

HAWKENBURY FOOTBALL CENTRE OF EXCELLENCE – A BUSINESS CASE
 TUNBRIDGE WELLS BOROUGH COUNCIL

OPERATIONAL MANAGEMENT OPTIONS	DESCRIPTION OF OPERATIONAL MODEL	ADVANTAGES	DISADVANTAGES
MANAGEMENT BY LOCAL CLUBS (ASSET TRANSFER)	<ul style="list-style-type: none"> Management by user clubs, based on site. Contracted out maintenance and cleaning. Could be managed between individual clubs or by an umbrella organisation, who is responsible for all communal expenditure and collects monthly income from the user clubs, based on their usage pattern and profile. Such an umbrella organisation would for example manage the bookings on the 3G pitch, and those for the function room. 	<ul style="list-style-type: none"> Management by users, so interest in ensuring facilities are looked after and well-maintained. The sinking fund would be contributed to as part of monthly user/club payments. A proper legal governance structure would need to be established, together with a revenue model reflecting the local operating partnership. 	<ul style="list-style-type: none"> TWBC likely to still be responsible for overall site ownership. TWBC may need to underwrite some maintenance on site or contribute at least some subsidy to assist the voluntary clubs.
	<ul style="list-style-type: none"> This model can be established as a charity incorporated organisation, with the specific aim of managing these facilities; it therefore has the potential to benefit from NNDR and vat reductions. An example of such an organisation exists at boundary park, Didcot (Vale of White Horse Council). Details of the facility can be found at www.boundarypark.org 		

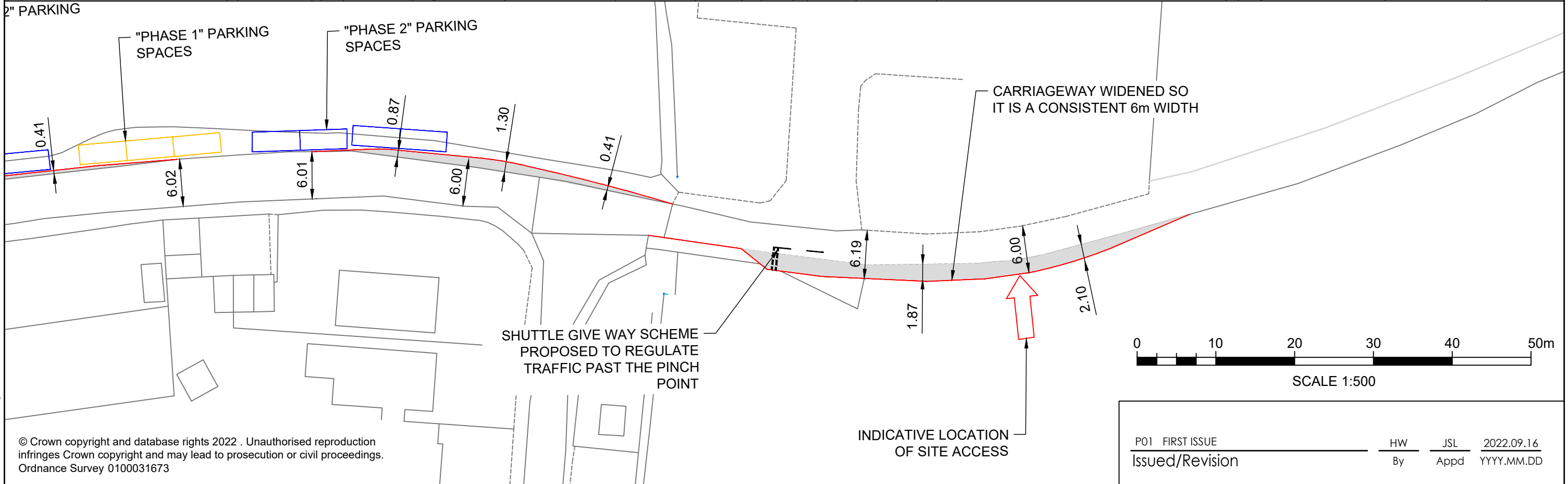
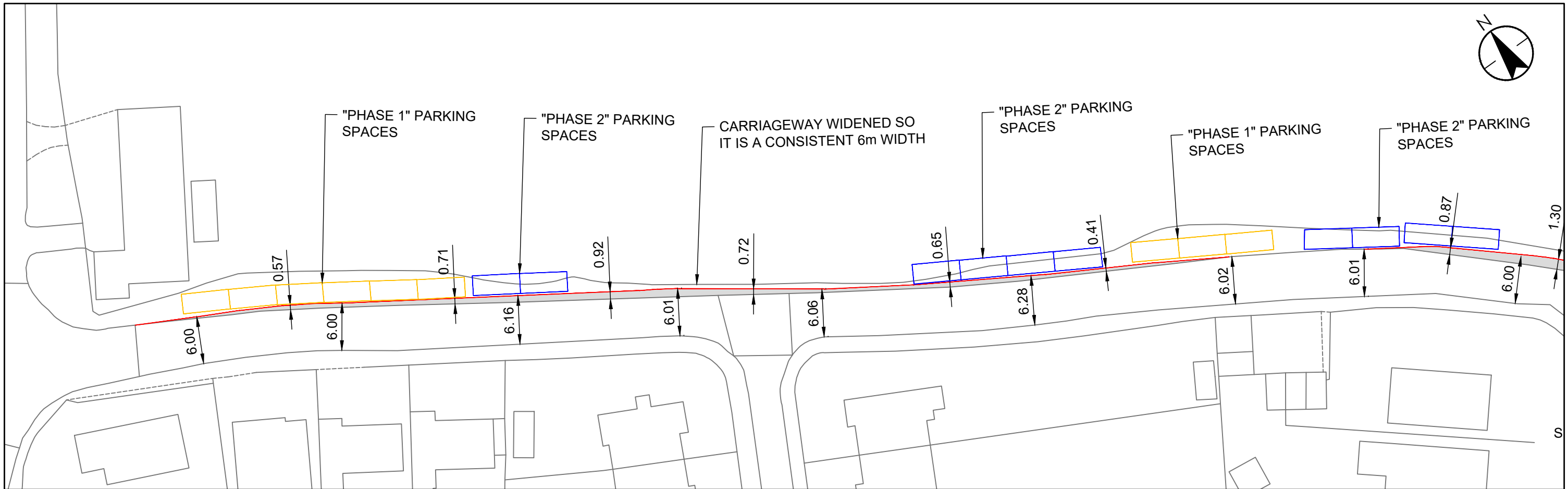
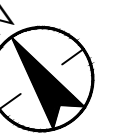
Next Steps should consider:

- **Set up Hawkenbury Football Centre of Excellence Partnership Steering Group:**
- **Suggested stakeholders – TWBC, Kent County Football Association, Football Foundation, Tunbridge Wells FC, Other football clubs as appropriate.**
- **Work with Sport England and Playing Pitch strategy Sports Governing Bodies to agree loss of playing pitch sites and agree re provision as part of the PPS refresh 2019.**
- **Ensure project is part of TWBC Local Football Facilities Plan Sept 2019.**
- **Identify how the Hawkenbury Football Centre of Excellence would be developed before the loss of the existing site at Culverden.**
- **Council to negotiate purchase or compulsory purchase of additional land.**
- **Soft market test the management of the Hawkenbury Football Centre of Excellence with its proposed community use facility mix.**
- **Once on site carry out site, topographical and full grounds condition surveys and identification of future costs.**
- **Decide Governance Structures including Grounds Maintenance through the Partnership Steering Group.**
- **Discuss with Tunbridge Wells FC or any other potential leaseholder – business plan, governance structure and possible lease arrangements.**
- **Discuss and finalise usage arrangements of the Community 3G FTP through the Partnership Steering Group.**
- **Final Projected Income and Expenditure.**
- **Funding – consideration of the following:**
 - **Local Authority: Capital Investment, loan or housing development Section 106 funding CIL,**
 - **Discussions with Kent County FA and Football Foundation on availability of capital funding for the project,**
 - **Identification of funding to be provided with timelines to ensure new facilities are in place before development starts on future development sites.**

Appendix 2: Indicative timeline for delivery of Hawkenbury Sports Hub

				2037/2038	
				44	36
					30
					23

Appendix 3 – Indicative access plan including road widening



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P01	FIRST ISSUE	HW	JSL	2022.09.16
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NOTES:

- ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE
- DO NOT SCALE FROM THIS DRAWING
- FOR PLANNING PURPOSES ONLY. THIS DRAWING IS INDICATIVE AND SUBJECT TO DETAILED DESIGN

KEY:

- KERB LINE WHEN CARRIAGEWAY WIDENED TO 6m
- NEW CARRIAGEWAY
- "PHASE 1" PARKING SPACES (THESE SPACES COULD BE IMPLEMENTED ON VERGES WHERE INFORMAL PARKING ALREADY TAKES PLACE)
- "PHASE 2" PARKING SPACES (THESE SPACES COULD BE IMPLEMENTED LATER ON WITH THE REMOVAL OF SOME OF THE HEDGEROWS AROUND THE ALLOTMENT)

Client/Project:
TUNBRIDGE WELLS BOROUGH COUNCIL

HAWKENBURY ALLOCATION

Project No.:
332410733

Title
PLAN SHOWING ROAD WIDENING & PARKING OPTIONS

Revision: P01	Date: 2022.09.16	Drawing No.: 332410733/300/003
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Plotfile: 16.09.2022 20:22:09.16 12:03:43 PM By: Wenman, Hannah
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Appendix 4 – Suggested amended policy wording

Policy AL/RTW 19

Land to the north of Hawkenbury Recreation Ground

This site, as defined on the Royal Tunbridge Wells and Southborough Policies Map (Inset Maps 1a-1d and 2), is allocated for new and enhanced sport and recreation provision as part of a new stadia sports hub, to include standing/seating for supporters, other ancillary structures, and increased parking provision.

Development on the site shall accord with the following requirements:

1. Development is dependent on the football stadium relocating from the current Culverden Stadium subject to allocation Policy AL/RTW 20;
2. Access should be provided via a new safe and suitable access road into the site from High Woods Lane in the vicinity of an historical access opposite the indoor bowling club. Proposals should include localised widening of Halls Hole Road and High Woods Lane between the junction of Bayhall Road/Forest Road and the site access, and other highway improvements as required, as informed by a detailed transport assessment, to facilitate the additional traffic and enable access by bus/coach;
3. Improvements to the local road junctions and crossings within the immediate area, and to other traffic or sustainable transport measures; potentially to include the access junction with High Woods Lane, High Woods Lane/Halls Hole Road, Halls Hole Road/Forest Road, A264 Pembury Road/A264 Calverley Road/Bayhall Road/B2023 Prospect Road, Halls Hole Road/A264 Pembury Road (and/or contributions to junction improvement investigation/implementation on the A264 Pembury Road);
4. Provision of an overspill parking area as well as measures to facilitate and promote public transport and other sustainable transport journeys within a comprehensive traffic/event/car parking management plan should be included within any proposals and demonstration that this can be achieved to the satisfaction of the Local Highway Authority;
5. The provision of improved cycle, pedestrian, and potential bridleway linkages within and beyond the site linking up with other Public Rights of Way, in particular with linkages to the wider town and via High Woods Lane to Pembury, as set out in the

Local Cycling and Walking Infrastructure Plan;

6. Regard shall be given to existing hedgerows and mature trees on-site, with the layout and design of the development protecting those of most amenity value, as informed by an arboricultural survey and landscape and visual impact assessment;
7. The layout and design of the scheme to give full consideration of any impact upon the High Weald Area of Outstanding Natural Beauty and the ancient woodland, retaining land to the south east as a landscape and ecological buffer as indicated on the site layout plan;
8. A scheme of lighting shall demonstrate that it would not cause an unacceptable impact on surrounding areas, including residential properties to the west of the site;
9. The provision of an archaeological assessment as part of any planning application;
10. Contributions are to be provided to mitigate the impact of the development, in accordance with Policy STR/RTW 1.

Appendix 5 – Suggested amended wording for Policy AL/RTW 22 – Land at Bayham Sports Field West

Policy AL/RTW 22

Land at Bayham Sports Field West

This site, as defined on the Royal Tunbridge Wells and Southborough Policies Map (Inset Maps 1a-1d and 2), is allocated for residential development providing approximately 20-25 dwellings, of which 40 percent shall be affordable housing.

Development on the site shall accord with the following requirements:

1. Vehicular access to be provided from Bayham Road (the B2169);
2. Pedestrian and cycle access to be provided from the site to Bayham Road, ~~or, if this cannot be achieved, through the grounds of the crematorium located to the north of the site;~~ with an uncontrolled dropped kerb crossing point to be provided as part of any proposed scheme to connect with the new pedestrian link to the southern side of Bayham Road.
3. Planning permission shall only be granted on this site subject to planning permission having been granted for a suitable alternative sporting facility at another site;
4. Implementation of planning permission granted for the development of this site shall occur only once the provision of the alternative sporting facility is operational, or will be operational in time for the start of the following football season;
5. Development shall be located on the areas identified for residential use on the site layout plan;