. The Statement then sets out the matters of common ground between the Council, as the plan making authority, and Redrow and Persimmon as the lead developers of the parcels C and D.
- 1.4 It is appreciated that liaison in relation to the matters included in this SoCG are ongoing and will be subject to review. Moreover, this SoCG is not binding on any party and is agreed without prejudice to further matters of detail that either party may wish to raise subsequently through the examination into the Local Plan and to the determination of Redrow and Persimmons outstanding applications for the development of sites C and D.

2.0 Development Statement

- 2.1 This section provides a summary of the development position relating to the eastern parcel (parcels C and D), of the proposed urban expansion of Paddock Wood, including land in east Capel. It is a jointly agreed position statement by all parties named in section 1.1. In doing so, this section briefly summaries the current evidence relating to the potential delivery of the allocation as a whole, and then specifically land to the east as promoted by Redrow and Persimmon. It also provides a factual update on the development proposals which underpin this parcel.

Local Plan Context: Land at Paddock Wood and East Capel Allocation (Revised Policy STR/SS1)

- 2.2 The strategic expansion of Paddock Wood to the north, east and west (the western extension including land in Capel Parish) is proposed as a long-term strategic site allocation under revised Policy STR/SS1 of the Regulation 19 TWLP, and in the Council's response to the Inspectors Initial Findings. This proposed expansion will provide a significant number of new homes, employment uses and associated infrastructure; all to be delivered on garden settlement principles.
- 2.3 The principle of directing a significant amount of growth through an urban extension to Paddock Wood, has been assessed within the evidence base of the Local Plan, including the:
1. Sustainability Appraisal of the Pre-Submission Local Plan, February 2021 and Post Examination Addendum, October 2023; and
 2. Strategic Housing and Economic Land Availability Assessment, January 2021. and Strategic Housing and Economic Land Available Assessment: Reasonable Alternative Green Belt Sites October 2023.
- 2.4 These evidence base documents have identified PWeC as a suitable location for housing and employment development, subject to the provision of the appropriate infrastructure which can enable the 'site' to be delivered.

- 2.5 A Strategic Sites Infrastructure and Masterplanning Study was prepared by David Lock Associates (2021) (CD3.66) to inform the policy position within the Submission TWLP. The Inspector in his Initial Findings of December 2022 (ID-012), advised at para 54 that:
- ‘Paddock Wood is a town with a good range of services, employment premises and public transport provision. It is also surrounded by some land which is outside the Green Belt and AONB – a unique position in Tunbridge Wells. I therefore agree with the Council that it represents a ‘logical choice’ for growth. However, the strategy for the town needs revisiting to set out clearly what is proposed on each parcel, both in terms of the scale and mix of uses and any necessary infrastructure provision. In addition, the location of new housing, community and employment uses in areas at higher risk of flooding is not justified. Comprehensive main modifications will herefore be required to the submitted Plan in order to make it sound. As with my conclusions on the Tudeley Village allocation, the implications for the examination moving forward are discussed below’*
- 2.6 At para 95 the Inspector continues:
- ‘As for the strategic sites, significant changes and/or the preparation of further supporting information is going to be necessary before they can be found sound. At Paddock Wood, I am relatively confident that this can be achieved without fundamental changes to the Plan’s strategy’*
- 2.7 Following the Inspectors initial findings the Strategic Sites Infrastructure and Masterplanning Study has been supplemented by the Strategic Sites Masterplanning and Infrastructure Study - Paddock Wood Growth Follow-on Study October 2023 (PS_046), which together with the Local Plan Development Strategy Topic Paper – Addendum (January 2024) (PS_054), responds to the issues raised in the Inspectors Initial Findings.
- 2.8 The Strategic Sites Masterplanning and Infrastructure Study continues to provide a Structure Plan for the growth around PWeC, which through a comprehensive masterplanning exercise identifies the capacity of the expanded settlement in terms of new dwellings, level of non-residential floorspace and the location and provision of key infrastructure within the settlement to ensure integration of the settlement into the

existing community at Paddock Wood. The key changes from that previously proposed are:

| | Submission Plan | PS_095 Revised Policy STR/SS1 Wording |
|--------------------------|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| Number of dwellings | 3,540 - 3,590 homes | 2450 homes |
| Level of employment land | Around 11 hectares of employment land to the north of the railway | Reduced to 4.25ha |
| Primary education | Two 2FE primary Schools | Land for one 2FE primary School, with land safeguarded for expansion to 3FE in NW Land for one 2 FE in NE |
| Secondary education | Provide within Tudeley Village | Expansion of 3FE at Mascalls, or if not deliverable, land safeguarded for 4FE/ capable of expansion to 6FE in NW sector |
| Local centres | Three Local Centres, providing around 2,000 sqm commercial floorspace in total | Unchanged |
| Sports provision | Sports hub (combined in indoor and outdoor sports facilities) to the SW | Strategy of enhancing existing facilities at Putlands, including new |

| | | |
|---------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <p>incorporating Indoor sports centre with 6x25m pool, gym, changing areas, sports halls and studio rooms</p> <p>Football:</p> <p>2x U9/10</p> <p>2x U11/12</p> <p>1x U13/14</p> <p>2x Senior</p> <p>Rugby: 1x senior</p> <p>Cricket: 1x senior (overlap with rugby and U9/10 football pitches)</p> <p>Netball/Tennis: 6x</p> <p>4G Astro Pitch (artificial, suitable for football and other sports): 1x</p> <p>Trim Trail Exercise Stations</p> | <p>indoor sports centre encompassing indoor pool if feasible, gym, sports hall, studios etc, 6 lane athletics track, 4G Astro Pitch (artificial, suitable for football and other sports): 1x</p> <p>Netball/Tennis: 4x</p> <p>Larger Skatepark</p> <p>Green Lane - Expanded changing facilities</p> <p>Football: 2x senior and a smaller level of provision of playing fields on SW site (4.54ha) reflecting reduced scale of development ¹</p> |
| Gypsy and Traveller sites | Two Gypsy and Traveller sites to provide 3 pitches | Unchanged |
| Doctors' surgery | Could be located within the Sports hub. | Healthcare facility in local centre in SW |

¹ In the light of the Feasibility Study for Expanding Mascalls School, the actual sports provision at Putlands and Green Lane will be reviewed to optimise the provision of sports pitches and facilities required to serve Paddock Wood

| | | |
|---------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| Ped and Cycle links | Town wide system of paths and cycle routes linking out of the town to nearby villages and leisure routes (including integration with the Hop Pickers Line) and new pedestrian and cycle links across the railway line: one within the western parcel, one adjacent to the Maidstone Road bridge running through the town centre, and improvements to the existing bridge to the east | Principle unchanged Details revised in line with Paddock Wood LCWIP |
| Bus services | A route for an electric hopper bus (or another form of sustainable transport solution) | Unchanged |
| Flood defences | Targeted flood embankments on the western parcel and Country level wetland park (recreation space which would also act as an occasional functional piece of flooding infrastructure) to the west | Unchanged |
| Offsite road improvements | Contributions towards Colts Hill bypass | Colts Hill improvements |

| | | |
|--|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Contributions towards Five Oak Green bypass | Revised scheme and reduced costs No longer proposed – on line improvements – including traffic management measures and enhanced infrastructure for people walking, wheeling and cycling. |
|--|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

2.9 In the context of the above the existing constraints are well understood and appropriate solutions incorporated into the masterplanning work. It is not considered that any of the constraints could not be overcome through the provision of appropriate mitigation, typical of a site of this scale and nature.

2.10 In summary, the Structure Plan, as amended, includes the following for the allocation as a whole:

1. Approximately 2,450 homes
2. Approximately 4.25 hectares of employment land to the north of the railway
3. Land for one 2FE primary School, with land safeguarded for expansion to 3FE in NW and Land for one 2 FE in NE Expansion of Mascalls Academy to provide an additional 3FE, which would also include additional sports facilities or, if not deliverable land set aside for 4FE/ capable of expansion to 6FE in the North Western sector, on parcel A.
4. Three Local Centres, providing around 2,000sqm commercial floorspace in total
5. Enhanced sports facilities at Putlands, and Green Lane, together with 4.54ha of sport provision (in one location straddling the south western and north western parcel boundaries) for sport and leisure provision including outdoor pitches, changing facilities, and car parking which combined will provide for enhanced indoor and outdoor sports facilities.
6. Two Gypsy and Traveller sites to provide 3 pitches.
7. Health Care facility located within the SW Centre.

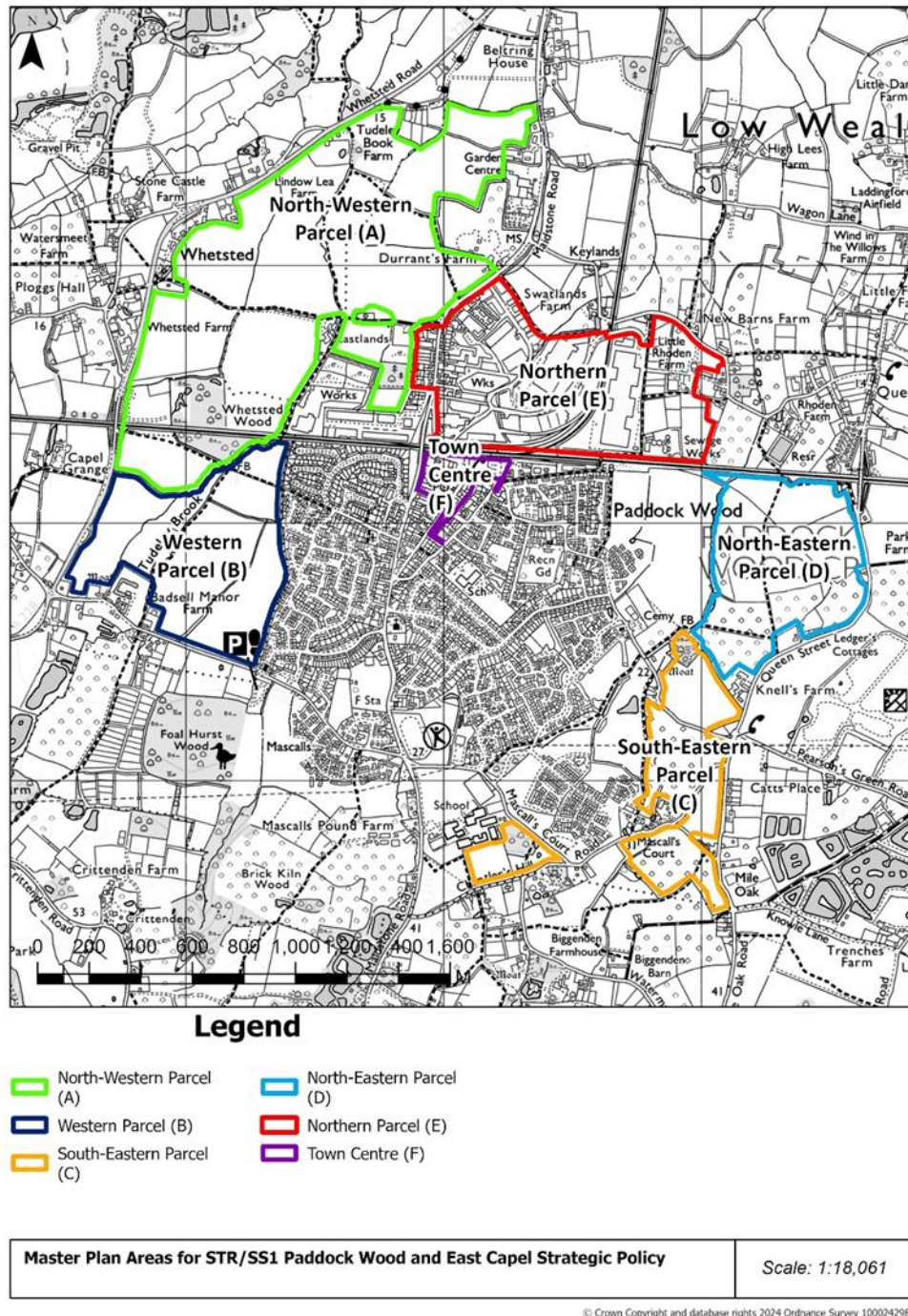
8. Town wide system of paths and cycle routes linking out of the town to nearby villages and leisure routes (including integration with the Hop Pickers Line)
 9. A route for an electric hopper bus (or another form of sustainable transport solution)
 10. New cycle and pedestrian links across the development parcels with links to the existing settlement including a north-south pedestrian and cycle bridge over the railway line linking the North-Western and South Western Parcels, and links to adjoining neighbourhoods and access to community facilities.
 11. Targeted flood embankments on the western parcel
 12. Wetland park (recreation space which would also act as an occasional functional piece of flooding infrastructure) to the west.
- 2.11 The development parcels are set out in the revised Masterplan Areas Map (Map 27), and the revised Structure Plan in revised Map 28. It is recognised that this is not a fixed blueprint for development. Instead, it establishes critical elements which should be secured through the delivery of the strategic settlement. Policy STR/SS1 as revised in PS_095 sets out the development principles, the approach to masterplanning and strategic infrastructure and the specific requirements for each development parcel, including quantum of development of housing, approach to housing mix and affordable housing provision.
- 2.12 The Strategic Sites Masterplanning and Infrastructure Study - Paddock Wood Growth Follow-on Study October 2023 also identifies the infrastructure capacity requirements stemming from the Strategic Sites at PWeC. This includes green, blue, movement and social infrastructure. The infrastructure requirement is intended to mitigate the impacts stemming from the growth as anticipated at present, and provides the requisite infrastructure considered necessary to deliver the Strategic Sites in line with garden settlement principles.
- 2.13 The updated infrastructure requirement has been fully itemised, and costs assigned by the Council's viability consultant, Dixon Searle, and inputted into the Updated Local Plan viability model and set out in PS_106a. This concludes that based on the assumptions made that all scenarios are viable when set against a benchmark land value of £250,000 per gross hectare. It is recognised that the nature of Viability Assessments at this stage of the Local Plan process are necessarily high level and that the range of assumptions could change over time. It is further acknowledged that a benchmark land value of £250,000 per gross hectare has not been agreed by Redrow and Persimmon.

- 2.14 The evidence work prepared and referred to above concludes that the delivery of the growth around Paddock Wood and east Capel can occur over the plan period provided that the necessary strategic infrastructure is delivered to enable housing and employment to be developed and that appropriate measures are put in place to mitigate any impacts.

Land ownership

- 2.15 Revised Policy STR/SS1 (as set out in PS_095) recognises there are five distinct parcels around Paddock Wood which form part of the allocation: the north western, south western, north eastern, south eastern and northern parcels, as shown in Map 27 and reproduced below in Figure 1:

Figure 1: Land Parcels STR/SS1



- 2.16 There are four principal housebuilders who control land within the north western, south western, north eastern and south eastern parcels: Crest Nicholson, Dandara, Redrow and Persimmon. and The northern parcel is predominantly being developed for employment uses.
- 2.17 Appendix 1 shows the land that is being promoted by Redrow and Persimmon. A detailed masterplan has been progressed jointly by Redrow and Persimmon for the

totality of the eastern parcel, encompassing both parcels C and D, looking at the growth in this area holistically. This reflects the Structure Plan prepared by DLA which underpins the policy in the TWLP.

2.18 Three separate planning applications were submitted to reflect the different land ownerships in January 2023. These comprise:

1. Full planning application for erection of 170 homes and Waste Water Treatment Works together with temporary construction / haul road off Queen Street to enable the delivery of the Waste Water Treatment Works and up to 150 dwellings, and outline planning application (appearance, landscaping, layout, and scale reserved) for the erection of up to 430 additional homes, inclusive of associated infrastructure including land for a new primary school, play areas, allotments, network of new roads (and widening of existing roads), surface water drainage features, car and cycle parking and open space and associated works – the Redrow development' [ref: TW/23/00118/HYBRID].
2. Full planning application for erection of 160 homes and outline planning application (appearance, landscaping, layout and scale reserved) for the erection of up to 400 additional homes, inclusive of associated infrastructure including land for specialist accommodation for the elderly, expansion of the secondary school, a local centre, play areas, network of new roads (and widening of existing roads), surface water drainage features, car and cycle parking and open space and associated works – the Persimmon development.' [ref: TW/23/00086/HYBRID].
3. Full planning application for construction of bus, pedestrian, and cycle link between the land at Church Farm and land at Knells Farm, together with associated works. [TW/23/00091/FULL].

2.19 A small number of other parties control other landholdings within the extremities of the eastern parcel; all parts of the site are available and the site has been planned, along with the other parcels identified in the allocation, as a single comprehensive urban extension to Paddock Wood. In that context, Redrow and Persimmon is committed to working together as partners on the strategic growth around Paddock Wood alongside other developers, particular the other housebuilders named above. Redrow and Persimmon form part of the Strategic Sites Working Group; a forum established in July 2019 to facilitate collaborative working in the delivery of the two strategic sites.

The Eastern Parcels

Site Description

- 2.20 The site promoted by Redrow and Persimmon comprises parcels C and D as identified on revised map 27 and encompasses land to the east of Paddock Wood and covers an area of approximately 70.34 ha. In broad terms this site is bounded to the north by the railway line, to the east by Queen Street and the site extends to the south of Mascalls Court Road. The western boundary of the site is predominantly formed by the East Rhoden Stream.
- 2.21 The site falls within the Low Weald. Whilst directly south of the site the landform begins to rise forming a transition to the High Weald National Landscape (HWNL), previously the High Weald AONB.
- 2.22 The site itself comprises a series of fields, dominated by commercial orchards and arable land, with the occasional pockets of grassland and woodland. Field boundaries comprise mainly of hedgerows and tree lines.
- 2.23 The site encompasses a number of existing public rights of way. The proposed allocation provides the opportunity to enhance this network of routes and provide new pedestrian and cycle routes through the site enhancing access both into and out of Paddock Wood, towards the Station and to the wider countryside.
- 2.24 The site has been subject to detailed surveys by Redrow and Persimmon's consultant team, including landscape, arboricultural, ecological, heritage, drainage, utility and transport surveys. The main conclusions from these reports are summarised below.

Visual Receptors

- 2.25 A combination of existing vegetation cover, localised topography plus the existing development to the west at Paddock Wood all limit views of the site from the low lying and flatter land to the north, east and west.
- 2.26 Distant views are available from receptors on higher ground to the south where the land rises to the High Weald resulting in a clear visual relationship between the site and the HWNL (AONB).

- 2.27 Direct views are available from PRow's that pass through or are directly adjacent to the site. There is a varying degree of visibility from the neighbouring rights of way network. The majority of users of these footpaths are likely to view the site in the context of the existing settlement edge and/or those areas where development is currently under construction. Existing vegetation does provide some visual filtering.
- 2.28 Direct views of the eastern edge and central areas of the site will be possible from the roads directly adjacent to the site and from those passing through it. Views are also possible into the northern section of the site from the railway to the north.
- 2.29 The masterplan looks to retain three key views across the site to provide a visual link to the wider landscape. Both to the east, and to the HWNL (AONB) located to the south.

Trees

- 2.30 The arboricultural survey has identified over 300 trees/ groups of trees and hedgerows on site, the majority of which are situated along existing site boundaries/ field boundaries and are to be retained as part of the green infrastructure network that, in conjunction with new tree and hedgerow planting will deliver a sustainable landscape, biodiversity and functional resource.

Biodiversity

- 2.31 Ecology surveys undertaken to date have confirmed that most of the ecological features of importance are associated with field boundary habitats, with the East Rhoden Stream, boundary hedgerows, mature trees and areas of taller vegetation providing habitat for dead-wood invertebrates, reptiles, nesting birds, foraging bats, dormice, and badgers. The on-site farmland also provide habitat for breeding and wintering skylark, as well as winter thrushes.
- 2.32 The introduction, through the development of high-quality, flower-rich spaces for bees, butterflies and other pollinators will provide an opportunity for existing and new residents to live in and connect with the natural environment. The East Rhoden Stream will be protected and enhanced, and new ponds will benefit amphibians. Scrubby corners and new trees will provide habitat for nocturnal mammals, such as hedgehog, dormice, bats, and badger. These habitats will also provide homes for scrub-loving birds.

Heritage

- 2.33 A Heritage Assessment has identified a Moated Site registered as an Ancient Monument within the site, a number of listed farmstead buildings adjacent to the site, and the route of the Hop Pickers railway line that transects the northern part of the site. All are to be protected, and their setting preserved within the masterplan, which also provides for the preservation of the route of the Hop Pickers railway line as a new public right of way through the site.

Flood Risk and Drainage

- 2.34 The drainage issues within the site and the surrounding area are well understood. The northern part of the site falls within flood zones 2 and 3. Built development will be kept away from this area and mitigated for as necessary.

Vehicular Access

- 2.35 Vehicular access is at present available for agricultural purposes from Church Road, Mascalls Court Road and Queens Street. The principal vehicular access for the future development is currently proposed from Church Road, with secondary access points onto Mascalls Court Road and Queen Street. The masterplan also provides for a bus link to be created in the north western part of the site linking through the adjacent Church Farm site and Paddock Wood town centre, which would then run through the development and out to Mascalls Academy, as part of the figure of eight route planned to link the proposed strategic sites to the town centre, railway and key facilities such as the secondary school.

Summary of Opportunity and Constraints

- 2.36 Having regard to the above the key constraints and opportunities can be summarised as:
- The visibility of the site from the edge of the HWNL (High Weald AONB).
 - The need to retain wherever possible existing landscape features and supplement these with new planting to create a strong landscape edge to the site boundaries.
 - The need to reinforce views and connections out to the surrounding countryside and the HWNL (High Weald AONB).

- The need to maximise pedestrian and cycling connections to the town centre through the improvements to existing footpaths, and the creation of new foot path cycleways within the site and surrounding area
- The need to preserve the biodiversity of the flora and fauna on site and facilitate tangible biodiversity net gains
- The need to preserve the setting of adjacent heritage assets, create a link to the unique heritage of Paddock Wood, and reinstate the route of the Hop Pickers Line as a new public right of way
- The need to restrict development within the northern parts of the site to that which falls outside flood zones 2 and 3, and to ensure any future development does not exacerbate existing surface water drainage issues/ helps address these wherever possible
- The need to locate new access points in locations that have the least impact in existing vegetation, whilst also meeting highway requirements/ safety standards

2.37 These main constraints do not present any fundamental issues that undermine the principle of development the site. The constraints are being addressed in planning terms through the planning application process.

2.38 As noted in the Masterplanning work undertaken by DLA, the eastern parcel is less constrained in landscape and flooding terms than the western parcel of the allocation, and accordingly, development capacity within the eastern parcel is optimised.

Delivery

Framework Masterplan

2.39 Redrow and Persimmon have developed a framework masterplan for the eastern parcel in line with the parameters established within the DLA Structure Plan and the requirements of Revised Policy STR/SS1. This is enclosed at Appendix 1 and shows how the parcel could be delivered. This looks to provide up to 1,200 new dwellings, a local centre of approx. 700 sqm floorspace, a two-form entry primary school, and land to expand the adjacent secondary school – if required. The pedestrian and cycle link proposals include the integration of the historic Hop Pickers Line.

- 2.40 A bus route is proposed through the site, and in line with the requirements of revised policy STR/SS1, this is shown as extending westwards onto the Church Farm site (being developed by Countryside). Countryside having agreed in principle to providing land for this purpose.
- 2.41 The masterplan is being developed alongside the planning applications, as the detailed masterplan work progresses across PWeC as a whole, and detailed discussions on joint infrastructure requirements, especially highway improvements, secondary education provision and sports provision take place through the newly created Development Delivery Board.

Planning Application Timeframes

- 2.42 Redrow and Persimmon have been undertaking pre-application discussions with TWBC since February 2021. This has included participation in a Design South East Review Panel in May 2021 and September 2021. There have also been various meetings with Paddock Wood Town Council/ local councillors over the past 3/4 years and public consultation events associated with the proposed applications that took place in 2021 and 2022, including an online consultation that ran from the 8th until the 25th of October 2021, a virtual event on the 11th November 2021 and Physical event on the 28th and 29th January 2022.
- 2.43 Following a formal request, the Council issued its Environmental Impact Assessment Scoping Opinion on 6 August 2021 (ref. 21/02129/EIASCO).
- 2.44 A Planning Performance Agreement was entered into between Redrow, Persimmon and TWBC to progress pre-application discussions. This PPA ran up to the submission of a planning application and has now been extended to address the period from submission through to determination. The aim of this Agreement is to continue to facilitate joint collaborative working.
- 2.45 As indicted above two separate hybrid planning applications and a detailed full application for associated infrastructure works were submitted in January 2023 and are currently with the Council for determination.

It is noted by all parties that whilst the submission of a planning applications will be ahead of the adoption of the Local Plan, Redrow and Persimmon have committed to progressing the application in line with the policy requirements of the TWLP, and

specifically policy STR/SS1 (as revised) and the principles of the DLA Masterplanning and Infrastructure Study, as recently amended.

Indicative Phasing

- 2.46 An indicative high level phasing plan has been produced and illustrates one way of sequencing development. The main considerations to the phasing of the site will be balancing delivery of new homes with education, health and commercial uses and key triggers of infrastructure. Work on a detailed schedule of infrastructure delivery, including key trigger points, remains ongoing and all parties expect to have further information in this regard at the Examination.

Trajectory

- 2.47 Redrow and Persimmon anticipate completing its first units on site in winter 2026, in line with the following delivery trajectory.

Table 1

| | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | 29/30 | 30/31 | 31/32 | 32/33 | 33/34 | 34/35 | 35/36 | 36/37 | Total |
|---------------------|----------|----------|-----------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-------------|
| Redrow | 0 | 0 | 0 | 40 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 20 | 600 |
| Persimmon | 0 | 0 | 10 | 40 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 30 | 0 | 560 |
| Annual totals | 0 | 0 | 10 | 80 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 90 | 20 | 1160 |
| Cumulative position | 0 | 0 | 10 | 90 | 210 | 330 | 450 | 570 | 690 | 810 | 930 | 1050 | 1140 | 1160 | |

- 2.48 This trajectory has been considered as part of the overall housing trajectory for the delivery of the Local Plan as set out in the updated trajectory contained in appendix 1 of the Council Matter 8 Issue 1 hearing statement for the Stage 3 Local Plan Examination and appendix 1 of PS_107.

Infrastructure delivery

- 2.49 All parties recognise and agree that the eastern parcel forms part of the wider growth around Paddock Wood, including land at east Capel, which should be delivered in line with the Structure Plan principles to ensure the whole settlement as expanded embeds the garden settlement principles. It is agreed that all parties will work together positively and expeditiously to agree an appropriate mechanism for equitable and timely infrastructure delivery.

Summary

- 2.50 This sub-section seeks to demonstrate to the Inspector that the land being promoted by Redrow and Persimmon within eastern parcels C and D of the PWeC site is developable site which can deliver circa 1200 homes before the end of the plan period to support the housing growth within the Borough. The site has several constraints, as typical for development sites of this size. However, none are fundamental constraints that cannot be addressed via infrastructure investment and appropriate mitigation.
- 2.51 Land to the east of Paddock Wood is suitable and available, and developable within the plan period. All parties are committed to preparing a masterplan which will set out how the development allocated in the parcel will be bought forward, and how it will integrate with the wider growth around PWeC in a holistic manner.

3.0 Areas of Agreement

- 3.1 The previous section sets out the shared position statement on the development of the Eastern parcel. This section seeks to summarise the key areas of agreement on the Local Plan.

Land at Paddock Wood and East Capel (TWLP Revised Policy STR/SS1)

- 3.2 The parties agree on the principle of allocating Land at Paddock Wood and east Capel to accommodate a significant urban extension to the existing town, to be delivered on Garden Settlement principles.
- 3.3 The parties agree that the growth around Paddock Wood, including land in east Capel has the potential to play a key role in delivering the housing need for the Borough over the plan period. It is strategically well located, served by an existing mainline railway station with direct connections to London.
- 3.4 The parties agree that the eastern parcel is located outside the Green Belt and the AONB, which covers 75% of the borough. It is further agreed that the site is not located within a Conservation Area, or any locally designated archaeological priority area, and is not covered by any statutory or non-statutory designated ecological sites

- 3.5 It is a shared position that the site is developable in line with the presumption of sustainable development (NPPF (footnote 13)). It is a suitable location; it is available and could be delivered within the plan period.
- 3.6 The parties agree that the development within the allocation should be delivered in line with the principles of the Strategic Sites Masterplanning and Infrastructure Framework, as amended which has informed revised policy STR/SS1 as set out in PS_095. The parties also acknowledge that this is not a fixed blueprint; instead establishing critical elements which should be secured through the delivery of the growth around Paddock Wood.
- 3.7 The parties commit to working together to ensure the urban extension to Paddock Wood responds to the opportunities which are presented through providing growth of this scale in terms of creating the infrastructure to deliver a garden settlement community to the expanded town of Paddock Wood.
- 3.8 The parties agree that in line with the housing trajectory in Section 2.0, that Redrow and Persimmon will be able to deliver around 1,200 houses over the plan period. The land shown in Appendix 1 is available for development and Redrow and Persimmon have already submitted hybrid applications for the site's development, the timetable for the determination of which is subject to a Planning Performance Agreement.
- 3.9 The parties agree that further work is required to develop the delivery of the infrastructure associated with the growth around Paddock Wood, from the schedule set out in the DLA Masterplanning and Infrastructure Study as amended. Whilst it is agreed that this is sufficient in terms of informing the Local Plan policy, further work is required to aid delivery on the ground through the newly created Development Delivery Board. This information will be produced through ongoing discussions with the key stakeholders and set out within the Framework Masterplan. This will include detail on contributions towards the Colts Hill bypass, the proposed 3 FE expansion to Mascalls Academy, and the proposed sports facilities.
- 3.10 Policy H3 within the TWLP, which is referred to directly in revised Policy STR/SS1, sets a target of 40% affordable housing provision on qualifying sites across the Borough. Policy H3 also allows for exceptional circumstances to be demonstrated if the provision of on-site affordable housing at the stated level is not viable. Accordingly, a lower amount/ off site provision/ change in tenure split may be accepted.

- 3.11 The parties agree that the broad conclusions of the viability work carried out by Dixon Searle means there is a reasonable prospect of the growth around Paddock Wood and east Capel, including the requisite infrastructure, being delivered without external funding being necessary. Notwithstanding this, the parties agree that there are funding opportunities which could be explored to help deliver the sites.
- 3.12 The parties agree that land at Paddock Wood and east Capel and its associated strategic road infrastructure has been assessed within the SWECO Local Plan model, as supplemented by more recent modelling, and this modelling work is robust and demonstrates a transport strategy for the strategic sites to enable the development to deliver significant benefits to the local highway network.
- 3.13 The parties agree that the development could be served by suitable bus routes to connect the site to key locations including Paddock Wood town centre and railway station, the proposed employment sites to the north, Mascalls Academy, Royal Tunbridge Wells and Tonbridge. Further, the parties agree that suitable walking and cycling routes can be provided to connect the site to surrounding areas, including connecting to the historic Hop Pickers Line which runs through land to the east of Paddock Wood. The sustainable principles of the modelling work, as set out in the Local Cycle and Walking Infrastructure Plan, are supported and it is agreed that the development within the eastern parcel has the ability to deliver pedestrian and cycle infrastructure required to facilitate this. All parties agree with this approach to integrate sustainable travel infrastructure in existing and proposed settlements to drive modal shift away from the private car.
- 3.14 The parties agree that the identified constraints in terms of landscaping, flood risk and heritage can be properly mitigated against and addressed through the development of a detailed masterplan as set out in the current planning applications.
- 3.15 The parties agree to work together in the delivery of a Masterplan in line with the policy requirements of revised policy STR/SS1 as set out in PS_095 and the latest LDS.
- 3.16 The parties agree to the principle of equalisation, with the other site developers within the allocation to enable the delivery of growth holistically and in line with the Structure Plan provisions. All parties will work collaboratively and proactively where required,

working on the basis that such contributions are fair, reasonable and directly related to the proposed development.

- 3.17 The Stage 1 viability assessment work undertaken by Dixon Searle to inform the Local Plan considered the potential to introduce CIL, with the Stage 2 work carrying forward assumptions made about potential levels of CIL and costs. However, at this time, the Council is not looking to adopt a CIL Charging Schedule for applications within the borough alongside this Local Plan. It is recognised by both parties that if this position changes, the position regarding the strategic sites would need to be carefully considered given the infrastructure identified to be delivered by the strategic sites so they are delivered on garden settlement principles are significant. The production of a CIL Charging Schedule would be subject to a detailed viability assessment, accordingly, building on the work undertaken by Dixon Searle previously

Joint working

- 3.18 The parties are committed to constructive joint working to bring forward and deliver development east of Paddock Wood. Joint working has already been a large factor in the preparation of the Masterplanning undertaken by David Lock Associates in 2020/2021 and the follow up study of October 2023, which has informed the policy position in the proposed changes to the TWLP (STR/SS1) and in progressing the planning submissions on this site. The latter has included the agreement of a Planning Performance Agreement which sought to take forward the pre-application discussions in a positive and collaborative manner, and now seeks to ensure a positive and collaborative approach to the determination process.
- 3.19 The parties will continue to work together, though the Development Delivery Board in producing a masterplan for these parcels, which will set out the principles for the development and provide a comprehensive masterplan for the allocation site.
- 3.20 The parties are committed to public consultation, community involvement and stakeholder liaison in respect of the development. This has already, and will continue to include engaging with parish councils, associated Neighbourhood Plan groups and other local groups. Both parties are aware of local concerns about the development site and, whilst it is a shared position between the parties that none of these concerns

fundamentally make the site unsuitable for development, the parties will seek to work with those stakeholders both individually and where appropriate through the Development Delivery Board, and ensure the development is designed to seek to minimise impacts upon the existing communities.

3.21 There will be continued joint working with statutory consultees, building on the constructive discussions undertaken to date, both individually and where appropriate and or necessary through the Development Delivery Board.

4.0 Conclusions

4.1 The above is agreed as a shared position and both TWBC, Redrow and Persimmon look forward to delivering a vibrant and sustainable new urban extension to Paddock Wood.

5.0 Signatories

5.1 This statement has been prepared and agreed by the following organisations;

| | | |
|---------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| <div>Tunbridge Wells Borough Council</div> <div>Signature<div></div></div> <div>Date:</div> | <div>Redrow Homes Limited</div> <div>Signature<div></div></div> <div>Date: 11th November 2024</div> | <div>Persimmon Homes South East</div> <div>Signature<div></div></div> <div>Date: 11th November 2024</div> |
|---------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|

Appendices

Appendix 1: Land east of Paddock Wood Illustrative Masterplan