

HORSMONDEN NEIGHBOURHOOD PLAN 'ISSUES AND OPTIONS' WORKSHOPS



Round-table discussion event 3: Access & Movement and Business & Employment
Sat 7th September 10.00am – 12 noon,
Horsmonden Primary School

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Introduction

This was the third of a series of four round-table discussion events taking place over the summer and early autumn:

1. Landscape & Environment and Design & Style, 15th June
2. Housing & Development and Community Leisure and Recreation, 13th July
3. Access & Movement and Business and Employment, 7th September
4. Masterplanning “Development options for village sites”, 5th October

In addition, Tunbridge Wells Borough Council (TWBC) will be holding a draft Local Plan consultation event in Horsmonden on Tuesday 1st October – during their draft Local Plan consultation – which runs from 20th September to 1st November.

The purpose of the workshops is for the Horsmonden Neighbourhood Pan (HNP) Working Groups to present the issues they have identified through their work and potential options for addressing these in the HNP. The preferred options or policy intentions will then be turned into planning policies that will be included in the draft HNP in the autumn. The Masterplanning event “Development options for village sites” will look at TWBC’s site allocation proposals and develop ‘a high level spatial plan for the area/s, setting out how the community would like to see or not see the development come forward¹.’

Update on TWBC Local Plan

According to legislation, the Neighbourhood Plan (hereafter NP) must in general conformity with the Local Planning Authority’s Local Plan. A challenge for Horsmonden is that TWBC have only a draft Local Plan and are still at a relatively early stage in its consultation. Planning Consultant Lindsay Frost, who is advising the NP steering group and parish council, shared a slide (see below) showing the timetable for

¹ The Masterplan is being developed with planning consultants AECOM, funded by Locality. See: <https://neighbourhoodplanning.org/about/technical-support/>

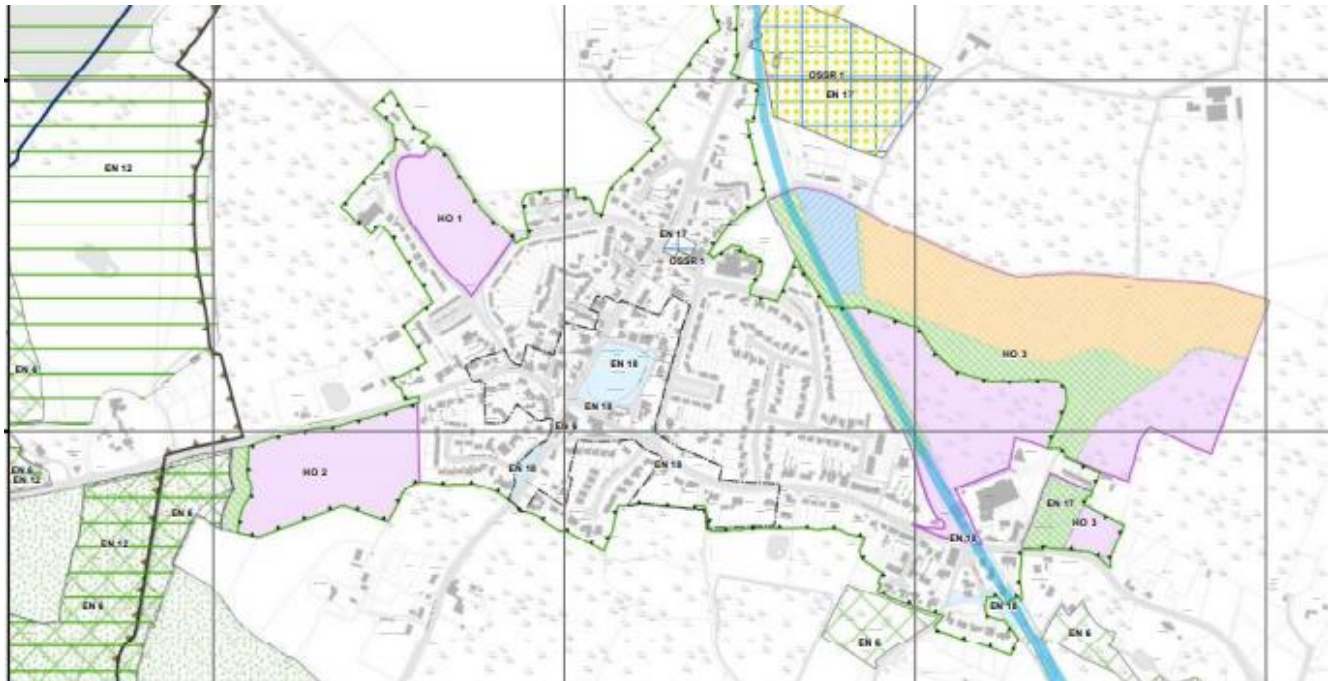
the Local Plan which showed that the publication of the Draft Local Plan has been delayed again by a couple of months so is now unlikely to be adopted until early 2022:



However, we are now in a position to share the draft Local Plan housing numbers, site proposals and policies for Horsmonden. Lindsay summarised these (available in full on the NP website):

- 225-305 new dwellings on three housing development allocation sites:
 - HO1: land off Furnace Lane and Gibbet Lane (45-55)
 - HO2: Land off Brenchley road and west of Fromandez Drive (80-100)
 - HO3: Land East of Horsmonden (100-150) plus land for future primary school expansion and new health centre/doctor’s surgery
 - ... plus any “windfall sites”, mostly within existing village, which will have defined “limit to built development”
- Protect High Weald AONB and other important landscape and natural features
- Protect existing conservation areas and listed buildings
- Developer contributions to upgrade local infrastructure in line with growth

The proposed sites are shown on the map overleaf:



In addition to the dwellings proposed, the draft Local Plan suggests that the following local infrastructure may need to be upgraded to support growth (specific proposals are included with each of the housing development allocations):

1. Primary and secondary education
2. Health and medical facilities
3. The provision of buildings and spaces to provide cultural infrastructure
4. Provision of a new community centre
5. A feasibility study to investigate the potential of creating pedestrian and cycle routes between the settlements in the parish, building upon existing footways and Public Rights of Way
6. The provision of information boards (or similar) and installation of public art along the Hop Pickers Line. Other locally significant historical features, events, and personalities could be recognised as part of this approach
7. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space
8. Other mitigation measures identified through the pre-application process and planning application.

Lindsay suggested the following need to be considered by residents and the parish council when making their responses:

- The overall development strategy and its impact on Horsmonden
- Effect of the proposed development allocations at Horsmonden (support, oppose or suggest modifications, relationship to NP master planning work)
- How the proposed district-wide policies apply locally: do they overlap with, or constrain, any emerging HNP policies?
- Need for further discussions with TWBC planning officers

- The draft local Plan is currently online at : <https://beta.tunbridgewells.gov.uk/local-plan/local-plan-updates/lp-updates-items/august-2019-update-2>

Access and movement working group

There were two presentations from Jim Boot, Community Planner followed by Ken Mills who chairs the working group. Jim started by saying that traffic and transport matters were among the highest priority issues identified by residents in the village survey but are an area that NPs can struggle to address for the following reasons:

Many traffic matters fall outside of the scope of planning. For example, changes to traffic management on existing transport networks are usually a matter for the highways authority to deal with. So changes to traffic lights, restrictions, speed limits, signage, traffic circulation, crossing points and other traffic management devices usually falls outside the scope of planning.

A possible exception to this may be where new development would impact on existing networks, and this necessitates changes to those networks in order to accommodate such development. However, even in cases like these, a neighbourhood plan cannot be prescriptive about the actual solution and therefore cannot set out, for example, changes to the speed limit or specific highway improvements. However, the plan could highlight localised traffic capacity and safety issues, or infrastructure deficiencies that would need to be addressed when considering development proposals. It would then be down to the local planning authority (LPA) to assess development proposals submitted for planning permission and to decide whether it would be necessary to impose conditions or a Section 106 obligation in order to approve the scheme.

Source: <https://neighbourhoodplanning.org/toolkits-and-guidance/transport-matters-can-neighbourhood-plan-address/>

Policy context

Having said that, there is provision in the National Planning Policy Framework (NPPF 2019) in Chapter 9 Sustainable Transport which states:

Transport issues should be considered from the earliest stages of plan-making and development proposals so that:

- impacts of development on transport networks can be addressed
- promote walking, cycling and public transport
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places
- safe and suitable access to the site can be achieved for all users
- any significant impacts on the transport network, or on highway safety, can be cost effectively mitigated to an acceptable degree

It is also worthwhile considering the Transport Policies proposed in Tunbridge Wells' emerging draft Local Plan including:

Policy TP 1: Transport Assessments

- Development proposal must: Demonstrate that the impacts of trips generated to and from the development are accommodated, remedied, or mitigated and
- Provide a satisfactory transport assessment
- the developer will be required to meet the cost of the improvements where these are fairly and reasonably related to the development

Policy TP 2 Transport Design and Accessibility

Development proposals will only be permitted provided:

- The development is accessible to all and permeable by all relevant modes of transport
- There is public transport service and infrastructure provision
- Maintain and enhance cycle route or provide a segregated link to
- Public rights of way safeguarded [or] enhanced

These policies provide a strong framework within which the NP can choose to add another layer of granularity or focus.

TWBC have also proposed the following in their Strategy for Horsmonden Parish in the draft TWBC Local Plan, but these will probably be superseded once the NP is made (as long as this happens before TWBC's Local Plan is adopted). Nonetheless the parish council, residents and others with a stake in the parish should comment on these as part of TWBC's draft Local Plan consultation (before 1st November).

Consideration should also be given to Objectives 4–6 of the Borough Transport Strategy:

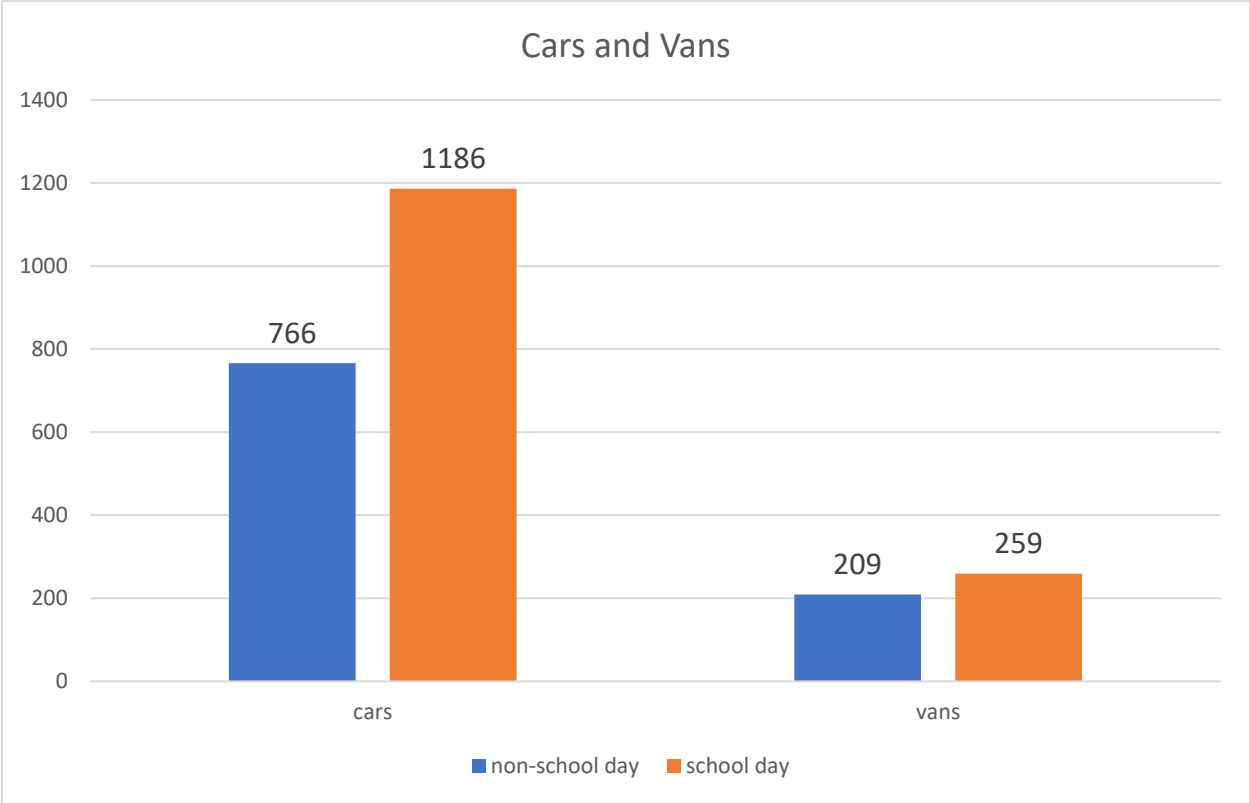
- **Objective 4** – Improve travel safety across the borough especially for vulnerable road users, including cyclists, pedestrians and equestrians.
- **Objective 5** – Improve air quality, particularly within the designated Air Quality Management Area.
- **Objective 6** – Increase the use of sustainable transport modes including cycling, walking and public transport.

Although only the southern half of the parish is within the High Weald AONB it is also worth giving consideration to the Objectives within the recently agreed Management Plan:

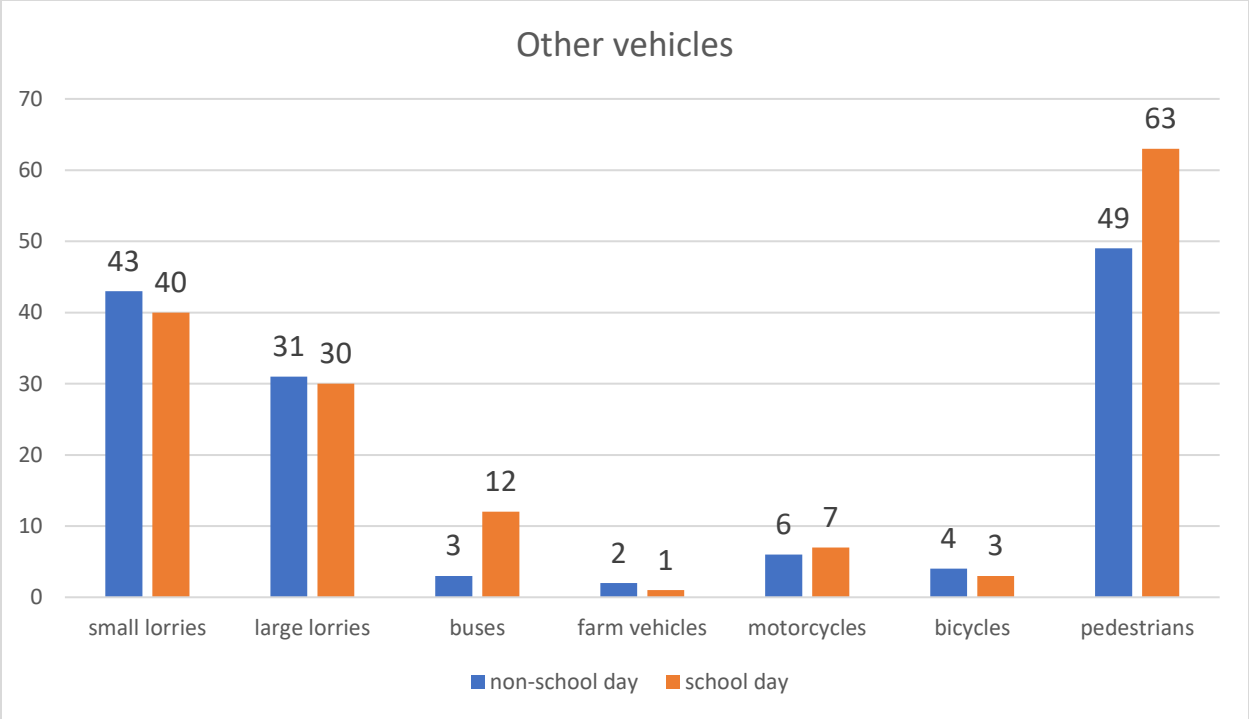
Objective R1: To maintain the historic pattern and features of routeways

- Discourage new access points that damage the character of sunken routeways or dilute the pattern of routeways
- Identify historic routeways in highway improvement plans and consider management tailored to enhance their historic character including early intervention to protect banks
- Invest in creative highway engineering solutions, delivering quality, best practice highway alterations which are sensitive to AONB character
- Ensure that routeways are recognised as non-designated heritage assets in the planning process

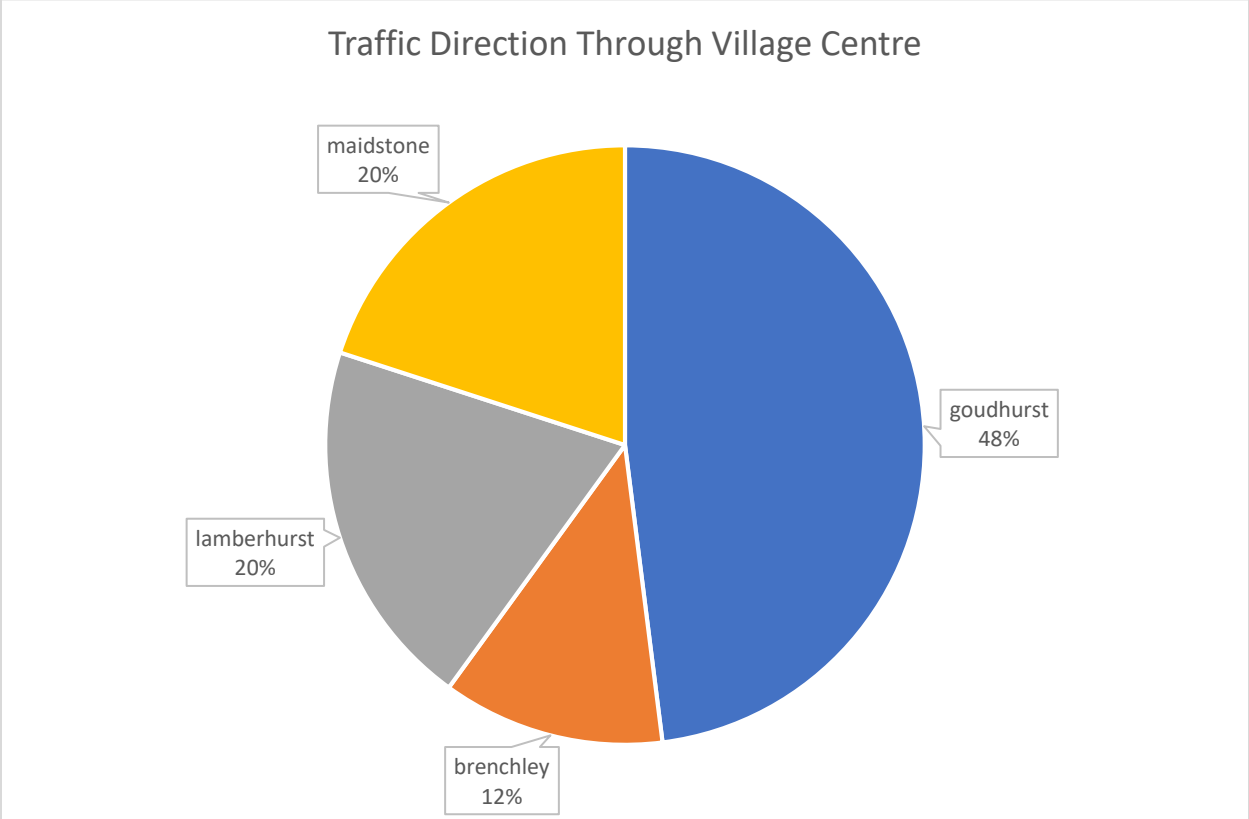
As well as the policy context, the Access and Movement Working Group working with Speedwatch have undertaken traffic surveys, collected data about traffic and transport and given consideration to the results of the village survey. Ken Mills who chairs the working group shared some of their findings. The first of these was a traffic survey showing the volume of vehicle movements for cars and vans through the centre of the village comparing normal (school) days and non-school days.



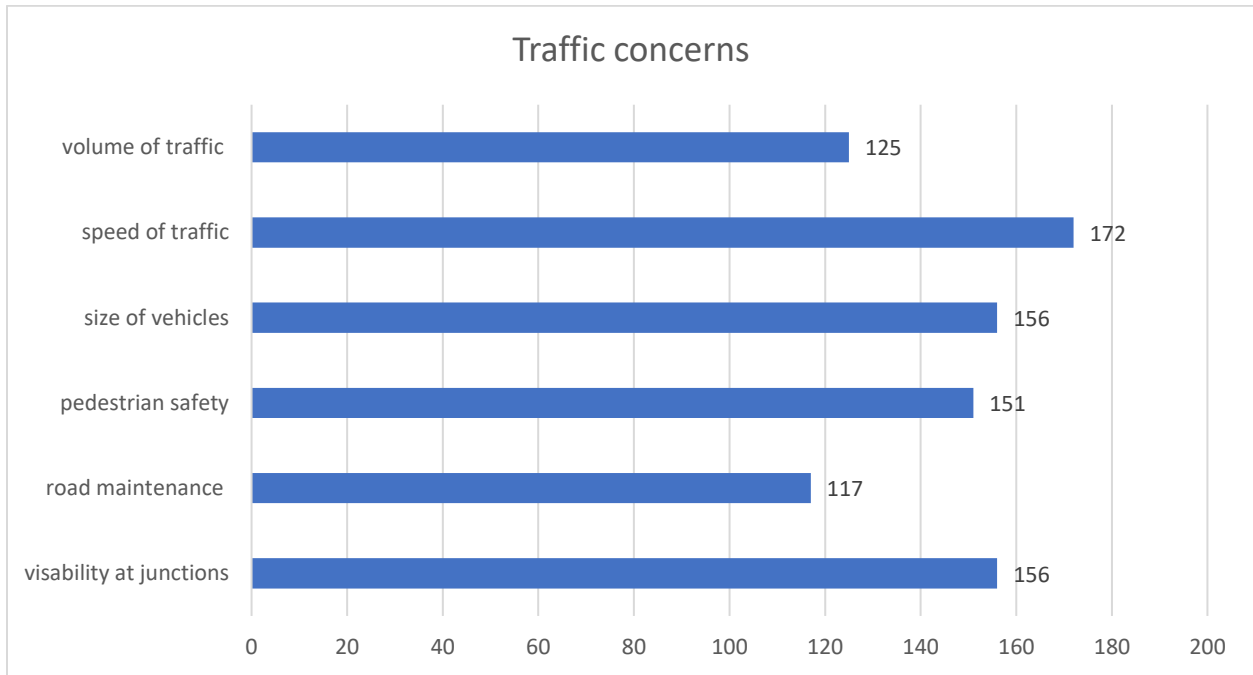
Even for vans, there were 50 more on a normal day and for cars this went from 766 for non-school to 1186 for a 'normal' day an increase of 420 vehicles or over 50% more. They also surveyed other vehicles and crucially pedestrians:



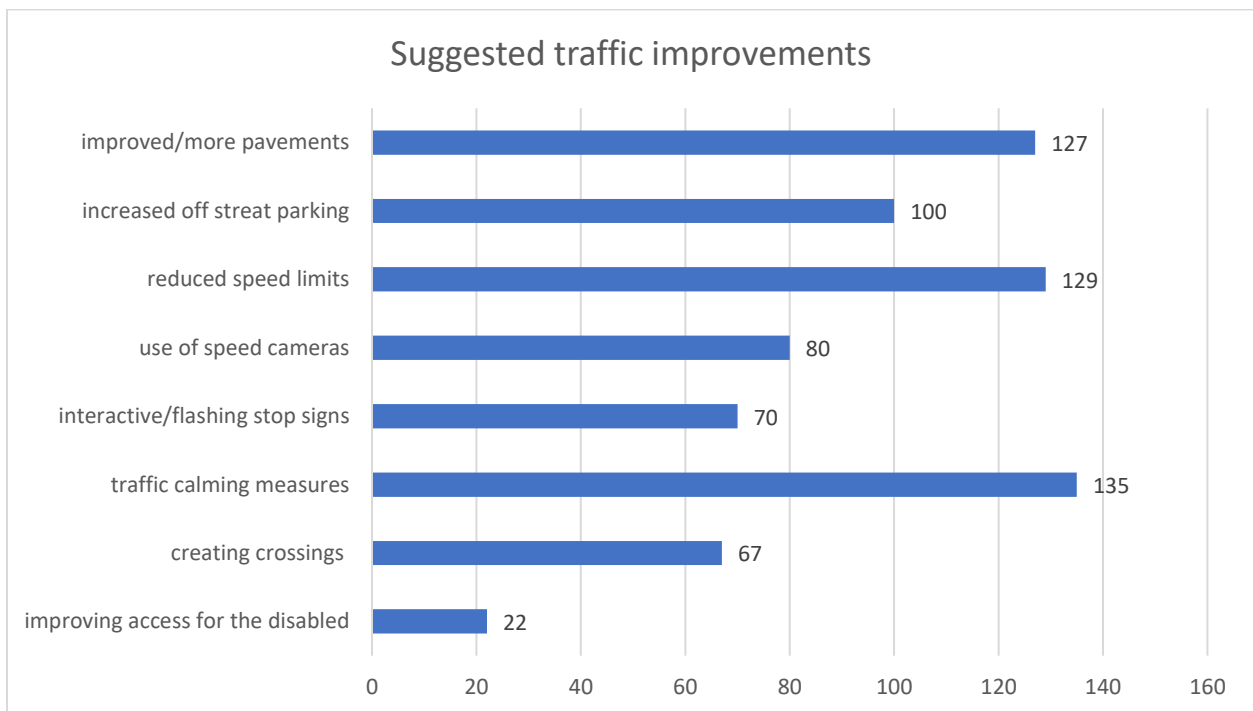
Importantly when considering the potential location of new housing, they also recorded the direction of vehicle movements which suggests that nearly fifty percent of the traffic comes from Goudhurst probably heading towards either Maidstone or Brenchley.



Next Ken's team reminded the audience of the results of last year's village survey / questionnaire:



These showed the primary concerns of residents to be addressed through the NP either as policies to steer new development or in projects that might be fully or partly funded by developer contributions.



As well as measures to address the road and pedestrian safety issues, residents were also concerned to see provision of off-street parking in new developments as well as in or near the village centre.

Finally, Ken shared video footage of traffic accidents at the village crossroads. It's not possible to show the videos in this document but it is strongly suggested that you view these in the Powerpoint

presentation to see how drivers commonly mistake the right of way at the crossroads and cross without respecting the Stop signs leading to a number of near misses and actual accidents. Anecdotally a lot of SatNavs give the wrong right of way.



The group also showed photographs of narrow or non-existent pavements along the Brenchley and Lamberhurst roads where a substantial development of 100 homes and a new village hall is proposed in TWBC’s draft Local Plan. There is a proposal that a new pedestrian route is achieved by the developer purchasing and demolishing one of the bungalows in Fromandez Drive to facilitate this – although it was pointed out that as this would require pedestrians making a substantial diversion and still having to navigate the cross-roads and pavement-less Lamberhurst road.

Round table discussions

Following the presentations, participants were asked to consider four key topics and subject them to a SWOT analysis using the evidence that they had heard but also their own personal knowledge as Horsmonden residents. The topics were:

- Parking:
- Road and pedestrian safety:
- Pavements, footpaths, byways and bridleways:
- Public transport:

Topic: Parking (in the village)

<p>Strengths</p> <ul style="list-style-type: none"> • <u>Yellow lines might help to improve parking problems [Opportunity]</u> • If the village hall moves use the space for parking [Opportunity] 	<p>Weaknesses</p> <ul style="list-style-type: none"> • <u>Actually policing them [yellow lines]</u> • Speed of the traffic through the village • Inability to persuade KCC Highways to intervene • Finding willing landowners for off-street parking • Payment for parking is a taboo subject
<p>Opportunities</p> <ul style="list-style-type: none"> • <u>Parking on the village green (short-term) for shops (& pub?)</u> • Additional bus-stop further out from the cross-roads (with a few parking spaces for dropping people off) • On street parking slows down traffic speed 	<p>Threats</p> <ul style="list-style-type: none"> • <u>Abuse of short-term parking on the green</u> • Extra development in the village and elsewhere • Danger to pedestrians

Topic: Pavements, footpaths, byways and bridleways

<p>Strengths</p> <ul style="list-style-type: none"> • Good existing network of footpaths 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Outlying footpaths poorly maintained • Not enough pavements – poorly maintained, too narrow / obstacles • Pavements don't tie up • Bridleways if used have to come out onto lanes / main roads • Concerns re livestock
<p>Opportunities</p> <ul style="list-style-type: none"> • <u>Section 106 money use to improve pavements and create a new network</u> • Opportunity to change footpaths etc into cycle lanes • Hopickers Line as footpaths / cycle path 	<p>Threats</p> <ul style="list-style-type: none"> • Proposed new developments will impact negatively on existing poor pavement network

Topic: Public transport

<p>Strengths</p> <ul style="list-style-type: none"> • <u>Good school bus service</u> • Readycall service 	<p>Weaknesses</p> <ul style="list-style-type: none"> • <u>Lack of bus routes to Paddock Wood for commuters, for youth and elderly</u> • Expense of public transport and school bus • No evening bus routes
<p>Opportunities</p> <ul style="list-style-type: none"> • <u>Improve services</u> • Make them affordable and frequent to reduce car usage • Tourists with better access 	<p>Threats</p> <ul style="list-style-type: none"> • <u>Too many large vehicles passing through the village</u> • New housing remaining unoccupied due to poor public transport services

Topic: Road and pedestrian safety

<p>Strengths</p> <ul style="list-style-type: none"> • Current improvement [at junction] appear to be working 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Ignoring of speed / safety by drivers • Lack of (safe) pavements • Parking near centre not available even now! • Crossing points x 4
<p>Opportunities</p> <ul style="list-style-type: none"> • Need parking space near cross-roads • 'B' road and others should be reversed so Goudhurst Road [becomes] be main road • ? Developers should provide 'public' parking • Improve pavement safety 	<p>Threats</p> <ul style="list-style-type: none"> • Not speed bumps or speed gates • Is the green sacrosanct or can spaces be available • No safe crossings possible on Lamberhurst Road as no pavement at cross-roads • Ditto Brenchley Road • People will always take the shortest route

Business and Employment working group feedback

Gary Bignell who chairs the Business and Employment working group then gave a short presentation (see separate slides) to inform the next set of roundtable discussions. First, Gary gave the policy context for why provision for business and employment should be included in the NP:

- National planning policy expects this to be incorporated.
- Support a prosperous local economy and wider opportunities.
- We have a business community and want to sustain it and help support it to grow.
- We want to encourage the right opportunities
 - Local Jobs
 - A good place to live
 - Not a 'Ghost Village'

As part of their evidence sifting, the group had considered:

- National Planning Policy Framework
- Housing and Economic Development Needs Assessments
- House and Economic Land Availability Assessments
- TWBC
 - Economic Needs Study
 - Retail and Leisure Study
 - Economic Development Strategy 2018-21
- High Weald AONB Management Plan
- 2011 Parish Profile and Census

And through their research the group has identified the following 'Parish Trends':

- Shift from light engineering / some more sizable local business e.g. (Boddingtons)

To:

- Commuters
- Small businesses
- Home based businesses / Homeworkers
- Service industry
- We retain a large percentage of land in the Parish which is farmed.

Indicator Value (published 2017/2018)	TW	Kent	South East	National
Unemployment rate (%)	0.9	2.0	1.4	2.2
Median Gross Weekly Workplace Earnings Full Time (£)	515.30	552.10	574.90	552.30
Median Gross Weekly Resident Earnings (£)	582.50	574.90	596.80	552.70
3 year business survival rate (%)	63.4	59.6	-	-
Gross Value Added per Head (£) (value of goods and services in an economy)	26,027	21,933	28,683	26,621
Employees in the Knowledge Economy (%)	35.7	16.6	22.0	19.8
National Vocational Qualification Level 4+ (%)	49.4	36.7	28.1	37.9

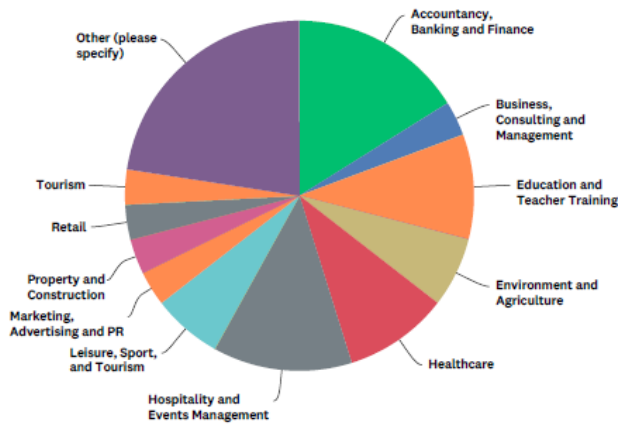
The table above from the Census 2011 revealed the strengths and weaknesses in the local economy (available for Tunbridge Wells as a borough) including lower paid jobs locally – as opposed to wages (mainly for commuters) which are higher. Similarly, a much higher percentage of employees in the so-called ‘knowledge economy’ such as professional advisors and nearly 50 % of residents with a degree or higher equivalent qualifications. Their local research revealed:

- 80 businesses in the Parish
- Farms include significant land in the Parish and are a major employer
- ... conserving and enhancing natural beauty around the Parish
- Homeworkers are on the increase:
 - 9% Parish
 - 6% Borough
 - Likely to increase further?

The working group had supplemented the information from the village survey / questionnaire with their own discussions with business owners and a survey of local businesses (39% response rate) and farms (83% response rate).

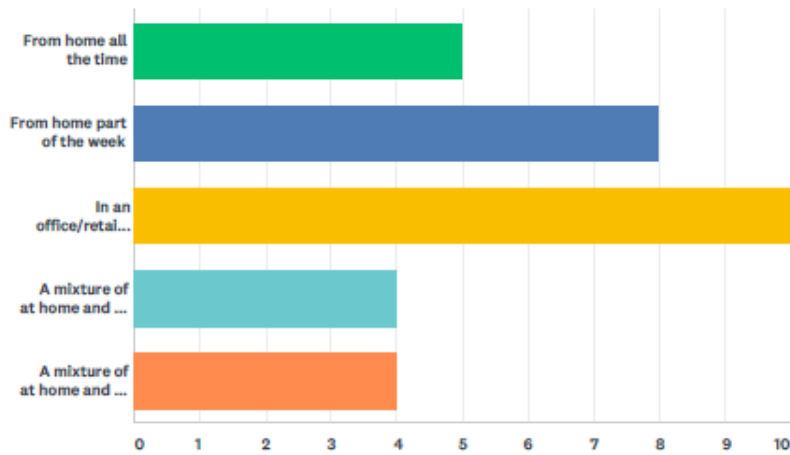
Q4 What type of business are you in?

Answered: 31 Skipped: 0

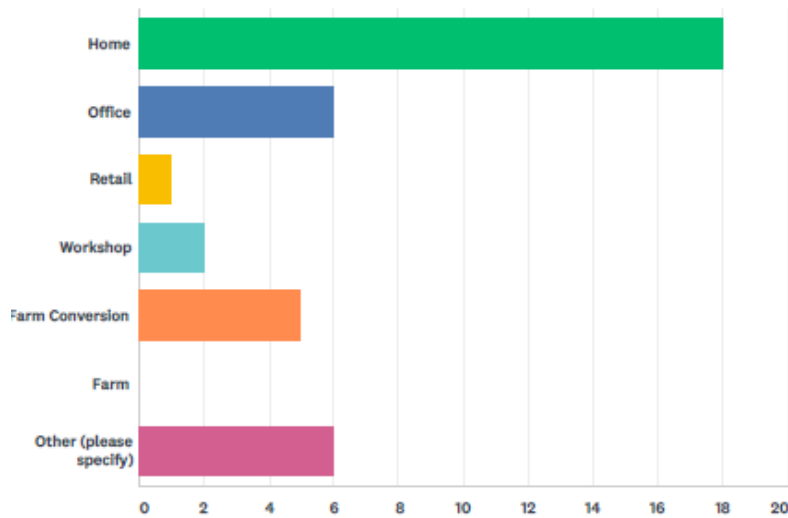


Accountancy, Banking and Finance	16.13%
Business, Consulting and Management	3.23%
Charity and Voluntary Work	0.00%
Creative Arts and Design	0.00%
Education and Teacher Training	9.68%
Energy and Utilities	0.00%
Engineering and Manufacturing	0.00%
Environment and Agriculture	6.45%
Healthcare	9.68%
Hospitality and Events Management	12.90%
Information Technology	0.00%
Law	0.00%
Law Enforcement and Security	0.00%
Leisure, Sport, and Tourism	6.45%
Marketing, Advertising and PR	3.23%
Media and Internet	0.00%

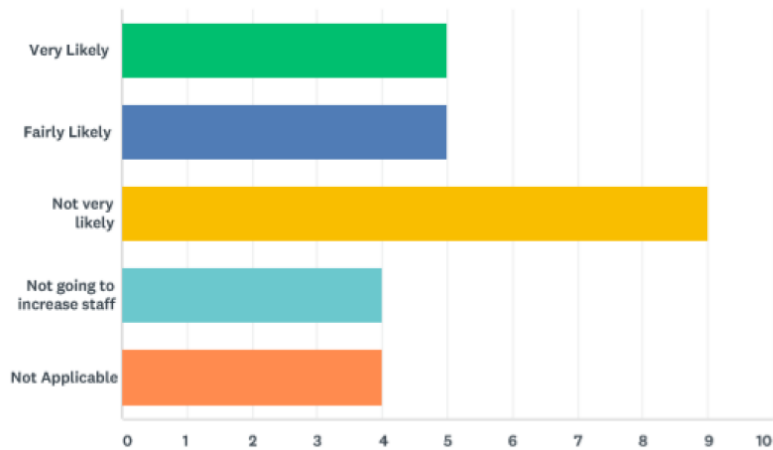
This revealed that Accountancy, Banking and Finance and Hospitality and Event Management were the largest employers.



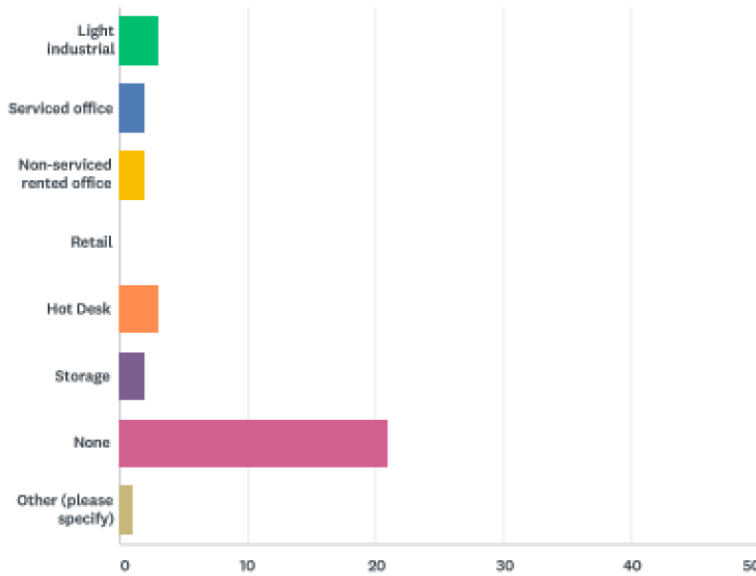
The survey of work locations showed large numbers working from home some or part of the week. This was backed up by a question on the sort of premises people are working from:



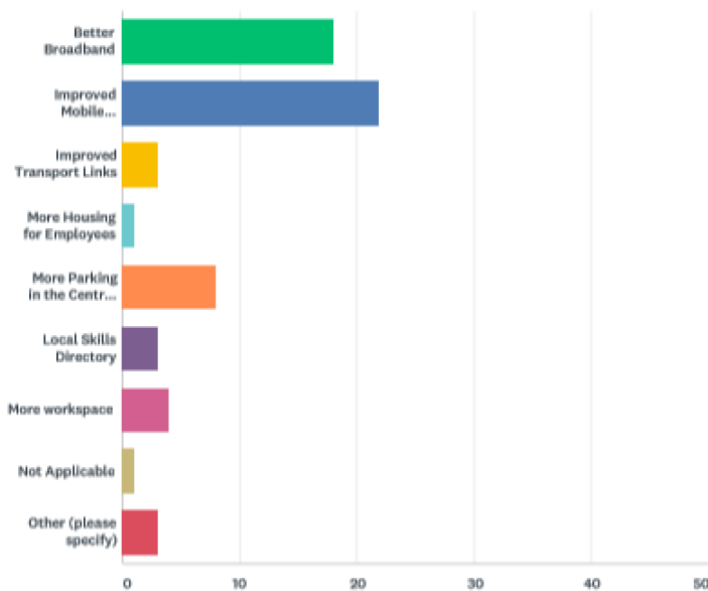
They asked if businesses were likely to increase the people they employed in the next five years:



This revealed that slightly more were likely to increase (10) than those that were 'not very likely' which suggests that there is some scope for making provision for businesses to expand in the parish in the NP, rather than risk losing them to nearby areas. Positively the majority didn't have a problem with Broadband although about half do. Unfortunately, the NP is unable to address broadband speeds in existing dwellings or businesses – only in new developments – although there may be some 'knock-on' benefits to neighbouring properties.



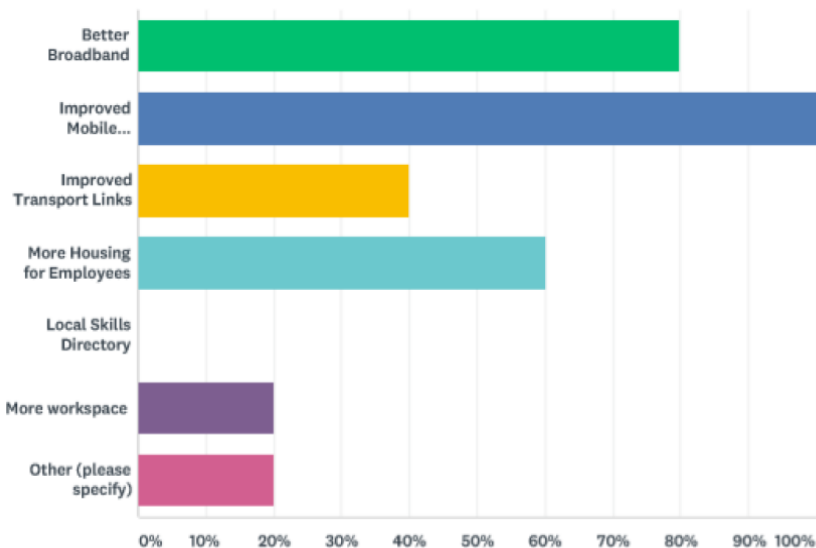
This chart shows that when asked what type of additional workspace or facilities in the parish might be needed in the next five years, the majority didn't require any but there was some limited demand for light industrial and hot-desking as well as serviced / non-service rented offices and storage. Most businesses felt that this didn't currently exist. Improvements that might support businesses in the future included:



Improved broadband and mobile coverage were most highly rated followed by more parking in the village centre. Mobile coverage has been addressed in some NPs by making provision / allocating a site for mobile masts. As with the Transport working group, the suggestion for improved parking in the village centre was also supported. As a final question, businesses were asked what influenced them to choose Horsmonden with the highest responses for availability of premises and because people lived there but a handy village centre and cost of rent were also mentioned.

Farm survey

Fruit (top and soft) and vines were the equal highest land-uses (50% respondents) with arable around 25% and no livestock (from respondents). Farms employed up to 7 seasonal staff with 3 full-time and 2 part-time with 60% fairly likely to increase their employment. For farms (perhaps as they are located outside the centre of the village) the percentage experiencing problems with their broadband connection were much higher (80%). Only 40% provide small business space on their farms although half had as many between 6-10 businesses suggesting that diversification is very strong with 80% receiving 1-5 requests for per year for facilities for small businesses but with 75% unable to respond because of 'no space' although 80% were keen to if supported by the council. When asked 'what areas would best support your business development in the parish in the coming years' they responded:



Interestingly 60% said 'more housing for employees' but the group also identified key areas for the NP to address as:

- Broadband and mobile
- Farming / Storage
- Homeworkers and a need for hot desk/workspace
- Employment (Floor

Here are the results of the SWOT analysis with the key issues or opportunities identified by participants:

Employment and Business SWOT analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> • Pub, Shop, pharmacy and hairdresser • Critical mass of 80 small businesses 	<ul style="list-style-type: none"> • Poor mobile broad in some areas / all areas • Parking?? Especially in centre

<ul style="list-style-type: none"> • More home-working / local business support current village service business which keep them viable for residents 	<ul style="list-style-type: none"> • Lack of suitable premises
Opportunities <ul style="list-style-type: none"> • Village enterprise centre possibly in old village hall • New developments should include mobile and broadband services for whole village • Community business hub for those who from home to mix / share • Increased employment for local people 	Threats <ul style="list-style-type: none"> • With global food shortage in years to come we must not lose more farm land • Current environmental laws favour householders over businesses eg noise • Increased traffic – large lorries • Unsuitable businesses affecting environment

Strengths <ul style="list-style-type: none"> • Is the number of small businesses • Number of farms and green space • Willingness of farmers to assist biz eg need for lock-ups • Pub – should never be developed 	Weaknesses <ul style="list-style-type: none"> • Internet speeds especially in outlying premises • No Horsmonden business network group or business directory
Opportunities <ul style="list-style-type: none"> • Use money from developments to make improvements eg internet, central biz facility, meeting space and registered addresses • More houses – need for village post office • Do survey to enquire what businesses / people actually want / need 	Threats <ul style="list-style-type: none"> • Businesses moving if not adequately supported in village causing loss of employment and increased traffic flow • Existing biz not supported by extra demand new homes will bring eg Kindie [kindergarten], shop • More housing could degrade existing internet provision (more people sharing)

Strengths <ul style="list-style-type: none"> • Entrepreneurial population • Pleasant place to work – especially rural surroundings • Strong local community and support for businesses 	Weaknesses <ul style="list-style-type: none"> • Difficult to look ahead 15-20 years – business needs changing fast • Patchy broadband and mobile – especially O2 • Staff recruitment / access to transport
Opportunities <ul style="list-style-type: none"> • Local events on village scene • Local apprenticeships • Farm diversification • To meet business needs within housing developments • Business hubs for overspill from homeworking – eg in new primary school • Tourism / local environmental attractions • Reducing out – commuting and associated traffic problems 	Threats <ul style="list-style-type: none"> • Loss of business premises to other uses • Lack of business premises of right type and price • Avoid losing village character • Competition from other places • Avoid ‘dead’ commuter village

<ul style="list-style-type: none"> • Expansion of working from home • Local supply chains • Care in the community • More social cohesion • New farm crops (vines) 	
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Other opportunities identified:

- Storage for homeworkers ie photographers, crafters, 'e-bay-ers', plumbers, solar heating, electric, hospitality and events management
- Café / hub for homeworkers to 'get out of the house'
- Business centre – networking hub – could do with more – perhaps on the Bassets Farm community land
- Serviced offices

Further comments:

- Speed cameras on the road 'smart village'
- Zebra crossing
- Lack of pavements along Brenchley / Lamberhurst Road
- Impact of new developments in Marden? Is it reasonable to require them to address Horsmonden issues?
- Footpaths poorly maintained
- Expand kindergarten
- Current law on noise favours housing over businesses. Causes stress
- Fromandez Drive Green for parking overflow – [possibly utilising] 'grass-crete'
- Pavement by the shop on Lamberhurst Road

Recommendations

- A. The following need to be considered by residents and the parish council when making their responses:
 - The overall development strategy and its impact on Horsmonden
 - Effect of the proposed development allocations at Horsmonden (support, oppose or suggest modifications, relationship to NP master planning work)
 - How the proposed district-wide policies apply locally: do they overlap with, or constrain, any emerging HNP policies?
 - Need for further discussions with TWBC planning officers
- B. Following the Locality guidance note: 'Transport Matters Neighbourhood Plans can address' the plan should 'highlight localised traffic capacity and safety issues, or infrastructure deficiencies that would need to be addressed when [planning offices / committees] development proposals. It would then be down to the local planning authority ... to decide whether it would be necessary to impose conditions or a Section 106 obligation in order to approve the scheme.'
- C. Rather than repeat national or emerging local plan policies, the NP can add value through another layer of granularity (detail) or local focus that higher level plans are unable to do.
- D. The NP should however highlight relevant policies bringing them together in one place as part of the context setting for its own policies including the High Weald AONB Management Plan.
- E. The Access and Movement working group should be commended for its evidence gathering but should also be asked to clarify the number, type (and speed if possible) of vehicle movements

along the Brenchley Road past the draft Local Plan proposed site: HO2: Land off Brenchley road and west of Fromandez Drive (80-100 homes).

- F. The draft NP should have strong policies to address road and pedestrian safety in new developments. KCC should be approached for their views on how / if the Brenchley Road could be made safe for pedestrian use. It would be helpful if the photo showing the pavement width included the width in millimetres.
- G. AECOM who are undertaking the Masterplan should be asked to consider options for providing overflow parking utilising Terram or grasscrete on either The Green or on Fromandez Drive Green as has been done in Pluckley (Smarden Road – church and Black Horse pub).
- H. The steering group should evaluate the draft Local Plan new parking standards and whether these are suitable for Horsmonden or whether an alternative approach should be proposed reflecting the particular challenges of parking in the village.
- I. Pavements or the lack of them is a particular challenge on the village edge where most development is proposed – along the Brenchley Road, off Furnace Lane and Gibbet Lane and Bassets Farm. Measures to address pavements, pedestrian and cycling routes should be included in both the Masterplan, Design Guidance and in policies in the NP.
- J. Section 106 or other monies should be sought to improve bus services particularly towards Paddock Wood to meet commuter trains – similar to the Clarkes midi-coach 12RL service from Tenterden to Headcorn which is sadly no longer in operation. It is understood that Arriva have now altered their own 12 service to fill in the gaps that the 12RL withdrawal has left (see <http://www.clarkesminibuses.co.uk/about-us.html>).
- K. Section 106 or other monies should be sought to create a pedestrian crossing on the Goudhurst Road near to the pub and shop.
- L. New developments should be designed in such a way to incorporate the growing trend towards home working either on a full or part-time basis including the possibility of 'live / work' units.
- M. The NP should give consideration to allocating some employment land potentially within existing farm buildings to accommodate modest demand for light industrial and hot-desking as well as serviced / non-serviced rented offices and storage (to meet local parish-based business needs).
- N. While it is not generally within the scope of NPs to address poor mobile phone coverage or broadband in homes or businesses that are already built, it should be acknowledged that the additional homes proposed will put additional stress on an already strained network and provision should be made boosting both to at least maintain existing levels of network coverage.
- O. Provision of affordable housing for farmworkers should be included in the provision of general affordable housing and / or an exception policy to facilitate this.
- P. Feasibility for a business or enterprise hub and café utilising the current village hall should be considered in the Masterplanning exercise or accommodating this in the proposed new village hall.
- Q. As well as the expansion of the school, plans should include scope for the expansion of the kindergarten.

Jim Boot, Community Planner, 1st October 2019