

Statement of Common Ground

between

Tunbridge Wells Borough Council

and

Dandara

Tunbridge Wells Borough Local Plan

November 2024



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1.0 Introduction

- 1.1 This Statement of Common Ground (SoCG) is a jointly agreed statement between Dandara Ltd ('Dandara') 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). Dandara has control over the western parcel of the wider "Land at Paddock Wood and east Capel" Strategic Allocation (revised Policy STR/SS1 (Parcel B)).
- 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 both parties ('Development Statement' at Section 2.0). This sets out information on the evidence underpinning the delivery of this western parcel under the control of Dandara and its relationship to the wider Paddock Wood and east Capel (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 Dandara as the lead developer of the western parcel B.
- 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.

2.0 Development Statement

- 2.1 This section provides a summary of the development position relating to the land controlled by Dandara within the western parcel B of the proposed significant urban expansion of Paddock Wood, including land in east Capel. It is a jointly agreed position statement by both parties. In doing so, this section briefly summarises the current evidence relating to the potential delivery of the allocation as a whole, and then specifically the land promoted by Dandara. It also provides a factual update on the development proposals which underpins 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 TWLP, and in the Council's response to the Inspector's 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 therefore 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	Approximately 2450 homes
Level of employment land	Around 11 hectares of employment land to the north of the railway	Reduced to approximately 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 incorporating Indoor sports centre with 6x25m pool, gym, changing areas,	Strategy of enhancing existing facilities at Putlands, including new indoor sports centre encompassing indoor pool if feasible, gym, sports

	<p>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>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</p> <p>*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"</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
Ped and Cycle links	Town wide system of paths and cycle routes linking out of the town to nearby villages and leisure	<p>Principle unchanged</p> <p>Details revised in line with Paddock Wood LCWIP</p>

	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	
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 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 Contributions towards Five Oak Green bypass	Colts Hill improvements Revised scheme and reduced costs No longer proposed – on line improvements – including traffic

		management measures and enhanced infrastructure for people walking, wheeling and cycling.
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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 includes the following for the allocation as a whole:

1. Approximately 2450 homes
2. Approximately 4.25 hectares of employment land to the north
3. Land for one 2FE primary School, with land safeguarded for expansion to 3FE in NW and Land for one 2 FE in NE
4. The 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 secondary school in the North Western sector, on parcel A.
5. Three Local Centres, providing around 2,000sqm commercial floorspace in total.
6. 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.
7. Two Gypsy and Traveller sites to provide 3 pitches.
8. Healthcare facility located within the SW local centre.
9. 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)
10. A route for an electric hopper bus (or another form of sustainable transport solution)
11. 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.
12. Targeted flood embankments on the western parcel

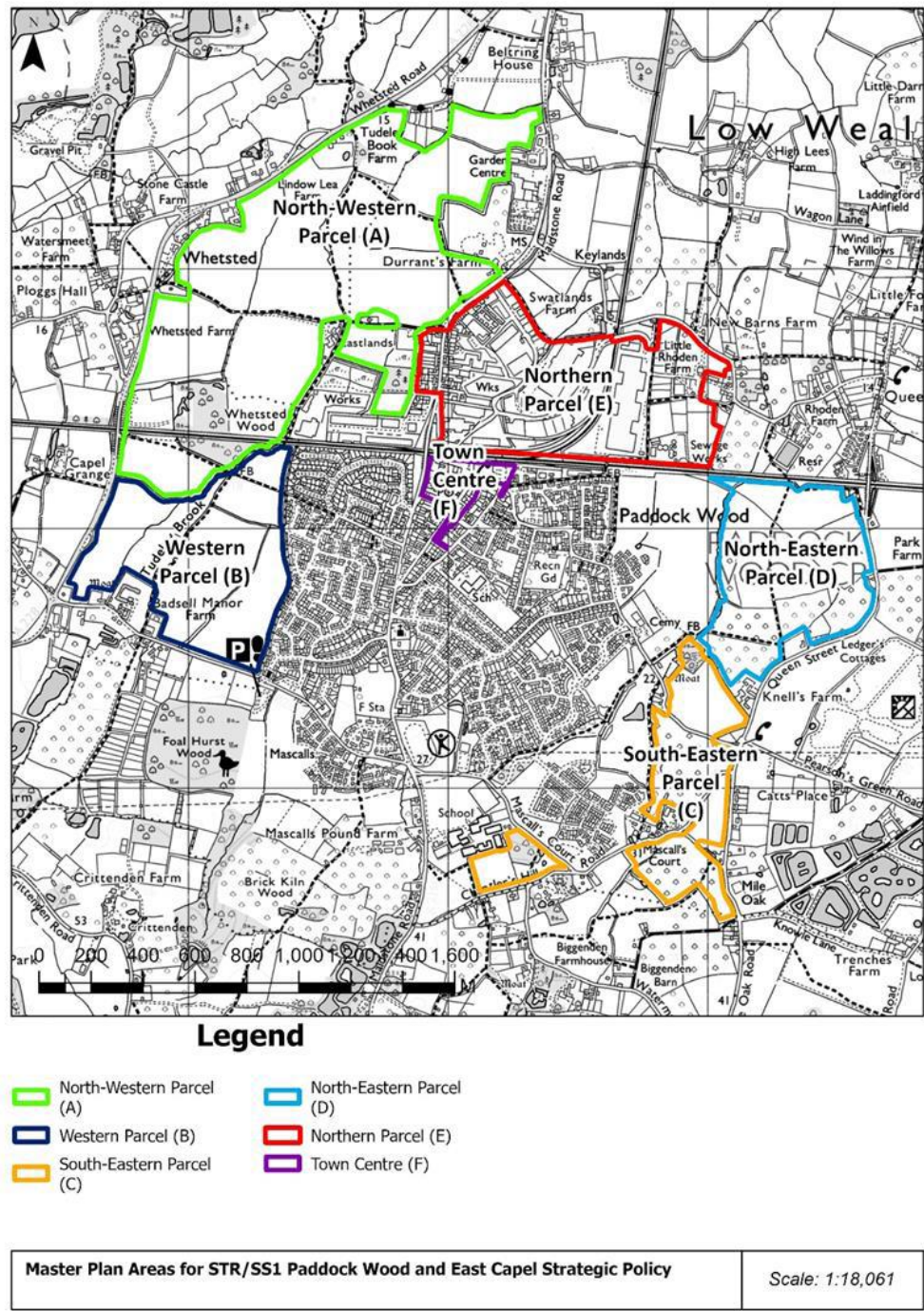
13. Wetland park (recreation space which would also act as an occasional functional piece of flooding infrastructure).

- 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. The revised Policy STR/SS1 as revised 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 Dandara.
- 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 norther parcels, as shown in Revised Map 27 and reproduced 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: Dandara, Crest Nicholson, Redrow and Persimmon. The northern parcel is predominantly being developed for employment uses.
- 2.17 Dandara controls a significant proportion of the western parcel; broadly speaking, the majority of the land to the south of the railway line in the western parcel. Appendix 1 shows the land that is being promoted by Dandara.
- 2.18 Crest Nicholson is the other principal site promoter of land within the western parcel; controlling most of the land to the north of the railway line; and a small portion of land to the south.
- 2.19 It is accepted that planning applications will be brought forward by each housebuilder separately, but within the requirements of Revised Policy STR/SS1 which looks at the whole plan holistically. In this respect, it is intended that Dandara submits a planning application for the land within its control only; separate to the land controlled by Crest Nicholson.
- 2.20 A small number of other parties control other landholdings within the western 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, Dandara is committed to working together as partners on the strategic growth around Paddock Wood alongside other developers, particularly the other housebuilders named above. Dandara forms 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 Western Parcel

Site Description

- 2.21 The site promoted by Dandara (known as Badsell Farm) comprises land to the west of Paddock Wood; the majority of this site is located within Capel Parish. The site is around 45 hectares in extent, bound to the east by existing residential areas of

- 2.22 Paddock Wood, to the south by Badsell Road, to the west by the A228 and to the north by the existing railway land in part. A site location plan identifying land in Dandara's control is included within Appendix 1.
- 2.23 The site is currently in agricultural use. The land is currently designated within the Green Belt and parts of the site are located in Flood Zone 2 and 3, albeit the majority is in Flood Zone 1. Tudeley Brook runs through the centre of the site. The site is surrounded by significant mature tree planting which limits direct views into the site from the surrounding area.
- 2.24 The constraints that have been identified do not present any fundamental issues that undermine the principle of development the site. The constraints will be addressed in planning terms through the development of a Framework Masterplan for this parcel and the subsequent planning application process.
- 2.25 As noted in the Masterplanning work undertaken by DLA, the western parcel is more constrained in landscape and flooding terms than the eastern parcel of the allocation, and, development capacity within the western parcel has been Masterplanned accordingly. There are significant amounts of open space integrated within the masterplan, that will create blue and green infrastructure and spaces that will create links for active movement networks, along with flood risk mitigation.

Delivery

Framework Masterplan

- 2.26 Dandara and Crest Nicholson (Parcel A) are working collaboratively to develop a masterplan for West Paddock Wood in line with the parameters established within the DLA Structure Plan. This is set out as a requirement in the Revised Policy STR/SS1. The purpose of this masterplan will be to set out development principles to show how the policy requirements together with other policies within the Local Plan will be delivered on the site. At this stage, it is anticipated that the masterplan will include a layout, land uses and housing mix, green and blue infrastructure, movement, development character, placemaking, energy, sustainability and provision for biodiversity.

- 2.27 The preliminary flood and drainage work has already been instructed. The masterplan will be submitted with each of the Dandara/Crest applications, in accordance with the LDS June 2024.
- 2.28 The masterplan is being developed alongside the planning application, 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.

Working Collaboratively

- 2.29 Both parties recognise and agree that the western 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.

Planning Application Timeframes

- 2.30 Dandara will be commencing formal pre-application discussions with TWBC in Winter - 2024, with the intention of submitting a hybrid application in Summer 2025 – with the adoption of the local plan anticipated in April/May 2025.
- 2.31 Both parties agree that they will work proactively and collaboratively throughout the planning process from commencement of pre-application discussions, through to the determination of the planning application. A Planning Performance Agreement will be entered into to facilitate discussions and help aid the delivery of a comprehensive planning permission in line with the Policy requirements on this site.
- 2.32 Dandara also agrees to undertake a Design Review Panel at least once at pre-application stage, and again post submission, to help drive forward a high quality scheme for this parcel of the wider allocation.

Trajectory

- 2.33 Dandara anticipates completing its first units on site in 2027/28, in line with the following delivery trajectory.

Table 1

	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
Dandara	0	0	0	40	60	60	70	70	60	60	60	40	0	520

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

Biodiversity Net Gain

- 2.35 Both parties agree that there is a requirement to ensure biodiversity net gain through the development, and Dandara will deliver this in line with the policy requirements as set out through Policy EN9 on the site. The approach to managing flood risk on the site will present opportunities for innovative uses of SUDs to the benefit of both drainage and biodiversity.

Flood Risk and Drainage

- 2.36 It is acknowledged by both parties that there are flooding and drainage issues in relation to parts of land within the western parcel. This is an area which has been considered in detail through the evidence base to the Local Plan, including the Strategic Flood Risk Assessment and the Flood Risk note appended to the Strategic Sites Masterplanning and Infrastructure Study. Further work on flooding has been undertaken by TWBC related to the streams and River Medway/River Teise with a third assessment combining the predictions for both models to understand the combined flood modelling impacts PS_042, PS_043, and PS_044.
- 2.37 Dandara has appointed Ardent to review the flood risk and surface water drainage associated with its site, and as noted above, has engaged regularly with the Environment Agency in the preparation of the emerging masterplan for this site.

- 2.38 The findings of the technical reports prepared by both parties, confirm the allocation is sound and deliverable with the development parcels within flood zone 1 only. Both parties agree to work together, and with the relevant statutory consultees, to ensure the issues relating to flood risk and drainage are adequately addressed in the consideration of any future planning application.
- 2.39 Further, the development will provide an opportunity for flood infrastructure to provide betterment of current flood risk issues to the existing residents of Paddock Wood. Both parties agree that this policy requirement is an important benefit which would be part of delivering this site.

Green Belt Matters

- 2.40 It is recognised by both parties that the proposed allocation requires land to be released from the Green Belt. It is agreed by both parties that there are exceptional circumstances to justify this release, and the changes to the Green Belt boundary are such that the new Green Belt boundary is robust and likely to endure over time. Further the remaining Green Belt land will continue to play a strategic role in preventing neighbouring settlements merging.
- 2.41 Paragraph 142 of the NPPF (2021) establishes a requirement for compensatory improvements to remaining Green Belt land. The full extent of Dandara's interest at Paddock Wood is to be released from the Green Belt and thus suggested mitigation measures within the Council's Green Belt study to help strengthen a newly defined edge (i.e. through the planting of additional vegetation) is being incorporated into the masterplan for this site prepared by Dandara and includes consideration of:
1. enhancing roadside planting using locally characteristic woodland copses, belts and hedgerows
 2. the application of 'garden settlement' principles to create an appropriate character for the settlement and settlement edge
 3. ensuring new development is designed sensitively with regards to views and local character
 4. through use of set-back from boundaries and appropriately designed road infrastructure

5. the use of landscape features to define/enhance separation between settlement and countryside, integrating with the existing landscape pattern

2.42 The proposed Framework Plan identifies a number of off-site cycle and pedestrian route improvements that are being sought to be provided. Some of these are located within the Green Belt and will result in compensatory improvements to land remaining in the Green Belt. These existing cycle and pedestrian routes will be enhanced through financial contributions to appropriate wayfinding/ interpretation boards and improvements of these connections will improve access from the existing community to the proposed Sports Provision.

Delivery of Crossing over the Railway Line

2.43 Both parties support the principle of a connection across the railway line within the western parcel, in order to ensure permeability through the new settlement and sustainable linkages to Paddock Wood. TWBC accepts that the provision of the railway link is dependent on third party support with agreement required from Network Rail, and has a SoCG in place with Network Rail which confirms that Network Rail and TWBC will continue to work in a positive manner to facilitate this.

2.44 This Statement confirms that there is also agreement over the principle of reasonable financial contributions towards the construction of the crossing and the broad approach to agreeing the air and other rights for this, and Network Rail and TWBC will continue to work in a positive manner to facilitate this. TWBC have continued discussions with Network Rail as part of the work on the revised growth strategy to ensure the commitments within the SOCG are maintained. There is broad agreement over the costs for the provision of the crossing that has been factored into the viability assessment, but details are yet to be finalised and agreed.

Summary

2.45 This sub-section seeks to demonstrate to the Inspector that the land being promoted by Dandara within the western Parcel B of the PWeC site is developable site which can deliver approximately 520 dwellings 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.

- 2.46 Land to the west of Paddock Wood is suitable and available, and “developable” and there is a reasonable prospect that the site could be viably developed within the plan period in line with the assumed trajectory. 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 land controlled by Dandara in the western 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, and it located outside the Area of Outstanding Natural Beauty which covers over 70% of the Borough.
- 3.4 It is agreed that there are exceptional circumstances to release the land to the west of Paddock Wood (within Capel Parish) from the Green Belt. It is a shared position that the site is developable in line with the presumption of sustainable development as set out in the NPPF, It is a suitable location, and there is a reasonable prospect that the site could be viably delivered consistent with the trajectory assumed within the plan period.

- 3.5 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.
- 3.6 The parties commit to working together to ensure the urban extension to Paddock Wood responds to the opportunities which presents 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. The parties agree that in line with the housing trajectory in Section 2.0, that Dandara will be able to deliver approximately 520 dwellings over the Plan period. The land shown in Appendix 1 is available for development and Dandara will be looking to undertake pre-application discussions with TWBC shortly.
- 3.7 The parties agreed to entering into a Planning Performance Agreement to aid collaborative and proactive pre-application discussions and determination of a planning application.
- 3.8 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 education provision, and the proposed sports facilities. In requesting contributions, TWBC confirms this will only be done when necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development (as set out in Part 122 of the CIL Regulations). Policy H3 within the TWLP, which is referred to directly in 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.

- 3.9 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.
- 3.10 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 in overall terms is robust and demonstrates a transport strategy for the strategic sites to enable the development to deliver significant benefits to the local highway network.
- 3.11 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. 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 western 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.
- 3.12 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 and future planning application.
- 3.13 The parties agree to work together in the delivery of a Masterplan in line with the policy requirements of Revised STR/SS1 as set out in PS_095.
- 3.14 The parties agree to the principle of an approach to equalisation measures with the other site developers within the allocation to enable to 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.

- 3.15 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

- 3.16 The parties are committed to constructive joint working to bring forward and deliver development to the west 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 TWLP (STR/SS1). This has included sharing of information from the site promoters on the sites and one to one discussions with DLA on its aspirations for the parcels. An ownership blind approach to the Masterplanning of the allocation, as advocated by DLA was agreed to be a prudent approach by TWBC to ensure a holistic and sustainable approach.
- 3.16 All parties agree that a Planning Performance Agreement will be agreed to take forward the pre-application discussions in a positive and collaborative manner.
- 3.17 The parties will continue to work together, through 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.
- 3.18 The parties are committed to public consultation, community involvement and stakeholder liaison in respect of the development. This will include engaging with

parish/town councils, the Neighbourhood Plan group 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 minimise any impacts upon the existing communities. Both parties also agree to engage proactively with each other in progressing the site.


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

4.0 Conclusions

- 4.1 The above is agreed as a shared position and both TWBC and Dandara 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:

<p>Tunbridge Wells Borough Council</p> <p>Signature</p>  <p>Date: 10th July 2024</p>	<p>Dandara Ltd</p> <p>Signature</p> <p>David Maher (Dandara South East Ltd)</p> <p>Date: 8th November 2024</p>
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Appendix 1: Land Ownership Plan

Badsell Farm

