

Statement of Common Ground
between
Tunbridge Wells Borough Council
and
**Redrow Homes Limited and
Persimmon Homes South East**

in respect of the
Tunbridge Wells Borough Local Plan

October 2021



Contents

| | |
|---|----|
| 1.0 Introduction | 1 |
| 2.0 Development Statement..... | 2 |
| Local Plan Context: Land at Paddock Wood and East Capel Allocation (Policy STR/SS1) . | 2 |
| Land ownership | 4 |
| The Eastern Parcel..... | 6 |
| Site Description..... | 6 |
| Delivery..... | 10 |
| Summary | 12 |
| 3.0 Areas of Agreement | 13 |
| Land at Paddock Wood and East Capel (TWLP Policy STR/SS1) | 13 |
| Joint working | 16 |
| 4.0 Areas of Disagreement | 16 |
| 5.0 Conclusions | 18 |
| 6.0 Signatories..... | 18 |
| Appendix 1: Land east of Paddock Wood Illustrative Masterplan | 20 |

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 (Policy STR/SS1).
- 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.
- 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 this eastern parcel and its relationship to the wider 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 eastern parcel.
- 1.4 This SoCG also sets out those limited matters of dispute.
- 1.5 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 eastern parcel 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 (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 Policy STR/SS1 of the Regulation 19 TWLP. 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
 2. Strategic Housing and Economic Land Availability Assessment, January 2021.
- 2.4 These evidence base documents have identified the 'site' 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 has been prepared by David Lock Associates (2021) to inform the policy position within the TWLP. This will be developed as an SPD in line with the requirement of Policy STR/SS1.
- 2.6 This first element of this Study provides a Structure Plan for the growth around Paddock Wood and east Capel, 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 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.

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

1. 3,540-3,590 homes
2. Around 11 hectares of employment land to the north of the railway
3. Two 2FE primary Schools
4. Three Local Centres, providing around 2,000sqm commercial floorspace in total
5. Sports hub (combined indoor and outdoor sports facilities) to the west
6. Two Gypsy and Traveller sites to provide 3 pitches.
7. Doctors' surgery: could be located within the Sports hub.
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 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
11. Targeted flood embankments on the western parcel
12. Country level wetland park (recreation space which would also act as an occasional functional piece of flooding infrastructure) to the west.

2.8 The Structure Plan is referred to in TWLP Policy STR/SS1 (Map 28). However, 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 has been formulated with this approach as a starting point, as set out in the Strategic Sites Topic Paper (Section 8.0). The policy sets out the quantum of development of housing, approach to housing mix and affordable housing provision. The associated infrastructure as identified through the Infrastructure Framework (see below) is integrated within the Policy so the provision of these is secured. This is done in a manner which sets out the broad locations where these

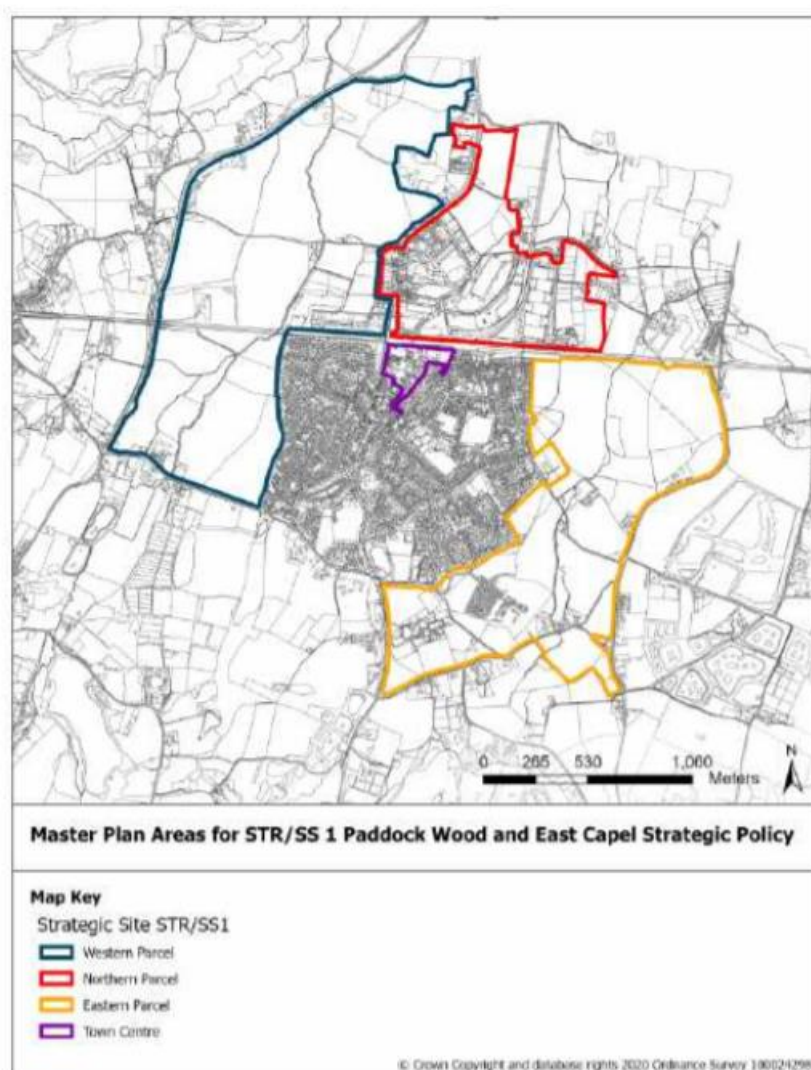
should be provided, but seeks to allow flexibility within the parameters of the masterplans for these to be interpreted by the individual site promoters and development through the production of Framework Masterplan SPDs (see below).

- 2.9 The second element of the DLA Study is the production of an Infrastructure Framework. This identifies the infrastructure capacity requirements stemming from both the Strategic Sites at Paddock Wood and east Capel, and Tudeley Village (a new garden settlement of around 2,800 new homes two miles to the west). 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 settlement in line with garden settlement principles.
- 2.10 The infrastructure requirement has been fully itemised, and costs assigned by the Council's viability consultant, Dixon Searle, and inputted into the Local Plan viability model. 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.
- 2.11 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

- 2.12 Policy STR/SS1 recognises there are three distinct parcels around Paddock Wood which form part of the allocation: western, eastern and northern parcels, as shown in Figure 1:

Figure 1: Land Parcels STR/SS1



- 2.13 There are four principal housebuilders who control land within the western and eastern parcels: Redrow, Persimmon, Dandara and Crest Nicholson. The northern parcel is predominantly being developed for employment uses.
- 2.14 Redrow and Persimmon control the majority of the eastern parcel. Appendix 1 shows the land that is being promoted by Redrow and Persimmon. Broadly speaking, Redrow controls the northern part of the parcel, and Persimmon the southern part. A detailed masterplan is being progressed jointly by Redrow and Persimmon for the eastern parcel, looking at the growth in this area holistically. This reflects the Structure Plan prepared by DLA which underpins the policy in the TWLP. It is intended that two separate hybrid planning applications will be submitted in due course to reflect the

different land ownerships. Discussions are taking place over the approach for a third application to be submitted dealing with associated infrastructure works.

- 2.15 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 Parcel

Site Description

- 2.16 The site promoted by Redrow and Persimmon comprises 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. Land to the north west of the site which also forms part of the allocation is currently being developed by Countryside (Church Farm) for c. 300 homes (nb. a planning application is currently being considered by TWBC for an additional 60 units on this land) and land to the south west is currently being developed by Persimmon for c. 375 units (Mascalls Court Farm)
- 2.17 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 AONB.
- 2.18 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.
- 2.19 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.

- 2.20 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

- 2.21 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.
- 2.22 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 AONB.
- 2.23 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.
- 2.24 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.
- 2.25 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 High Weald AONB located to the south.

Trees

- 2.26 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

- 2.27 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.
- 2.28 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

- 2.29 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

- 2.30 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 predominantly be kept away from this area and mitigated for as necessary.

Overhead Electricity Cables

- 2.31 Overhead HV cables that currently run east west across the southern section of the site will be diverted underground and will run immediately to the south of Church Road.

Vehicular Access

- 2.33 Whilst vehicular access is at present available for agricultural purposes from Church Road, Mascalls Court Road and Queens Street, vehicular access for the future development is currently proposed from Church Road and Mascalls Court Road with construction access proposed from Queens Street to the east until such time as the Church Road access is delivered. 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.

Summary of Opportunity and Constraints

- 2.34 Having regard to the above the key constraints and opportunities can be summarised as:
- The visibility of the site from the edge of the 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 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 that fall within 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

2.35 These main constraints do not present any fundamental issues that undermine the principle of development of the site. The constraints will be addressed in planning terms through the development of a Framework Masterplan SPD for this parcel and the subsequent planning application process.

2.36 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

Illustrative Masterplan

- 2.37 Redrow and Persimmon are developing a masterplan for the eastern parcel in line with the parameters established within the DLA Structure Plan. 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 and a two-form entry primary school. Land is also included to accommodate a 2 FE extension to Mascalls Academy. The pedestrian and cycle link proposals include the integration of the historic Hop Pickers Line.
- 2.38 A bus route is proposed through the site, and in line with the requirements of policy STR/SS1, this is shown as extending westwards onto the Church Farm site (being developed by Countryside). Countryside has agreed in principle to providing land for this purpose and discussions remain ongoing over mechanisms to secure delivery.

Planning Application Timeframes

- 2.39 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 a second Review Panel is arranged for September. It is currently anticipated that planning applications will be submitted in the Autumn 2021 (as noted above, whilst progressing a joint masterplan for the eastern parcel, Redrow

and Persimmon will be submitting separate applications reflective of their landownership boundaries, as well as a separate (joint) application for infrastructure works, including the proposed bridge to facilitate the bus crossing.

- 2.40 Following a formal request, the Council issued its Environmental Impact Assessment Scoping Opinion on 6 August 2021 (ref. 21/02129/EIASCO).
- 2.41 A Planning Performance Agreement has been entered into between Redrow, Persimmon and TWBC to progress pre-application discussions on this parcel. This PPA runs up to the submission of a planning application, and it is anticipated this will be extended following submission through to determination. The aim of this Agreement is to continue to facilitate joint collaborative working.
- 2.42 It is noted by all parties that the submission of a planning application 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 and the principles of the DLA Masterplanning and Infrastructure Study. This includes the provision of the identified infrastructure to deliver the strategic growth around Paddock Wood on garden settlement principles.

Indicative Phasing

- 2.43 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 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

- 2.44 Redrow and Persimmon anticipate completing its first units on site in 2023/24, 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 |
|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Redrow | 30 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 30 |
| Persimmon | 30 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 30 |

- 2.45 This trajectory has been considered as part of the overall housing trajectory for the delivery of the Local Plan as set out in the Housing and Delivery Topic Paper.

Framework Masterplan SPD

- 2.46 A Framework Masterplan SPD will be progressed for the eastern parcel through joint working with all parties. This is set out as a requirement in Policy STR/SS1. The purpose of this SPD will be set out in guidance to show how the policy requirements together with other policies within the Local Plan should be delivered on the site. At this stage it is anticipated that the SPD will include a comprehensive Masterplan Framework, setting out detail on layout, land uses and housing mix, green and blue infrastructure, movement, development character, placemaking, energy and sustainability. It may include design codes. Integral to the SPD will be how the parcel delivers on garden settlement principles, including a proposed strategy for Stewardship over the lifetime of the development.
- 2.47 The Council's adopted Local Development Scheme (LDS) sets out the timeframes for the preparation of this SPD. It is anticipated that the SPD will be developed alongside the planning application, as the detailed masterplan work progresses.

Equalisation

- 2.48 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. Accordingly, as set out in Policy STR/SS1 there may be a requirement for equalisation. It is agreed that all parties will work together positively and expeditiously to agree an appropriate mechanism for equitable and timely infrastructure delivery.

Summary

- 2.49 This sub-section demonstrates that the eastern parcel of the Paddock Wood and east Capel 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.

- 2.50 Land to the east of Paddock Wood is suitable and available, and developable within the plan period. All parties are committed to preparing a SPD which will set out how the development allocated in the parcel will be brought forward, and how it will integrate with the wider growth around Paddock Wood and east Capel 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 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, which has informed policy STR/SS1. 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 are actively undertaking pre-application discussions with TWBC, as part of 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. 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. 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 A228 off and on-line works, the Five Oak Green Bypass, the sports hub and education provision.
- 3.10 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. TWBC and the promoters will continue discussions on viability and phasing ahead of examination and provide an update to the Inspector.
- 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, and this modelling work is robust and demonstrates a transport strategy for the strategic site 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, 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 and future planning application.
- 3.15 The parties agree to work together in the delivery of a Framework Masterplan SPD in line with the policy requirements of STR/SS1.
- 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.

Joint working

- 3.17 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 which has informed the policy position in the TWLP (STR/SS1) and in progressing pre-application discussions on the site. The latter has included the agreement of a Planning Performance Agreement to take forward the pre-application discussions in a positive and collaborative manner.
- 3.18 The parties will continue to work together, including in producing a SPD for this parcel of the strategic site, which will set out the principles for the development and provide a comprehensive masterplan for the allocation site.
- 3.19 The parties are committed to public consultation, community involvement and stakeholder liaison in respect of the development. This will 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 and ensure the development is designed to seek to minimise impacts upon the existing communities.
- 3.20 There will be continued joint working with statutory consultees, building on the constructive discussions undertaken to date.
- 3.21 For the avoidance of doubt, Redrow and Persimmon's outstanding objections to the TWLP (as set out below) do not affect the commitment to constructive joint working with the Council

4.0 Areas of Disagreement

- 4.1 There remain areas of disagreement between Redrow and Persimmon, and the Council; Redrow and Persimmon's position is set out in the response to the Proposed Submission Version of the TWLP and will be set out in separate Matter Statements.

- 4.2 In relation to the position regarding the delivery of the strategic growth around Paddock Wood and east Capel, the following key matters remain in dispute:
1. The inclusion of the requirement to provide gypsy and traveller pitches within the allocation. Redrow and Persimmon question whether there is a need for such pitches in Paddock Wood and does not consider the provision to be justified. They also consider the proposed location within the allocation is inappropriate.
 2. The approach taken to the policy for the strategic allocation. The TWLP has one policy for the proposed growth around Paddock Wood and east Capel (Policy STR/SS1). This reflects the holistic approach taken to the development; and the need to consider each parcel coming forward in the context of the wider growth which is to transform the existing and expanded town into a garden settlement. However, Redrow and Persimmon considers it would be clearer and more effective to have separate policies relating to individual parcels.
 3. Redrow and Persimmon suggested in its representations to the Regulation 19 consultation that the figures of 3,490-3,590 for the whole allocation is not achievable. This is largely due to the red line boundary for Redrow and Persimmon's parcel excluding some parcels of land from the proposed allocation, which will deliver around 1,200 homes instead of 1,330 identified. Instead it considers a target of 3,305-3,405 would be appropriate to offset this shortfall. However, it is agreed by all parties that this land is identified as being available as part of the call for sites, and that the masterplan being developed by Redrow and Persimmon will facilitate the delivery of the smaller parcels within the Plan period.
- 4.3 There are some amendments being sought to the policy as set out in Redrow and Persimmon's representations to the Regulation 19 consultation, along with requests for further clarification. These are not referred to above as they are considered minor and not material to the overall policy. Unless stated in Sections 2.0 and 3.0, TWBC and Redrow and Persimmon remain in disagreement over the requirement for these changes or the need for further information at this time.
- 4.4 In addition to comments on the allocation itself, and in terms of the over plan, the following areas remain in dispute:

1. Whilst it is agreed that the allocation of Land at Paddock Wood and east Capel is appropriate to meet the Borough's housing need, Redrow and Persimmon consider TWBC needs to provide further information on its housing need. In particular, why the Council has dismissed meeting its uncapped housing need and should consider whether it can accommodate a high level of need.
2. Whilst committing to its own housing delivery trajectory noted above, considers the trajectory for Tudeley Village is too ambitious.

5.0 Conclusions

- 5.1 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.

6.0 Signatories

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

| | | |
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| <p>Tunbridge Wells Borough Council</p> <p>Signature</p> <p>Signatures redacted</p> <p>Date: 22.10.21</p> | <p>Redrow Homes Limited</p> <p>Signature</p> <p>Signatures redacted</p> <p>Date: 18.10.2021</p> | <p>Persimmon Homes South East</p> <p>Signature</p> <p>Signatures redacted</p> <p>Date: 18/10/2021</p> |
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Appendices

Appendix 1: Land east of Paddock Wood Illustrative Masterplan

