

Respondent ID	Agent ID	Document Part Name	Comment (plain text)	TMBC response
42016897		2.1.1 - 2.1.4 0 & Table 1	The housing stock not for profit social housing needs to be increased to meet the needs of the younger members of the community.	Comment noted. This matter will be considered and reflected within the new evidence being prepared to support plan preparation
42038785		2.1.1 - 2.1.4 0 & Table 1	Green belt and AONB areas should be protected without question	Comment noted. The council is required to reflect the approach of the National Planning Policy Framework and associated planning practice guidance. Comment noted. This matter will be considered and reflected within the new evidence being prepared to support plan preparation
38779009		2.1.1 - 2.1.4 0 & Table 1	It's a shame that the Council doesn't provide social housing. Clarion has a bad reputation.	Comment noted. The council is required to reflect the approach of the National Planning Policy Framework and associated planning practice guidance. Comment noted. This matter will be considered and reflected within the new evidence being prepared to support plan preparation
42144545		2.1.1 - 2.1.4 0 & Table 1	to the detriment of the area there is no longer an urban, rural split between West Malling and Kings Hill , Leybourne,Ditton , Snodland . It is nearly one total housing estate . Further housing building should be stopped	Comment noted. The council is required to reflect the approach of the National Planning Policy Framework and associated planning practice guidance. Comment noted. This matter will be considered and reflected within the new evidence being prepared to support plan preparation
42148897		2.1.1 - 2.1.4 0 & Table 1	I would like to see the Council take on the acquisition and building of more 'council' houses. Although developers state that they will provide 'affordable' housing in their projects the numbers are often reduced by the time the development is completed and they are certainly not affordable.	Comment noted. The council is required to reflect the approach of the National Planning Policy Framework and associated planning practice guidance.
42168129		2.1.1 - 2.1.4 0 & Table 1	Why is no consideration given to retaining farming land which is fast becoming a vital food source especially as global food supplies are under threat die to climate change and war. Whilst this is current data, I am concerned that the relentless demand for land for both residential and commercial purposes will impose constant pressure on the Borough. This pressure will need careful control in every respect to ensure that Tonbridge and Malling does not eventually resemble a suburban area of London.	Comment noted. This matter will be reflected upon in the next Regulation 18 document.
42213665		2.1.1 - 2.1.4 0 & Table 1		Comment noted. This matter will be reflected upon in the next Regulation 18 document.
42197217		2.1.1 - 2.1.4 0 & Table 1	What is the breakdown of housing proposed in the local plan - within the categories set out here.	
38377665		2.1.1 - 2.1.4 0 & Table 1	We in Aylesford feel our area is fast becoming urban but with rural roads. My understanding is that High Speed trains using the Medway Valley Line are likely to be axed. The high speed service on this line was pretty minimal even before Covid and is no longer considered to be viable post Covid I note there is no mention of bus routes. Non-drivers need to have access to buses and we have lost the 155 route that used to connect all the villages on the East Bank of the Medway and to Medway and Maidstone and there is no sign of it being reinstated. The service we now have, one bus each way two days a week is less than is found in remote villages in the Karakoram Mountains in North East Pakistan.	Comments noted. The local plan development strategy and associated infrastructure demands will be reflected within the Infrastructure Delivery Plan Comment noted. This matter will be considered and reflected within the new evidence being prepared to support plan preparation
25315361		2.1.1 - 2.1.4 0 & Table 1	For Assets & Constraints can we have a Venn diagram please? For example, how much of the Ancient Woodland lies within the Green Belt. It would be useful to know what percent of the Borough is 'none of the above'.	

42362561	2.1.1 - 2.1.4 0 & Table 1	<p>The traffic is already horrendous. There are not enough school, doctors or leisure areas. Sevenoaks wants to build a couple of thousand homes behind Greatness and there are a couple of thousand new homes that have sadly been allowed to be built in Paddock Wood. So if you are allowed to build all these homes, it will become a city here which is not acceptable. It's green belt. It's the countryside.</p> <p>Whenever there is traffic on motorways or an accident, the small B roads become crazy with cars. It's horrendous!! Imagine another 6/7,000 more cars on our roads!!!</p> <p>Go and sort out all the derelict buildings in towns and let people buy property there!!</p>	Comments noted. These matters will be considered alongside national planning policy requirements, evidence base documents and other consultation responses.
42386433	2.1.1 - 2.1.4 0 & Table 1	<p>The target of ~16,000 new homes seems preposterously large. Especially when compared to our current stock of ~50,000 dwellings. It represents 1 new dwelling for roughly every three that currently exist. Are we going to have 1/3 more doctors' surgeries, schools, stations, trains. Obviously there is no way that the current infrastructure can cope with this massive increase. This target should be scrapped, or severely downgraded. What is a sensible estimate of the increase in population.</p> <p>If I correctly understand the figure under 'Dwelling Stock' then the proposed dwelling stock increase up to 2040 is 15,941 compared to a current figure of 56,096. This looks like a 28% increase. If this is the case then this percentage increase should be clearly presented in the opening paragraph of this report where the figure of 15,941 is first presented.</p>	<p>Comment noted. This matter will be considered and reflected within the new evidence being prepared to support plan preparation</p> <p>Comment noted. This matter will be considered and reflected within the new evidence being prepared to support plan preparation</p>
25315361	2.1.1 - 2.1.4 0 & Table 1		<p>Comment noted. This matter will be considered and reflected within the new evidence being prepared to support plan preparation</p>
42414401	2.1.1 - 2.1.4 0 & Table 1	<p>Special Areas not to be considered should include those that were deemed protected on housing estates when created to offer green space for families. ie. The hills along Tower View Kings Hill. Plan Id: 59534</p>	<p>Comment noted. This matter will be considered and reflected within the new evidence being prepared to support plan preparation</p>
42447265	2.1.1 - 2.1.4 0 & Table 1	<p>The figure of 15,941 houses needed by 2040 would represent a circa 28.4% increase in the housing stock which is currently assessed at 56,096. These numbers seem totally disproportionate and will have significant impact in terms of changes to the character of areas within the borough.</p>	<p>Comment noted. This matter will be considered and reflected within the new evidence being prepared to support plan preparation</p>
42318689	2.1.1 - 2.1.4 0 & Table 1	<p>Within the area described as Medway Gap including the Bluebell Hill A229 already suffer with excessive traffic from vehicles requiring access to M2 & M20. Vehicles travel through this area from Medway, resulting in problems in Borstal & Wouldham. Vehicles from Maidstone also contribute to the problem gaining access to the M2 J2 using New Court Road avoiding Bluebell Hill J3 and also contribute to traffic through Aylesford. The local roads, Rochester Road (Pilgrims' Way) Burham & Wouldham and Rochester Road Aylesford are mere country lanes, Forstal Road, Aylesford also becomes very congested at peak times. The building of New Court Road has significantly increased traffic on the Pilgrims' Way at the Kits Coty to Alex Hill, Burham. Building further housing in this area will only make matters worse.</p>	<p>Comment noted. Consultation outcomes and responses will be used to support drafting of the local plan, and reported through the consultation statement</p>
42442561	2.1.1 - 2.1.4 0 & Table 1	<p>Kings Hill is a village not a Town (Rural)</p>	<p>Comment noted</p>
42440097	2.1.1 - 2.1.4 0 & Table 1	<p>I disagree that Borough Green is a rural service centre; it is a village with village characteristics and no main town facilities, we don't even have a bank.</p>	<p>Comment noted</p>
42562465	2.1.1 - 2.1.4 0 & Table 1	<p>It's arguable whether the M26 is indeed a Motorway or rather a glorified slip-road between the M20 and the M25. I use this designation because it cannot access the Anti-clockwise carriageway of the M25 at J5, nor the southern carriageway of the A21.</p>	<p>Comment noted</p>
42584097	2.1.1 - 2.1.4 0 & Table 1	<p>Then stop taking green belt land and look more at the dilapidated buildings which could be used instead</p>	<p>Comment noted. This matter will be reflected upon in the next Regulation 18 document.</p>
42588129	2.1.1 - 2.1.4 0 & Table 1	<p>I do not believe Kings Hill is classified as an Urban Development. It is a village character</p>	<p>Comment noted</p>
42613729	2.1.1 - 2.1.4 0 & Table 1	<p>The plan needs to look forwards with regard to the age profile of the borough. An ageing population is less likely to walk / cycle and will be more reliant on cars, especially if services are further away.</p>	<p>Comment noted. This matter will be reflected upon in the next Regulation 18 document.</p>

42616033	2.1.1 - 2.1.4 0 & Table 1	The communities have not flourished as the pressures on infrastructure and natural environment are not sustainable	Comment noted. Consultation outcomes and responses will be used to support drafting of the local plan, and reported through the consultation statement
42527265	2.1.1 - 2.1.4 0 & Table 1	The amount of Green Belt needs to be distributed more fairly across the borough. There should be a 'buffer' around the whole border of the borough	Comment noted. The council is required to reflect the approach of the National Planning Policy Framework and associated planning practice guidance.
42617505	2.1.1 - 2.1.4 0 & Table 1	Key Diagram (Appendix A) appears to have a rather large area around the Medway Gap that is (rather worryingly) white in colour and with no description. Should this missing description read 'Build more houses here and avoid the south of the borough'	Comment noted.
42641409	2.1.1 - 2.1.4 0 & Table 1	My understanding is that TMBC currently has a waiting list for just under 1200 households and there are in excess of 600 empty properties in the Borough. Self evidently many, possibly even the majority, of those empty properties may be unsuitable for rehabilitation. Nevertheless, it is difficult to see where the 'objectively assessed' need for 16,000 new homes comes from. What growth rates in housing demand has central government assumed that would see the need for 16,000 homes by 2040, a figure which could imply a 25% increase in the Borough's population over this period?	Comment noted. This matter will be considered and reflected within the new evidence being prepared to support plan preparation.
42667041	2.1.1 - 2.1.4 0 & Table 1	there is no mention of the very limited bus routes in the Watlington area.	Comment noted.
42683265	2.1.1 - 2.1.4 0 & Table 1	The existing rural character of the borough will be difficult to maintain with the required 25% uplift in dwellings within the borough encapsulated within the consulted local plan. How is this to be protected? This degree of population uplift will be to the detriment of existing residents, who already struggle with congestion, shortages of resources and services and the creeping suburbanisation of Tonbridge and Malling as a dormitory to London. The housing projections handed down by central government have not yet been updated to reflect the changes to life styles brought about by Covid. They do not reflect the levelling up agenda for the nation and concentrate the significant uplift of housebuilding disproportionately in the SE, instead of equally spreading it across the country. This will not reduce the disparity of property values between the SE and other parts of country, if anything it will increase the north south divide. The housing targets appear to be more about profiteering on high property values rather than meeting the needs of residents.	Comment noted. This matter will be considered and reflected within the new evidence being prepared to support plan preparation.
42687073	2.1.1 - 2.1.4 0 & Table 1	A major problem for drawing up this or any other plan for Tonbridge and Malling is that the borough does not make geographical sense. The North of the borough is aligned to Maidstone as its nearest significant town with appropriate transport links. People living in the north of the borough have no incentive to visit the borough's principal town-- Tonbridge -- and correspondingly little interest in its welfare and the townspeople's priorities. Similarly Tonbridge residents have little incentive to visit the northern urban areas such as Snodland. Transport links between the north and south are very poor. As the Council is based in the North of the borough it is apparent that Council officers often know very little of Tonbridge and , sometimes, care less.	Comment noted. Consultation outcomes and responses will be used to support drafting of the local plan, and reported through the consultation statement
42712129	2.1.1 - 2.1.4 0 & Table 1	The roads and services were not constructed to take the level of use they get now. The main water supply pipe to Hildenborough has burst twice in the past few years. The sewer pipes are at capacity and were laid though gardens when estates were built.	Comment noted. This matter will be reflected upon in the next Regulation 18 document.

42616993	2.1.1 - 2.1.4 0 & Table 1	The reason we have a shortage of social housing has been in part created by the conservative government under Margaret Thatcher selling off council housing. Many people do not have the income to buy their own house and would have been best served by renting a council house at an affordable rent. People with money can afford to buy housing on the open market. The local plan should concentrate on providing high quality social housing at affordable rents. Councils should put restrictions on the purchase of new housing so they cannot be purchased for second homes or for private renting without rent controls.	Comment noted. Consultation outcomes and responses will be used to support drafting of the local plan, and reported through the consultation statement
42718081	2.1.1 - 2.1.4 0 & Table 1	We are very blessed to live in this amazing area so we need to move forward with great care of what we have.	Comment noted.
38333377	2.1.1 - 2.1.4 0 & Table 1	An important aspect of TMBC is it's proximity to London and it's attractiveness for commuters. It's important to understand where people work and what impact that has on roads and public transport	Comment noted. This matter will be reflected upon in the next Regulation 18 document.
42723169	2.1.1 - 2.1.4 0 & Table 1	How are the demographics of TMBC expected to change and how will this influence the design of housing - the growth of single parent households , demand for smaller properties for downsizers , need for home working space rather than more and more executive homes . The plan has to take into account the changing nature of living and working and address the affordability issue. East Peckham is listed as a large rural settlement; this is incorrect as it is a collection of small hamlets and should not be a rural service centre.	Comment noted. This matter will be reflected upon in the next Regulation 18 document.
42723105	2.1.1 - 2.1.4 0 & Table 1	A lot of facilities have been lost in the past years and it is not suitable for 'infill' development as the policy of anti- coalescence is still in force.	Comment noted. The site specific matters raised will be taken into consideration with the site analysis and site selection processes
42729441	2.1.1 - 2.1.4 0 & Table 1	Adding transportation links is ok but reference should be made to their capacity, overloaded or able to handle more	Comment noted. This matter will be reflected upon in the next Regulation 18 document.
42746113	2.1.1 - 2.1.4 0 & Table 1	'However, the majority of the borough is rural in nature, with villages and small towns of varying size and character supporting a range of communities and businesses. The borough benefits from proximity to London and the South-East coast, making it an attractive place to live.' One of the main reasons these borough is also very popular is because of the GREEN SPACE - which, looking at the plans, will all be gone if houses are built on them!!!	Comment noted. Consultation outcomes and responses will be used to support drafting of the local plan, and reported through the consultation statement

assessed by the Borough Council which has a strategic position bordering both the rural district of Sevenoaks and the town of Tonbridge.

The transport links include the B245 (previously A21) which is frequently used to by-pass engineering works and accidents on the trunk A21 route. This road links Hildenborough to Tonbridge and Sevenoaks.

There is a station heavily used by commuters travelling to and from London necessitating a large area for car parking for those using the station from the surround area (mainly from Tunbridge Wells and rural Sevenoaks areas. It also provides a link with other rail services via Tonbridge. Bus services serve Tonbridge, Sevenoaks, Tunbridge Wells.

Population is heavily weighted to the older average age and middle to higher earners as house prices preclude younger people who might ordinarily be first time buyers or renters. This needs to be rectified.

Hildenborough has a large area of housing situated in two areas, to the south, a narrow band of Green Belt dividing it from Tonbridge and to the north, south and west Metropolitan Green Belt including a small area of outstanding natural beauty.

Hildenborough Parish Council protected West Wood, Village Green and Recreation Ground under village Green Status to protect wild life and provide leisure for its residents. One large area has been built on a Medway flood plain and is often flooded following heavy rain. The Council has a Flood Warden Scheme to provide support which in turn is supported by the Borough Council's Resilience Team. There are some areas of SSSIs, areas of ancient woodland. The centre of Hildenborough is a Conservation Area with a number of listed buildings as well as other listed buildings in the surrounding area.

The River Bourne is a natural boundary between Hildenborough and Tonbridge and the boundary includes greenspaces of Tonbridge School playing fields, Medway flood plain and Tonbridge Farm sports area. The Medway and its tributaries are prone to flooding causing serious problems in Hildenborough.

Comments noted. These matters will be considered and reflected within the new evidence being prepared to support plan preparation.

38330977

2.1.1 - 2.1.4
0 & Table 1

42762433

2.1.1 - 2.1.4
0 & Table 1

Do not compromise on refusal to build on green belt land.

I object to Kings Hill being classified as an urban settlement. Kings Hill has been designed as a garden village and is referred to as such later in the Local Plan. Kings Hill does not have the facilities to support its status as an urban settlement and is not structured in a way to easily add the facilities that would be required to support any additional population which might be added as a result of it being classified as "urban" in the Local Plan. Specifically, Kings Hill does not have a secondary school, has poor public transport provision (which is due to be reduced imminently, as subsidies for several bus services are due to be withdrawn) and a limited variety of essential amenities (e.g. the doctors surgery is already up to capacity). The population density in Kings Hill is currently akin to West Malling, East Malling and Hadlow and it has more in common with other rural settlements in the area than it does with the urban settlements (e.g. Tonbridge, Snodland).

Comment noted. Consultation outcomes and responses will be used to support drafting of the local plan, and reported through the consultation statement.

42766465

2.1.1 - 2.1.4
0 & Table 1

I guess that the possibility of flooding is covered later in this massive report. Although there are plans to increase the capacity of the barrier at Leigh, the possibility of flooding must not be overlooked. I warned the Council about this during the planning of the new swimming pool in Tonbridge. The warnings were given little weight at the time and the pool was flooded soon after it was opened. The clean up, and building of a protective bund wall, was expensive.

Comment noted. This matter will be considered and reflected within the new evidence being prepared to support plan preparation.

42778017

2.1.1 - 2.1.4
0 & Table 1

The B245 ought also to be considered a transportation link as it serves traffic coming through Tonbridge to Sevenoaks etc. and onwards to A21 and M25 and vice versa.

Comment noted.

42756225

2.1.1 - 2.1.4
0 & Table 1

What has happened to The Garden of Kent? It has lost its way. We have a beautiful county that is being swallowed up with modern living.

Comment noted.

42460353

42772225	2.1.1 - 2.1.4 0 & Table 1	submitted in error	Noted
42794625	2.1.1 - 2.1.4 0 & Table 1	No comment	Noted
25407841	2.1.1 - 2.1.4 0 & Table 1	I appreciate that the number of new dwellings has been hoisted on TMBC by government, but a further 16000 equates to a 28% increase in dwellings. The borough, roads, utilities, schooling and medical services can not withstand this increase.	Comment noted. Consultation outcomes and responses will be used to support drafting of the local plan, and reported through the consultation statement.
42799649	2.1.1 - 2.1.4 0 & Table 1	In all other areas of the UK the Countryside is protected from largescale development... Yorkshire, Devon, Cornwall, Northumberland, Lancashire... the list is endless. Why do KCC not recognise what we have left here and build only in the built up areas. People who live in the countryside don't want these developments. I want peace and quite and an area full of wildlife. If you concrete this over, you will destroy the area for generations to come. It is already gridlock driving into Sevenoaks and Tonbridge. These developments will increase pollution and traffic. Increase the size of Tonbridge or Sevenoaks but leave the countryside alone. This plan isn't easy to comment on, I do hope people can navigate the passwords etc. and manage to contribute.	Comment noted. The council is required to reflect the approach of the National Planning Policy Framework and associated planning practice guidance.
42802177	2.1.1 - 2.1.4 0 & Table 1	I live in Hildenborough, which is predominantly in the Green Belt. It is a rural settlement as stated. It is NOT a Service Centre as described later: its transport links and infrastructure are not good enough. Hildenborough is the only rural service centre in TMBC not connected with a A-Road. The A21 was built to bypass Hildenborough given the unsuitability of the B245 linking it to Tonbridge. Currently, there is a clear delineation between the village of Hildenborough, and the Town of Tonbridge.	Comment noted. This matter will be considered alongside national planning policy requirements, evidence base documents and other consultation responses.
42801377	2.1.1 - 2.1.4 0 & Table 1	it is important to preserve the character for the area, by protecting green spaces and using brown sites, this is important for the well being of the community and it's wild life. It is also critical to make sure that the existing infrastructure can withstand existing pressures before addition pressures are considered, developers should have pride in the produce they produce making every effort to ensure their development enhance the area, and each property is efficient. Make use of unused properties and businesses, no multi-story properties with no private outdoor space for families with young children, adequate spaces for vehicles, these are both detrimental to well being and the local infrastructure,	Comments noted. Consultation outcomes and responses will be used to support drafting of the local plan, and reported through the consultation statement.
42806945	2.1.1 - 2.1.4 0 & Table 1	The elements listed under Assets and Constraints are the things which we look to TMBC to ensure their special protection. They should not be breached	Comment noted. This matter will be reflected within the next Regulation 18 document.

		<p>Table 1, Assets & Constraints. Why are traffic hot spots and any associated high traffic pollution levels not included? For example, the crossroads in Watlington have consistently, over several years, been measured to have a pollution level significantly above the legal maximum, with a corresponding adverse effect on the health of local residents, as well as being a source of significant traffic delays during busy periods.</p> <p>Thus any associated increase in traffic levels at these locations due to new developments should be viewed as a constraint on the developments.</p>	<p>Comment noted. This matter will be considered alongside national planning policy requirements, evidence base documents and other consultation responses.</p>
42812385	2.1.1 - 2.1.4 0 & Table 1	<p>Current pollution levels are clearly not acceptable, and any planned increase by TMBC will presumably breach TMBC duty of care to its residents.</p>	
42833153	2.1.1 - 2.1.4 0 & Table 1	<p>High speed 1 services also stop at New Hythe station</p>	<p>Comment noted. Comment noted. This matter will be considered and reflected within the new evidence being prepared to support plan preparation.</p>
42832929	2.1.1 - 2.1.4 0 & Table 1	<p>The plan needs to consider the challenges of an ageing population and their needs. Noise, pollution, light pollution, impact on residents and the environment all need to be taken into account. Schools should not be allowed to run as businesses with floodlit pitches late into the night or at weekends lighting up the town.</p>	<p>Comment noted.</p>
42835041	2.1.1 - 2.1.4 0 & Table 1	<p>2.1.4 I would not count Hadlow and East Peckham as large rural settlements. Large 18% Age group 65plus this will increase dramatically up to 2040. There is an urgent need to consider the impact on services and suitable housing. The longer older people can look after themselves the less demand on the public purse and also older people need to have an attractive option to move out of large homes thus enabling families to use larger homes</p>	<p>Comments noted. These matters will be considered and reflected within the new evidence being prepared to support plan preparation.</p>
42684641	2.1.1 - 2.1.4 0 & Table 1	<p>We believe spatial strategy Option 3 (focussed on settlements near the top of the settlement hierarchy) is the most appropriate and sustainable spatial strategy. We appreciate that TMBC needs to consult on a range of options, it is not clear of the basis of Option 5 (new settlement) without knowledge of what is being promoted. TMBC needs to be mindful that a basket of sites, of varied scales, notably those controlled by housebuilders, should provide the most achievable/ deliverable sites to maintain a rolling five year housing land supply. New settlements or major strategic sites do have significant lead in times for delivery.</p>	<p>Comment noted. This matter will be reflected within the next Regulation 18 document.</p>
44275681	44277153 & Table 1		

Public Rights of Way (PRoW)

The County Council is keen to ensure that its interests are represented in respect of its statutory duty to protect and improve PRoW in the county. The County Council committed to working in partnership with local and neighbouring authorities, councils and others to achieve the aims contained within the KCC Rights of Way Improvement Plan (ROWIP) and the KCC 'Framing Kent's Future' strategy for 2022-2026. KCC intends for people to enjoy a high quality of life with opportunities for an active and healthy lifestyle, improved environments for people and wildlife, and the availability of sustainable transport choices. PRoW is the generic term for Public Footpaths, Public Bridleways, Restricted Byways, and Byways Open to All Traffic. The value of the PRoW network is in providing the means to realise many objectives of the Local Plan being consulted upon - as examples, the PRoW network can enhance community connectivity and cohesion; improve local environments by reducing local traffic congestion and improving air quality; support personal health and well-being of individuals and groups; and support local economies, whether in providing passing trade such as with a cafe, or larger supply businesses as with cycle or equestrian users.

The County Council recommends that the Local Plan has more positive regard to the PRoW Network and explicitly references the ROWIP to ensure that partnership working continues to deliver improvements to the PRoW network. The ROWIP is a statutory strategic document that aims to provide a high quality, well maintained public rights of way network, that will support the Kent economy, encourage active lifestyles and sustainable travel choices and contribute to making Kent a great place to live, work and visit.

In consideration of the above, the County Council would therefore recommend that in Table 1 'Spatial Portrait', the 577km of PRoW which exists in the Borough be considered and referenced as an asset.

Specific requests for section 2.1:

- 2.1.1 - 2.1.4 • The Local Plan should have more positive regard to the PRoW network.
- 0 & Table 1 • Consideration and explicit reference should be made to the ROWIP.

We welcome the ongoing supportive partnership with the KCC Countryside Access team. The recommendations that the Local Plan more positively sets out the value and potential for improvement of the PRoW Network is understood, and will be informed by the Councils LCWIP work which is ongoing. In drafting the reg 18b we will seek to appropriately reference the ROWIP and the 577km of PRoW which exists in the Borough.

proposed given the high level nature of the consultation, but does note that a preferred growth strategy is not identified by the Borough Council. The County Council, as a key infrastructure provider would emphasise that any growth strategy progressed will need to be supported by adequate infrastructure. This could be through improvements made to existing infrastructure (including key services and facilities), or through the development of new infrastructure to support the new communities. Either way, growth in the Borough must be supported by infrastructure that is planned for, funded and delivered in a timely manner. In respect of County Council services below, an initial view is provided in respect of the impact of the growth strategies proposed, and the potential considerations for the Borough Council when progressing the Plan towards a preferred growth strategy.

Highways and Transportation

The County Council, as Local Highway Authority, notes that at this stage in the Local Plan process, only high level questions regarding the Borough’s growth strategy are being considered. KCC would welcome engagement as more detail emerges regarding potential development sites to better understand potential highway impacts and necessary mitigation measures to support sustainable growth.

The County Council, as Local Highway Authority notes that areas which, from a highway perspective offer the most sustainable growth solutions include those which have rail and frequent bus services already in place, are close enough to amenities to offer active travel (walking and cycling modes) solutions, yet still offer car travel (although car should not be the preferred choice).

The Borough Council should also consider the potential for Active Travel to have wider environmental benefits, for example improving air quality as well as health and wellbeing benefits from new and existing communities.

The County Council would also draw attention to the Highway Code, which is placing higher priority on cyclists, pedestrians and horse riders in the hierarchy of road users - in cohesion with the Energy Saving Trust graphic below:

Infrastructure Development

44422593	2.1.1 - 2.1.4 0 & Table 1	The County Council acknowledges the Borough Council’s understanding that housing affordability is one of the issues affecting the Borough and encourages consideration of how the Local Plan can provide East Peckham Parish Council does not agree that the settlement hierarchy should be retained as published, and requests that its status as a Rural Service Centre, be reappraised. East Peckham no longer meets the criteria for being a Rural Service Centre, and is much better aligned to the category of a Rural Settlement. There are a number of reasons for this, beyond our unique format as a collection of hamlets separate from the village centre, as we outline below. In addition, Snoll Hatch and Hale Street should be further downgraded to Rural Areas being distinct from, and outside of the centre of East Peckham as a Rural Settlement.
42104961	2.1.1 - 2.1.4 0 & Table 1	Street should be further downgraded to Rural Areas being distinct from, and outside of the centre of East Peckham as a Rural Settlement.

Comment noted. This matter of the role of the options and how it reflect waste capacity noted and will be reflected within the next Infrastructure Delivery Plan and the regulation 18 document.

Comment noted. Consultation outcomes and responses will be used to support drafting of the local plan, and reported through the consultation statement.