Tunbridge Wells Borough

Cabinet: 15 August 2019

Please note:

This draft is subject to further textual and other minor amendments, and all web links to supporting documents will be updated prior to the start of public consultation.

Draft Local Plan

Regulation 18 Consultation Draft

Consultation: 20 September to 1 November 2019

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Foreword

Local Plan 2016-2036

Our borough is a great place to live, work, and visit, and Tunbridge Wells Borough Council (the Council) is committed to enabling Tunbridge Wells borough to have a more prosperous, green, and confident future. To help meet this objective, the Council recognises the importance of having an up to date Local Plan in place that can enable local decision making and guide development.

Preparing a new Local Plan provides an opportunity to look afresh at what sort of place we want the borough to be in the future, recognising that it will be difficult to achieve a balance between seeking growth to meet the needs of current and future generations, and safeguarding the natural and historic environments that are so special.

Much has changed since 2010 when the current strategic Plan, known as the Tunbridge Wells Borough Core Strategy, was finalised. The new Local Plan must provide a clear vision of what is to be achieved over the period to 2036, having regard to the changed circumstances of recent years and, in particular, increased levels of housing and economic development need.

We want to plan positively for the future of our borough, providing for needed development and ensuring the delivery of associated infrastructure, while retaining the quality of our local environment.

Work on preparing a new Local Plan has progressed well, informed by the various studies that make up an evidence base for the Local Plan, and the consideration of responses made to our Issues and Options consultation carried out in 2017.

Reconciling differing opinions, particularly about where housing and other development should take place, is never easy; however, we are keen to hear everyone's views on this draft Local Plan document and would like to thank you for taking an interest in the future of the borough.

Consultation on this Draft Local Plan runs for six weeks from Friday 20 September to Friday 1 November 2019. We encourage as many people as possible to respond. Following the close of consultation, the Council will consider all comments received, and in light of these, will prepare a revised version for further consultation before formal submission to the Secretary of State, and consideration by a Planning Inspector.

Councillor Alan McDermott
Leader and Portfolio Holder for Planning and Transportation

Section 1: Introduction

Purpose of the Plan

1.1 A Local Plan is a long-term strategic planning document, which sets out the spatial vision, strategic objectives, and the overarching development strategy for an area and establishes the planning policy framework necessary to deliver them. The Local Plan details overarching place shaping policies for each parish and settlement within the borough, as well as specific site allocations to deliver the strategy, and detailed development management policies to be applied to all new developments across the borough.

1.2 Once adopted, the new Local Plan for Tunbridge Wells borough will set the agenda for development across the borough to 2036 and will replace the existing planning framework which is set out in a number of documents, including: the Tunbridge Wells Borough Local Plan 2006 (saved policies), the Core Strategy 2010, and the Site Allocations Local Plan 2016.

Plan preparation process

1.3 This Draft Local Plan is the second of three stages in preparing a new Local Plan for the borough. The first stage was the publication of the Local Plan Issues and Options document in summer 2017, for public consultation. The Issues and Options consultation document set out the main issues facing the borough, with reference to the following seven themes:

1. Natural and Built Environment;
2. Infrastructure;
3. Housing;
4. Economy;
5. Transport and Parking;
6. Leisure and Recreation;
7. Sustainability.

1.4 The Issues and Options document and consultation sought early views about the best way to approach the specific challenges presented by each theme. Most importantly, it proposed five possible spatial options for the physical location of new development across the borough to meet identified needs that would meet the challenges to different degrees, and in different ways. The strategic options that were subject to the Issues and Options consultation are set out in detail at paragraphs 4.28-4.31 (Formulating the Preferred Option) and Table 2.

1.5 The level and breadth of response to the consultation is summarised below:

- 551 individual responses to the consultation;
- A total of 6,686 comments received;
- 465 responses received from residents and individuals;
- 39 responses from organisations and companies (developers and agents);
- 15 responses from parish and town councils;
- 14 responses from statutory bodies and utilities;
- 11 responses from resident, amenity, and other groups;
- 7 responses from adjoining authorities.

1.6 Some of the key issues/concerns highlighted through the consultation were as follows:

- Concern over meeting development needs within a constrained borough;

- Importance of the protection of the landscape (including the Area of Outstanding Natural Beauty) and the historic environment of the borough, as well as non-designated assets that are still valued by residents and visitors;
- Protection of the Green Belt when considering new development;
- Importance of the provision of additional infrastructure alongside development;
- Should be aiming to provide the right types of housing throughout the borough and concern with the overall amount of housing to be provided for in the new Local Plan;
- Importance of economic growth to meet the needs of local businesses;
- The balance of growth across the borough, including the rural areas;
- Need to tackle pollution and congestion in certain areas of the borough;
- Should be recognition of technological changes that will take place over the course of the plan period, and the Plan should be flexible to adapt to changes.

1.7 The above list is not exhaustive, but provides a flavour of the responses received. All the responses and representations received to the Issues and Options consultation have been carefully considered and taken into account in the development of the Draft Local Plan. Additionally, a Consultation Statement [(1)] has been prepared that provides an overview of the Issues and Options consultation, describing who and how the Council consulted, what consultation material was presented, how comments received have been considered, and an evaluation of the consultation. The Statement also provides a summary of the comments received and the Council's response to those comments.

1.8 The second stage, the preparation of this Draft Local Plan (Regulation 18), builds on the Issues and Options document and the feedback received during consultation. It sets out the Council's proposed strategy for the future development of the borough, the proposed site allocations that relate to this, and the relevant policies against which future development proposals and planning applications will be assessed.

1.9 This Draft Local Plan contains:

- The Vision and Objectives for the borough;
- The proposed Development Strategy: how much, and where, development needs will be met;
- Place shaping policies, including proposed site allocations for each parish/settlement within the borough;
- Detailed development management policies to guide development over the plan period.

Public consultation: how to get involved

1.10 This is an opportunity for you to have further input into the Council's preparation of a new Local Plan for the borough, and for you to comment on the overall strategy and/or individual sites and policies contained within the Draft Local Plan.

1.11 The consultation on this document runs for six weeks from 20 September to 1 November 2019. For comments to be considered, they must be submitted to the Council by 5pm on Friday 1 November 2019.

1.12 Comments can be made in a number of ways, as set out below.

1 The Issues and Options Consultation Statement can be viewed on the Local Plan web page: Issues & Options Consultation Statement

Via the consultation portal

1.13 The consultation document and supporting studies/information can be viewed, and comments made directly online, using the Council's consultation portal at https://tunbridgewells-consult.objective.co.uk. If using the portal for the first time you will need to register first and then log in to make comments on the document[2]. If you experience any problems or have any queries, please email localplan@tunbridgewells.gov.uk. We will contact you as soon as possible and provide assistance.

Using a response form

1.14 Alternatively, a response form (for filling in electronically or printing out) can be downloaded from the Council's website at www.tunbridgewells.gov.uk/localplan, or you can request a paper copy by phoning 01892 554056. Completed forms can be returned in the following ways:

- By email to localplan@tunbridgewells.gov.uk;
- By post to Planning Policy, Planning Services, Tunbridge Wells Borough Council, Town Hall, Royal Tunbridge Wells, Kent TN1 1RS.

1.15 All responses received electronically (directly in the consultation portal or by email) will receive an electronic acknowledgement. Response forms or letters received by post will not be acknowledged. Please note that if you respond electronically (directly in the consultation portal or by email) we do not require you to send in a paper copy of your response as well.

Consultation documents

1.16 This consultation includes the following documents:

- Tunbridge Wells Borough Draft Local Plan (Regulation 18)
- Response form for Draft Local Plan document
- Sustainability Appraisal
- Response form for Sustainability Appraisal

1.17 The consultation documents can be viewed on the Council's website at www.tunbridgewells.gov.uk/localplan

1.18 The documents can also be viewed at the following locations for those without access to a computer:

- Tunbridge Wells Gateway, 8 Grosvenor Road, Royal Tunbridge Wells, TN1 2AB. The Gateway is open from 9am-5pm Monday to Friday;
- All libraries in the Tunbridge Wells borough (please check individual opening times).

Exhibitions

1.19 A number of exhibitions are planned as part of the consultation, and details of these are set out below. Borough Council staff will be available at these events to provide further details and answer questions. Please check for the latest details of these events on the Local Plan web page at www.tunbridgewells.gov.uk/localplan.

2 To view the Planning Policy Privacy Notice, which sets out how we use your personal information in accordance with relevant data protection legislation, please see http://www.tunbridgewells.gov.uk/cookies-and-privacy/privacy-notices2/planning/planning-policy-privacy-notice

Venue	Date	Opening Times
This table will be updated as venues are confirmed		
Capel Community Centre, Falmouth Place, Five Oak Green TN12 6RD	Saturday 21 September	10am-2pm
Mascalls School Hall, Maidstone Road, Paddock Wood TN12 6LT	Tuesday 24 September	4.30pm-8pm
Royal Victoria Place, Royal Tunbridge Wells (unit number tbc)	Thursday 26 September	12pm-7pm
Vestry Hall, The Old Fire Station, Stone Street, Cranbrook TN17 3HF	Friday 27 September	4pm-7pm
Royal Victoria Place, Royal Tunbridge Wells (unit number tbc)	Saturday 28 September	10am-3pm
British Legion Unity Hall, High Street, Hawkhurst TN18 4AG	Monday 30 September	4pm-7pm
Horsmonden Village Hall, 7 Back Lane, Horsmonden TN12 8LQ	Tuesday 1 October	4pm-7pm
Pembury Village Hall, 49 High Street, Pembury TN2 4PH	Wednesday 2 October	4pm-7pm
Mascalls School Hall, Maidstone Road, Paddock Wood TN12 6LT	Thursday 3 October	4.30pm-8pm
Lamberhurst Village Hall, The Broadway, Lamberhurst TN3 8DA	Friday 4 October	4pm-7pm

Next steps

1.20 The third and final stage in the Local Plan preparation (Regulation 19) will be to take into account the results of this current consultation on the Draft Local Plan, any updated national planning policy, government guidance, or local guidance, and any further evidence prepared for the Council in the preparation of the revised (pre-submission) version of the Local Plan. Subject to the outcomes of this consultation, it is intended that the Council will produce a full Pre-Submission Local Plan to be published for a further consultation in autumn 2020.

1.21 The Local Plan will then be submitted towards the end of 2020 for public examination by an independent Planning Inspector appointed by the Government. If the Local Plan is found 'sound', it will then be formally adopted by the Council. Once adopted, it will, together with 'made' (approved) neighbourhood plans, form the Development Plan: planning applications will be assessed against the policies within the Development Plan. It will supersede all previous Tunbridge Wells Borough Council Development Plan documents, as listed above at paragraph 1.1.

1.22 The current timetable for the new Local Plan is set out in the Local Development Scheme and can be viewed on the Council's website[3]. The Local Development Scheme will be reviewed and updated if necessary as the Local Plan progresses through the various stages. A revised Local Development Scheme has recently been published.

1.23 Figure 1 below sets out the timescales for the various stages of producing the new Local Plan.

3 http://www.tunbridgewells.gov.uk/residents/planning/planning-policy/local-development-scheme

Figure 1 Local Plan timescales

1.24 Thank you for taking the time to participate in the production of the new Tunbridge Wells Borough Local Plan. If you have any queries about this consultation, require any additional information or assistance regarding the new Local Plan, or require copies in an alternative format and/or language, please contact the Planning Policy team.

Email: localplan@tunbridgewells.gov.uk
Telephone: 01892 554056

Producing a new Local Plan

1.25 The Draft Local Plan is supported by a robust evidence base and takes account of a number of relevant national and local plans and strategies. The plan period runs from 2016 and plans for development across the borough to 2036. This is in accordance with national policy, which states that the strategic policies in a local plan must look ahead over a minimum 15 year period from the date of adoption.

National planning policy and guidance

1.26 The planning system has undergone extensive reform in recent years. Government planning policy and guidance is set out in the National Planning Policy Framework (NPPF) (2019) [4] and Planning Practice Guidance (PPG)[5]. The NPPF sets out the Government's planning policies for achieving sustainable development and is complemented by the PPG, which provides additional detailed guidance. This provides the framework within which locally prepared plans must be produced.

4 NPPF (2019): https://www.gov.uk/government/publications/national-planning-policy-framework--2
5 PPG: https://www.gov.uk/government/collections/planning-practice-guidance

1.27 A central aim of the NPPF is to achieve a significant boost in housing delivery and to meet housing and other development needs in full, unless it is demonstrably unsustainable to do so. There is a strong emphasis on the significant social and economic benefits of providing for the full development needs of an area, to be weighed in the balance with environmental and landscape considerations, to contribute to the achievement of sustainable development.

1.28 The consequences of not having an up to date, national policy compliant plan for the borough are serious and far reaching. The NPPF is clear that the planning system should be "*genuinely plan-led*", and without such a plan, proposals would have to be assessed predominantly against the NPPF: the NPPF will not contain a Development Strategy and the policies in it do not reflect local context to the same extent as the new Local Plan. It is likely that development would come forward on an ad hoc basis, through planning applications, and possibly planning appeals.

1.29 The Draft Local Plan has been prepared in compliance with national policy. In particular, the NPPF states that, for a local plan to be considered sound, it must comply with the legal and procedural requirements of plan making and demonstrate that it is:

- "***Positively prepared*** *– providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;*
- ***Justified*** *– an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;*
- ***Effective*** *- deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and*
- ***Consistent with national policy*** *– enabling the delivery of sustainable development in accordance with the policies in this Framework*."

Evidence and other strategies

1.30 As set out in the NPPF, each local planning authority should ensure that its Local Plan is based on adequate, proportionate, up to date, and relevant evidence about the economic, social, and environmental characteristics and prospects of the area. The Council has therefore commissioned and completed a substantial and varied evidence base to inform the strategy and policies contained within this Draft Local Plan. This evidence, where relevant, takes account of market signals.

1.31 The evidence base, comprising studies, research reports, technical papers, and other information, has informed, and will continue to inform, the preparation of the Local Plan. This includes studies in relation to housing, employment, Green Belt, flood risk, landscape, etc. The full list and individual evidence base documents can be viewed on the Council's website [6].

1.32 The evidence base includes a series of Topic Papers, which will be available on the Local Plan web page during the consultation period between September and November 2019. These set out the Council's considerations, justifications, and support for the policies in the Draft Local Plan.

1.33 The Draft Local Plan has also been informed by, and is consistent with, other Tunbridge Wells Borough Council plans and strategies, including the Council's Five Year Plan (a corporate strategy), the Economic Strategy, and the Housing Strategy amongst others, which shape and direct the future of the borough.

6 The evidence studies can be found under the heading 'Evidence Studies' on the Local Plan web page at http://www.tunbridgewells.gov.uk/residents/planning/planning-policy/new-local-plan

Neighbourhood plans

1.34 The Localism Act (2011) introduced neighbourhood planning as a way of passing decision making to a more local level. This allows communities the option of producing their own neighbourhood plans. A neighbourhood plan is a document produced by the community, for the community, to shape and guide its future development. It may contain a vision, aims, policies, and proposals to provide new development or improve existing facilities, and it may also allocate sites for specific development. Such plans need to be developed through cooperative working and extensive community engagement, and be in general conformity with the strategic policies set out in the Tunbridge Wells Borough Local Plan, as well as national policy. The Draft Local Plan provides the framework for those local communities preparing a neighbourhood plan.

1.35 There is a formal procedure for producing neighbourhood plans, and if 'made' after successful examination and local referendum, the plan will form part of the statutory Development Plan for the borough. There are a number of neighbourhood plans in various stages of preparation across the borough, and therefore the position on progress will change both during the preparation and lifetime of the Local Plan. Details of the latest position of all neighbourhood plans within the borough can be found on the Council's website[7].

1.36 As part of the development of this Draft Local Plan, officers have met with representatives from the various Neighbourhood Plan Development Groups, Parish and Town Councils, the Royal Tunbridge Wells Town Forum, and local Councillors to discuss the overall strategy and potential draft site allocations arising from the Call for Sites assessment work, as well as consideration of other sites identified by the local groups. This is to ensure that local development issues, needs, and aspirations are understood by officers and reflected in the Local Plan policies, and are considered by the Neighbourhood Plan Development Groups when preparing their neighbourhood plans.

1.37 Further information on the relationship between the Local Plan and neighbourhood plans is set out in Section 4 at Policy STR 9 and paragraphs 4.72-4.79. It is intended that joint statements will be prepared and agreed with relevant parish and town councils (through their neighbourhood plan development groups) regarding respective plan-making processes.

Duty to cooperate

1.38 The 'duty to cooperate' was created in the Localism Act 2011 and places a legal duty on local planning authorities to engage constructively, actively, and on an ongoing basis, to ensure the effectiveness of Local Plan preparation relating to strategic matters, namely those that have significant impacts affecting two or more local authority areas.

1.39 The Council has been actively engaging with all of its neighbours within Kent: Sevenoaks District Council, Tonbridge & Malling Borough Council, Ashford Borough Council, and Maidstone Borough Council, and with neighbouring authorities that share a border in East Sussex: Rother District Council and Wealden District Council. In particular, the West Kent (Tunbridge Wells, Sevenoaks, and Tonbridge & Malling) authorities have been working collaboratively on a number of cross border issues, such as housing and employment studies, and have taken part in a Planning Advisory Service (PAS) pilot project on the Duty to Cooperate and the production of a Statement of Common Ground.

1.40 Additionally, the Council has been actively involved on wider duty to cooperate matters affecting Ashdown Forest, a European site protected under the Habitat Regulations. Cross boundary issues of visitor pressure and vehicle emissions have the potential to adversely affect the protected habitats and species found on the Ashdown Forest. The Council has been working

7 http://www.tunbridgewells.gov.uk/residents/planning/planning-policy/neighbourhood-planning

in partnership with other affected authorities to commission studies, undertake detailed analysis, and to develop policy to ensure planned development can go ahead without causing harm to the designated site.

1.41 Two formal partnerships covering these issues are in operation: one to address visitor pressure, the Strategic Access Management and Monitoring (SAMMS) partnership; and one to address vehicle emissions, the Ashdown Forest Working Group (AFWG). Statements of Common Ground have been signed in respect of both issues, with Tunbridge Wells Borough Council being a party to both. The Statement of Common Ground in relation to managing visitor pressure was completed in December 2018, while that in relation to vehicle emissions was signed in April 2018. Both Statements will be are available to view as part of the forthcoming draft Duty to Cooperate Statement. A link will be provided to this as a footnote once the draft Statement is completed.

1.42 Furthermore, the Council has also been involved in, and continues to undertake, extensive duty to cooperate discussions with Kent County Council in terms of its role as the upper tier local authority, minerals and waste local planning authority, and infrastructure provider. Duty to cooperate discussions have also been held with other organisations, agencies, and infrastructure providers, including the Highways Agency, Environment Agency, Natural England, and the West Kent Clinical Commissioning Group.

1.43 The above discussions will continue as the Plan progresses, and the Council intends to agree Statements of Common Ground where relevant. Completed Statements will be available to view as part of the forthcoming draft Duty to Cooperate Statement.

1.44 In addition to the Statements of Common Ground, details on how the Council has met the duty to cooperate requirements will be set out in the Statement of Compliance, to be submitted as evidence to the examination of the Local Plan.

Sustainability Appraisal and Strategic Environmental Assessment

1.45 A Sustainability Appraisal evaluates the social, economic, and environmental impacts of policies and strategies to determine to what extent they are in agreement with sustainable development objectives. In accordance with European and national legislation, the Council is required to carry out a Sustainability Appraisal (which also incorporates Strategic Environmental Assessment) for the new Local Plan. It plays a key part in its preparation, not only in terms of the final Local Plan and its policies, but also throughout its preparation, including informing the assessment of alternative options.

1.46 Sustainability Appraisal recommendations at each stage in the plan preparation have informed the production of this Local Plan. The first stage of the Sustainability Appraisal process is known as 'scoping', and a Scoping Report and an Interim Sustainability Appraisal were produced alongside the preparation of the Issues and Options document: the Scoping Report was produced and consulted on with stakeholders first, and the Interim Sustainability Appraisal was subject to public consultation alongside the Issues and Options Local Plan. A full draft Sustainability Appraisal has been prepared alongside this Draft Local Plan and has been published for consultation at the same time. (*add link*)

Habitats Regulation Assessment

1.47 The Conservation of Habitats and Species Regulations 2017[8] require the Council to determine whether the Local Plan, alone or in combination with other plans and projects, is likely to have a significant effect on a European site. If such an impact cannot be screened out (without taking into account proposed mitigation) an 'appropriate assessment' is required. For this Draft Local

8 http://www.legislation.gov.uk/uksi/2017/1012/pdfs/uksi_20171012_en.pdf

Plan, an Appropriate Assessment is required for Ashdown Forest Special Protection Area (SPA) and Special Area of Conservation (SAC), which is a European protected site in Wealden district close to the border with Tunbridge Wells borough.

1.48 The Habitats Regulation Assessment, including the necessary appropriate assessments, is published alongside the Local Plan, and has informed its development, as well as the Sustainability Appraisal of the Plan.

Equality Impact Assessment

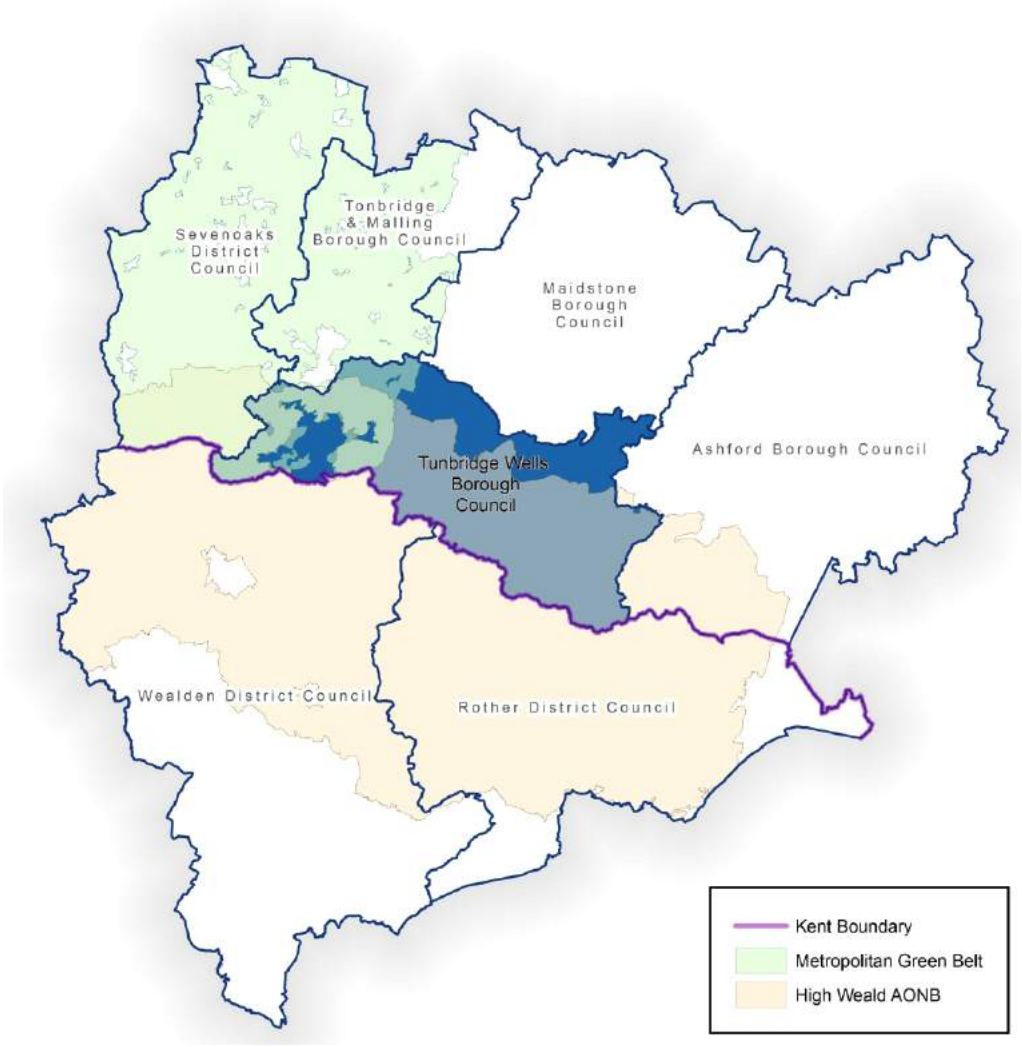
1.49 This assessment process aims to ensure that the Draft Local Plan has promoted equality, and that any aspects that would have resulted in possible discrimination of any form are addressed. Additionally, it is recognised that development proposals for any site included within this Draft Local Plan must also comply with the United Nations Convention on the Rights of Persons with Disabilities, particularly Article 9 (the right to independent access), Article 19 (the right to independent living), and Article 28 (the right to disability accessible housing). Detailed policies set out within this Draft Local Plan address these issues and the promotion of developments to be inclusive and accessible to all.

Section 2: Setting the Scene

Borough Profile and Context

2.1 The borough of Tunbridge Wells lies in the south west of Kent, bordering East Sussex. It covers an area of 326 square kilometres. The borough borders the authorities of Sevenoaks, Tonbridge & Malling, Maidstone, and Ashford in Kent; and Rother and Wealden in East Sussex.

Figure 2 Borough Location



The settlements of the borough

2.2 **Royal Tunbridge Wells** forms the majority of the 'Main Urban Area' (comprising Royal Tunbridge Wells and Southborough) and provides a large proportion of the social, cultural, and economic opportunities available in the borough. In addition to being the principal retail, leisure, and cultural centre of the borough, the town provides a wide variety of services, including primary and secondary schools, sports and community facilities, and mainline train stations. Historical and architectural features of the town, such as the Pantiles, also provide a high quality environment that attracts a significant amount of tourism to the borough. There are also a number of parks and commons that are integral to the character of the town. Proposals for the redevelopment of the museum and library, and for a new larger theatre, supported by a positive attitude to public art, underline the aspiration for the town to become the cultural centre of the High Weald.

2.3 **Southborough** also lies within the Main Urban Area with Royal Tunbridge Wells, but has a separate, smaller town centre. As well as providing its own independent shopping facilities, Southborough also has a number of local and community services, such as primary schools and specialist education facilities, and a good range of recreational facilities, including a new community hub, which is currently being developed.

2.4 Both Royal Tunbridge Wells and Southborough lie within the western part of the borough, which is designated as Metropolitan Green Belt and/or the High Weald Area of Outstanding Natural Beauty (AONB).

2.5 **Paddock Wood** benefits from good transport links and higher-order facilities, such as a secondary school and sports centre. There is a large employment area to the north of the railway line, which supports the town, the rural hinterland, and beyond. In addition to a supermarket, existing retail is mainly devoted to the provision of local services. The western edge of the town abuts the Green Belt, and additionally areas of the town and its surrounds fall within areas of flood risk.

2.6 **Cranbrook** is an attractive, vibrant rural town located within the High Weald AONB. The local architecture and features give it a distinctive character. Cranbrook also benefits from a range of comparison shopping facilities, a supermarket, secondary schools, a sports centre, and local services and facilities.

2.7 **Hawkhurst** is located within the High Weald AONB and features local architecture that is distinctive to the area. It supports a wide rural hinterland and benefits from a primary school, small independent cinema, and two supermarkets, as well as a range of local services and facilities.

2.8 The borough is also home to a variety of **villages and hamlets**, each with its own distinctive character. Most villages are in the High Weald AONB, and some in the western part of the borough are also in the Green Belt. All provide some level of local services and facilities, such as a primary school, shop, public house, place of worship, and leisure and recreational facilities. In addition, there are a number of hamlets and other, more remote, clusters of buildings and farmsteads dispersed across the borough, many of which are located within the High Weald AONB and/or Green Belt, and provide important features of the landscape.

Figure 3 Borough Overview Map

Challenges and Opportunities

2.9 Based on the Council's work to date, including the national context, the evidence base studies, and the known development requirements, the following section sets out the key challenges and opportunities for the borough. As the challenges highlighted in the section below show, the potential of some areas of the borough to accommodate new growth is constrained by factors such as highway capacity, landscape sensitivity, flooding, and the nature of the natural and built environment. These factors have all been taken into account when considering the growth strategy and distribution of development set out within this Draft Local Plan.

2.10 In preparing the new Local Plan evidence base, the Council has reviewed all of the main constraints likely to impact on the suitability and deliverability of new development across the borough. A Development Constraints Study[9] has been prepared, which comments on the main constraints and identifies those areas of the borough where development might be more difficult to achieve, as well as helping to identify possible areas of opportunity. It is also recognised that, while some of the natural and built assets of the borough are considered a constraint to new built development, they do perform valuable roles in providing for tourism and contributing to the rural economy, and are an important source of leisure and recreation.

2.11 Infrastructure is also a key issue, including the capacity of the borough's community infrastructure, such as schools, healthcare facilities, etc, to accommodate future growth. As explained in the previous section, the Council has been in early contact with service providers to inform them of the preparation of the new Local Plan and the likely levels of growth, to ensure that the capacity of existing infrastructure, together with the need for new infrastructure, has been fully assessed.

9 The Development Constraints Study can be found in the Evidence Studies list on the Local Plan website Development Constraints Study

2.12 The identified planning constraints, as well as the development needs of the borough, demonstrate the challenges facing the Council in preparing a new Local Plan to accommodate these needs in a sustainable way. This is considered in more detail by theme below.

Sustainable development

2.13 The achievement of sustainable development is a key theme that underpins national planning policy: the NPPF sets out that the pursuit of overarching economic, social, and environmental objectives, and taking opportunities to secure net gains against these objectives, are key to the planning system. This Plan has applied a presumption in favour of sustainable development, in accordance with the NPPF. National planning policy also indicates that plans should take local circumstances and opportunities into account.

2.14 To ensure that sustainability principles are followed by the new Local Plan, each stage in its preparation has, and will be, assessed by a Sustainability Appraisal, as referred to at paragraphs 1.45-1.46. This process will determine the direct and cumulative impact of individual policies on sustainability objectives. Where potential adverse impacts are identified, mitigation measures may be set out by the Sustainability Appraisal to remove or reduce the adverse effect and enhance beneficial effects. The sustainability issues of relevance to the borough were determined during the scoping stage of the sustainability appraisal process, as explained in the previous section, and cover a wide range of economic, social, and environmental topics, including, but not limited to, economic and housing growth, education, services, employment, landscape, biodiversity, and heritage.

2.15 Furthermore, climate change is a major issue at both the national and local level, and the policies contained within this Draft Local Plan will seek to support carbon reduction and the transition to a low carbon future to help to counteract the impacts of climate change, through the delivery of renewable energy generation, and biomass and community heating systems, as well as adaptation of existing buildings. As a result of climate change, there will also be a need for the borough to adapt to hotter, drier summers and warmer, wetter winters, which will need to be reflected within the design of buildings and flooding considerations. The borough is also within an area of water stress, and ways of reducing water consumption will need to be considered.

2.16 Additionally, the Draft Local Plan will seek to achieve sustainable construction objectives and the use of responsibly sourced and low environmental impact building materials to reduce waste and resources.

Infrastructure

2.17 Infrastructure planning is the process of planning to meet all requirements for infrastructure in accordance with proposed development. This process involves planning for many forms of infrastructure, which can be defined as physical, green, grey and blue, and community: these terms are defined in the glossary at Appendix 4. It is fundamental that the preparation of a new Local Plan addresses the infrastructure requirements created by new development, and plans for the infrastructure to support increased housing provision and economic growth, mitigating and adapting to climate change and the creation of sustainable communities.

2.18 A new Infrastructure Delivery Plan will identify all infrastructure requirements as a result of the new development proposed, and should enable the service providers (for example, energy and water companies, and health and education providers) to target areas of need and support the level of growth set out within the new Local Plan. It is also recognised that a series of small piecemeal developments within an area can create similar pressures on the infrastructure of a local area to that of one larger development.

2.19 The Council, together with landowners and developers, will need to continue to work closely with infrastructure providers, Kent County Council, and neighbouring authorities to identify and deliver adequate infrastructure and services in the most efficient ways. As explained above, this work has already commenced through ongoing engagement with the relevant infrastructure providers to ascertain any areas of significant concern or capacity issues. This early engagement has influenced the overall development strategy and distribution of development set out within this Draft Local Plan.

2.20 The Council will need to ensure that any existing capacity issues are documented and that adequate management and mitigation measures are delivered where needed as part of facilitating new development. This will require ongoing cooperation between a number of levels of local government, national agencies, and infrastructure providers.

2.21 The delivery of infrastructure is key. The Council has commissioned specialist consultant advice on whether it is most appropriate to secure this through a Community Infrastructure Levy (CIL), through contributions secured through Section 106 agreements, or a combination of the two. The Council will make a decision on this in due course.

2.22 The general presumption in the Draft Local Plan is that infrastructure to mitigate the impact of new development should be funded by development. Early consideration of such infrastructure costs should be factored into agreements between developers and land owners to acquire land, or such agreements revisited if necessary. The first phase (of two) of evidence base work on the viability of this Plan[(10)] indicates that the policies in the Draft Local Plan are viable.

Transport

2.23 Tunbridge Wells borough faces significant transport challenges, particularly in terms of managing existing congestion and future growth, as well as needing to respond to the impacts of air quality and climate change. The borough has an extensive highway network, with several A roads converging in the urban area of Royal Tunbridge Wells, including the A21, A26, A264 and A228, and A267. There have been recent improvements to the strategic road network at North Farm and duelling of the A21, but congestion on the A21 at Kippings Cross and the A228/A264 Pembury Road remain unresolved. There are also further congestion, capacity, and air quality issues on the A26, A264, and A228 Colts Hill.

2.24 The Council has an adopted Borough Transport Strategy[(11)], which sets out the vision for transport infrastructure for the period from 2015 to 2026. The objective of this document is not only to address existing transport problems, but also to support the level of growth set out within the previous adopted Core Strategy and Site Allocations Local Plan. Updated transport assessment and modelling work has been undertaken, which will allow, in parallel with the new Local Plan, preparation of a refreshed version of the Borough Transport Strategy to cover the period to 2036. The transport evidence, including assessment and modelling work, is available on the Council's website [add link].

2.25 There is also a need to meet nitrogen dioxide reduction targets along the A26 in Royal Tunbridge Wells, which is identified as an Air Quality Management Area. The new Local Plan should be supportive of opportunities for improving air quality within these areas, as well as borough-wide; for example, by promoting non-motorised forms of travel, including walking and cycling.

2.26 New development proposals will need to include parking solutions to ensure that additional parking pressures upon the surrounding area are not created. While it is recognised that it may be appropriate to provide a lower amount of parking within new developments in the urban areas

10 Viability Assessment: [*add link*]

11 The Borough Transport Strategy can be viewed under the Evidence Studies list on the New Local Plan web page Borough Transport Strategy

served by public transport and with nearby local services accessible than in relatively more isolated locations, due to the nature of the borough it is recognised that there is substantial private car ownership and use. The Local Plan will adopt new parking standards based on evidence of car ownership and use across the borough. It is also important to recognise that the provision of insufficient public parking spaces to serve commercial developments could deter people from visiting an area, with a resulting detrimental impact upon the local economy.

2.27 It is also important to consider transport issues in the wider rural area, as they are very different from those in the urban area. Public transport coverage is poorer in the rural towns and villages. With a much smaller range of services and fewer local employment opportunities, local residents must travel further, and often these journeys are undertaken by car. While it is recognised that the car will remain the dominant mode of transport for residents of much of the borough, the Local Plan must encourage and promote the uptake of active and sustainable transport where possible.

Demographics and housing

2.28 The average house price in Tunbridge Wells borough in 2018 was £472,500. The mapping of house prices shows that prices are similar to other areas close to London. While house price increases over the period since 2008 have been modest, particularly in real terms (taking account of inflation), growth in rents has been above inflation.

2.29 Evidence from the Strategic Housing Market Assessment[(12)] and the Office for National Statistics indicates notable affordability pressures for market house purchases, with entry level house prices approximately 13 times earnings of households in the borough. This compares to a ratio of 6.5 nationally, and an average of 10 within Kent as a whole. The analysis also suggests some real impacts arising from high housing costs. Over the 2001-11 period, home ownership fell (with increasing numbers of households renting privately). Levels of over-occupied households and those in shared housing increased, albeit that levels of both remain below the Kent and national averages.

2.30 The rising household numbers, coupled with an ageing population, mean that the Council will continue to need to provide a mix of housing types and sizes, including specialist forms of housing. This presents a challenge for the new Local Plan, as it will need to facilitate the delivery of affordable housing and a range of housing types to meet identified needs, including those of older people, within both the market and affordable sectors.

2.31 As above, it is expected that the Local Plan will be submitted in late 2020: the Plan is required to meet the full assessed need within the borough for market and affordable housing of 678 per annum (further detail is set out in Section 4 of this Plan), unless there are good planning reasons why this is not possible, and to identify specific deliverable sites or locations for growth to meet this need. Housing developments will need to deliver a mix of housing types and tenures to reflect the needs of the community, including for both specialist (for example, housing for older people) and affordable housing. The Council needs to maintain a five-year housing land supply to meet national planning policy requirements and to ensure a plan-led delivery of housing in the most suitable and sustainable locations. Additionally, all councils are now subject to 'the Housing Delivery Test' (a standard approach to measuring the number of actual homes built against the number of homes required within a local planning authority area). Local planning authorities failing to deliver their plan-led targets will face a series of consequences. Simultaneously, the Local Plan is also required to consider the demands from other land uses as well as housing, and take account of any constraints to development.

12 The Strategic Housing Market Assessment 2015 and 2017 Update can both be found under the Evidence Studies list on the Local Plan web page at http://www.tunbridgewells.gov.uk/residents/planning/planning-policy/new-local-plan

2.32 Given the environmental constraints within the borough, it is important that new development makes the most efficient use of land, while also ensuring that development is of a high quality, in sustainable locations, and does not have an unacceptable adverse impact on the character and setting of the natural and built environment of the borough.

Economy

2.33 Tunbridge Wells borough is an attractive business location for a range of business sectors and services. The availability of a highly skilled workforce, and the high quality of the area as a place to live, are key influences on the borough as a business location. There are opportunities for growth across a range of sectors, including professional and business services, and also the creative industries, information, and communication technologies.

2.34 The Council carried out a new Economic Needs Study (2016)[13], which refers to the key business sectors in Tunbridge Wells, including: distribution, hotels and restaurants; banking, finance and insurance; public administration, education and health sectors, accounting for 81.9% of employees. Tunbridge Wells has a particular specialism in the financial and insurance industry, with this representing a larger proportion of all employment than seen in other areas in the South East. It also has a higher than average proportion of micro businesses employing nine or fewer people.

2.35 A key issue is the lack of available land and premises, as well as an ageing stock of employment floorspace and improvements required to transport and infrastructure. There has also been a significant loss of office floorspace to residential and other uses in recent years, with little significant new development. Although Article 4 Directions have been placed on 20 office buildings in, and in close proximity to, the Royal Tunbridge Wells town centre, further losses are expected to continue, which represents a significant threat to the supply of office floorspace across Tunbridge Wells. The Economic Needs Study assessed the need for new employment land (Business Use Classes B1 - Business (Office), B2 - General Industrial, and B8 - Storage and Distribution) within the borough over the next 20 years of at least 14 hectares, and this is set out in further detail in Section 4 of this Draft Local Plan. While the area remains an attractive business location with good prospects for growth, it is considered that opportunities need to be provided to actively facilitate future business growth and expansion.

Town centres and retail

2.36 In terms of town centres and retailing, Royal Tunbridge Wells itself is a vibrant and viable town centre, which draws considerable trade from a wide surrounding area and has very high levels of containment of retail spending, reducing the need for residents to travel elsewhere to meet their shopping needs. It is recognised that there are current significant structural changes in retailing and town centres at the national level, which is evident in Royal Tunbridge Wells town centre at the present time: nonetheless, it remains a vibrant and viable town centre. As well as the diverse retail offer, it is also a significant leisure and cultural centre, with a number of theatres, a museum and art gallery, and a lively local music scene. The encouragement of a strong cultural element to development to add to the cultural and creative offer of the borough is a key aspiration of the Council to help support the town and its profile and attractiveness to residents and businesses.

2.37 The Council has carried out a new Retail and Leisure Study (2017)[14], which considers the vitality and viability of existing defined centres within the borough, including Royal Tunbridge Wells and a number of other smaller town and rural service centres, which also provide for

13 The Economic Needs Study 2016 can be viewed under the Evidence Studies list on the Local Plan web page at http://www.tunbridgewells.gov.uk/residents/planning/planning-policy/new-local-plan

14 The Retail and Leisure Study 2017 can be viewed under the Evidence Studies list on the Local Plan web page at http://www.tunbridgewells.gov.uk/residents/planning/planning-policy/new-local-plan

residents across the wider borough. The study assesses the borough's requirement for new retail development and leisure facilities over the plan period, and the findings of the study are set out in detail in Section 4 of this Plan.

2.38 The new Local Plan will need to provide retail, cultural, and leisure growth opportunities to enhance the existing centres (Royal Tunbridge Wells in the main, Paddock Wood in association with the strategic levels of growth planned there, and also limited improvements to the smaller centres) in order to maintain their vitality and viability for investors and their attractiveness to residents and visitors over the longer term. The Draft Local Plan provides for a flexibility of uses within the town centres in order to ensure their long term adaptability to changes in the economic climate, and retail and town centre trends over the plan period.

Tourism

2.39 Provision for tourism in the borough includes visitor accommodation and visitor attractions, offering opportunities for leisure, shopping, and access to cultural facilities. Combined with the location between London and the south coast, and transport connections, this has made the borough a valued destination for visitors, and the associated economic benefits are significant. The tourist industry is a key contributor to local investment and employment, and the high quality open space and historical areas, including the Pantiles within Royal Tunbridge Wells and the historic buildings and gardens, as well as the landscapes of the rural areas, attract a significant amount of investment in the form of tourism to the wider area. Public art and cultural developments add to the attraction of the area for tourism and have a positive impact on economic activity, and the local creative industries in particular.

Natural, built and historic environment

2.40 Both the natural and built environment of the borough are of high quality, with 70% of the borough designated as High Weald AONB, of national significance, and all areas have distinct landscape and environmental characteristics much valued by residents, with commons, village greens, and parks providing important spaces and links to the countryside. The rural landscape is rich in designated historic parks and gardens, extensive areas of ancient woodland, ancient field patterns and hedgerows, rural lanes, and scattered medieval farmsteads. Around 22% of the western part of the borough surrounding Royal Tunbridge Wells, Southborough, and Pembury is Metropolitan Green Belt, which is a significant constraint to development.

2.41 The borough supports a wide network of biodiversity sites, including 10 Sites of Special Scientific Interest, 60 Local Wildlife Sites, 16 Sites of Local Nature Conservation Value, 13 Roadside Nature Reserves, and four Local Nature Reserves. There are also a number of key species and habitats that require protecting. Protected and scarce species and habitats should not be adversely affected by development, and there should be net gains for nature.

2.42 The borough is also rich in historic features, and has a significant breadth of designated and non-designated heritage assets. The historic environment is intertwined with the evolution of the landscape, in terms of the rural setting of both assets and settlements, and as a determinant of the historic pattern of economic and agricultural activities and uses. The features of the historic environment fall under themes that are particular to the borough, and are identified in the borough's Historic Environment Review as geographical themes influenced by social, economic, and cultural activities. Heritage assets in the borough include listed buildings, conservation areas, scheduled ancient monuments, historic parks and gardens, agricultural buildings and farmsteads, historic routeways, medieval field patterns, and ancient woodland. An extensive network of public rights of way provides public access to many parts of the borough, supporting the natural and built environment as an important public recreation and amenity resource, and with potential to enhance health and wellbeing. The Historic Environment Review (Part One)

(January 2018))[15] provides an evidence base for the Local Plan with regard to the historic environment and designated and non-designated heritage assets, and should be referred to in conjunction with the relevant policies, guidance, and other related documents in this Plan.

2.43 Pressure for new built development across the borough, including on greenfield land, could have direct impacts on landscape and environmental assets and their settings. The Draft Local Plan needs to ensure that, in facilitating development, proposals take full account of, and reflect, each site's landscape and environmental sensitivities. This includes development proposals outside the High Weald AONB and on other non-designated land.

2.44 The cumulative impact of minor piecemeal development and small changes in land use can have a significant overall adverse impact on the natural, built, and historic environment, and on the character and settlement pattern within, and adjacent to, the High Weald AONB. These issues need to be recognised, and the Local Plan will need to ensure that, where opportunities exist, development proposals respect the local distinctiveness of the environment and provide for enhancements. The existence of these features across the borough can act not only as constraints on development, but also as opportunities. A challenge for the new Local Plan will therefore be to provide for, and balance, the competing pressures of housing, employment, and other development with the preservation and enhancement of local character and distinctiveness.

Leisure and recreation

2.45 Leisure and recreation refers to a wide range of land uses, including social, community, and cultural facilities, as well as sports and recreation provision. These facilities can be delivered either commercially by voluntary/community organisations, or by a local authority. The Draft Local Plan ensures that sports and leisure facilities, including parks and green spaces, cultural, and community facilities are accessible and that provision is either increased and/or existing provision is enhanced where necessary, depending on the localised requirement. It is important to ensure that playing pitches and outdoor facilities are appropriate and, as far as possible, functional all year round in order to meet demand.

2.46 At the local community level, the provision of leisure, recreation, and cultural facilities will enhance the sustainability of communities and, at a wider borough level, will create a more vibrant economy that will attract businesses, visitors, and tourists to the area. It is important that contributions from development are secured to facilitate the delivery of new and/or improved leisure and recreation provision where these are required.

15 The Historic Environment Review (Part One)

Section 3: Vision and Objectives

Vision

3.1 Preparing a new Local Plan provides an opportunity to look afresh at what sort of place we want the borough to be in the future. The Council has the following vision for the borough for the period up to 2036, and beyond.

3.2 Although this Draft Local Plan makes provision for the plan period to 2036, there is one allocation where the development will run into the period beyond 2036: Tudeley Village. As explained in Section 1, in accordance with the NPPF, the Plan will be reviewed in five years following its adoption, and any evidence base will be extended/refreshed to cover the plan period beyond 2036.

Vision and Objectives 1

Vision

In 2036, the borough of Tunbridge Wells will be vibrant and prosperous. It will have grown throughout the plan period on the basis of being infrastructure-led, with this infrastructure largely funded by development:

- The hearts of Royal Tunbridge Wells and Southborough will be culturally rich and full of vitality, and will have the flexibility, robustness, and adaptability to cope with changes in the economy and other circumstances. The Main Urban Area of Royal Tunbridge Wells and Southborough will offer a diverse range of attractions, and will have benefited from further investment and employment-generating development, while protecting its special qualities and those of its surrounds;
- Paddock Wood as a settlement will have developed considerably (including on land in eastern Capel parish) on the basis of garden settlement principles, using a comprehensive, masterplanned approach. This will have provided a vibrant and regenerated town centre, together with enhanced employment, leisure, and other facilities, the delivery of significant and strategically planned infrastructure, to include active travel connections to the new garden settlement at Tudeley Village, Royal Tunbridge Wells and Southborough, and Tonbridge, and reducing (existing) flood risk to areas of Paddock Wood, Capel parish, and Five Oak Green; i.e. resulting in 'betterment' for these areas;
- A new garden settlement will have been established at Tudeley Village, including homes, employment, and community facilities: this will continue to develop into the following years. It will be well connected to other settlements, be an exemplar development in design, sustainability, and active travel, and will contribute to strategically planned infrastructure, including reducing (existing) flood risk to areas of Five Oak Green; i.e. resulting in 'betterment' for these areas;
- High quality development at other settlements across the borough will have been realised, with the timely provision of relevant infrastructure. The growth of these settlements will have reflected local input and circumstance, including through assessment against neighbourhood plans;
- Rural enterprise will have been supported, and the exceptional quality of the built and natural environments will have been protected and enhanced.

All developments will be of high quality design, having responded to the distinctive and particular character of their locations: in some instances the development will have taken place within valued and protected landscapes, and this will be recognised in the quality of the design of the development, the protection and enhancement of the exceptional quality of the built, natural, and historic environment, and the provision and protection of landscape features and green spaces. Green, grey,

and blue infrastructure will be an integral and defining element in the design and layout of new developments, with opportunities for inclusion of public art and improved cultural provision to have been realised.

At the heart of all development in the borough will be connectivity, active travel, an appropriate mix of uses and accommodation and, above all, the timely delivery of relevant infrastructure, which will have been funded by development: this infrastructure will have mitigated the impact of development, and, wherever possible, resulted in 'betterment' for existing residents, users, businesses, visitors, etc.

The Local Plan, and the appropriate application of the policies, will be one of the key vehicles to deliver this vision.

Strategic Objectives

3.3 To realise the Vision, it is considered that the new Local Plan should make clear that future development in the borough will need to focus on addressing the key issues that have been identified for the borough and meeting a number of specific challenges. In addition, the Sustainability Appraisal that accompanies this document sets out a number of Sustainable Development Objectives that support the development proposed through the Draft Local Plan.

3.4 The following strategic objectives set out how the Council intends to achieve the Vision set out above. They express the purpose of the Local Plan and what the Development Strategy aims to achieve.

Vision and Objectives 2

Strategic Objectives

1. To deliver the housing, economic, and other needs identified for the borough by the end of the plan period through well designed, sustainable, plan led, and high quality development.
2. To achieve the delivery of all forms of infrastructure to mitigate the impact of development and where possible to result in 'betterment'.
3. To prioritise active travel, but where necessary to plan appropriately for use by private motor vehicle, in particular embracing new technology.
4. To boost significantly the supply of affordable housing, and to seek to redress the disparity between house prices and income in the borough.
5. To ensure that the borough is vibrant, culturally rich, and economically buoyant.
6. To protect the valued heritage, and built and natural environments of the borough, including the AONB and to achieve net gains for nature.
7. To release appropriate land from the Green Belt through a plan-led approach, and to increase public accessibility, and to protect the openness of remaining Green Belt land.
8. To tackle climate change and minimise the impact of development on communities, the economy, and the environment with carefully considered design and by embracing technology, such as renewable energy generation.
9. To establish garden settlements as a model for the future delivery of development in the borough.
10. To work with neighbourhood plan groups to ensure the formation of locally-led policies, with this reflected in decisions on planning applications.

Section 4: The Development Strategy and Strategic Policies

The Development Strategy

Introduction

4.1 One of the principal aims of the Draft Local Plan is to set out clearly the Council's proposals for the spatial distribution of development throughout the borough based on the Vision and Objectives of the Plan. This section determines the housing and economic development targets for the plan period to 2036 and describes the Council's approach to the spatial distribution of development. It comprises a Development Strategy, at Policy STR 1, and other 'strategic policies' that fulfil the expectations of the NPPF[16].

4.2 The Development Strategy for this Draft Local Plan identifies how much development will be provided to meet the needs of the borough over the plan period, and where that development will be located.

4.3 In preparing this Draft Local Plan, the Council has to be mindful that national planning policy, as set out in the NPPF (2019), expects local plans to meet the identified level of development needs for their area in full, unless there are good planning reasons why this is not possible. Accordingly, the proposed Development Strategy indicates how the full development needs of the borough can be most appropriately met.

4.4 In addition, in order to deliver the Vision, a number of strategic objectives and policies have been identified. Building on the aim of the Objectives (as set out within Section 3 above), the strategic policies are contained within this section and set out the overall approach towards development, considering key themes and overall development requirements, as set out in Table 1 below.

4.5 The borough-wide strategic policies form the basis of this Draft Local Plan's policy framework and are the starting point for the more detailed policies provided in subsequent sections. They are also the Council's strategic policies, including the levels of development, that neighbourhood plans are expected to be in general conformity with. The policies should be read alongside other detailed development management and specific place shaping policies, including the strategic policies for each parish, contained within this Draft Local Plan, as well as any locally-specific policies set out within made and emerging neighbourhood plans.

4.6 The strategic policies set out:

- the borough-wide development requirements for housing, employment, retail, leisure, and other town centre uses, as well as other supporting uses;
- a borough-wide spatial development strategy;
- strategic policies in relation to the delivery of sustainable development, the Green Belt, place shaping and design, and conserving and enhancing the natural, built, and historic environment;
- a strategic infrastructure delivery policy, which sets out the requirement for new infrastructure to support the development proposed and how it will be delivered;
- a strategic transport policy setting out the priorities for sustainable transport options over the plan period;
- the promotion of neighbourhood planning across the borough and general conformity with the strategic spatial development approach at the borough-wide level.

16 NPPF paragraphs 20-23

Housing development

4.7 Based on submission of the Local Plan in 2020, the objectively assessed housing need for the borough over the plan period to 2036 is confirmed as 13,560 dwellings (678 per year), identified by the standard methodology as required by the NPPF[17]. The basis of this housing need target, together with assessments of the housing needs of particular groups, is set out in the Housing Needs Topic Paper (*add link*).

4.8 Adjoining councils are generally also seeking to meet their own housing needs. At this point, Sevenoaks District Council is not proposing to wholly meet its housing need, although this is yet to be tested through independent examination. Also, the constraints applying to Sevenoaks apply similarly to this borough; furthermore, the assessment of potential sites in the borough, as well as through the draft Sustainability Appraisal, indicates limited ability to meet any unmet housing needs from other councils.

4.9 The Council will, however, keep housing needs of both the borough and neighbouring councils under review and may need to update its housing targets as the Local Plan progresses. This will also need to take account of any new data releases on its objectively assessed housing need and respond as appropriate.

4.10 In identifying the amount of further land to be allocated to meet the above housing need figure over the plan period (2016-2036), account can be taken of the fact that, at 1 April 2019, 1,552 homes have already been built since 1 April 2016, 3,127 homes have planning permission, and 588 can be delivered through existing allocations within the adopted Site Allocations Local Plan 2016 (which have not yet been implemented). However, a cautious approach would be to make allowance for the delay or non-delivery of all of the sites with planning permission or existing Site Allocations Local Plan allocations. Subject to further information about the delivery of such sites, it is pertinent to apply a 10% non-delivery rate to these figures.

4.11 Housing delivery from windfall (i.e. non-allocated) sites has provided an important contribution to housing supply in the borough over the preceding decade. There is compelling evidence that windfalls will continue to provide a reliable source of supply through the Local Plan period: this is set out in the 'Housing Supply and Trajectory' Topic Paper (*add link*), which forms part of the evidence base, and identifies a realistic projected delivery from smaller windfall sites. A corresponding reduction in the numbers to be allocated (of at least 700 dwellings) can therefore be made[18]. Allowance is only made for small sites, as larger ones (10+ dwellings) are covered by allocations or have otherwise been considered as part of the sites assessment process. This allowance, which assumes a significant reduction relative to past windfall rates due to limited land supply/opportunities, will be monitored as the Local Plan progresses.

4.12 Table 1 below sets out the current position in terms of housing need. It is advised that detailed monitoring of housing delivery completions takes place in April and May of each year, looking at the previous year (from 1 April to 31 March). Therefore, Table 1 will be updated in due course to reflect the outcome of the monitoring for the year 1 April 2019 to 31 March 2020.

Table 1 Housing Need 2016-2036 (as at 01 April 2019)

1.	**Housing need using the standard method (2014 household projections)**	13,560	
2.	**Completions April 2016 to March 2019**	1,552	

17 https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments

18 This is based on the period from April 2022 to avoid double counting with sites with current planning permission.

3.	**Extant planning permissions at 1 April 2019**	3,127	
4.	**Outstanding site allocations**	588	
5.	**Windfall allowance**	700	50 per year for 14 years (2022-2036)
6.	**Minimum additional allocations to meet housing need**	**7,593**	Row 1 minus rows 2, 3, 4 and 5

4.13 Sites will be allocated to meet the identified needs across the borough in accordance with the Development Strategy, as set out below (Policy STR 1). Detailed site allocation policies are contained in the place shaping policies in Section 5, and further detail is provided on the type, mix, and delivery of housing in the development management policies in relation to housing in Section 6 of this Draft Local Plan.

4.14 With regard to sites allocated in the Site Allocations Local Plan (2016), those sites that are still regarded as suitable and deliverable will need to be reallocated in this Plan. Hence, for some settlements, the total identified allocations in Table 3 and the relevant place shaping policies, will include previously identified sites.

4.15 In order to ensure delivery of the outstanding requirement for some 12,000 dwellings (as at 1 April 2019), it is appropriate to make some allowance for the delay and/or non-delivery of a proportion of the identified sites.

4.16 It can be seen that the total capacity of all identified sites (outstanding planning permissions, retained Site Allocations Local Plan allocations, together with new allocations proposed in this Draft Local Plan) provides for some 14,776 net additional dwellings. This compares to a minimum requirement of some 13,560 dwellings, thereby providing a sufficient amount of oversupply equivalent to some 9%.

4.17 Further information provided in the Housing Supply and Trajectory Topic Paper demonstrates in detail the contribution of housing allocations to overall supply.

Economic development

4.18 The Sevenoaks and Tunbridge Wells Economic Needs Study[19] (ENS) was produced in 2016 to inform the Local Plan and make recommendations for the future provision of employment land (Use classes B1, B2, and B8) across the borough. The study considered that the Council should plan positively to facilitate economic growth and increase the choice of sites through new allocations, ensuring that the needs of different sectors can be met over the plan period. The ENS recommended that the Council should allocate sites to accommodate at least 14 hectares of new employment land (taking into account any residual capacity of existing employment allocations) to 2035 in order to support the creation of new employment opportunities alongside the provision of new housing, helping to reduce out-commuting from the borough over the plan period. This target will be reviewed as part of the preparation of the Regulation 19 Pre-submission version of the Local Plan.

4.19 In particular, the ENS recommended that expansion of the existing Key Employment Areas would be appropriate, at North Farm/Longfield Road in Royal Tunbridge Wells, around Maidstone Road in Paddock Wood, and at Gill's Green. Additionally, it recognised the area around the A21 highway improvements as a location for significant employment growth potential, subject to further investment. The importance of Royal Tunbridge Wells town centre is also recognised in terms of existing and future office provision, and the requirement to retain existing, well located, modern office stock within the centre.

19 http://www.tunbridgewells.gov.uk/Economic-Needs-Study_Final-Report

4.20 Detailed policies in relation to the protection of employment land and the importance of safeguarding the Key Employment Areas and the mix of uses appropriate within them, are set out within the development management policies in Section 6 of the Plan. Detailed site allocations for meeting future employment needs are detailed within the place shaping policies in Section 5.

4.21 The retail and leisure needs of the borough have been determined through the Retail and Leisure Study (2017)[20], which assessed the quantitative and qualitative needs to 2033 using an industry recognised methodology, assessing shopping and leisure patterns and catchment zones to destinations within the borough and beyond. The study looked at the current 'health' of the key centres within the borough and forecast the retail needs for both comparison (clothing, footwear, electrical goods, etc.) and convenience shopping (food, drink, etc.).

4.22 The Retail and Leisure Study identifies a need for between 21,700 and 34,000sqm of additional comparison floorspace and between 7,500 and 9,500sqm additional convenience floorspace. While these findings cover the period to 2033, it is acknowledged that the retail market is in a current state of change and therefore it is considered appropriate, and in accordance with NPPF policy, that the Draft Local Plan should allocate identified retail needs looking at least ten years ahead, and that it should be reviewed at least every five years. The study also sets out the leisure requirements for the borough in broad terms and acknowledges the importance of cultural and leisure activities in supporting the mix of uses within town centres to ensure vibrant and resilient centres across the borough.

4.23 Detailed policies in relation to the town centres across the borough, in particular Royal Tunbridge Wells town centre, are set out within the place shaping policies in Section 5 of this Plan. Additionally, detailed development management policies in relation to retailing and town centres uses, as well as the retail hierarchy for the borough, are set out within the development management policies in Section 6 of this Plan.

The cultural context

4.24 Royal Tunbridge Wells as a town is rooted in culture, leisure, and the arts, and the borough as a whole has strong cultural opportunities, with more people enjoying cultural and arts activities than the average across England [21]. There is an increasing body of evidence as to how the cultural offer of an area can benefit wellbeing, and as such the population of the borough has a cultural need. As above, the provision of cultural opportunities are also beneficial to the economy.

4.25 An aim of the Council's Five Year Plan is for Tunbridge Wells to remain the cultural capital of the Kent and Sussex Weald. Detailed policies in this Plan allocate land for cultural opportunities, and recognise that additional development will have an impact on the cultural infrastructure of the borough, and there will be a need to mitigate this.

Infrastructure and other supporting uses

4.26 As set out previously, a key priority of the Council in meeting development needs and the proposed growth strategy is the need to plan for, and ensure essential infrastructure is provided to support, the growth proposed. This needs to be considered alongside ensuring effective use of land and achieving well designed and sustainable communities that will endure into the future.

20 http://www.tunbridgewells.gov.uk/tunbridge-wells-retail-and-leisure-study

21 The Five Year Plan 2017-2022 (page 7), which can be viewed at http://www.tunbridgewells.gov.uk/__data/assets/pdf_file/0020/53291/Five-Year-Plan-2017-2022.pdf

4.27 The strategic approach to delivering infrastructure is set out within Policy STR 4 below, and a comprehensive package of proposed infrastructure to be provided alongside development will be set out within the place shaping policies and individual site allocations. Specific policy in relation to transport and parking is set out in Policy STR 5 below. Additionally, a detailed Infrastructure Delivery Plan is produced in parallel with this Plan, and is published as a supporting document (*add link*).

The Development Strategy

Formulating the Preferred Option

4.28 There are a number of influences that have shaped the preferred Development Strategy for the borough. This includes taking account of national policy set out within the NPPF, the Sustainability Appraisal recommendations, and the findings of the various evidence base studies produced to inform the Draft Local Plan (as set out within previous sections of this Plan).

4.29 As above, the Council carried out a Local Plan Issues and Options consultation in 2017, which set out a number of possible options for where and how the future growth of the borough might be located. Five possible options were presented to meet the identified growth within the new Local Plan. These included the following:

Table 2 Local Plan Options (Issues and Options consultation 2017)

Option 1: Focused growth	Development distribution focused as per existing Core Strategy, i.e. majority of new development directed to Royal Tunbridge Wells/Southborough, a smaller proportion to the other three main settlements of Paddock Wood, Cranbrook, and Hawkhurst, and limited development within the villages and rural areas.
Option 2: Semi-dispersed growth	Development distribution semi-dispersed, with the majority of new development directed to Royal Tunbridge Wells/Southborough and a proportion distributed to the other three main settlements of Paddock Wood, Cranbrook, and Hawkhurst (as per Option 1), but additionally a percentage of development directed to some of the larger villages (taking account of updated settlement hierarchy work). Limited development within the remaining villages and rural areas.
Option 3: Dispersed growth	Development distribution proportional across all of the borough's settlements.
Option 4: Growth corridor led approach	Development distribution focused around the A21, close to Royal Tunbridge Wells and Pembury, as a new growth corridor.
Option 5: New settlement growth	New freestanding 'garden village' settlement. There was no location identified with this option. A new settlement could be located anywhere within the borough (views were sought on the principle of a new settlement in providing for the future development needs of the borough).

4.30 In preparing this Draft Local Plan and the spatial strategy for development, each option as referred to above has been assessed, having regard to:

- the extent to which it would satisfy national policy requirements;
- the outcome of the Local Plan Issues and Options consultation responses;
- the findings of the Sustainability Appraisal in respect of development needs and environmental constraints;

- the findings of the evidence base studies and reports;
- the nature and location of development opportunities that are suitable, available, and achievable in order to meet the identified needs.

4.31 It was set out in the Issues and Options consultation that five possible options were presented, but it was reiterated that a combination of two or more of the options presented could form the preferred strategy to meet the identified growth required through the new Local Plan.

Site submissions and the Strategic Housing and Economic Land Availability Assessment

4.32 The Council has carried out a Strategic Housing and Economic Land Availability Assessment (SHELAA) (*add link*) to develop options for meeting the housing and economic needs of the borough. The purpose of carrying out a SHELAA is to identify a future supply of land that is suitable, available, and achievable for all housing and economic development needs over the plan period. It may also assist in highlighting sites that may be suitable for other uses; for example, as open space, for community facilities, etc.

4.33 The first stage of the process in preparing the SHELAA was to carry out a 'Call for Sites'. Landowners, developers, and individuals were asked to submit details of sites they wished to be considered for their potential to meet future housing and/or employment needs, and for any other uses. The Call for Sites ran for eight months during 2016, and again in 2017 in parallel with the Issues and Options consultation. Further sites submitted up to 22 February 2019 have also been assessed. In total, some 465 sites are considered in the SHELAA, which is published as a supporting document to this Draft Local Plan. Full details of the process and of the site assessment methodology, which also draws on the Sustainability Appraisal of potential site allocations, are contained in the SHELAA document. (N.B. Sites submitted since the cut-off date, as well as any further sites submitted as part of the consultation on the Draft Local Plan, will be similarly assessed for possible inclusion in the Regulation 19, Pre-Submission version of the Local Plan).

4.34 It should be emphasised that the SHELAA itself is not a policy document; its role is to identify sites that are available and suitable for development. As such, it sits alongside other supporting evidence documents in informing the site allocations and policies in the Draft Local Plan.

Parish/Town Council/Neighbourhood Plan Group involvement (including with Royal Tunbridge Wells Town Forum)

4.35 The Council has encouraged and initiated the involvement of Parish and Town Councils and Neighbourhood Plan Groups (where parishes are preparing Neighbourhood Plans) in the process of considering and selecting sites for future development within their parishes. The Council has also sought engagement with the Royal Tunbridge Wells Town Forum regarding those sites within the Main Urban Area of Royal Tunbridge Wells. This has been an iterative process through workshop sessions involving officers of the Council and Parish/Town Council members, representatives from the Neighbourhood Plan Groups and in, many cases, local ward Members (elected Members of the Council). It has been extremely beneficial in terms of gaining local area knowledge from these groups in the consideration of local infrastructure requirements, the suitability of sites, and what can realistically be achieved.

4.36 The outcome of this work has been a level of agreement between the Council and these representatives about which sites form a set of draft site allocations for each parish (with an overarching spatial policy), taking into account the discussions and local aspirations in terms of future development options, and appropriate and realistic supporting infrastructure, services, and facilities that can be planned for within this Draft Local Plan, alongside housing and economic development growth. Where there has not been agreement on a particular site allocation, the

Council has been able to engage with these groups to understand their concerns around the allocation of such sites, and the groups have been able to gain an understanding of why the Council has assessed these sites as potential allocations.

4.37 The intention is that a joint Statement will be produced relating to each local community (which the Borough Council and these groups will enter into), which will clearly set out the level of agreement reached.

The Development Strategy of the Draft Local Plan for consultation

4.38 Taking into account the above planning and community considerations, the Council proposes a development strategy to meet the housing growth needs of the borough based on Option 3 (dispersed growth). This Draft Local Plan includes site allocations for housing growth that are located at the majority of settlements across the borough. In addition to this, the Development Strategy includes Option 5 (in terms of a new 'stand alone' garden settlement and the transformational expansion of an existing settlement, using garden settlement principles). This also takes account of the need to maximise the amount of major development outside the High Weald AONB.

4.39 The employment growth needs of the borough are met by a development strategy based on a combination of Option 1 (focused growth), Option 2 (semi-dispersed growth), and Option 4 (growth corridor led approach). The employment needs of the borough are planned to be met through allocations at, and extensions of, the defined Key Employment Areas, particularly in proximity to the A21 Growth Corridor, and limited growth within other settlements across the borough.

4.40 The strategy set out within this Draft Local Plan is the Council's preferred strategy for meeting the growth required in the borough over the plan period. Further context and information is provided in the SHELAA. This is on the basis of the following key considerations:

- A growth strategy that is based on the premise of infrastructure-led development to ensure that essential infrastructure and connectivity is integral to all new development;
- It fully meets the need for some 13,560 new homes in the borough over the plan period, notably through a major urban extension and the creation of a new garden village, with some loss of Green Belt land, and also further growth spread across a number of settlements, including in the High Weald AONB (having first maximised potential outside the AONB);
- It is a strategy that prioritises opportunities for economic growth; through providing for the allocation of around 14 hectares of employment land to provide for a mix of employment opportunities for residents of the borough and elsewhere, and to ensure the growth in the economic vitality of the borough;
- The strategy supports the growth and viability of Royal Tunbridge Wells town centre to provide enhanced employment, leisure, retail, and cultural provision, as well as new homes within the town centre and the wider urban area to support other uses and provide housing choice for existing and new residents;
- The comprehensive expansion of the settlement of Paddock Wood (including land within Capel parish) following garden settlement principles;
- A new garden settlement at Tudeley Village within Capel parish to deliver development within this plan period and into the next plan period, securing a long term option for the borough to deliver the needs of future generations;
- Sustainable development of an appropriate scale at the smaller settlements to provide opportunities at the local level to meet housing needs and sustain local services and infrastructure, as well as the support for new local facilities where required, and at all times being aware that such development is taking place on valued and (in many cases) protected landscapes.

Key Diagram

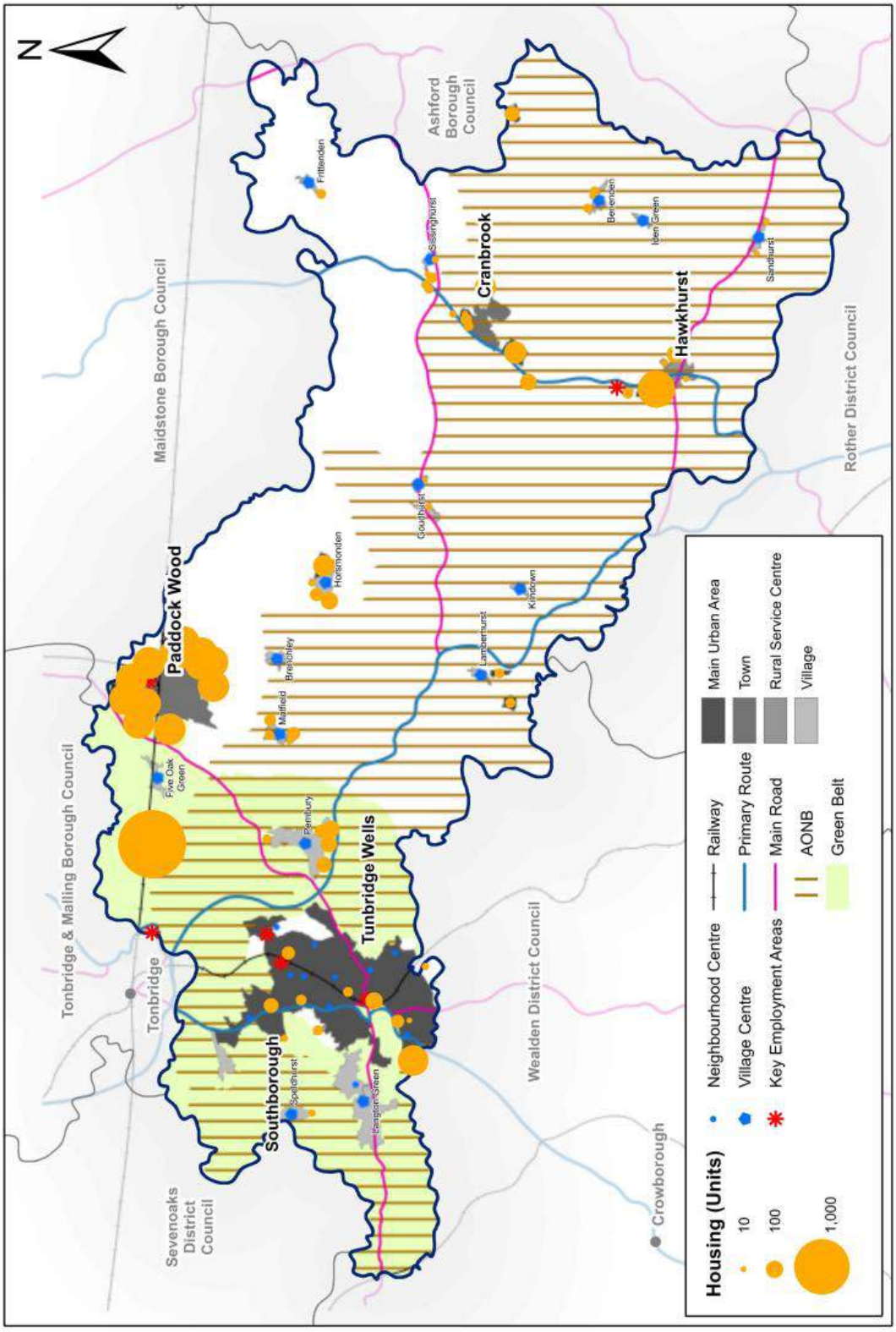


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Figure 4 Key Diagram

The Strategic Policies

The Development Strategy

4.41 Policy STR 1 below sets out the overarching Development Strategy for this Local Plan. A Key Diagram (see Figure 4) illustrates the spatial strategy and the broad distribution of development. Further details and specific policies in relation to the Development Strategy are set out in the relevant place shaping and development management policies and are referenced where relevant.

Policy STR 1

The Development Strategy

The broad development strategy for the borough is illustrated on the Key Diagram (Figure 4).

The Local Plan will allocate land to meet the identified needs of the borough over the Local Plan period as set out in Table 3 below. The Council will review the retail capacity of the borough approximately every five years, and any future studies within the plan period will be included in any review of the Local Plan, or any updated requirements will become a material planning consideration in the interim.

Development will be provided in the borough on the following basis:

1. For Royal Tunbridge Wells and Southborough:

    a. Planned expansion of the Main Urban Area for new residential development, extensive infrastructure, including public realm enhancements, transport provision, a new secondary school and expanded secondary and primary schools, a new sports hub, as well as a range of other community facilities, including new and expanded health facilities;
    b. Enhanced town centre development at Royal Tunbridge Wells, including a new theatre, a cultural and leisure hub (including art gallery, museum, and library), and the provision of flexible retail, leisure, and cultural uses, as well as new office provision and residential development as part of a mix of uses, in order to secure a vibrant and resilient town centre to endure over the plan period;
    c. A prestigious new business park will be located to the north of North Farm/Kingstanding Way that is well connected to the improved A21, providing a range of employment floorspace and jobs to meet identified needs. The site will make a substantial contribution to the need for new employment space over the plan period. Other employment, including leisure development, will be encouraged at North Farm/Kingstanding Way;

2. Expansion at the settlement of Paddock Wood (including land in the eastern part of Capel parish) following garden settlement principles to deliver housing and employment growth, new and expanded education facilities, and provide strategic flood risk solutions to reduce flood risk and provide betterment to particular existing areas. Regeneration of the town centre to provide a vibrant and viable new centre for the communities it will serve, as well as the delivery of a range of other community facilities and infrastructure, including new health facilities, a sports hub, new primary schools, expansion of the existing secondary school, and potentially the off-line A228 (i.e. the Colts Hill by-pass);
3. A new garden settlement at Tudeley Village of 2,500-2,800 houses, to deliver approximately 1,900 new homes during this plan period, as well as a package of infrastructure measures, including new education facilities to serve the settlement itself and the wider catchment area, and strategic flood risk solutions to reduce existing flood risk and provide betterment to particular areas;

4. New development at Hawkhurst to provide a range of new homes, as well as the delivery of significant infrastructure improvements in the form of a relief road from Cranbrook Road to Rye Road, providing significant improvements to the crossroads in the centre of Hawkhurst (Highgate), and associated public realm improvements. A package of other community benefits will also be provided in the form of new health and other local facilities, as well as employment growth by way of an extension to the existing Key Employment Area at Gill's Green;
5. Further development at Cranbrook to provide new homes based on growth around Cranbrook itself, Sissinghurst, and at Hartley. Community benefits will be provided, to include new healthcare and other facilities;
6. Development at the other settlements across the borough within their respective Limits to Built Development boundaries and through the delivery of allocations as per Table 3 below, and other suitable windfall developments;
7. The release of Green Belt around the settlements of Royal Tunbridge Wells, Southborough, Paddock Wood, Pembury, and in the parish of Capel, to deliver development allocated in this Local Plan; and
8. Where major development is provided for at specific identified sites in the AONB, this is only where the tests set out in the NPPF are met.

An overarching strategic place shaping policy for each parish and for Royal Tunbridge Wells is provided within Section 5 of this Draft Local Plan, followed by detailed site allocation/designation policies for individual parishes and settlements.

Scale and distribution of development

Table 3 Scale and Distribution of Development

Parish/ Settlement		Housing Allocations	Retail and other town centre uses (A1/A2/A3/A4/ B1/D1/D2)	Employment (B1/B2/B8)	Infrastructure (significant infrastructure listed and all infrastructure to be set out within the IDP)
Main urban Area	Royal Tunbridge Wells	1,222-1,320 (average 1,271)	Mix of town centre uses to include new theatre, Council	Safeguarding and intensification of existing Key	Range of infrastructure measures, including: - one new secondary school, and expansion of others; - expansion of two existing primary schools - expanded health provision/new medical centre - package of transport measures, including enhanced public and active travel, and junction improvements

Parish/ Settlement		Housing Allocations	Retail and other town centre uses (A1/A2/A3/A4/ B1/D1/D2)	Employment (B1/B2/B8)	Infrastructure (significant infrastructure listed and all infrastructure to be set out within the IDP)
			Offices, Cultural and Learning hub, cinema, up to 30,000sqm of A1 retail (comparison) and up to 7,500sqm retail (convenience)* as well as additional B1 office provision through mixed use place shaping policies	Employment Area at Longfield Road to provide up to 90,000sqm additional B1/B2/B8 floorspace	- new sports hub at Hawkenbury and improved sport and recreation facilities across the urban area. - other infrastructure set out within the IDP
	Southborough	135-205 (average 170)	Limited increase through mixed use place shaping policies	Safeguarding and intensification of existing Key Employment Area	Set out within the IDP
Paddock Wood		4,000	To be determined as part of masterplanning to include convenience and comparison retail provision, as well as range of town centre leisure uses	To be determined as part of masterplanning Safeguarding and intensification/ expansion of existing Key Employment Areas to provide additional B1/B2/B8 floorspace to be determined through masterplanning	Range of infrastructure measures, including: - provision of offline A228 (Colts Hill by-pass) and associated junction improvements - other highways and junction improvements - contribution to link to Tudeley Village - flood mitigation measures, including new flood storage area and on-site measures - expansion of secondary school - new primary schools - new sports hub and improved sports and recreation provision across the area, including a public swimming pool - new medical centre
Capel	Land at and around the settlement of Paddock Wood				

Parish/ Settlement		Housing Allocations	Retail and other town centre uses (A1/A2/A3/A4/ B1/D1/D2)	Employment (B1/B2/B8)	Infrastructure (significant infrastructure listed and all infrastructure to be set out within the IDP)
					- other infrastructure set out within the IDP
	Tudeley Village	2,500-2,800 (average 2,650, 1,900 included within plan period)	To be determined as part of masterplanning	To be determined as part of masterplanning	- new secondary school - active travel connections - junction and highways improvements - contributions to offline A228; - contributions to highway link to expanded Capel/Paddock Wood or off-line A228 - other infrastructure set out within the IDP
	Remainder of Capel Parish	0	0	0	- flood mitigation for Five Oak Green
Cranbrook and Sissinghurst	Cranbrook	718-803 (average 761)	Limited increase through mixed use place shaping policies	Limited increase through mixed use place shaping policies	- new medical centre - new community centre - expansion of primary school - expansion of secondary schools - other infrastructure set out within the IDP
	Sissinghurst	100-115 (average 108)	0	0	Set out within the IDP
Hawkhurst	Hawkhurst	643-693 (average 668)	0	Limited increase through mixed use place shaping policies	- new medical centre - new community centre

Parish/ Settlement		Housing Allocations	Retail and other town centre uses (A1/A2/A3/A4/ B1/D1/D2)	Employment (B1/B2/B8)	Infrastructure (significant infrastructure listed and all infrastructure to be set out within the IDP)
					- expansion of primary school - a new relief road to relieve the crossroads at the centre of Hawkhurst - other infrastructure set out within the IDP
	Gill's Green	38	0	Safeguarding and intensification/ expansion of existing Key Employment Areas to provide up to 1,000sqm additional B1/B2/B8 floorspace	Set out within the IDP
Benenden	Benenden	53-57 (average 65)	0	0	Set out within the IDP
	East End	66-72 (average 69)			Set out within the IDP
	Iden Green	0			Set out within the IDP
Bidborough		0	0	0	Set out within the IDP
Brenchley and Matfield	Brenchley	0	0	0	Set out within the IDP
	Matfield	91-150 (average 121)			Set out within the IDP
Frittenden		25-30 (average 28)	0	0	Set out within the IDP
Goudhurst		21-26 (average 24)	0	0	Set out within the IDP
Horsmonden		225-305 (average 265)	0	0	- expansion of Primary school - new medical centre

Parish/ Settlement	Housing Allocations	Retail and other town centre uses (A1/A2/A3/A4/ B1/D1/D2)	Employment (B1/B2/B8)	Infrastructure (significant infrastructure listed and all infrastructure to be set out within the IDP)
Lamberhurst	50-60 (average 55)	0	0	Set out within the IDP
Pembury	294-304 (average 299)	0	Limited increase through mixed use place shaping policies	- health hub - contributions to improvements to A264, A228 and/or A21 and/or relevant junctions
Rusthall	15	0	0	Set out within the IDP
Sandhurst	20-27 (average 24)	0	0	Set out within the IDP
Speldhurst	15-20 (average 18)	0	0	Set out within the IDP

** A1 retail floorspace to be reviewed through the five-year review of the Plan, and floorspace figures to be used as broad indications of need over the plan period.*

Delivering Sustainable Development

4.42 As set out within the NPPF, the role of the Local Plan is to plan for development over the plan period in a sustainable way in accordance with the Development Strategy. Accordingly, in planning for new development, consideration should be given to all three elements of sustainable development; the economic, social, and environmental objectives. Policy STR 2 below makes clear the role of the Draft Local Plan in relation to all new development.

Policy STR 2

Presumption in favour of sustainable development

At the heart of the development strategy for Tunbridge Wells borough is a desire to deliver sustainable development: growth that is not for its own sake, but growth that brings benefits for the environment and all sectors of the community (for existing residents, businesses, and organisations as much as for new ones) through the following approach:

1. When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF*;
2. Planning applications that accord with the policies in the adopted Local Plan (and, where relevant, with policies in made neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise; and
3. Where there are no policies relevant to the application, or the policies that are most important for determining that application are out of date at the time of making the decision, then the

Council will grant permission unless material considerations indicate otherwise, taking into account whether:

- the application of policies in the NPPF* that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF* taken as a whole.

* or subsequent iteration of the NPPF, or replacement national policy.

Masterplanning and use of Compulsory Purchase powers

Masterplanning

4.43 A masterplan is a document that provides a framework to guide future growth and development in a certain area, and which can assist in ensuring connections between the new buildings, their setting, and the wider environment.

4.44 To achieve the strategic objectives of this Draft Local Plan, it is essential for development to be planned in a coordinated way and, for some of the strategic sites and locations, it will be appropriate to deliver this through a comprehensive masterplanning process. This process will involve consultation and dialogue with the local community, as well as input from the Council and other key stakeholders in order to bring sites forward in a comprehensive way. Where it is considered that a masterplan is required, or would be beneficial, it is stated within the policy relating to a specific site or location within the place shaping section of the Plan. A masterplan can be produced as a Supplementary Planning Document (SPD) or a site-specific Planning Brief to provide greater policy direction for a site, or number of related sites, which are allocated within the Local Plan.

Compulsory Purchase Order powers

4.45 Compulsory Purchase Order (CPO) powers are available to local authorities for various uses where such action is considered in the public interest. CPOs are used to enable land to be acquired for the wider benefit of the community, usually to enable regeneration and development schemes that involve complex or multiple land ownership, without which development would be unlikely to be delivered. Although it is preferable for the Council and developers/landowners to work together collaboratively to bring allocated sites forward for development, if agreement cannot be reached to bring a site forward, then the Council will, if necessary, consider the use of CPO powers for the proper planning of the area and to deliver development on the land in question.

Policy STR 3

Masterplanning and use of Compulsory Purchase powers

Development of strategic and larger scale developments, as identified within this Plan, together with some other specific sites, will be planned through a comprehensive masterplanning process. Preparation of masterplans will involve the active participation and input of all relevant stakeholders, including the Council, landowners, developers, the local community, town or parish councils, service providers, environmental organisations, and other interested parties. Masterplans will be developed in consultation with the Council prior to the submission of a planning application.

In order to bring forward development of the sites allocated in a timely and comprehensive way, the Council will, where appropriate, use its Compulsory Purchase Order powers to enable the sites and development to be delivered to achieve the strategic objectives and development strategy set out within the Local Plan. It will also, where appropriate, work with other authorities that are using their Compulsory Purchase Order powers.

4.46 Masterplans are expected to guide proposed major developments at:

- Torrington and Vale Avenue, Royal Tunbridge Wells (Policy AL/RTW 4);
- Land at Mabledon and Nightingale, Southborough (Policy AL/SO 3);
- Tudeley Village, Capel (Policy AL/CA 1);
- Paddock Wood and land to the east of Capel parish, Capel (Policy AL/CA 3);
- Paddock Wood and land in Capel (land located to the west of Paddock Wood) (Policy AL/PW 1);
- Paddock Wood Town Centre (Policy AL/PW 2);
- Gate Farm, adjacent to Hartley Road and Glassenbury Road (plus Bull Farm), Cranbrook (Policy AL/CRS 6);
- Cranbrook School (Policy AL/CRS 10);
- Land forming part of the Hawkhurst Golf Course to the north of the High Street), Hawkhurst (Policy AL/HA 1).

The borough's Green Belt

4.47 The eastern extent of the Green Belt in Kent extends to the east of Royal Tunbridge Wells and the west of Paddock Wood, and the southern extent, to the south of Tunbridge Wells, follows the borough boundary; as such it extends around the built up area of Royal Tunbridge Wells and Southborough. A number of smaller settlements within the western part of the borough have their current Limits to Built Development defined by the Green Belt designation, including Bidborough, Rusthall, Five Oak Green, Langton Green, Pembury, and Speldhurst.

4.48 The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open to maintain the character of the Green Belt. Once established, Green Belt boundaries should only be altered in exceptional circumstances and should be fully evidenced and justified, through the preparation or updating of a Local Plan.

4.49 The Council recognises the local, regional, and national importance of the Green Belt and the important role it has, and will play, in shaping the borough. However, as set out in the place shaping policies in Section 5, the Council considers that there are the exceptional circumstances to alter the boundaries of the Green Belt to remove land from the designation for the proposed development at Tudeley Village, land at Capel and Paddock Wood, at sites around Royal Tunbridge Wells (particularly at North Farm/Kingstanding Way), and at Pembury, and also alterations at Southborough, Speldhurst, and Langton Green. Overall, some 5.35% of the Green Belt within the borough is being de-designated.

4.50 The evidence and justification to release land from the Green Belt and the decision to not designate additional areas as Green Belt are explained in more detail in the Distribution of Development Topic Paper available on the Council's website (*add link*), which draws on the findings of the Green Belt Strategy Study (Part 1) and subsequent Green Belt Study (Part 2)[22]. In particular, this addresses paragraphs 136-139 of the NPPF (2019). In accordance with the NPPF, this Local Plan does not designate other land as 'replacement' Green Belt to replace that to be removed, but rather sets out how compensatory improvements to the environmental quality and accessibility of remaining Green Belt land can be made. It is also noted that some land

22 http://www.tunbridgewells.gov.uk/residents/planning/planning-policy/new-local-plan/tunbridge-wells-green-belt-study

within those areas removed from the Green Belt will be retained as important landscape and biodiversity features, green infrastructure, recreational provision, and Local Green Spaces and will be protected under policies for those allocations.

4.51 The Council considers that the government policy set out in the NPPF is sufficiently detailed to protect the integrity and openness of the remaining Green Belt designation across the borough. With this in mind, the Council will continue to apply the relevant policy in the NPPF, or the relevant national planning policy at the time the planning application is being determined.

4.52 The Site Allocations Local Plan (2016) identified some areas as long-term land reserves (Site Allocations Policy AL/GB 4). These are sites that have been removed from the Green Belt in order to be able to provide a land reserve to meet the future development requirements of the borough. It is not proposed to carry forward these designations (where land remains undeveloped or not subject to allocation policies in this Local Plan) All of these areas are located outside of the Limits to Built Development and as such would be subject to the general planning approach to such sites, proposals for development being considered in terms of sustainability and overall suitability for development as set out in this Plan's policies.

Policy STR 4

Green Belt

The release of Green Belt land has been undertaken through this Local Plan, and is detailed where relevant in the place shaping policies in Section 5.

In order to protect the remaining Green Belt, as defined on the draft Policies Map, the Council will consider the proposal against the relevant policy in the National Planning Policy Framework, or the national planning policy at the time a planning application is being determined.

Essential infrastructure and connectivity

4.53 Infrastructure can be separated into four main categories: physical infrastructure (such as highways and public realm improvements), community infrastructure (such as schools, adult social services, and cultural facilities), and green, grey, and blue infrastructure (such as play spaces, natural and semi-natural open space, and sports pitches, as well as other essential infrastructure such as flood mitigation, utilities, and digital connectivity).[23] The Council has prepared a Green Infrastructure Framework (*add link*), which deals with the provision of these types of infrastructure in more detail to support the growth in the Local Plan.

4.54 As set out previously in Sections 2 and 3, protecting existing infrastructure and securing the timely investment in, and delivery of, new infrastructure is key.

4.55 The Local Plan Vision is clear; it is expected that future infrastructure to mitigate the impact of development, or in the case of several of the strategic sites to deliver 'betterment' in flooding terms to particular areas, should be largely funded by development to ensure that the development is acceptable in planning terms. The Council has also undertaken a 'Whole Plan'

23 **Green** - network of natural and semi-natural features, including, for example, street trees, green roofs, parks, ponds, rivers, woodlands. **Grey** - human engineered infrastructure, including the pipes, pumps, ditches, and detention ponds engineered by people to manage stormwater. **Blue** - linked to water and includes pools, ponds and pond systems, and water courses.

viability assessment[24] and an assessment of the viability of the strategic sites. The conclusion of Phase 1 of this study is that the policies in the Local Plan are viable. Phase 2 will specifically assess the strategic site allocations.

4.56 The Council recognises that in certain instances the provision of infrastructure, including that related to flood storage (both to mitigate the impact of new development and to provide 'betterment'), and new transport routes will negatively impact on land, residences, and businesses, which otherwise would not be directly affected by the Development Strategy of this Plan. This has been considered in the formation of the Development Strategy.

4.57 Alongside this Draft Local Plan, the Council has developed a draft Infrastructure Delivery Plan (*add link*), which seeks to identify the key elements of infrastructure that will be required to support the level and distribution of development being proposed in the Draft Local Plan and how it will be delivered and phased to serve new development. It also sets out what mechanisms will be used to ensure the timely delivery of infrastructure. It is critical that the necessary infrastructure (whether physical or social) is delivered in a timely way, to ensure that the development programme is not delayed and that built development and infrastructure is brought forward in a comprehensive approach.

4.58 The 'Local Plan and CIL Stage 1 Viability Assessment [*add link*] will, together with the forthcoming Stage 2 Assessment, examine whether infrastructure is best delivered through the CIL, contributions secured through Section 106 agreements, or a combination. As explained in previous sections, the Council will make a decision on this in due course. Notwithstanding this, if the decision is ultimately made to adopt CIL, due to the length of time that is required to establish a CIL, contributions secured by Section 106 agreements will be required in the meantime, and this is reflected in the wording of policies in this Draft Local Plan. If the decision is made to adopt CIL, this will be reflected through amendments to policies to be made through the first review of the Local Plan, where necessary.

Policy STR 5

Essential Infrastructure and Connectivity

It is essential that all new development will be supported by the provision of the necessary infrastructure, services, and facilities that have been identified to serve the needs arising from new development, and will be provided in the following ways:

1. Where development creates a requirement for new or improved infrastructure beyond existing provision, developers will be expected to provide and/or contribute significantly towards the additional requirement being provided, to the agreement of the Council;
2. Detailed specifications of the site-specific contributions required are included in the overarching place shaping policies and individual site allocation policies. Development proposals should seek to make provision for all the land required to accommodate any additional infrastructure arising from that development;
3. Dedicated planning agreements will be used to provide a range of site-specific mitigation in accordance with the Section 106 tests, which will normally be provided on-site but may, where appropriate, be provided in an off-site location or via an in lieu financial contribution. In some cases, separate agreements with utility providers may be required;
4. Infrastructure schemes that are brought forward by service providers will be encouraged and supported where they are in accordance with other policies in the Draft Local Plan;
5. New residential and commercial development will be supported if sufficient infrastructure capacity is either available, or can be provided in time to serve the development. For those strategic

24 Local Plan and CIL Stage 1 Viability Assessment (*add link*)

sites where the provision of infrastructure is required to provide 'betterment' to particular areas, the delivery of this will be agreed through a masterplanning process; and

6. Due to the complexity of monitoring contributions and the delivery of infrastructure, the Council will require the payment of a monitoring fee, which will be secured through Section 106 agreements. The means as to how this will be calculated will be set out in a Supplementary Planning Document or Practice Note.

The following are the strategic priorities for infrastructure provision or improvements within the borough to deliver and support the growth set out in this Draft Local Plan:

Transport

This is included within Policy STR 6 below.

Education

Provision will be made for sufficient school places in the form of expanded or new primary and secondary schools, together with early years and childcare facilities, with all relevant development contributing to these through land and/or contributions, and strategic developments providing land and contributing to the cost of delivering new schools. Any new provision will be determined through consultation with Kent County Council.

Health

Ensure that essential healthcare infrastructure is provided as part of new development in the form of new or expanded healthcare facilities, including primary and acute care, and any other supporting healthcare facilities that the Council is made aware of through consultation with the West Kent Clinical Commissioning Group or other relevant providers.

Water

Providing an adequate supply of fresh water and dealing with the removal of foul water is essential across the whole borough as part of any planned growth, and Southern Water and Southeast Water as the regulatory bodies have been fully consulted as part of the plan preparation process. Additionally, taking into account flood risk and the implications of proposed growth in areas that are at risk of flooding, and ensuring that any risk is not exacerbated but in fact improved, is a key element of the Plan. Close liaison is required with Kent County Council as the Lead Local Flood Agency and the Environment Agency to ensure that adequate consideration is given to any development in flood prone areas and that appropriate mitigation and compensatory measures are put in place where necessary.

Digital infrastructure and utilities

Ensure that the provision of digital infrastructure and other utilities is supported, including that provided strategically, and for developers to ensure that such infrastructure is provided within sites from their point of connection to the strategic network to individual buildings.

Green, grey, and blue infrastructure

Multi-functional green, grey, and blue infrastructure will be provided in both the rural and urban areas through a strategically planned and delivered network of high quality formal and informal green spaces and landscape features, including parks, open spaces, playing fields, play spaces, woodlands, green routes, water features, allotments, and community orchards. The Council will prepare a Green Infrastructure Framework to guide the provision of green, grey, and blue infrastructure.

Cultural infrastructure

Infrastructure will be provided to mitigate the impact on cultural need through the provision of buildings and spaces that allow for increased or improved cultural opportunities, and through the provision of public art.

The Council's Infrastructure Delivery Plan (IDP) will support the growth in the Draft Local Plan. The IDP identifies the scope of infrastructure to be provided, the phasing of such infrastructure linked to the planned development, and the mechanisms by which the Council considers that the infrastructure will be delivered, including the use of Section 106 agreements, Community Infrastructure Levy, or equivalent policy as applicable.

Transport

4.59 In accordance with the NPPF, this Draft Local Plan will aim to facilitate all forms of sustainable transport, ranging from active travel (such as walking or cycling), public transport, car share, car club, ultra-low emission vehicles such as electric vehicles and charging points, or any provisions that arise through new technology over the course of the plan period. This should be done in all instances to reduce private car dependence in the borough where it is both feasible in relation to local circumstances, and in support of the Council's growth strategy. This will also ensure that the Plan assists the delivery of the latest Air Quality Action Plan and supports emission reductions in designated Air Quality Management Areas and/or Air Quality Protection Zones and areas of poorer air quality. Where opportunities arise, the Council as Local Planning Authority will therefore prioritise all options of active travel to support an improvement in general public health in accordance with Public Health England's document 'Working Together to Promote Active Travel: A briefing for local authorities'[(25)]. Cycling, and the use of electric bicycles (or e-bikes), is considered to have a particularly important role in active travel, and it is recognised that the infrastructure for safe cycling needs to be in place first to bring about increased used of this mode of transport.

4.60 Alongside enabling opportunities for active travel, the Council as Local Planning Authority will also work with partners to facilitate sufficient public transport options, such as rail (including tram if appropriate) or bus, particularly in the Main Urban Area and other highly accessible areas within the borough. Indeed, the borough benefits from a good rail service to Tonbridge, Sevenoaks, and London, as well as a bus network that covers both the urban and rural areas. These strategic rail and bus networks and services will therefore need to be maintained and enhanced due to the high proportion of Tunbridge Wells residents who work outside the borough: in particular, provision of increased ability to travel by rail from Royal Tunbridge Wells to Gatwick will be encouraged, as will additional/better services to London. As identified within the Sevenoaks and Tunbridge Wells Economic Needs Study (2016), 50% of residents in the Tunbridge Wells borough commute out of the borough to work (2011 census data). Sustainable transport policy in this Local Plan must consequently encourage an efficient and improved strategic public transport network and safeguard any routes that may be required in the future, in places that will cater to those who commute, and will encourage a reduction in the necessity for the private car.

4.61 Indeed, while opportunities for sustainable transport will be facilitated where possible, there is an understanding by the Council that there are very high levels of car ownership and use within the borough. This is reflected in both the 2001 and 2011 censuses, with around 58% of all working residents in Tunbridge Wells shown to travel to work by car. There is therefore a need to ensure a flexible approach to transport that can adapt to modern travel patterns, including innovative smart solutions such as Mobility as a Service (MaaS) (see glossary), and changes

25 Working Together to Promote Active Travel

in technology. The Council recognises that technology in transport is moving rapidly, including in relation to autonomous vehicles, and this is reflected in the policy wording below. Given the constrained nature of the highway network, particularly in the Main Urban Area, it is recognised there may be scope for new and innovative technology to mitigate the impact of development and reduce existing problems, and the Council will work with partners to explore relevant opportunities with the potential for early implementation. This policy may be updated as part of the five year review of the Local Plan to reflect changes in transport technology.

4.62 Furthermore, a sufficient level of car parking facilities will be provided for both residential and non-residential purposes at suitable standards within all settlements of the borough, and particularly where private car or van ownership and travel is especially high. There will also be a need to ensure that the level of car parking facilities maintains and improves the viability of commercial developments across the borough. In all instances, however, the predominant approach will be to maximise active and sustainable transport provision and opportunities, as well as to aim to reduce the number of single occupancy and short distance, car-based trips.

Policy STR 6

Transport and Parking

Future development will be delivered within close proximity to accessible locations of existing settlements across the borough to help reduce the need to travel. Where travel is necessary, active travel (walking and cycling) will be prioritised, particularly in the urban areas, and then public transport (rail, bus, car club, car share, and taxi) as an alternative means of transport to the private car.

All sustainable modes of transport (including active travel, the use of public transport, and electric vehicles) will be facilitated to reduce dependence on emissions-producing private car use, and which will also support opportunities for improving air quality within the borough in accordance with the latest Air Quality Action Plan and the developing Kent and Medway Energy and Low Emission Strategy. This will be done through working with partners to:

1. Continue to develop and provide an integrated strategic cycle network in accordance with the latest Cycling Strategy and Local Cycling and Walking Infrastructure Plan, as well as enhance routes such as Public Rights of Way for users of non-motorised transport. This will include networks within settlements, particularly Royal Tunbridge Wells, Southborough, Langton Green, Rusthall, Pembury, Paddock Wood, Five Oak Green, and the new garden settlement at Tudeley Village, but also between these and other settlements;
2. Provide improved cycle parking and e-bike charging points;
3. Encourage improvements in public transport infrastructure and services, including in terms of rail access to Gatwick and London;
4. Support the expansion of car clubs (which allow the booking/use of vehicles kept on publicly accessible land by individuals for a number of hours at a time) and opportunities for car sharing;
5. Provide bike share opportunities;
6. Incorporate electric car charging points (or any new technology requirements) into new developments, and where possible into existing public and private car parks and street furniture;
7. Explore potential for incorporating innovative smart travel solutions resulting from emerging transport technology and initiatives, such as Demand Responsive Transport (DRT), and Mobility as a Service (MaaS), into transport planning and new developments; and
8. Pursue improvements to transport links in the rural areas of the borough, and conserve and enhance the rural lanes network to ensure that they are convenient and safe for users.

Provision will be made for maintaining and improving transport infrastructure at the strategic and local levels through working with partners to:

a. Improve the local and strategic cycle network;

b. Retain and improve the strategic rail network by increasing rail capacity, reliability, and punctuality, as well as reducing overall journey times by rail. The Council, as Local Planning Authority, will also aim to provide station infrastructure improvements where necessary;
c. Improve the strategic highways network, including projects on the A21 Kippings Cross to Lamberhurst, A264 bus priority measures, the Hawkhurst relief road, and the A264 junction capacity improvements (Woodsgate Corner and Halls Hole Road/Blackhurst Lane). In particular, provision will be made for the offline A228 as part of the wider strategic transport network, and to mitigate the impact of development proposed in this Plan;
d. Establish rapid bus/transport links, including from Paddock Wood to Tunbridge Wells, and Paddock Wood to Tonbridge (via Tudeley Village), and Tunbridge Wells to Tonbridge, and retain and enhance existing bus services;
e. Plan for, as appropriate, and take opportunities presented by, technological innovations in transport; *and*
f. Ensure that transport infrastructure development or improvement schemes (including public realm and other works to historic routes, surfaces, and street furniture) take every opportunity to improve or enhance the historic environment, green, grey, and blue infrastructure, and landscape connectivity in accordance with the guidance in Historic England's national and regional Streets for All: Advice for Highway and Public Realm Works in Historic Places guidance.

Traffic and car parking will be carefully managed through developing innovative strategies that will both provide a sufficient level of parking in the borough as well as encourage sustainable travel. The Council, as Local Planning Authority, will be closely involved with the Council's forthcoming Parking Strategy, to ensure an integrated approach to parking, transport, and land use planning.

Development proposals that have significant transport implications will be required to be accompanied by a transport assessment and travel plan showing how car based travel can be minimised (see Table 8).

Place shaping and design

4.63 Tunbridge Wells borough is notable for its existing high quality and culturally rich environment, and in accordance with the requirements of the NPPF, the creation of future high quality buildings and places is a fundamental aim of the Draft Local Plan and the policies within it. Good design is a key aspect of sustainable development, and well designed development can contribute significantly to establishing a strong sense of place through the creation of attractive and desirable places to live, work, and visit, which can bring significant benefits to the local environment and economy. A well designed environment can also make a positive contribution to the wellbeing of residents and visitors, and should create safe, accessible, legible, and adaptable environments in terms of their use by all people, now and in the future.

4.64 A key aim of the Draft Local Plan is to plan for comprehensive development to a high standard in terms of design and place shaping. It is considered that using a masterplanned approach to new development at strategic and specifically identified sites in the borough, utilising design codes and principles, will form part of the process alongside the development of housing, economic growth, and infrastructure to develop cohesive and integrated communities based on identified design principles.

4.65 Sustainable design principles make efficient use of resources through location, design, positioning, specification, and sourcing of materials, as well as improving the quality of developments and enhancing their environmental performance. The Council will encourage new development to incorporate current best practice in sustainable design and construction, incorporate mitigation and adaptation measures against the future impacts of climate change, and deliver high quality developments. Public art and active spaces will be encouraged as part of good design and place shaping to help foster a sense of place and community coherence.

4.66 Detailed design policies are set out within the development management policies in Section 6 of this Draft Local Plan. Additionally, specific design principles to be applied are set out in individual place shaping and allocation policies where relevant, including the use of design codes and masterplanning principles.

Policy STR 7

Place Shaping and Design

All new development must aim to meet high standards of urban and architectural design and have regard to any design guidance adopted by the Council. The Council will require the use of masterplanning, including the use of design codes and sustainable design standards where appropriate, for strategic and larger scale developments where identified in allocation policies in this Plan.

All new development must use the following principles relevant to its location, scale, and use:

1. Respond positively to local character and context to preserve and enhance the quality of existing communities and their environs;
2. Provide buildings that exhibit individual architectural quality within well considered public and private realms;
3. Protect and enhance assets of historic, landscape, or biodiversity value;
4. Enhance the public realm through additional landscaping, street furniture, public art, and other distinctive features that help to create a sense of place;
5. Ensure all components of the proposal, such as buildings, car parking, and new connections, open space, and landscaping, are well integrated as part of the overall design, to be accessible, legible, adaptable, and inclusive to everyone, safe and well related to one another;
6. Prioritise the needs of pedestrians, cyclists, and public transport services;
7. Be based on measures to promote environmental sustainability, including energy and water efficiency measures, sustainable design and construction techniques, and provision of appropriate wastewater and flood mitigation measures; and
8. Protect the amenity of existing and future residents and users with regard to noise, vibration, smell, loss of light, privacy, and overbearing impact.

Further detailed policies in relation to place shaping and design are included within the development management policies in Section 6 and also within individual site allocation policies within the place shaping policies in Section 5 of this Draft Local Plan.

Conserving and enhancing the natural, built, and historic environment

4.67 The built and natural environments of the borough are rich in designated and non-designated heritage assets, landscape value, and biodiversity, which combine to create a distinctive local character recognised by residents and visitors alike. The High Weald AONB covers approximately 70% of the borough and, in addition to this, there are a number of locally recognised assets, designated sites, and habitats, including Ancient Woodland, veteran trees, and Local Green Spaces, as well as Areas of Landscape Importance, Arcadian Areas, and Landscape Approaches. Together, they provide important visual amenity value and contribute to local character.

4.68 In terms of the built environment, the borough has some of the highest numbers of heritage assets in the South East, which together provide a resource that contributes to creating a sense of place that should be passed on to future generations. Conservation and enhancement of heritage assets and their settings, such as listed buildings, conservation areas, Scheduled

Ancient Monuments, and Historic Parks and Gardens, will therefore be central to the Council's approach to the environment. The built environment and heritage assets can be enlivened and made more accessible through interpretation, including the provision of public art. The Council is currently producing Public Art Guidance (2019), which has recently been subject to a period of public consultation.

4.69 There are four broad character areas in the borough, within which each settlement sits, and these have many common themes. The south and south east of the borough contain typical Wealden settlements, which are intimate, small scale and formed of dens and hursts, characteristic of the AONB's components of natural beauty. Cranbrook, historically the centre of the wool trade in the borough, is the central settlement in this area. The north and north east of the borough comprise mainly the Low Weald characteristics, although they do include High Weald characteristics at a larger scale, including industry and landscape. Frittenden is the characteristic Low Weald village. Paddock Wood is a distinct settlement, which is identifiable as a historic railway-focused town, located in the transition area between the Low and High Weald, at the foot of the scarp slope. Finally, Royal Tunbridge Wells is an anomaly within the borough and celebrated socially, economically, and culturally for its history of leisure as a purpose-designed 'new' spa town with intricate streets and a concentrated historic core. Royal Tunbridge Wells has, from its origins, been a commuter town, whether receiving visitors to the spa, or housing people working in London as a retreat outside of the city, in the Kent countryside.

4.70 Planning policies within this Draft Local Plan should contribute to, and enhance, the natural, built, and historic environment of the borough in accordance with the guidance set out within the NPPF. Policy should seek to ensure that the delivery of new development is balanced against the need to conserve and enhance the character and distinctiveness of the borough's natural and built environment, in terms of the intrinsic character and diversity of the landscape, its biodiversity, and heritage assets. Furthermore, the historic environment is intertwined with the evolution of the landscape, in terms of the rural setting of both assets and settlements, and as a determinant of the historic pattern of economic and agricultural activities and uses. The features of the historic environment fall under themes that are particular to the borough and are identified in the Council's Historic Environment Review (Part One) (January 2018)[26] as geographical themes influenced by social, economic, and cultural activities. The Historic Environment Review provides an evidence base for the Local Plan with regard to the historic environment and designated and non-designated heritage assets, and should be referred to in conjunction with the relevant policies, guidance, and other related documents referred to in this Plan.

4.71 An extensive suite of development management policies in Section 6 sets out the detailed policy in relation to the conservation and enhancement of the existing natural and built environment, covering all elements of the rural and urban area. Additionally, specific place shaping policies in Section 5 set out detailed criteria, where relevant, to individual sites and settlements across the borough.

Policy STR 8

Conserving and enhancing the natural, built, and historic environment

The natural, built, and historic environment, including landscape assets, biodiversity, geodiversity, priority habitats and species, and statutory and locally designated sites, will be conserved and enhanced by the following approach:

1. The urban and rural landscapes of the borough, including the designated High Weald AONB, will be conserved and enhanced;

26 The Historic Environment Review (Part One)

2. The landscape character of the borough will be protected through retention and enhancement of the key characteristics or valued landscape features and qualities, as well as through the restoration of landscape character where it has been eroded;
3. Where development proposals have an impact on the landscape, developers will be required to clearly demonstrate that any harmful effects have, where possible, been avoided. Where effects are unavoidable, suitable mitigation must be provided that identifies all important landscape features and, where possible, are incorporated into the proposal;
4. Any new landscaping must make a positive contribution to the local landscape character;
5. Within the area designated as AONB and its setting, development will be managed in a way that conserves and enhances the natural beauty of the area, and developers will be expected to demonstrate (through relevant documentation submitted as part of a planning application) how proposals have had regard to the objectives of the High Weald AONB Management Plan. Proposals that would harm the natural beauty of the AONB will not be permitted unless it is clearly in the public interest to do so. In such instances, effective mitigation should form an integral part of the development proposals;
6. A hierarchical approach to nature conservation and the protection of biodiversity will be applied across the sites and habitats of national, regional, and local importance within the borough. The objective is to achieve net gains for nature and protect and enhance sites of geological interest across the whole borough;
7. Opportunities and locations for biodiversity enhancements will be identified and pursued by the creation, protection, enhancement, extension, and management of green corridors and through the development of green infrastructure networks in urban and rural areas to improve connectivity between habitats;
8. The designated and non-designated heritage assets of the borough, including historic field patterns, listed buildings, conservation areas, Scheduled Ancient Monuments, archaeological sites, and Historic Parks and Gardens, will be conserved and enhanced, and special regard will be had to their settings;
9. Regard shall be given to the Historic England Conservation Principles and the Council's Historic Environment Review, which identifies historic environment themes particular to the borough; and
10. The positive management of heritage assets through partnership approaches and measures will be encouraged, including by the use of Conservation Area Management Plans.

A more detailed suite of development management policies in relation to conserving and enhancing the natural, built, and historic environment is set out within Section 6 of the Draft Local Plan.

Neighbourhood plans

4.72 Neighbourhood plans allow communities the opportunity to take the lead in developing a shared vision to shape their localities.

4.73 Neighbourhood plans (or, more formally, neighbourhood development plans) are discretionary and can provide land use policies that reflect local issues. This may include the provision or improvement of community facilities and other infrastructure, the placement and design of new development, and/or the conservation of locally important heritage and natural environmental assets.

4.74 In parished areas, neighbourhood plans are led by town or parish councils, and several within the borough have prepared, or are preparing, their own neighbourhood plans. The Council has been working collaboratively with neighbourhood plan groups (as well as with parish/town councils that are not producing a neighbourhood plan) to progress with the preparation of the

Draft Local Plan, to ensure local aspirations are reflected within the Local Plan as far as possible and that there is a consistency of approach, where relevant. Both Cranbrook and Sissinghurst and Benenden are preparing Neighbourhood Development Plans that propose to allocate sites.

4.75 Neighbourhood plans must adhere to the strategic policies set out within the Local Plan, including those for the broad scale and distribution of development, and meet legal requirements (referred to as 'basic conditions'), as set out in Regulations and national guidance[(27)].

4.76 A 'made' (i.e. approved following referendum) neighbourhood plan comprises part of the statutory development plan for the borough, and in this regard its policies and any site allocations work sit alongside the non-strategic policies in the Draft Local Plan.

4.77 The Council will continue to take an active role in advising and supporting the neighbourhood planning process by sharing evidence and information, and ensuring that any emerging neighbourhood plans are both in general conformity with the strategic policies of the Local Plan and consistent with national policy. Furthermore, if there are overlaps between the non-strategic policies of the Local Plan and a neighbourhood plan, then the Council will give particular regard to the more local policies, with their more locally-specific supporting evidence base.

4.78 The weight given to neighbourhood plans will increase as they progress through their stages and, once made, their policies will take precedence over earlier Local Plan policies if there are any overlaps or conflicts (if made after the Local Plan is adopted).

4.79 Notwithstanding the Council's support for neighbourhood plans, in view of the fact that their progress is variable and outside the direct control of the Council, as well as the pressing requirement to address under-delivery of housing against identified need, the Draft Local Plan includes draft allocations for the whole of the borough. The Council will maintain a dialogue on proposed allocations, as well as on other Draft Local Plan policies relevant to specific neighbourhoods (such as the designation of Local Green Spaces), with the respective neighbourhood plan groups. If a neighbourhood plan group is proposing to undertake allocations, then the strategic policy set out at the beginning of each individual place shaping section provides the key contextual policy for housing numbers for those designated areas, as well as for infrastructure requirements to support that growth.

Policy STR 9

Neighbourhood Plans

The preparation and production of neighbourhood plans will be supported by the Council, including in relation to providing environmental, economic, and social data and mapping, scoping, Strategic Environmental Assessment requirements, advice on plan production and drafting of policies to meet the ‘basic conditions’, as well as by providing the resources necessary to undertake the latter stages for which the Council is responsible in a timely manner.

Neighbourhood plans will be given increasing weight as they progress through their formal stages. In the event of overlaps or conflicts with non-strategic Local Plan policies, particular regard will be given to the respective stages of plan making and to the locally-specific focus and evidence base of relevant neighbourhood plan policies.

27 https://www.gov.uk/guidance/neighbourhood-planning--2

Limits to Built Development

4.80 Limits to Built Development (LBDs) are used to differentiate between the built up areas of settlements and areas of countryside beyond. Generally, and subject to compliance with other policies in this Plan, there will be a presumption that proposed development such as infilling, redevelopment, and/or changes of use will be acceptable inside the LBD, while land and buildings outside the LBD will be considered as countryside where there is much stricter control over development.

4.81 The definition of LBDs is an established policy tool to provide both certainty and clarity to residents, landowners, developers, and other interested parties on where new development would generally be acceptable in principle. By drawing LBDs around settlements (including land to meet growth needs), LBDs help focus growth to sustainable locations/settlements, while protecting the surrounding, more rural areas from inappropriate and intrusive development.

4.82 The inclusion of land within a LBD does not automatically indicate that it would be suitable for development. Other considerations, such as retaining open spaces, areas at risk of flooding or the setting of heritage assets or other features that contribute to local distinctiveness may mean that a particular development is inappropriate.

4.83 Conversely, there are a number of circumstances, recognised by specific policies in this Local Plan, where development outside of LBDs may be acceptable, such as that associated with agricultural, woodland, equestrian uses, certain tourism activities, and affordable housing 'exception sites'.

4.84 As set out in the Council's Limits to Built Development Topic Paper (*add link*), the following principles are used to define LBDs:

1. LBDs are policy lines drawn around the 'main' built up area of a sustainable settlement – but they do not seek to define settlements as such.
2. Land inside the LBD will generally be substantially developed – buildings, roads (excluding roads on the edge)
3. The main land uses outside the LBD will generally be for agriculture, woodland, lakes/ponds, outdoor sports, and leisure, unless surrounded by other development.
4. LBD boundaries should normally follow physical features, e.g. roads, walls, field boundaries, although there may be instances where it is appropriate to cut across property curtilages to ensure that local character and/or amenities are protected.
5. LBDs need not be contiguous. It may be appropriate for a settlement to have two (or more) separate elements, where this reflects distinct built up parts, e.g. Goudhurst.
6. There may be some fringe areas beyond a settlement's more consolidated core, as well as smaller villages/hamlets and enclaves of development in the countryside that do not have a LBD, in order to maintain the overall rural character of an area.

4.85 The following settlements have LBDs (as defined in the Tunbridge Wells Borough Local Plan 2006 and Tunbridge Wells Site Allocations Local Plan 2016):

Royal Tunbridge Wells/Southborough	Benenden	Bidborough
Brenchley	Brook Farm (Capel)	Cranbrook
Frittenden	Five Oak Green	Gill's Green (Hawkhurst)
Goudhurst	Hawkhurst	Horsmonden
Iden Green (Benenden)	Kilndown	Lamberhurst

Langton Green	Matfield	Paddock Wood
Pembury	Rusthall	Sandhurst
Sissinghurst	Speldhurst	

4.86 These LBD boundaries have been reviewed as part of the preparation of this Local Plan, as set out in the Limits to Built Development Topic Paper (as above). This has resulted in:

1. The removal of two LBDs at Brook Farm in Capel parish and Gill's Green, Hawkhurst (both of which are employment/economic areas rather than settlements). However, they are retained as 'Key Employment Areas' to allow for the retention, expansion, and/or redevelopment of employment provision in these locations. An extension to the Gill's Green employment area is also proposed in the Hawkhurst section.
2. The removal of two LBDs at Iden Green (Benenden) and Kilndown (Goudhurst) as both of these settlements have limited key facilities and bus services making them unsustainable in this context.
3. A further/separate LBD at Sissinghurst; established around existing built development to the west of the settlement and incorporating residential allocations proposed in this Local Plan, with an open landscape gap retained between the two LBDs.
4. A further/separate LBD at Brenchley; established around existing built development to the west of the settlement, with an open landscape gap retained between the two LBDs.
5. The inclusion of proposed site allocations, (excluding sites to be masterplanned and other sites (as below), but generally including Green Belt releases), land that has planning permission (both extant and built out) and built out rural exception sites on the edge of a settlement.
6. Other minor amendments where anomalies exist when the relevant LBD principles and criteria are applied.

4.87 For the proposed major urban expansion of Paddock Wood and the Tudeley 'garden settlement', given the need for further masterplanning, LBDs will be developed through that process. At this stage, only a 'policy area' is defined. In addition, the proposed allocation of Land at Mabledon and Nightingale, Southborough is also excluded from the LBD at this stage, as there is currently insufficient site layout information/assessment to put forward an LBD. Although very close to the LBD boundary, the site at Turnden Farm, Hartley Road, to the south west of Cranbrook has also been excluded at this stage. However, it is anticipated that these sites will be reviewed and refined for the next stage of the Local Plan.

4.88 It is noted that the precise alignment of LBDs around development allocations may need to be refined as the Local Plan progresses and more detailed layout and design work is undertaken. The NPPF sets out that policies in Local Plans should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary: if there is a need to further refine LBD boundaries around allocation sites as a result of more detailed work (e.g. through the planning application process), then this will be undertaken at this point.

4.89 As well as being considered against Policy STR10 below, all proposals will be assessed in the context of relevant Place Shaping policies (Section 5) and Development Management policies (Section 6).

Policy STR 10

Limits to Built Development Boundaries

The proposed Limits to Built Development for all settlements are shown on the draft Policies Map.

New development shall be focused within the Limits to Built Development, where proposals accord with other relevant policies of this Plan.

Outside the Limits to Built Development, development will normally be limited to that which accords with specific policies of this Plan and/or that for which a rural location is demonstrated to be necessary.

Section 5: Place Shaping Policies

5.1 This section of the Draft Local Plan sets out the spatial priorities and policies for the borough. The section is arranged by non-parish and parish areas, with reference to the various settlements within these areas, having regard to their characteristics and local issues, as well as reflecting the contribution that each can make to the overall development of the borough.

5.2 This format is intended to help clarify the planning policy approach within each parish (in parished areas) and, elsewhere, the main towns. The inclusion of a strategic policy for each area at the beginning provides an overview for the respective allocations, as well as a framework for any neighbourhood plans for that area.

5.3 The following areas are considered in turn:

- Royal Tunbridge Wells
- Southborough
- Capel parish (including Tudeley Village)
- Paddock Wood
- Cranbrook and Sissinghurst parish
- Hawkhurst parish
- Benenden parish
- Bidborough parish
- Brenchley and Matfield parish
- Frittenden parish
- Goudhurst parish
- Horsmonden parish
- Lamberhurst parish
- Pembury parish
- Rusthall parish
- Sandhurst parish
- Speldhurst parish

5.4 For each area, Policy STR/(initials for settlement)1 sets out the overarching policies that all proposed development for each area is required to accord with, to include planning applications for development that do not relate to individual site allocation policies.

5.5 Point (1) for each overarching policy sets out the approximate number of new dwellings that will be delivered through the site allocation policies for that area and the number of sites this relates to. These statistics do not include any site allocations that were previously included in, and are being carried forward from, the Site Allocations Local Plan 2016.

Royal Tunbridge Wells

Overview

	Royal Tunbridge Wells
Population (2011 Census) (includes the following wards: Broadwater, Culverden, Pantiles and St.Mark's, Park, St James', St John's, Sherwood)	Approx 48,324
Relationship to other settlements (shortest distance by road)	• Approx 3.5 km (2.2 miles) from Southborough to the north • Approx 4.8 km (3 miles) from Frant to the south • Approx. 5.5 km (3.4 miles) from Pembury to the north east • Approx 8.5 km (5.3 miles) from Tonbridge to the north • Approx 11.4 km (7.1 miles) from Crowborough to the south west • Approx 12 km (7.7 miles) from Paddock Wood to the north east • Approx 28 km (17.5 miles) from Maidstone to the north east
Extent in Green Belt	43% - large expanse along eastern edge of main urban area of Royal Tunbridge Wells (RTW) and pockets in the north west and south west
AONB	27% - mainly in south eastern part of main urban area of RTW, south of the A264 and some in the north east along the eastern edge of the North Farm Industrial Estate
Landscape Character Area	Mainly urban with areas of Forested Plateau in the north east and areas of Wooded Farmland in the north west and south west. There is also a large area of open farmland in the south-east
Conservation Areas (CA)	Large conservation area (split into individual character areas) covering much of the town centre and including The Common
Flooding	Flood Zone 3 along river tributary to the south west of the main urban area
Transport - highways	• A26 runs north (to Tonbridge) - south (to Crowborough) through western part of main urban area of RTW • A264 runs east (to Pembury) - west (to Ashurst and East Grinstead) across the main urban area of RTW, intersects the A26 to the west of the town centre; and adjoins the A228 (to East Peckham) and A21 (to Tonbridge and Hastings) interchange to the south west of Pembury • A267 runs north (from the town centre) - south (to Frant)
Transport - cycleways	National Cycle Route (Sustrans) 18 from Canterbury-Tunbridge Wells runs along Pembury Road from the east through the town centre and out to Groombridge to the south west
Transport - buses	(Times and services to be checked and updated for Regulation 19 Pre-submission consultation)
Transport - rail (shortest distance by road)	RTW has its own railway station with regular services to London and Hastings. Closest other stations are: • High Brooms approx 3.4 km (2.1 miles) to the north east • Ashurst approx 8.7 km (5.4 miles) to the west

	Royal Tunbridge Wells
	• Frant approx (3.1 miles) to the south east • Tonbridge approx 7.6 km (4.7 miles) to the north • Paddock Wood approx 12.6 km (7.8 miles) to the north east • Crowborough approx 12.7 km (7.9 miles) to the south west • Eridgeapprox 7 km (4.4 miles) to the north east
Education facilities	Across the main urban area of RTW there are: • 16 primary schools • six secondary schools • numerous nurseries/pre-schools, some of which are affiliated with the primary schools above
Health facilities	Across the main urban area of RTW there are: • at least eight doctors surgeries • numerous dental surgeries • numerous pharmacies • numerous other medical/therapy services, e.g. osteopaths, opticians, NHS services on St John's Road and Calverley Park Gardens
Retail	• Town centre - shopping centre, supermarkets, large number of convenience, comparison shops, and individual/specialist shops • numerous eating and drinking establishments and public houses in town centre and across main urban area of RTW • number of Neighbourhood Centres across main urban area of RTW under Policy ED 12, as defined on the draft Policies Map • retail provision at North Farm Industrial Estate
Main employment areas	• commercial and retail premises at North Farm Industrial Estate • shops, offices, and services across main urban area of RTW • schools across main urban area of RTW • AXA offices at Hawkenbury and RTW town centre • Council offices and premises
Services	• numerous churches/places of worship across main urban area of RTW • numerous village/community halls across main urban area of RTW • Assembly Hall Theatre and Trinity Arts Theatre • library and museum in town centre • two children's sure start centres
Recreational facilities	• sports centre with swimming pool and tennis centre • numerous parks and recreation grounds with range of equipped children's play areas • several sports/playing pitches • football club • cricket club • rugby club • several bowls clubs • several outdoor tennis court facilities • The Common • allotments • Knights Park leisure complex
Other matters	Areas of ancient woodland, areas of archaeological potential, Historic Parks and Gardens (Dunorlan Park, Calverley Park and Grounds, The Grove, Blackhurst Park, Grosvenor and Hilbert Recreation Ground, Beacon Hotel), and ecological/wildlife designations (Rusthall and Tunbridge Wells Commons, Cemetery - Hawkenbury, Friezland Wood, part of Broomhill and Reynolds Lane Pastures, Gregg's Wood and Marshley Harbour Wood,

	Royal Tunbridge Wells
	High Wood Hawkenbury, Windmill Farm Hawkenbury, and part of High Rocks SSSI) across the main urban area of Royal Tunbridge Wells; Ground Water Source Protection Zone; Areas of Income Deprivation (especially Sherwood, Southborough, Rusthall, Broadwater and parts of St James). Article 4 Directions have been served on the following office buildings, which means that full planning permission is required for their conversion from office to residential use: • Wellington Gate, 7-9 Church Road, Royal Tunbridge Wells, Kent, TN1 1HT; • Jubilee House, Vale Road, Royal Tunbridge Wells, Kent, TN1 1BJ; • Phillips House/Eynshame House, Crescent Road, Royal Tunbridge Wells TN1 2PL; • International House, Forest Road, Royal Tunbridge Wells, Kent TN2 5FE; • Heathervale House, 2-4 Vale Avenue, Royal Tunbridge Wells, Kent, TN1 1DJ; • 7 Vale Avenue, Royal Tunbridge Wells, Kent, TN1 1DJ; • 3-5 Lonsdale Gardens, Royal Tunbridge Wells, Kent TN1 1NY; • Century Place, Lamberts Road, Royal Tunbridge Wells, Kent, TN2 3EH; • Courier House (aka Cadogan House), 80-84 Calverley Road, Royal Tunbridge Wells, Kent, TN1 2UN; • Wallside House, 12 Mount Ephraim Road, Royal Tunbridge Wells, Kent, TN1 1EG; • Longford House, 19 Mount Ephraim Road, Royal Tunbridge Wells, Kent, TN1 1EN; • Monson House, Monson Way, Royal Tunbridge Wells, TN1 1LQ; • Montague House, 9 Hanover Road, Royal Tunbridge Wells, Kent, TN1 1EZ; • Mount Pleasant House, 2-6 Lonsdale Gardens, Royal Tunbridge Wells, TN1 1NY; • Napier House, 14-16 Mount Ephraim Road, Royal Tunbridge Wells, Kent, TN1 1EE; • Priplan House, 11-12 Crescent Road, Royal Tunbridge Wells, TN1 2LU; • Reliance House, 6 Vale Avenue, Royal Tunbridge Wells, Kent, TN1 1RG; • Great Hall, Mount Pleasant Road, Tunbridge Wells, TN1 1QQ; • Oakhurst House, 77 Mount Ephraim, Royal Tunbridge Wells, Kent TN4 8HX; • Brockbourne House, 77 Mount Ephraim, Royal Tunbridge Wells, Kent, TN4 8HX.

The Strategy for Royal Tunbridge Wells

Royal Tunbridge Wells Main Urban Area

5.6 Royal Tunbridge Wells, and the smaller centre of Southborough to the north (covered in the next section), make up the Main Urban Area of the borough, which is considered to be a sustainable location, located close to major public highways, and well served by public transport networks. The scale and nature of proposed development at Royal Tunbridge Wells reflects its existing position as the largest settlement within the borough, and there are considerable opportunities to further enhance the range of services and facilities, employment opportunities, and the leisure and cultural offer.

5.7 New development proposed at the Main Urban Area of Royal Tunbridge Wells will be supported in principle, where proposals are in accordance and are designed to respect the particular constraints of the town and comply with all other strategic and development management policies of this Draft Local Plan. Given the constrained nature of some transport routes into, out of, and through the Main Urban area, mitigation of impact is key.

Royal Tunbridge Wells town centre

5.8 Royal Tunbridge Wells is the primary retail and leisure destination in the borough, which is a vibrant and viable town centre providing a range of facilities to serve the surrounding areas, attracting visitors from across the region. As well as the diverse retail offer, it is also a significant leisure and cultural centre, with theatres, a museum and art gallery, a number of live music venues, and eating and drinking establishments. It is also recognised that enhancing the mix of office space within Royal Tunbridge Wells will be important in terms of the vitality of the town centre, including through workers' spend on retail and services. Further reference to this is provided below.

5.9 The Council has ambitious plans to improve the offer of the town centre with both public and private sector investment, including the Calverley Square project providing a new modern theatre for the town, as well as new high grade offices (including those for occupation by the Council), the new Cultural and Learning Hub (The Amelia Scott), improvements to the Royal Victoria Place shopping centre, the redevelopment of the existing civic complex, and the redevelopment of the former cinema site and Union House. The latter sites will also result in additional residential development in the town centre: the potential positive impact that this will have through additional spend and use of services is recognised. These schemes will also include elements of public art, contributing to the cultural enrichment and sense of place for these sites.

5.10 The Retail and Leisure Study (2017) recognises the importance of Royal Tunbridge Wells town centre as a regional centre serving a wide catchment area, well beyond the borough boundary. Part of this offer includes the Royal Victoria Place Shopping Centre, as well as other specialist shopping areas such as the Pantiles, the High Street, and Camden Road. It is therefore important that policies seek to retain and improve the retail offer, and the wider retail and leisure offer, in order to take account of the significant changes within the current retail economy. The Economic Needs Study (2016), produced to inform the Local Plan, considers the future economic position for the borough and highlights the importance of the provision of B1 offices in the town centre of Royal Tunbridge Wells as part of the mix of uses contributing to a thriving centre.

5.11 Given the changes to town centres and the retail market that have been seen nationally, the approach to the town centre of Royal Tunbridge Wells requires future proposals to demonstrate how they have incorporated adaptability and flexibility of use into their design, so that the use of such buildings and facilities can adapt over time in response to societal, technological, and economic changes.

Royal Tunbridge Wells North Farm/Longfield Road Key Employment Area

5.12 It is recognised that the North Farm/Longfield Road area has developed and evolved over recent years to offer a broad range of uses, not just traditional employment (B1/B2/B8 Uses). It is therefore important for the Council to be clear on the future strategy and mix of uses that will be appropriate in this area over the course of the plan period.

5.13 The Council is keen that this area continues to provide a location for a mix of employment generating uses, to include the traditional B classes, as well as others. Therefore, two significant sites are proposed to be allocated to provide modern, purpose-built employment floorpsace in a prestigious business park setting to deliver in the region of 90,000sqm of additional B1, B2, and B8 floorspace. This will help to further establish this area as a key business location, not only for Royal Tunbridge Wells, but the wider borough and West Kent.

5.14 It is, however, recognised that incremental growth in other uses in this area, particularly A1 (Shops) and A3 (Restaurants and cafes), a cinema, bowlplex, and other ancillary leisure uses, is also providing an important function for this area. Therefore, additional leisure uses of an appropriate scale will be provided for in allocations within this Plan, and schemes for such uses will be supported by the Council where appropriate. Additional bulky goods retail provision may also be acceptable if proposals meet the requirements of the town centre and sequential approach policies set out within this Plan.

Policy STR/RTW 1

The Strategy for Royal Tunbridge Wells

Royal Tunbridge Wells Main Urban Area

At the Main Urban Area of Royal Tunbridge Wells, as defined by the Limits to Built Development on the Royal Tunbridge Wells draft Policies Map, proposals shall accord with the following requirements:

1. Approximately 1,222-1,320 new dwellings will be delivered on 17 sites* allocated in this Local Plan in the plan period (Policies AL/RTW 3, 7-8, 11, 17-18, 20-22, 24-27 and 29-32). * Of these sites, the following already have planning permission: AL/RTW 3 for 100 dwellings, AL/RTW 7 for 12 dwellings, AL/RTW 17 for 89 dwellings, and AL/RTW 27 for 239 dwellings;
2. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development inside the defined Limits to Built Development;
3. One new secondary schools will be delivered at Spratsbrook Farm on land that has been released from the Green Belt through this Local Plan, as well as the expansion of a number of existing secondary schools across the town;
4. The extension of St Peter's Primary School at Hawkenbury of one FE and Skinners Kent Primary School at Knights Wood of one FE to provide two forms of entry as and when needs require based on projections of pupil numbers and advice from Kent County Council Education over the course of the plan period;
5. One new medical centre;
6. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures;
7. Other sports and recreation grounds within other areas of Royal Tunbridge Wells as required to mitigate the impact of future development;
8. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
9. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape;
10. Sites outside the AONB but within the High Weald National Character Area, or close to the boundary of the designated AONB landscape, will have similar characteristics and are likely to contribute to the setting of the designated landscape. The AONB Management Plan and any supporting guidance will be a material consideration for these sites;
11. The following public car parks within Royal Tunbridge Wells, as defined on the draft Policies Map, will also be retained in accordance with Policy TP 4: Public Car Parks:

    - Camden Road
    - Beech Street
    - Crescent Road
    - Great Hall, unless alternative provision is made under Policy AL/RTW 1

- Mount Pleasant Avenue, unless alternative provision is made under Policy AL/RTW 1
- Little Mount Sion
- Town Hall Yard
- Union House
- Royal Victoria Place (refer to AL/RTW 2)
- Meadow Road
- Torrington (refer to AL/RTW 4)
- Linden Park Road (refer to AL/RTW 10)
- Warwick Road
- Stone Steet South
- Stone Street North
- John Street
- Fairground Car Park, Major York's Road
- Coach Park

Royal Tunbridge Wells Town Centre

Within the defined Royal Tunbridge Wells Town Centre, as defined on the Royal Tunbridge Wells draft Policies Map and defined within Policy ED 9, proposals shall accord with the following requirements:

1. Cultural and leisure facilities in the form of a new 1,200 seat theatre as part of the proposed Calverley Square development, as well as the redevelopment of the Library and Adult Education Centre as part of the new Cultural and Learning Hub (The Amelia Scott) to deliver a new art gallery, museum, and library;
2. Major new mixed use schemes on the former ABC cinema site, the existing civic complex site, and the area around Torrington Road car park;
3. The retention of existing office space, and the delivery of additional office (B1) space, either as part of a mix of uses on key sites or as a sole use on a site, including 5,000sqm office floorspace as part of the Calverley Square development, to contribute to the continuing economic viability of the Town Centre;
4. A1 comparison retail floorspace in the region of 20-30,000sqm (net) * to be delivered as a mix of uses on Town Centre sites as detailed below, in particular a reconfiguration and expansion of the existing Royal Victoria Place Shopping Centre;
5. A1 convenience retail floorspace in the region of 6-7,500sqm (net)*;
6. Residential development as part of an appropriate mix of uses within the town centre to ensure a vibrant and viable centre throughout the plan period; and
7. Pedestrian and cycle friendly environments, with associated infrastructure.

Proposals coming forward as part of mixed use schemes should demonstrate how they can be adapted over time in order to incorporate a range of uses, should changes in national policy and economic circumstances necessitate a change of approach in order to future proof the health and resilience of the Town Centre over the course of the plan period.

*The amount of retail floorspace will be monitored through the five-year review of the Local Plan and possible changes to retailing and use classes at the national level.

North Farm/Longfield Road defined Key Employment Area

Within the North Farm/Longfield Road defined Key Employment Area (KEA), as defined on the Royal Tunbridge Wells draft Policies Map and within Policy ED 1, proposals shall accord with the following requirements:

1. The allocation of a new business park to be located at Land adjacent to Longfield Road and Land at Colebrook House to deliver approximately 90,000sqm floorspace of new employment

(B1/B2/B8) in a parkland setting, together with the potential for some ancillary outdoor leisure use, ensuring good connections to the A21 to deliver a range of employment floorspace in accordance with Policy AL/RTW 12 below;

2. The retention, expansion, and intensification where relevant of existing employment premises within the defined KEA, to ensure a vibrant and comprehensive mix of uses within this area in accordance with Policy ED1;
3. The delivery of appropriate new leisure and ancillary facilities within this area to build on the established mix of uses, including through allocations in this Local Plan, subject to compliance with other policies within this Draft Local Plan in relation to town centre development and location of such uses; and
4. Additional bulky goods retail may be permitted to support the existing retail uses within the area subject to compliance with other policies within the Local Plan in relation to the retail hierarchy, the Sequential Test and appropriate location for retail use.

Contributions required

In order to mitigate the impact on infrastructure, the development of sites allocated under Policies AL/RTW 1 to AL/RTW 32, and all other development within Royal Tunbridge Wells that creates a requirement for new or improved infrastructure beyond existing provision, contributions must be provided to mitigate that impact, including for:

a. Transport: a series of transport mitigation measures, including 1) enabling means of active and sustainable travel and cycling infrastructure, and/or 2) physical works to highways or signals, and/or 3) means to contribute towards town centre-wide, or town-wide strategic and local measures to improve the highway network, including through the use of new and emerging technology;
b. Education: including the provision of one new secondary school at Spratsbrook Farm, as well as extensions to existing secondary schools, the extension of St Peter's Primary School at Hawkenbury, and Skinners Kent Primary School at Knights Wood to provide two forms of entry;
c. A new sports hub at Hawkenbury Recreation Ground (to include standing/seating for supporters and other ancillary structures) to replace and re-provide any loss of playing pitches across the main urban area, and improved qualitative standards;
d. Built sports facilities to increase and improve the existing offer;
e. Health and medical facilities: including for the provision of one new medical centre;
f. Investigations/studies into potential community heating schemes to serve Royal Tunbridge Wells;
g. Improvements to the cultural offer in the town, including 1) the provision of buildings and spaces to provide cultural opportunities and 2) through public art in accordance with the Tunbridge Wells Borough Public Art guidance 2019;
h. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space; and
i. Social and leisure facilities, including libraries, adult education facilities, etc.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floorspace, to be discussed with the Council through pre-application discussions.

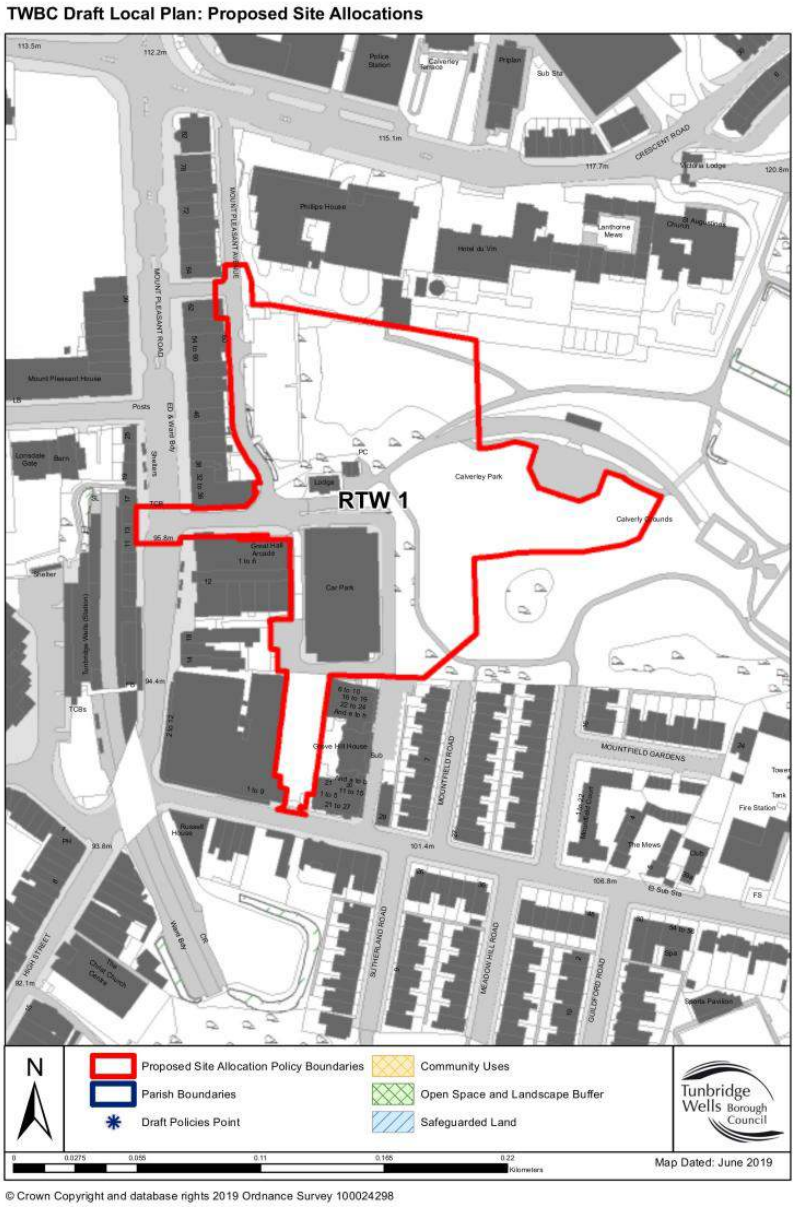
The Limits to Built Development (LBD) around Royal Tunbridge Wells are defined on the draft Policies Map. The LBD now includes the sites/part sites to be allocated at Policies AL/RTW 1-11, 12 (part), 15-16 (part), 17, 18 (part), 19-20, 22, 24-31, and 32 (part, but exclude AL/RTW 13, 14 (allocated for leisure or sustainable energy use on edge of settlement), 21, and 23 (allocated for sports use on the edge of settlement).

Allocation policies for Royal Tunbridge Wells Town Centre

5.15 The following policies set out the allocations that will deliver the above approach to development within Royal Tunbridge Wells Town Centre over the plan period. These must also be considered alongside the relevant Local Plan strategic and development management policies. Development proposals will be expected to comply with all relevant national and local policies, and with any specific requirements as set out within the policy.

Mount Pleasant car park, surgery in The Lodge, public toilets, Mount Pleasant Road, Calverley Grounds, Great Hall car park and Hoopers' car park/service yard

Map 1 Policy AL/RTW 1



5.16 This site:

- Is located inside the existing Limits to Built Development in the centre of Royal Tunbridge Wells and within the Royal Tunbridge Wells Conservation Area. There are a variety of listed buildings within the vicinity of the site;

- The site comprises part of Calverley Grounds, a registered Historic Park and Garden, car parks, a dental surgery, public conveniences, public highway, and the car park/service yard to Hoopers' department store. There is a Tree Preservation Order relating to trees along the northern-most boundary of the site;
- There are existing means of vehicular access from Mount Pleasant Road and Mount Pleasant Avenue;
- The Mount Pleasant Avenue Car Park is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 21) for employment (B1 office or A2 financial and professional services) uses to provide approximately 3,200sqm (gross) floorspace;
- The site has existing planning permission for redevelopment of the site to provide new offices, including Council offices, theatre, underground parking, and associated landscaping and infrastructure works (18/00076);
- Tunbridge Wells Borough Council was the applicant for this permission, and owns the majority of the land within the site. Following an Inquiry, the Planning Inspectorate confirmed a Compulsory Purchase Order (CPO) in May 2019 to acquire land and rights to deliver this scheme;
- However, since the confirmation of the CPO there has been further discussion within the Council regarding this development. At the time of preparing the Draft Local Plan, the Council has resolved to broaden involvement in the development while a thorough review of possible alternative proposals takes place. This review may affect the future availability of the site as a whole, and/or the future availability of particular (smaller) sections of the site;
- Therefore, in accordance with the approach taken to other sites which have planning permission but there has not been a start on site, the Draft Local Plan proposes to allocate the site as set out below;
- In the event that there is a change in the availability of the whole site (or indeed part(s) of the site), then the allocation will be reviewed and potentially amended ahead of the Regulation 19 consultation in 2020;
- It will be necessary, as part of any review, to have regard to the following:

    - the Mount Pleasant Avenue surface car park formed an office allocation in the Site Allocations Local Plan;
    - the conclusions through the consideration of the planning application 18/00076 that a well designed building of substantially greater height and bulk than the existing Great Hall car park could potentially be accommodated at this site without significant harm to the living conditions of neighbouring properties and according with relevant heritage and other planning policies;
    - the conclusions of the Town Centre Office Market Review – Tunbridge Wells in relation to new offices;

- The above approach, of continuing with this allocation in the Draft Local Plan at this time, with recognition that there is the potential that this be amended, is considered an appropriate way forward, given the specific context.

- If the planning permission has been substantially completed by the publication of the Regulation 19 Pre-submission Local Plan, then this policy will be deleted.

Existing Civic Complex

- This site is located within the centre of Royal Tunbridge Wells, within the Royal Tunbridge Wells Conservation Area;
- It includes the civic complex (Town Hall, Assembly Hall Theatre, and police station). All are listed buildings. The site has a frontage with Civic Way and the War Memorial to the west (with Mount Pleasant Road beyond), and additionally to Civic Way, with Crescent Road to the south;

- The site occupies a prominent position at an elevated position at the junction with Mount Pleasant/Church Road/Crescent Road;
- A Civic Centre Feasibility Study is currently being undertaken. Once this Study is available, and subject to the review of options, then the allocation policy below will be reviewed and potentially amended ahead of the Regulation 19 Pre-submission consultation in 2020.

Policy AL/RTW 1

Mount Pleasant car park, surgery in The Lodge, public toilets, Mount Pleasant Road, Calverley Grounds, Great Hall car park and Hoopers' car park/service yard (CfS reference: Sites 262 & 263)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for:

i. A 1,200 seat theatre, to be located on the site of the Great Hall Car Park;
ii. Approximately 5,000sqm of office space located on the existing surface car park accessed from Mount Pleasant Avenue and in part of Calverley Grounds;
iii. An underground car park to replace the car parking lost as a result of the redevelopment of the existing car park;
iv. The creation of an improved park entrance to Calverley Grounds, including:

- A new public square to provide a strong connection between Mount Pleasant Road and Calverley Grounds;
- The provision of a speed table on the junction with Mount Pleasant Road, and the resurfacing of the section of Mount Pleasant Avenue to provide a visually attractive entrance to the square and Calverley Grounds.

Development on this site shall accord with the following requirements:

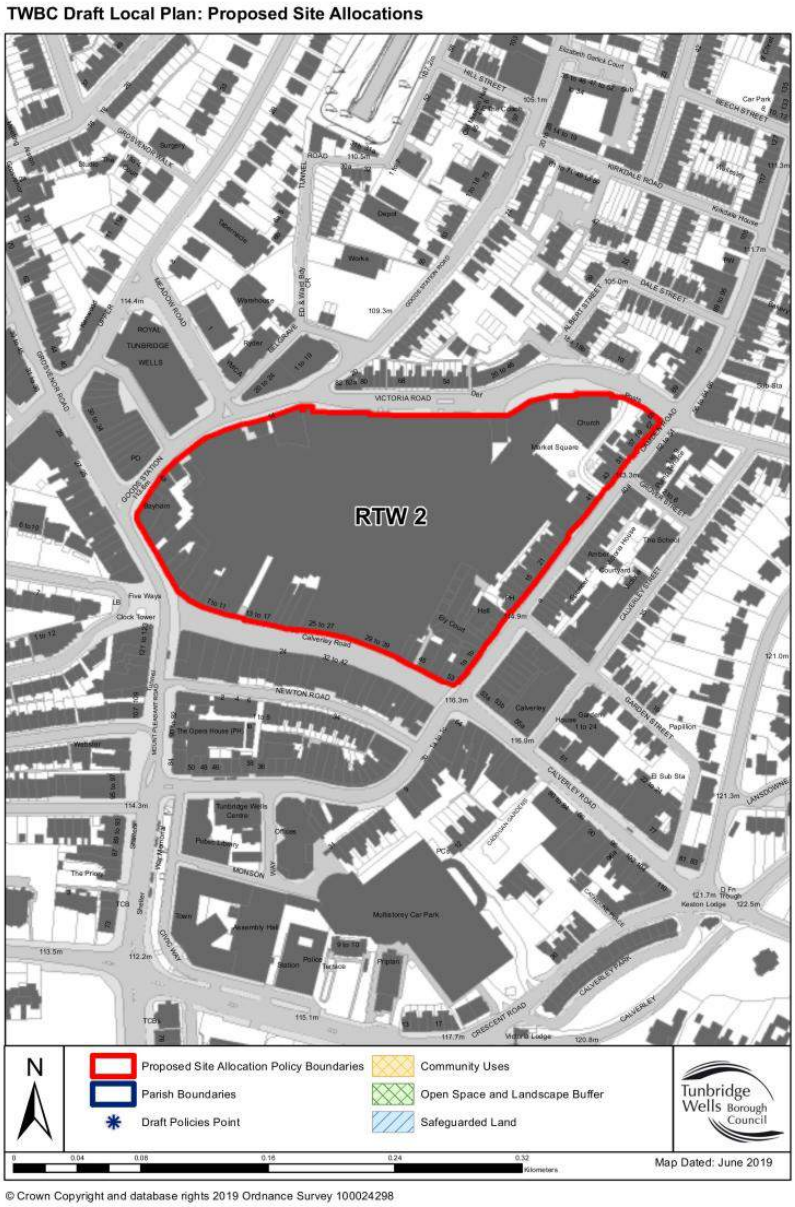
1. The scale, massing, and layout of the development shall be appropriate, reflecting the sensitive position at the edge of the Historic Park and Garden, within the Conservation Area, and in close proximity to a number of listed buildings, any development within Calverley Grounds minimised (see Policy EN 7: Heritage Assets);
2. The design of the development shall be of very high quality (see Policy EN 1: Design and other development management criteria);
3. The development shall include a comprehensive landscaping scheme to reflect the original arcadian context of Calverley Grounds. Any trees to be lost as a result of the development shall be replaced by suitable specimens, the placement of which are to be considered as part of the comprehensive landscaping scheme (see Policy EN 14: Trees, Woodlands, Hedges and Development, Policy EN 19: Arcadian Areas and criterion 3 of Policy EN 1: Design and other development management criteria);
4. Vehicular access to the office and underground car park shall be via Mount Pleasant Avenue;
5. The theatre shall be serviced mainly from Grove Hill Road, through Hoopers' car park/service yard, with the only vehicles to service the theatre via the section of highway between 36 Mount Pleasant Road and the Great Hall Arcade being heavy goods vehicles associated with the delivery of equipment to the theatre, which shall leave through Hoopers' car park. Permission will be subject to a suitable theatre service management plan, to the satisfaction of the Local Planning Authority, for the operation of Hoopers' car park/service yard;
6. Any proposal must ensure that it will not cause significant harm to the living conditions of neighbouring residential properties, either through the design of the development or the provision of a package of measures to mitigate a significantly harmful impact (see criterion 6 of Policy EN 1: Design and other development management criteria).

Development on the site will be subject to the following:

a. The provision of suitable Construction and Demolition Management Plans, including hours of work on site;
b. A suitable long term management plan for Calverley Grounds;
c. If necessary, in order to mitigate the impact of the development, the provision of contributions towards sustainable and active transport measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility).

Land at Royal Victoria Place Shopping Centre, Calverley Road

Map 2 Policy AL/RTW 2



5.17 This site:

- Is located inside the existing Limits to Built Development in the centre of Royal Tunbridge Wells and partly within the Royal Tunbridge Wells Conservation Area. The site includes a listed building;

- The site contains the Royal Victoria Place shopping centre and complementary uses, and includes the Camden Centre, Market Square, and adjacent buildings, including retail uses, and other appropriate town centre uses;
- Most of the buildings on the site front onto public highways, including Calverley Road, Goods Station Road, Victoria Road, and Camden Road. There is a delivery entrance from Victoria Road;
- Land at Royal Victoria Place Shopping Centre is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 19) for an additional 13,000sqm (net) of comparison retail (A1) floorspace.

Policy AL/RTW 2

Land at Royal Victoria Place Shopping Centre, Calverley Road (CfS reference: Site 250)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for retail (A1), financial and professional services (A2), restaurants and cafes (A3), drinking establishments (A4), leisure (D2), and other supporting similar sui generis uses.

Provision is made for the reconfiguration and expansion of the existing centre to provide up to 13,000sqm (net) additional floorspace. This can include intensified use of the existing footprint, to include infilling and redevelopment of the Food Hall, Market Square, Ely Court, and Calverley Row, in addition to additional built form on the upper level.

Development on the site shall accord with the following requirements:

1. Pedestrian access to Royal Victoria Place shall be provided from Camden Road, Goods Station Road, and Calverley Road;
2. Major development at that part of the site shall provide a strong built frontage at the corner of Calverley Road and Camden Road (see Policy EN 1: Design and other development management criteria);
3. Development shall contribute to improvements to the road junctions and crossings within the immediate area, including the enhancement of the Calverley Road/Camden Road junction and to other traffic or sustainable transport measures (see Policy TP 2: Transport Design and Accessibility);
4. Subject to the location of the development within the site, major public realm improvements shall be delivered as part of the development at the junction of Calverley Road with Monson Road, and/or Calverley Road/Camden Road, and/or Camden Road itself, and/or Calverley Road itself;
5. Opportunities shall be explored to deliver improvements to the overall design and sustainability of the shopping centre, to include active use of outdoor spaces, including rooftops (see Policy EN 1: Design and other development management criteria); ;
6. Development shall be of a high quality design incorporating flexible spaces, innovative lighting features, and xerophytic or similar soft landscaping (see Policy EN 1: Design and other development management criteria and EN 10: Outdoor Lighting and Dark Skies);
7. Public art, which may include water features, shall be provided within the redevelopment;
8. Any proposals must not cause significant harm to the living conditions of neighbouring properties (see criterion 6 of Policy EN 1: design and other development management criteria);
9. The Royal Victoria Place public car park, as defined on the Royal Tunbridge Wells draft Policies Map, will be retained in accordance with Policy TP 4: Public Car Parks.

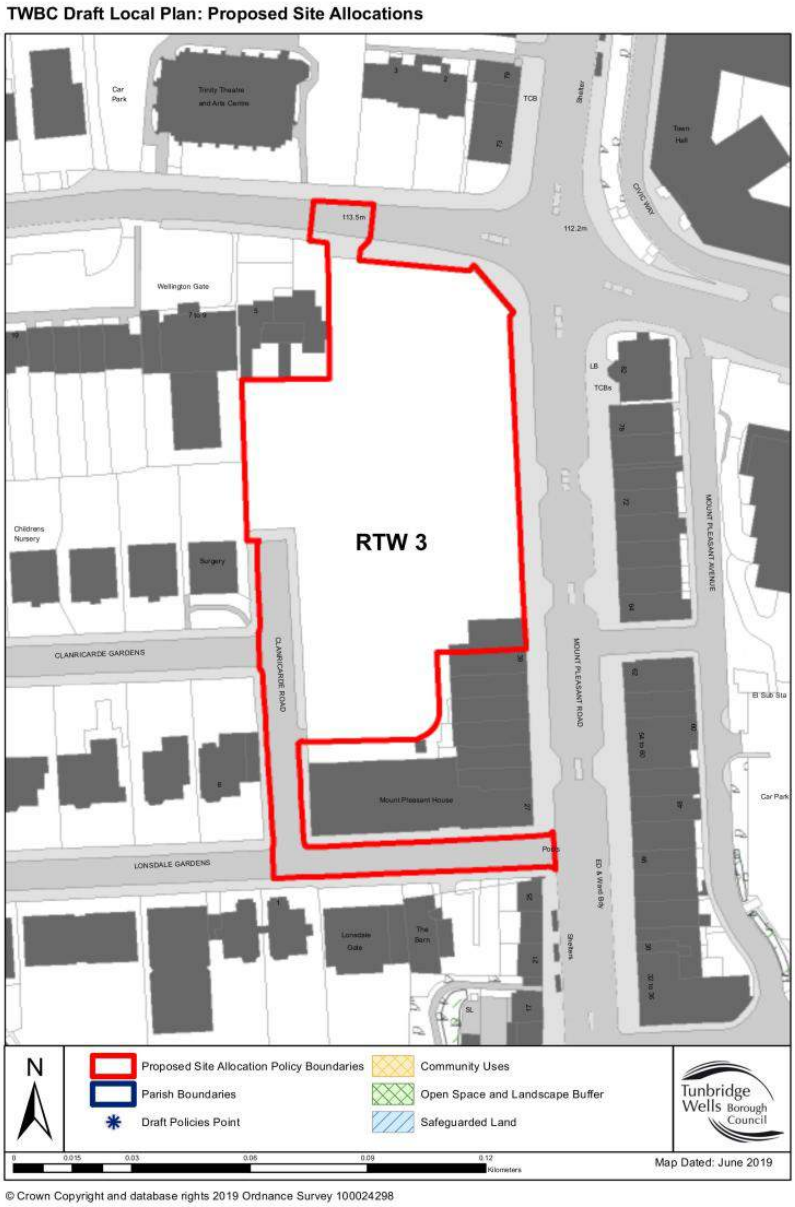
It is expected that contributions will be required for the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;

b. The provision of sustainable and active transport mitigation measures, town centre-wide, or town-wide transport mitigation measures and/or highway works within the vicinity of the site, including the provision of pedestrian crossings (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
c. Other mitigation measures identified through the pre-application process and planning application.

Former Cinema Site, Mount Pleasant Road

Map 3 Policy AL/RTW 3



5.18 This site:

- Is located inside the existing Limits to Built Development in the centre of Royal Tunbridge Wells, and within the Royal Tunbridge Wells Conservation Area. The site is adjacent to, and in proximity of, listed buildings;
- The site is currently vacant, with the former cinema having been demolished ready for redevelopment of the site;

- The allocation site includes a stretch of road along Lonsdale Gardens at the southern end of the site;
- The site has a lengthy frontage with Mount Pleasant Road and with Church Road, occupying a prominent corner in the centre of Royal Tunbridge Wells;
- The former Cinema Site is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 2B) as an Area of Change for a mixed use scheme;
- The site has planning permission (17/02262) for its comprehensive mixed use redevelopment;
- If the planning permission has been substantially completed by the publication of the Regulation 19 Pre-submission Local Plan, then this policy will be deleted.

Policy AL/RTW 3

Former Cinema Site, Mount Pleasant Road

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for a mixed use scheme to include approximately 100 residential (C3) dwellings, retail (A1), restaurant and cafes (A3), drinking establishment (A4) uses, a cinema (D2) use, medical (D1) use, and office (B1) use.

Proposals shall accord with the following requirements:

1. The provision of retail (A1), restaurant and cafe (A3) or drinking establishments (A4) along an active retail frontage to Mount Pleasant Road;
2. Development must be of a high quality design and shall demonstrate how it conserves and enhances the Conservation Area, and protects the setting of adjacent listed buildings. Particular regard shall be had to the relationship to the spire of Trinity Church, and in relationship to the tree lined ridge when viewed from Mount Ephraim Road (i.e. adjacent to the Common) (see Policy EN 7: Heritage Assets);
3. Proposals must be accompanied by an air quality assessment and appropriate mitigation measures (see Policy EN 23: Air Quality);
4. Development will be expected to provide public art, which may include water features;
5. Development shall promote the use of high quality, locally distinctive materials and features (see Policy EN1: Design and other development management criteria);
6. The provision of a strong architectural element to address the corner of Church Road and Mount Pleasant Road;
7. Proposals shall explore the potential to enhance the lighting of the area to promote public safety and improve the night-time setting of historic buildings and the associated public realm (see Policy EN 10: Outdoor Lighting and Dark Skies);
8. The provision of public realm improvements to complement and extend the new public realm features already delivered to the north of the site;
9. Ensure suitable pedestrian permeability through the site (see Policy TP 2: Transport Design and Acessibility and criterion 7 of Policy EN 1: Design and other development management criteria);
10. Provision of on-site amenity/natural green space and children's play space and improvements to existing allotments, parks and recreation grounds and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

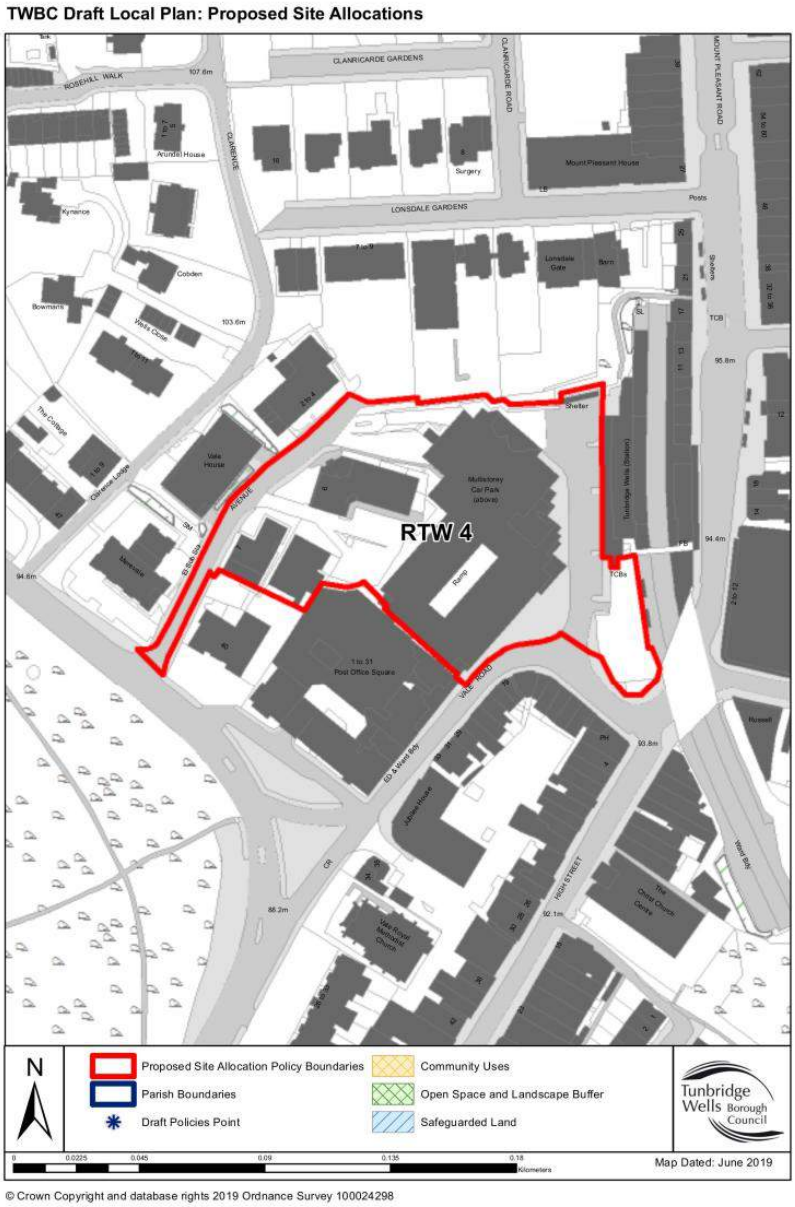
a. Improvements to the public realm;
b. The provision of sustainable and active transport mitigation measures, town centre-wide, or town-wide transport mitigation measures, and/or highway works within the vicinity of the site,

including the provision of pedestrian crossings (see Policy TP 2: Transport Design and Accessibility);

c. Primary and secondary education;
d. Health and medical facilities;
e. The provision of buildings and spaces to provide cultural infrastructure;
f. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

Torrington and Vale Avenue

Map 4 Policy AL/RTW 4



5.19 This site:

- Is located within the centre of Royal Tunbridge Wells, within the Royal Tunbridge Wells Conservation Area. The site includes the town's main railway station, a listed building, and is also adjacent to other listed buildings;
- As well as the railway station and its associated car park and forecourt, the site includes a multi-storey car park and various office, commercial, and retail uses;
- There is a Tree Preservation Order relating to trees on part of the site;
- The site is accessible from both Vale Road and Vale Avenue and has a prominent corner with Vale Road/High Street /Mount Pleasant Road;
- Vale Avenue is adjacent to Rusthall and Tunbridge Wells Common, a designated Local Wildlife Site;
- The Torrington and Vale Avenue site is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 3) as an Area of Change for a mixed use scheme.

Policy AL/RTW 4

Torrington and Vale Avenue (includes CfS reference: Site 268)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for a mixed use scheme.

The following uses would be acceptable as part of a mixed use scheme:

i. Potentially at ground floor: retail (A1), financial and professional services (A2), restaurants and cafes (A3); and drinking establishments (A4);
ii. A significant element of any development to comprise hotel/conference facilities, or high quality (B1) office space;
iii. Residential (C3) use at upper levels/floors of the development providing approximately 100 dwellings;
iv. Public car parking.

Proposals for redevelopment shall accord with the following requirements:

1. The retention of public car parking, at an amount no lower than currently provided, with the potential for additional public car parking provision, in accordance with Policy TP 4: Public Car Parks;
2. Provision shall be made for vehicle parking in accordance with Policy TP 3: Parking Standards;
3. The development shall accord with a masterplan for the site, to be developed by the applicant in consultation with the Council, and to be adopted by the Council as a Supplementary Planning Document before any decision is made on a major planning application at the site. This masterplan, and the overall layout, massing, and form shall be informed by a design assessment that considers and responds to the surrounding townscape and topography of the site (see Policy EN 1: Design and other development management criteria) and avoids demolition wherever possible (see Policy EN 2: Sustainable Design and Construction). It is considered that there is significant opportunity to include a slender tower of substantial height, subject to careful consideration of the relationship of this to church spires within the townscape, and views of the tower from key publicly accessible positions relative to the surrounding wooded ridges;
4. The masterplan, and subsequent development, shall include: (1) the provision of a well designed and high quality public realm to ensure an appropriate urban gateway into this part of the town centre (including through the provisions of developer contributions to deliver this) (see Policy EN 1: design and other development management criteria); (2) improved permeability through the site, both to retain existing routes and provide new routes (see criterion 7 of Policy EN 1), to include pedestrian and cycle linkages to the Calverley Square site (Policy AL/RTW 1) (see Policy TP 2: Transport Design and Accessibility) ; (3) rationalisation of parking and waiting facilities for taxi cabs; (4) rationalisation of the vehicle dropping off and picking up arrangements

for the station; and (5) provision of improved and increased cycle parking facilities (see Policy TP 3: Parking Standards);

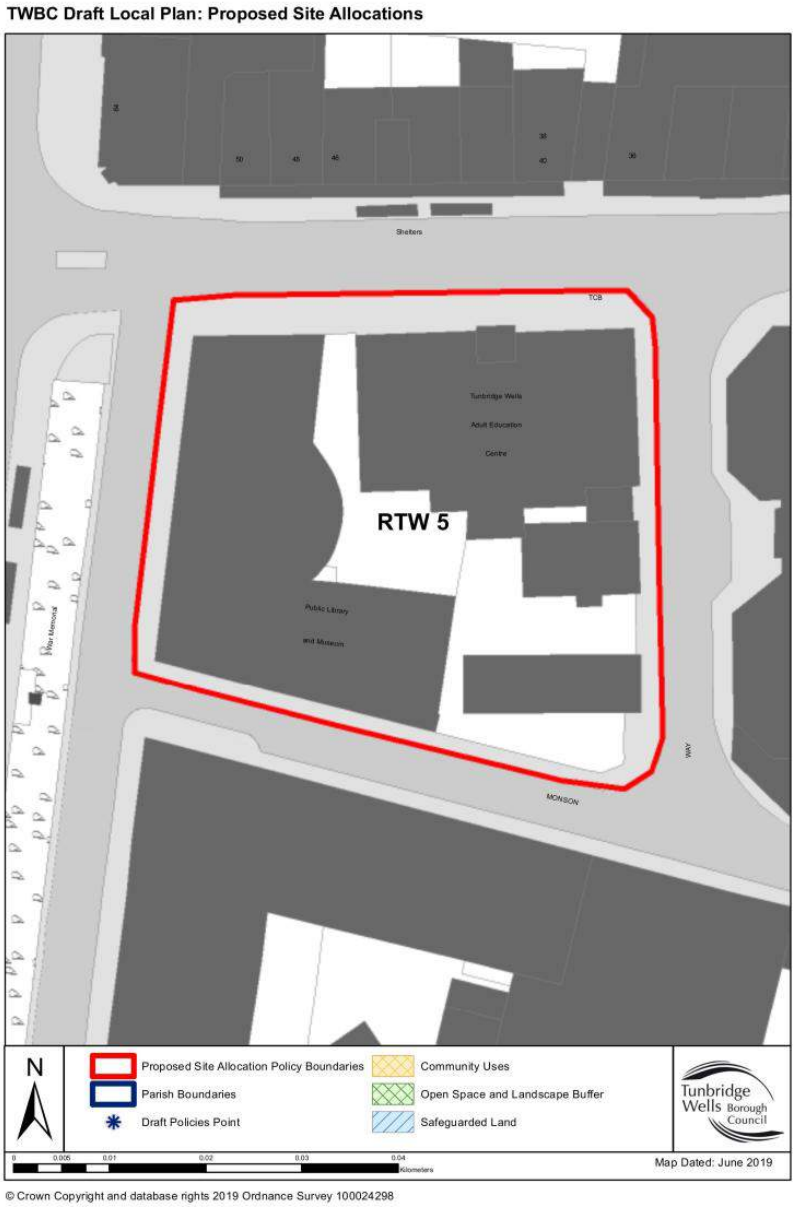
5. The masterplan and subsequent development must be of a high quality design and shall demonstrate how it will conserve and enhance the Conservation Area, and have regard to the setting of listed buildings within, or adjacent to, the site (see Policy EN 1: design and other development management criteria and Policy EN 7: Heritage Assets). They will also demonstrate and secure 1) the provision of public art, which may include water features, 2) the use of high quality, locally distinctive materials and features, and 3) the enhancement of the lighting of the area to promote public safety and improve the night-time setting of historic buildings and the associated public realm (see Policy EN 10: Outdoor Lighting and Dark Skies);
6. The masterplan and subsequent development will also demonstrate and secure the safeguarding of land adjacent to the railway station to allow for any future requirements for expansion in accordance with Policy TP 5: Railways;
7. Proposals must be accompanied by an air quality assessment and secure/deliver appropriate mitigation measures (see Policy EN 23: Air Quality);
8. Proposals must be informed by a transport assessment (see Policy TP 1: Transport Assessments, Travel Plans and Mitigation);
9. Proposals should have regard to the adjacent Local Wildlife Site (BAP priority habitat) (see Policy EN 12: Protection of designated sites and habitats);
10. Provision of on-site amenity/natural green space and children's play space and improvements to existing allotments, parks and recreation grounds and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
c. Primary and secondary education;
d. Health and medical facilities;
e. The provision of buildings and spaces to provide cultural infrastructure;
f. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

The Cultural and Learning Hub (The Amelia Scott)

Map 5 Policy AL/RTW 5



5.20 This site:

- Is located inside the existing Limits to Built Development in the centre of Royal Tunbridge Wells, within the Royal Tunbridge Wells Conservation Area;
- The site includes the town's main library and museum, and adult education centre, both of which are listed buildings;
- The site lies adjacent to the town's civic complex and is bounded by Civic Way, Monson Road, and Monson Way, and sits adjacent to the Tunbridge Wells War Memorial;
- The site has existing planning permission (17/03640/FULL) for a cultural and learning hub and includes a visitor information centre and 'gateway' (local authority customer service reception);
- If the planning permission has been substantially completed by the publication of the Regulation 19 Pre-submission Local Plan, then this policy will be deleted.

Policy AL/RTW 5

Cultural and Learning Hub (The Amelia Scott)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for a Cultural and Learning Hub to deliver a new art gallery, museum, and library (replacing those that are currently on the site) as well as a visitor information centre and gateway.

Proposals shall accord with the following requirements:

1. The scale, massing, layout, and design of the development shall be appropriate, reflecting the fact that the site comprises listed buildings and is located in a Conservation Area in close proximity to a number of listed buildings (see Policy EN 1: Design and other development management criteria and EN 7: Herittge Assets);
2. The development shall address the gap in built form between the library/museum building and the adult education centre building;
3. Opportunities shall be taken to develop and better utilise the part of the site within the south east corner;
4. Avoidance of demolition wherever possible (see Policy EN 2: Sustainable Design and Construction).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings, and/or potential town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);

The Civic Complex: the Town Hall, Assembly Hall Theatre, and Police Station

Map 6 Policy AL/RTW 6

5.21 This site:

- Is located within the centre of Royal Tunbridge Wells, within the Royal Tunbridge Wells Conservation Area;
- The site includes the civic complex, which includes the Town Hall, Assembly Hall Theatre, and police station. All are listed buildings. The site has a frontage with Civic Way and the War Memorial to the west (with Mount Pleasant Road beyond), and additionally to Civic Way, with Crescent Road to the south;
- The site occupies a prominent position at an elevated position at the junction with Mount Pleasant/Church Road/Crescent Road;
- The Civic Complex is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 2A) as an Area of Change for a mix of uses.

Policy AL/RTW 6

The Civic Complex: the Town Hall, Assembly Hall Theatre, and Police Station

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for mixed use development.

Proposals shall accord with the following requirements:

1. The scale, massing, layout, and design of the development shall be appropriate, reflecting the fact that the site comprises listed buildings and is located in a Conservation Area in close proximity to a number of listed buildings (see Policy EN 1: Design and other development management criteria and EN 7: Heritage Assets);
2. Opportunities for extending the Town Hall upwards (i,e, on top of the existing roof) shall be taken to maximise the usage of this centrally located building, and the opportunities presented in design terms by the height and position of the parapet wall to this building;
3. Avoidance of demolition wherever possible (see Policy EN 2: Sustainable Design and Construction).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

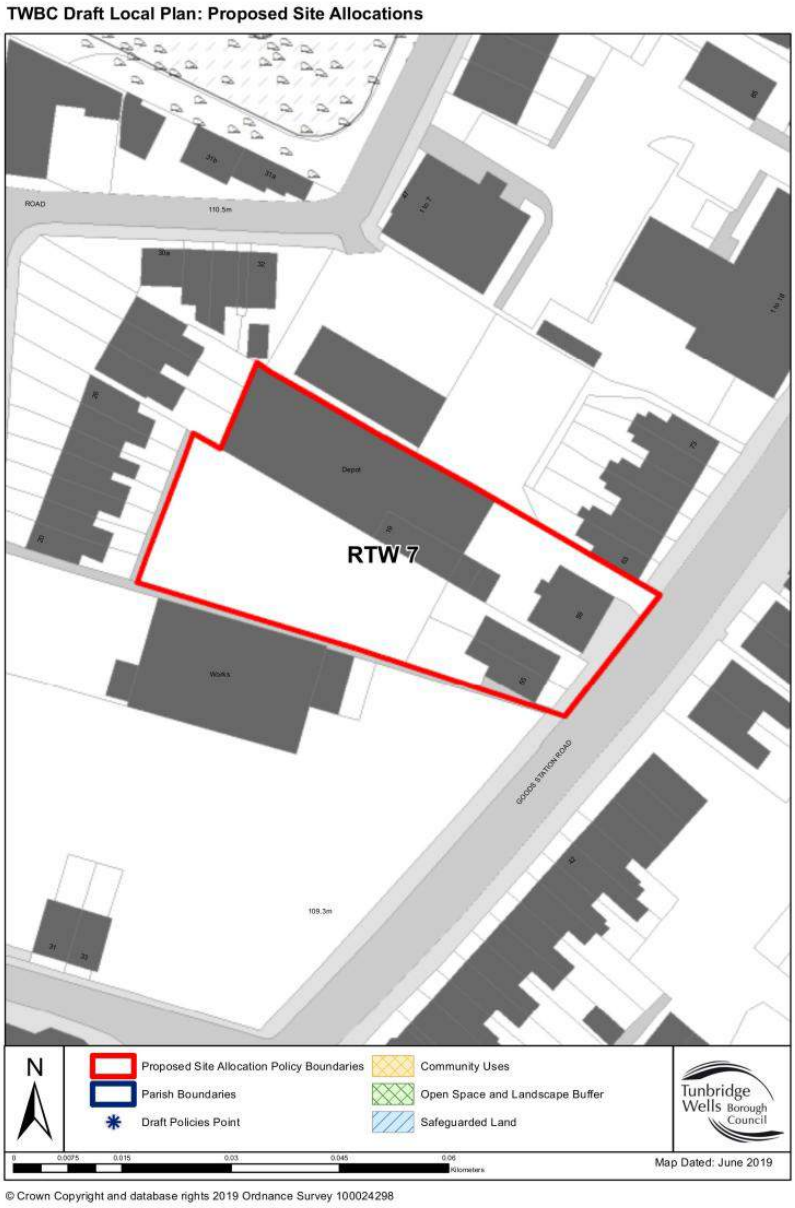
a. Improvements to the public realm;
b. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings; and/or potential town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility).

30-36 Crescent Road

5.22 The buildings 30-36 Crescent Road (non-designated heritage assets) are identified as a positive contributor to the Conservation Area. Any proposals for their redevelopment (individually or as a group) must accord with relevant local and national heritage guidance, which includes a requirement for the demonstration of clear public benefits resulting from their redevelopment.

Land at Goods Station Road

Map 7 Policy AL/RTW 7



5.23 This site:

- Is located within the centre of Royal Tunbridge Wells, within the existing Limits to Built Development;
- The site includes a mix of uses, including residential, commercial, and office use, and includes a vehicular parking area for the commercial uses;
- The site fronts onto Goods Station Road from which there is existing vehicular access into the site;
- This site is part of a larger site (to the south) allocated in the Site Allocations Local Plan 2016 (AL/RTW11) for residential development (C3) providing approximately 47 dwellings;
- The site to the south (part of allocation in the Site Allocations Local Plan 2016 (AL/RTW11)) has planning permission for 12 residential units (17/00987/FULL);
- If the planning permission has been substantially completed by the publication of the Regulation 19 Pre-submission Local Plan, then this policy will be deleted.

Policy AL/RTW 7

Land at Goods Station Road (includes CfS reference: Site 85)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for residential development (C3) (conversion of existing warehouse building) providing approximately 10-15 dwellings.

Proposals shall accord with the following requirements:

1. Utilise existing vehicular access;
2. Provide improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures; and/or potential highway works within the vicinity of the site, including the provision of pedestrian crossings; and/or potential town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Other mitigation measures identified through the pre-application process and planning application.

Land at Lifestyle Ford, Mount Ephraim/Culverden Street/Rock Villa Road

Map 8 Policy AL/RTW 8

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5.24 This site:

- Is located inside the existing Limits to Built Development of Royal Tunbridge Wells and is within the Royal Tunbridge Wells Conservation Area. There are listed buildings adjacent to the site;
- The site consists of a car dealership and associated use, and is located at a busy junction;
- The principal part of the site has a lengthy frontage with Mount Ephraim, adjacent to the United Reform Church. It is adjoined to the rear by Culverden Street;
- Culverden Street serves the area that is used as car servicing, etc., and this second element of the site backs onto Rock Villa Road;
- The site of Lifestyle Ford is allocated in the Site Allocations Local Plan (2016) (Policy AL/RTW 22) for a mixed use development comprising residential development (C3) providing approximately 30 dwellings and office (B1) use.

Policy AL/RTW 8

Land at Lifestyle Ford, Mount Ephraim/Culverden Street/Rock Villa Road

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for residential development (C3) providing approximately 80 dwellings.

Proposals shall accord with the following requirements:

1. While it is accepted that considerable demolition will be necessary, this should be avoided where possible, particularly at No.15 Mount Ephraim, which must be retained as part of any redevelopment;
2. Development shall be of high quality design and shall demonstrate how it will conserve and enhance the Conservation Area, and have regard to the setting of listed buildings adjacent to the site (see Policy EN 7: Heritage Assets). The layout, mass, design approach, and height of a redevelopment scheme should accord with its context, have regard to the stepped and sloping topography of the site, and shall reflect the particular character of this part of Royal Tunbridge Wells (see Policy EN 1: Design and other development management criteria);
3. Pedestrian access shall be provided through the site from west to east, providing a pedestrian link from Royal Wells Park to Rock Villa Road, and from there to Grosvenor Road and the town centre. Public art, including the provision of a water feature, on a part of the site visible from the pedestrian access, shall be included as part of the development;
4. Culverden Street shall be an attractive, safe, and legible environment;
5. The enhancement of the lighting of the area to promote public safety and improve the night-time setting of historic buildings and the associated public realm (including highways) (see Policy EN 10: Outdoor Lighting and Dark Skies);
6. Development on the site shall be designed so as not to obscure or prevent adequate light from reaching the large stained glass window in St Andrew's United Reform Church;
7. Proposals must be accompanied by an air quality assessment and appropriate mitigation measures (see Policy EN 23: Air Quality);
8. Provision of on-site amenity/natural green space and children’s play space and improvements to existing allotments, parks and recreation grounds and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossing and/or town centre-wide, or town-wide transport mitigation measures (see Policy TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Other mitigation measures identified through the pre-application process and planning application.

Land at 1 Meadow Road and 8 Upper Grosvenor Road

Map 9 Policy AL/RTW 9

5.25 This site:

- Is located in the centre of Royal Tunbridge Wells, inside the existing Limits to Built Development;
- The site comprises a driving test centre, associated car park, and building in education use (D1) by Canterbury Christchurch University;
- It has a lengthy frontage with Meadow Road, from which existing vehicular access is obtained to both parts of the site;
- The site is on the corner junction with Upper Grosvenor Road.

Policy AL/RTW 9

Land at 1 Meadow Road and 8 Upper Grosvenor Road

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for the retention (1 Meadow Road) and expansion (8 Upper Grosvenor Road) of D1 education use, particularly further/higher education facilities.

Proposals shall accord with the following requirements:

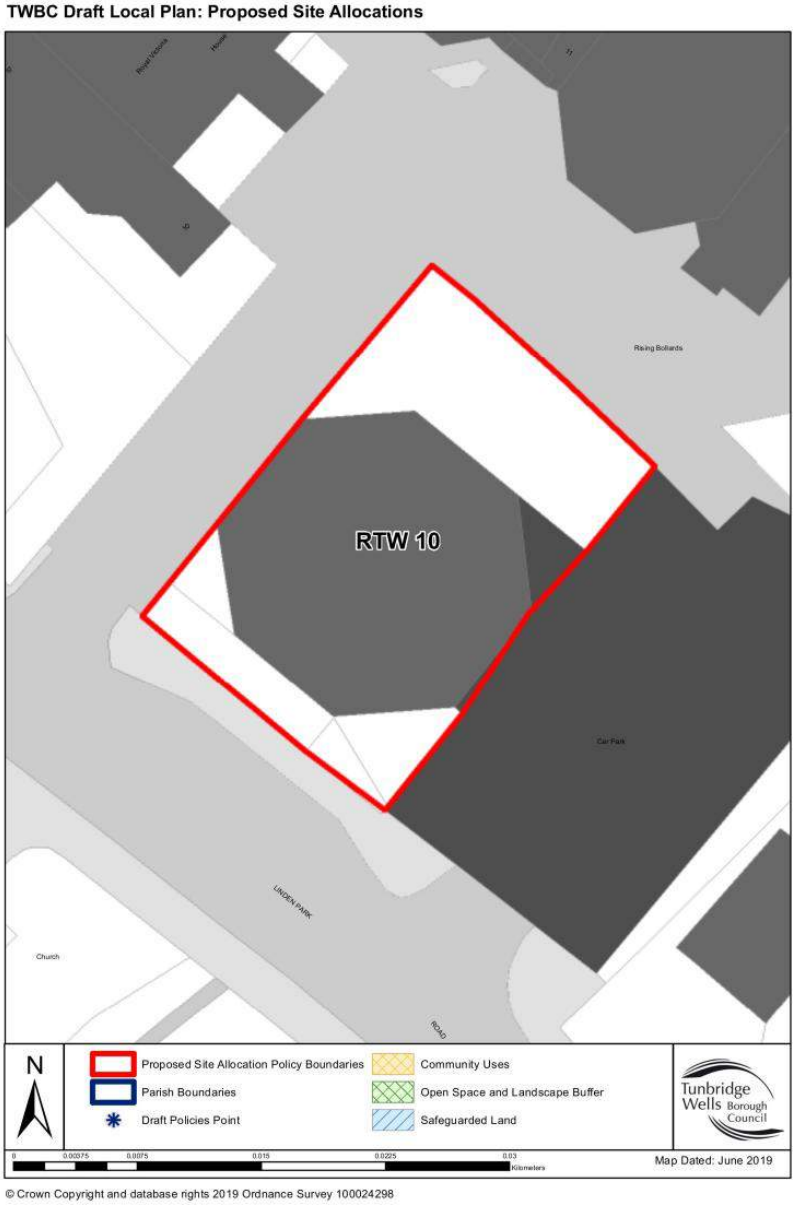
1. That the number of vehicular access points into the wider site is reduced by closing the existing northern access, or alternatively it must be demonstrated in documentation submitted as part of a planning application that this is not possible;
2. Demolition to be avoided where possible (particularly) 1 Meadow Road, which should be retained;
3. Consideration of noise and air quality mitigation measures given town centre location and use of the site by sensitive receptors (see Policy EN 23: Air Quality).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings and/or town centre-wide, or town-wide transport mitigation measures (see Policy TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Other mitigation measures identified through the pre-application process and planning application.

Land at the Auction House, Linden Park Road

Map 10 Policy AL/RTW 10



5.26 This site:

- Is located inside the existing Limits to Built Development of Royal Tunbridge Wells, within the Tunbridge Wells Town Centre and to the southern end of the historic Pantiles. It lies adjacent to numerous listed buildings;
- The site includes a building that was the Tunbridge Wells Auction House, which has planning permission for office use. The building sits adjacent to a public car park;
- There is existing access to the site from Linden Park Road at the southern end of the site;
- Land at the Auction House is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 24) for a mixed use development comprising employment, retail, residential, hotel, leisure, and health related uses;
- The site has planning permission (18/01928/FULL), for the change of use of ground floor and first floor from Auction House (Sui Generis) to business centre comprising open plan

offices with use classes B1 (Business) and A2 (Financial and Professional Services) and ancillary works;

- If the planning permission has been substantially completed by the publication of the Regulation 19 Pre-Submission Local Plan, then this policy will be deleted.

Policy AL/RTW 10

Land at the Auction House, Linden Park Road (CfS reference: part of site 260)

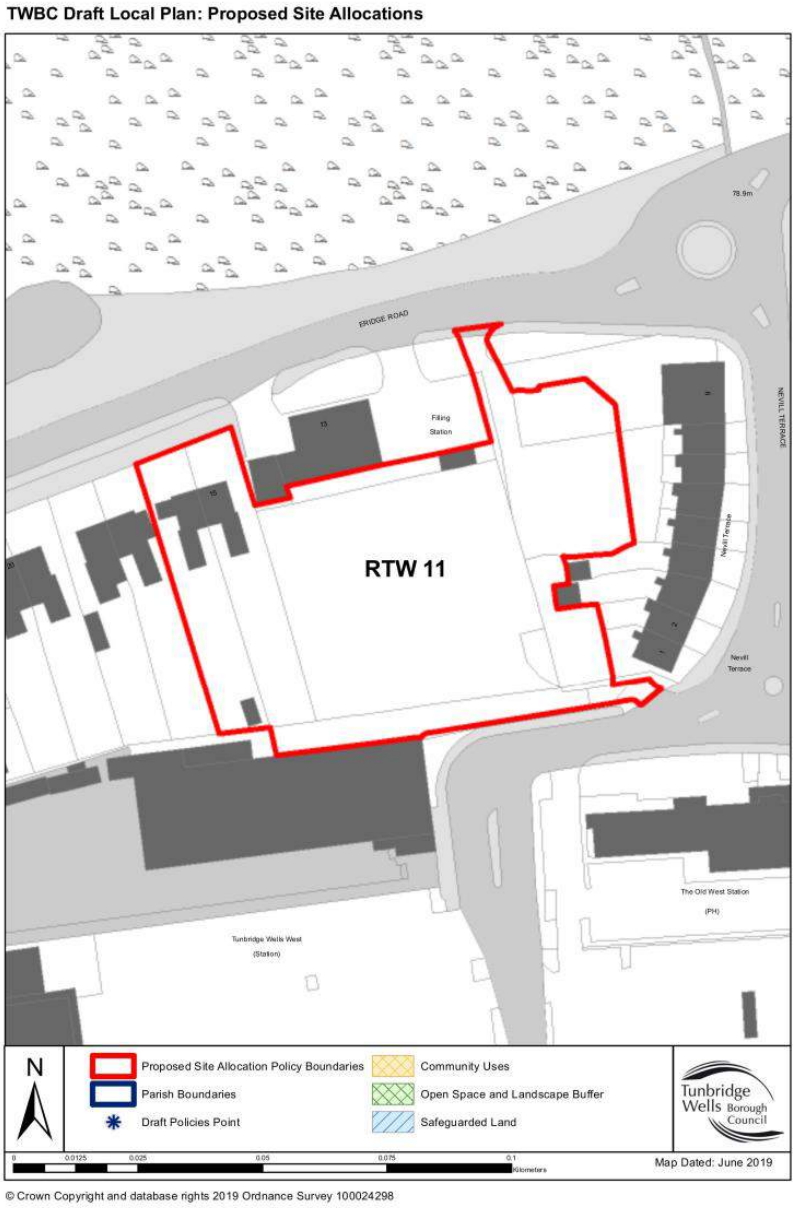
This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for office (B1) use.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings and/or town centre-wide, or town-wide transport mitigation measures (see Policy TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Other mitigation measures identified through the pre-application process and planning application.

Former Plant & Tool Hire, Eridge Road

Map 11 Policy AL/RTW 11



5.27 This site:

- Is located inside the existing Limits to Built Development of Royal Tunbridge Wells, within the Royal Tunbridge Wells Conservation Area and in close proximity to the Old West Railway Station (now a public house/restaurant), which is a listed building;
- The site is largely cleared, unmaintained land, which appears to be used as unofficial parking. Previous buildings on the site have been demolished, and it also includes a pair of unoccupied semi-detached houses;
- The site is partly within the Environment Agency's Flood Zone 3;
- The site has an existing vehicular access from Eridge Road to the north, part of the A26 main distributor road into the centre of Tunbridge Wells. To the east, the site borders Nevill Terrace, and to the south borders the vehicular access to the Spa Valley Railway Line and a large retail supermarket and DIY store;
- Tunbridge Wells Common, a designated Local Wildlife Site, is located north of the site;

- The Former Plant and Tool Hire is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 6) for residential development (C3) providing approximately 37-60 dwellings or for a range of uses to include residential and/or A1 retail and/or employment;
- There have been a number of planning permissions on the site in recent years and most recently an EIA Scoping Opinion (15/507869/ENVSCR) was submitted for the demolition of 15 and 16 Eridge Road and the erection of a new ALDI foodstore and associated car parking and landscaping.

Policy AL/RTW 11

Former Plant & Tool Hire, Eridge Road (CfS reference: Site 176)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for residential development (C3) providing approximately 37-60 dwellings, or for a mix of uses to include residential (C3) and/or retail (A1) and/or B1 employment uses.

Proposals shall accord with the following requirements:

1. Vehicular access shall be provided onto Eridge Road, with additional pedestrian access to the rear of the site adjacent to Nevill Terrace;
2. A site-specific flood risk assessment shall be carried out in support of any application, identifying whether the site is at risk of flooding from sources other than fluvial flooding, and any development shall include suitable flood mitigation measures and an overall reduction in flood risk (see Policy EN 28: Flood Risk);
3. Regard will 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 a landscape and visual impact assessment (see Policy EN 14: Trees, Woodlands, Hedges and Development and criterion 3 of Policy EN 1: Design and other development management criteria)*;*
4. Areas of the site that lie within the functional floodplain shall comprise non-habitable floorspace at current ground level (see Policy EN 28: Flood Risk);
5. Proposals shall be accompanied by an air quality assessment and shall secure appropriate mitigation measures, in accordance with Policy EN 23: Air Quality;
6. The MAGIC web site[(28)] identifies the potential for 'Woodpasture or Parkland', a BAP priority habitat, to be within 25m of the site. This should be taken into consideration as part of any detailed site-specific studies to inform development, and any required mitigation (see Policy EN 12: Protection of designated sites and habitats;
7. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings; and/or town centre-wide, or town-wide transport mitigation measures;
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;

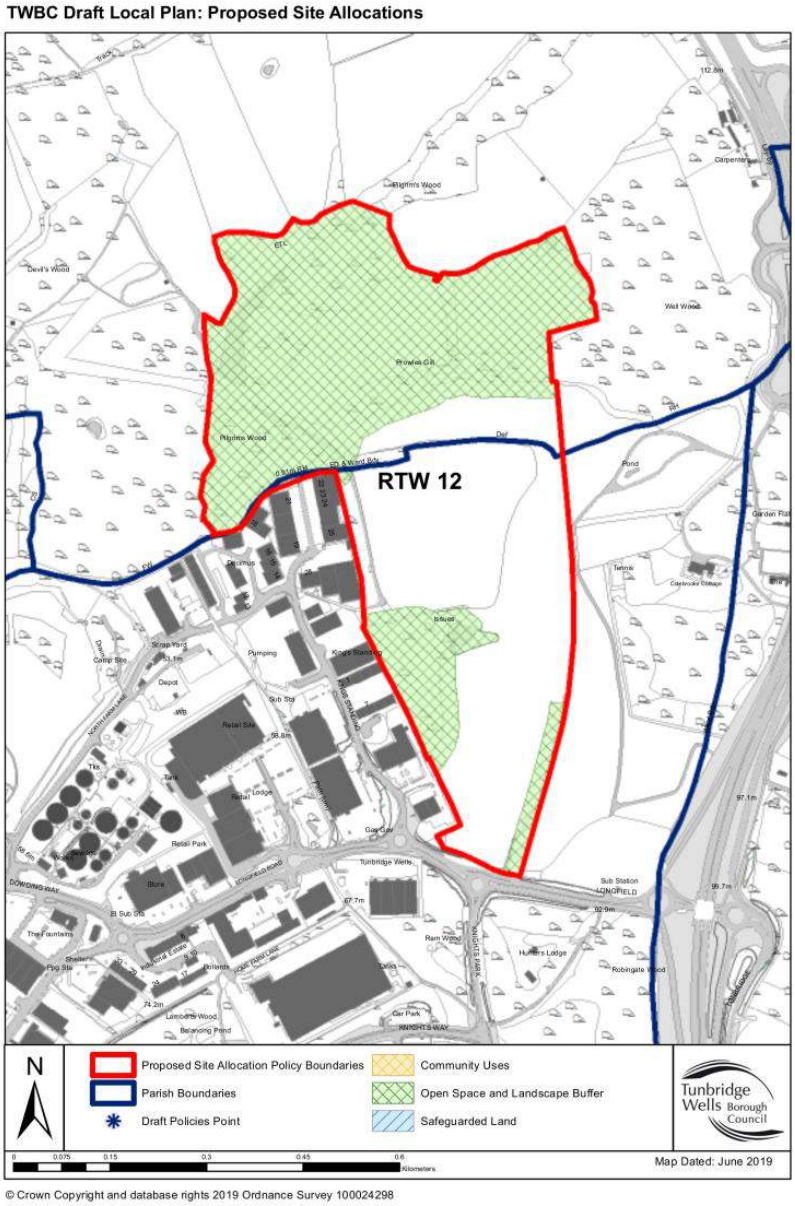
28 https://magic.defra.gov.uk/

e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation) ;
f. Other mitigation measures identified through the pre-application process and planning application.

North Farm/Longfield Road (defined Key Employment Area)

Land adjacent to Longfield Road

Map 12 Policy AL/RTW 12



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5.28 This site:

- Is currently an undeveloped site located adjacent to the existing Limits to Built Development at Longfield Road. The site is located to the east of the employment/retail area at Kingstanding Way, and to the north of the retail area around Longfield Road;

- The northern part of this site also falls within the parish of Capel;
- The site is currently a Green Belt site, with a large part of the site (but not the northerly area indicated as Open Space and Buffer) to be released from the Green Belt to facilitate the economic development of the site in a sustainable location. The whole site would not be released from the Green Belt;
- The site is within the AONB and there are areas of Ancient Woodland on the site. Trees sited along part of the western boundary of the site have a Tree Preservation Order on them;
- The site is part of a larger Biodiversity Opportunity Area and is located adjacent to a designated Local Wildlife Site;
- There is existing access into the site from Longfield Road at the southern end of the site. The site is in close proximity to the A21, a major public highway controlled by Highways England, located east of the site;
- An EIA Scoping Opinion has been submitted for development for up to 86,000sqm of floorspace within use classes B1(a) Offices, B1(b) Research and Development and B8 (Storage and Distribution) at Land East of Kingstanding Way, Royal Tunbridge Wells.

Policy AL/RTW 12

Land adjacent to Longfield Road

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for employment uses to provide approximately 80,000sqm (net) business (B1), general industrial (B2), and storage and distribution (B8) floorspace, to be provided in the form of a business park.

Proposals shall accord with the following requirements:

1. Vehicular access to be taken from Longfield Road, and to include the provision of a priority bus lane into, within, through, and out of, the site;
2. Links from the site to be provided to 1) the existing cycling networks (including the 21st Century Way and the non-motorised route), 2) the existing pedestrian networks, including Public Rights of Way, and 3) to Site 101 located to the east (Land at Colebrook House, Pembury Road, Policy AL/RTW 14) via non-motorised forms of transport (see Policy TP 2: Transport Design and Accessibility);
3. Any development to be delivered in accordance with a phasing plan and programme to be agreed with the Council;
4. No built form to be located within the areas indicated on the draft Policies Map as Open Space and Buffer;
5. The layout, form, and mass of built development on site to have regard to the topography, existing hedgerows and mature trees, Ancient Woodland, and buffers (see Policy EN 15: Ancient Woodland and Veteran Trees), need for appropriate surface water drainage, and landscape and visual impact of the development. The site layout should be informed by an arboricultural survey and a landscape and visual impact assessment (see Policy EN 1: Design and other development management criteria and Policy EN 14: Trees, Woodlands, Hedges, and Development);
6. Any planning application to include a strategic landscaping scheme: the agreed landscaping scheme must be implemented in accordance with the approved phasing plan and programme (see criterion 3 of Policy EN1: Design and other development management criteria);
7. The provision of improvements to the environmental quality and accessibility of land within the site, and potentially that which is adjacent to, and remains within, the Green Belt, including through opportunities to provide increased accessibility and outdoor leisure activities within the Open Space and Buffer area to the north of the site and the net gains to biodiversity, including in the Biodiversity Opportunity Area (see Policy EN 11: Net Gains for Nature: biodiversity and Policy OSSR 2: The provision of publicly accessible open space and recreation);

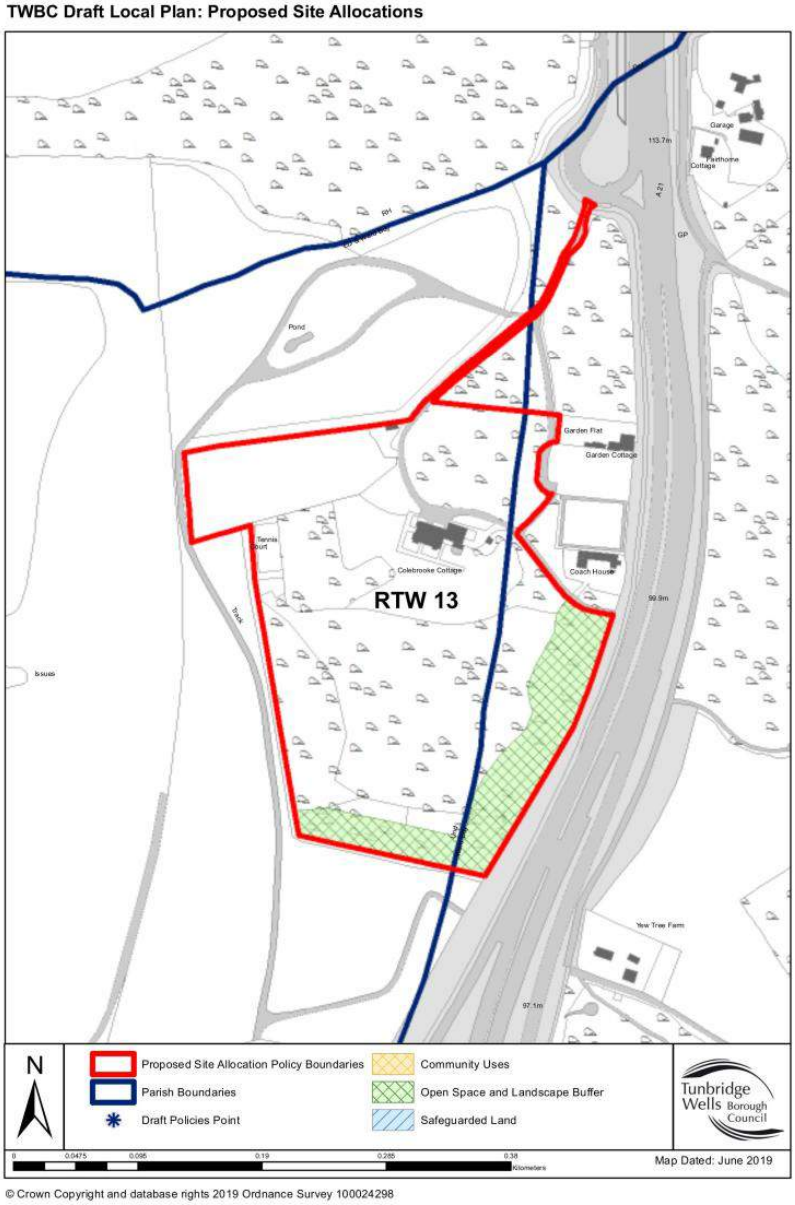
8. Any application to include a transport assessment and travel plan(s), and development of the site to accord with the requirements of these as secured by condition/legal agreement (see Policy TP 1: Transport Assessments, Travel Plans and Mitigation);
9. It must demonstrated through any planning application that there will be no material adverse impact on the operation of safeguarded waste management facilities.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, particularly contributions to existing bus provision to extend bus routes into the site; and/or
b. Potential highway works within the vicinity of the site, including the provision of pedestrian crossings; and/or
c. Potential town centre-wide, or town-wide transport mitigation measures (for a. to c. see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
d. The provision of buildings and spaces to provide cultural infrastructure;
e. Other mitigation measures identified through the pre-application process and planning application.

Land at Colebrook House, Pembury Road

Map 13 Policy AL/RTW 13



5.29 This site:

- Is located within the Green Belt and will remain in the Green Belt. It is located within the AONB and there is Ancient Woodland on the site and it is located within a larger Biodiversity Opportunity Area. The site is located adjacent to a designated Local Wildlife Site;
- The site is located within proximity of the existing Limits to Built Development of the Main Urban Area of Royal Tunbridge Wells;
- The site includes a vacant residential property, and associated development, parkland, and woodland copse;
- It is adjoined by the main A21, a major public highway controlled by Highways England, east of the site. There is an existing vehicular access serving the site from the A21;
- The site is located in close proximity to existing economic and commercial uses along Longfield Road and wider locality.

Policy AL/RTW 13

Land at Colebrook House, Pembury Road (CfS reference: Site 101)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for employment uses to provide approximately 10,000sqm (net) business (B1), general industry (B2), and storage and distribution (B8) accommodation and ancillary facilities, delivered through conversion of Colebrook House, together with a modern business park in a campus layout that respects the existing parkland setting.

Proposals shall accord with the following requirements:

1. Vehicular access to be taken directly from the site to the new Fairthorne junction of the A21;
2. Pedestrian and cycle links within, and from, the site to be provided to (i) the existing cycling networks (including the 21st Century Way and the non-motorised route), (ii) the existing pedestrian networks, including Public Rights of Way, and (iii) to Site 57 located to the west (land adjacent to Longfield Road, Policy RTW 13) via non-motorised forms of transport (see Policy TP 2: Transport design and Accessibility) ;
3. Colebrook House, a non-designated heritage asset, is to be retained (see Policy EN 7: Heritage Assets);
4. A heritage assessment of the entire site shall be undertaken to inform the layout of the site, including the location and design of the vehicular access, reflecting and responding to the existing historic access way into the site from the north (see Policy EN 7: Heritage Assets for more information).
5. The layout and design shall also be informed by the topography, existing trees and mature hedgerows on site, the landscape, and visual impact of the development, and the need to retain and enhance the formal landscaping of the site. The site layout should be informed by an arboricultural survey and a landscape and visual impact assessment (see Policy EN 1: Design and other development management criteria and Policy EN 14: Trees, Woodlands, Hedges, and Development);
6. The provision of improvements to the environmental quality and accessibility of land within the site, and potentially that which is adjacent to, and remains within, the Green Belt, including through opportunities to provide increased accessibility and the net gains to biodiversity, including in the Biodiversity Opportunity Area (see Policy EN 11: Net Gains for Nature: biodiversity);
7. Proposals shall be based on a detailed study of the parkland landscape with the clear objective of protecting and enhancing landscape character and conserving notable landscape features, with particular regard to the conservation of the visible elements of the designed landscape, including veteran and mature trees (see Policy EN 1: Design and other development management criteria and Policy EN 14: Trees, Woodlands, Hedges, and Development);
8. Any application to include a transport assessment and travel plan(s), and development of the site to accord with the requirements of these as secured by condition/legal agreement (see Policy TP 1: Transport Assessments, Travel Plans and Mitigation);
9. It must be demonstrated through any planning application that there will be no material adverse impact on the operation of safeguarded waste management facilities.

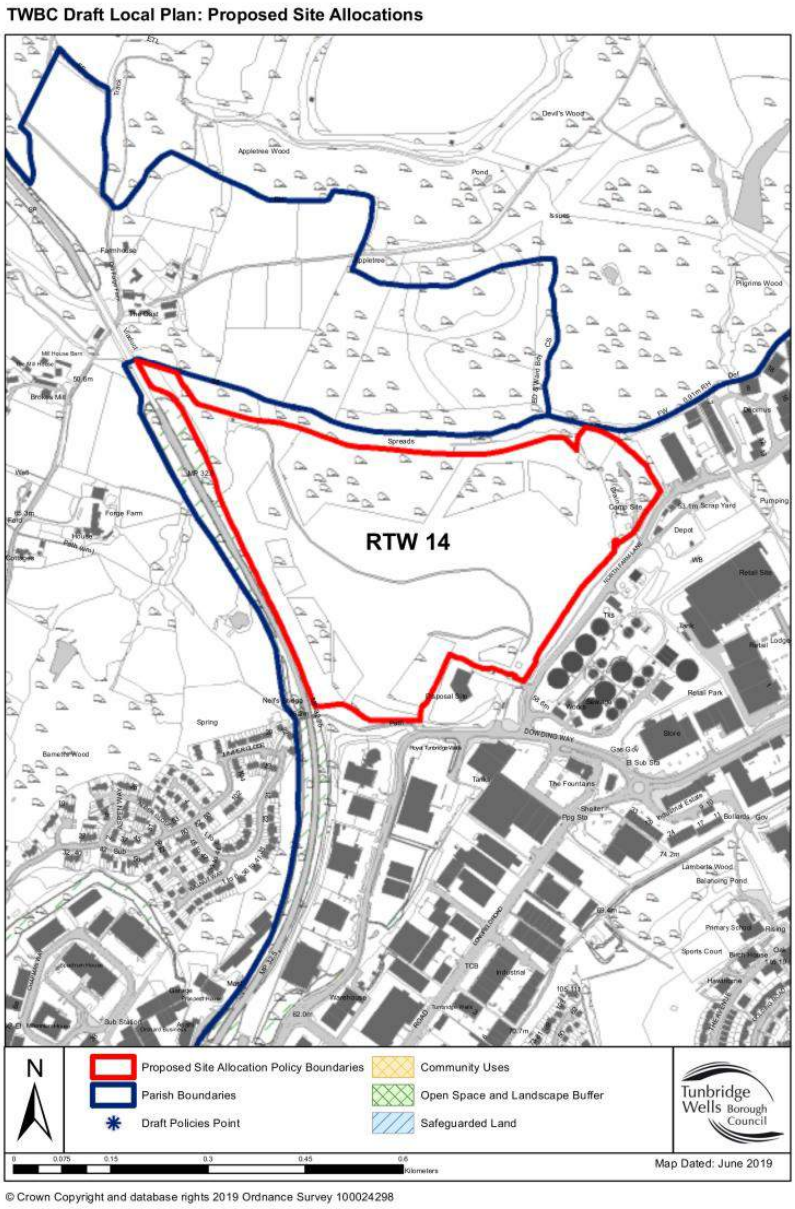
It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, particularly contributions to existing bus provision to extend bus routes into the site, highway works within the vicinity of the site, including the provision of pedestrian crossings; and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. The provision of buildings and spaces to provide cultural infrastructure;

c. Other mitigation measures identified through the pre-application process and planning application.

Land at the former North Farm landfill site, North Farm Lane and land at North Farm Lane, North Farm Industrial Estate

Map 14 Policy AL/RTW 14



5.30 This site:

- Is partly inside the existing Limits to Built Development (the area to the north east of the site) and is mostly adjacent to, or in proximity to, it. The former landfill area is a Rural Fringe site (ref Policy AL/GB 4 Site Allocations Local Plan 2016) and the northern boundary of the site lies adjacent to the AONB;
- There is a small area with archaeological potential to the north west corner of the site, and the site is part of a larger Biodiversity Opportunity Area;
- It comprises a former landfill site that has been grassed over, adjacent to the Tunbridge Wells Household Refuse and Recycling Centre and other commercial uses. Part of the

allocation includes a former gypsy site, abandoned and overgrown. The site is adjacent to the main railway line;

- The site includes land that forms part of the Environment Agency's Flood Zone 3;
- The site fronts onto North Farm Lane off Dowding Way, from which there is existing vehicular access;
- There is a stream and drainage ditches on the site;
- Land at the former North Farm landfill site, North Farm Lane is allocated in the Site Allocations Local Plan (2016) (Policy AL/GB 4) for Rural Fringe (long-term land reserve).

Policy AL/RTW 14

Land at the former North Farm landfill site (CfS reference: Site 72), North Farm Lane and land at North Farm Lane, North Farm Industrial Estate (CfS reference: Site 261)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for sports and leisure uses (including those that fall into associated sui generis classes), or renewable energy provision, to include proposals that are able to utilise the existing topography of the site.

Development on the site shall accord with the following requirements:

1. Transport assessment and travel plans. Early engagement with Highways England is recommended (see Policy TP 1: Transport Assessments and Travel Plans);
2. Public Rights of Way; cycle routes into wider network, including links to A21 Non Motorised User route and to the 21st Century Way;
3. Ecology (see Policy EN 12: Protection of designated sites and habitats);
4. Biodiversity Opportunity Area (see Policy EN 11: Net Gains for Nature: biodiversity);
5. Contaminated land (see Policy EN 31: Land Contamination);
6. Subject to confirmation that methane can be vented;
7. Ensure no adverse impact on the operation of safeguarded waste management facilities.
8. That the development does not result in unacceptable landscape impacts, e.g. glare from solar panels or from the height of rotary wind turbines.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, particularly contributions to existing bus provision to extend bus routes into the site; and/or
b. Potential highway works within the vicinity of the site, including the provision of pedestrian crossings; and/or
c. Potential town centre-wide, or town-wide transport mitigation measures (for a. to c. see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
d. The provision of buildings and spaces to provide cultural infrastructure;
e. Other mitigation measures identified through the pre-application process and planning application.

Land at Knights Park

Map 15 Policy AL/RTW 15

5.31 This site:

- Is located inside the existing Limits to Built Development at Knights Park, in proximity to recent large scale residential development, the Longfield Road economic and commercial area, and within proximity to the A21, a major public highway controlled by Highways England;
- The site includes a mix of leisure related uses and an associated large car parking area, along with a tree belt along the western edge of the site. The site is adjacent to an area of Ancient Woodland and the tree belt has a Tree Preservation Order on it. The site is part of a larger Biodiversity Opportunity Area;
- There is existing vehicular and pedestrian access to the site from Knights Way.

Policy AL/RTW 15

Land at Knights Park (CfS reference: Site 140)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for compatible leisure uses that would deliver an intensification of the leisure offer currently provided within the site.

Development on the site shall accord with the following requirements:

1. Vehicular access; impact upon wider highways network;
2. Parking (see Policy TP 3: Parking Standards);
3. Landscape assessment to inform siting and design (see Policy EN 1: Design and other development management criteria);
4. Retention of tree belt between Knights Wood and Knights Park along the western boundary of the site (see Policy EN 14: Trees, Woodlands, Hedges and Development);
5. Development proposals will need to demonstrate, where appropriate, a positive contribution to Biodiversity Opportunity Area targets (See Policy EN 11: Net Gains for Nature: biodiversity).

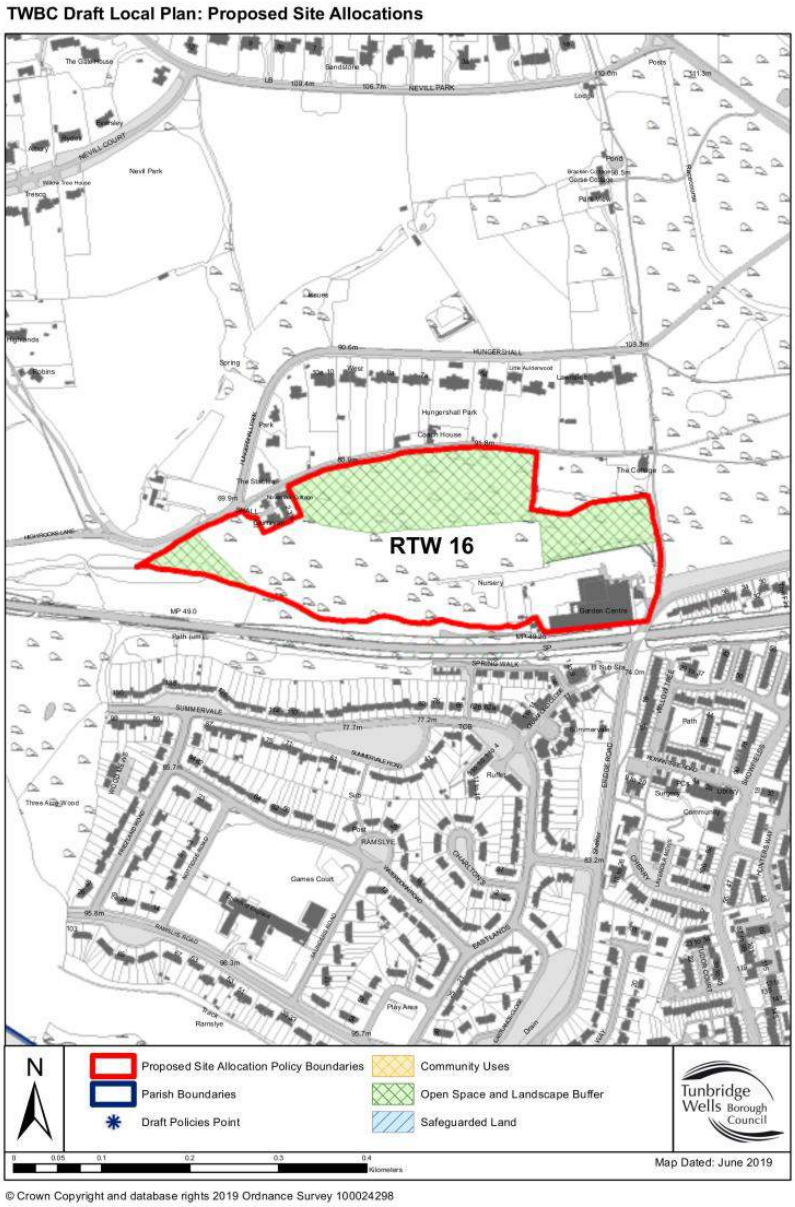
It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, particularly contributions to existing bus provision to extend bus routes into the site; and/or
b. Potential highway works within the vicinity of the site, including the provision of pedestrian crossings; and/or
c. Potential town centre-wide, or town-wide transport mitigation measures (for a. to c. see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
d. The provision of buildings and spaces to provide cultural infrastructure;
e. Other mitigation measures identified through the pre-application process and planning application.

Royal Tunbridge Wells

Land at Wyevale Garden Centre, Eridge Road

Map 16 Policy AL/RTW 16



5.32 This site:

- Is partly within, but mostly adjacent to, the existing Limits to Built Development of Royal Tunbridge Wells towards the south of the town;
- The site comprises a garden centre and associated car park, as well as a wooded/scrub area, originally an area for growing nursery stock. There is also a car wash facility on the site;
- There is existing vehicular access to the site directly off the A26 Eridge Road at the south east corner of the site, close to a bend in the Eridge Road, which is a main distributor road into the centre of Tunbridge Wells. The Spa Valley Railway Line is located south of the site, including a bridge that crosses the Eridge Road just south of the site access;

- It is a Green Belt site, part of which would be released from the Green Belt to facilitate development in a sustainable location;
- It lies adjacent to the Tunbridge Wells Conservation Area and to Tunbridge Wells Common, a designated Local Wildlife Site;
- The site is part of a larger Biodiversity Opportunity Area;
- Part of the site is covered by the Environment Agency's Flood Zone 3.

Policy AL/RTW 16

Land at Wyevale Garden Centre, Eridge Road (CfS reference: Site 24)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for A1 retail use that could include an A1 convenience store at the eastern part of the site with an element of residential.

Development on the site shall accord with the following requirements:

1. Regard will 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 a landscape and visual impact assessment (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria)*;*
2. Areas defined on the site allocation plan as green space shall be provided and retained;
3. Residential development to be located on the areas of former hardstanding for nursery production as defined on the site allocation plan;
4. Provision of a green route through the site east-west, connecting to existing Public Rights of Way on Tunbridge Wells Common and Cabbage Stalk Lane;
5. Provision of a management plan for the identified green space in perpetuity;
6. A site-specific flood risk assessment shall be carried out in support of any application, identifying whether the site is at risk of flooding from sources other than fluvial flooding, and any development shall include suitable flood mitigation measures and an overall reduction in flood risk (see Policy EN 28: Flood Risk);
7. Development proposals will need to demonstrate, where appropriate, a positive contribution to Biodiversity Opportunity Area targets (See Policy EN 11: Net Gains for Nature: biodiversity);
8. Means of access, including secondary and emergency means of access point to be informed by a highway assessment;
9. Adequate servicing and parking to serve a large retail unit(see Policy TP 3: Parking Standards);
10. The MAGIC web site[29] identifies the potential for 'Woodpasture or Parkland', a BAP priority habitat, to be within 25m of the site. This should be taken into consideration as part of any detailed site-specific studies to inform development and any required mitigation (see Policy EN12: Protection of designated sites and habitats);
11. Suitable buffering and enhancements to the River Grom corridor and to the setting of the adjacent Tunbridge Wells and Rusthall Common.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;

29 https://magic.defra.gov.uk/

d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Other mitigation measures identified through the pre-application process and planning application.

Land at 36-46 St John's Road

Map 17 Policy AL/RTW 17

5.33 This site:

- Is located inside the existing Limits to Built Development of Royal Tunbridge Wells, and comprises a former Arriva Bus Depot.
- There are listed buildings adjacent to the south of the site;

- The site is located along the A26 St John's Road, a main distributor road into the centre of Tunbridge Wells, from which there is existing vehicular access;
- Land at 36-46 St John's Road is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 5) for residential development (C3) providing approximately 65 dwellings;
- Planning permission has been granted (17/00731) for the demolition of existing buildings and structures and construction of three new buildings comprising 89 units to provide accommodation for older people;

- If the planning permission has been substantially completed by the publication of the Regulation 19 Pre-submission Local Plan, then this policy will be deleted.

Policy AL/RTW 17

Land at 36-46 St John's Road

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for residential development (C3) providing approximately 65 dwellings or, alternatively, for development delivering a higher density of housing for older people (C3) providing approximately 90 dwellings.

Development on the site shall accord with the following requirements:

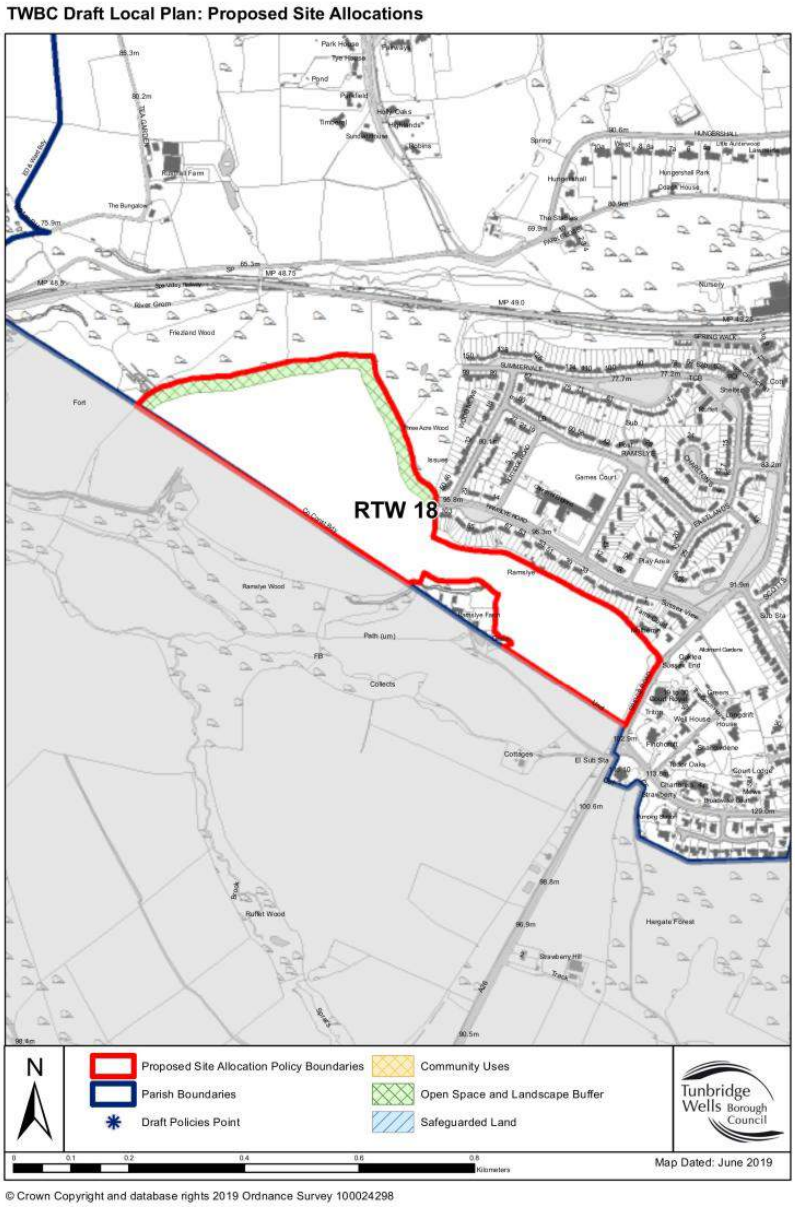
1. Proposals must be accompanied by an air quality assessment and appropriate mitigation measures, in accordance with Policy EN 23: Air Quality;
2. Opportunities for including green infrastructure links from the site to Woodbury Park Cemetery shall be explored (see Policy EN 16: Green, Grey, and Blue Infrastructure);
3. Provision of on-site amenity/natural green space and children's play space and improvements to existing allotments, parks and recreation grounds, and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Other mitigation measures identified through the pre-application process and planning application.

Land to the west of Eridge Road at Spratsbrook Farm

Map 18 Policy AL/RTW 18



5.34 This site:

- Comprises an undeveloped site that is located adjacent to the existing Limits to Built Development of Royal Tunbridge Wells in the Green Belt. It consists of managed agricultural land. There is a listed building adjacent to the site, to the north adjacent to the A26 Eridge Road;
- It is a Green Belt site, part of which to be released from the Green Belt to facilitate development in a sustainable location. The site is partly within the AONB and there is a small area of Ancient Woodland on part of the site, with the site adjacent to Ancient Woodland to the north;

- The site is an assart field and there is an area to the western corner of the site that is an Ancient Monument and has archaeological potential. It is part of a Biodiversity Opportunity Area;
- Immediately east of the site is the A26 Eridge Road, a main distributor road into the centre of Tunbridge Wells and from which there is an existing access into the site.

Policy AL/RTW 18

Land to the west of Eridge Road at Spratsbrook Farm (CfS reference: Site 137)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for residential development (C3) providing approximately 270 dwellings and a seven form entry secondary school.

Development on the site shall accord with the following requirements:

1. Transport assessments and travel plans, as well as enabling means of active travel to serve the new secondary school (see Policy TP 1: Transport assessments, Travel Plan and Mitigation);
2. Links from the site to be provided to the existing Public Rights of Way network in the vicinity of the site and the provision of cycle and pedestrian links into the adjacent Ramslye Estate;
3. The layout, form, and mass of built development on site to have regard to the topography, trees and hedgerows, Ancient Woodland, and buffers (see Policies EN 1: Design and other development management criteria, EN 20: Rural Landscape, EN 14: Trees, Woodland, Hedges, and Development and EN 15: Ancient Woodland and Veteran Trees), need for appropriate surface water drainage, and landscape and visual impact of the development;
4. Development proposals will need to demonstrate where appropriate a positive contribution to Biodiversity Opportunity Area targets (see Policy EN 11: Net Gains for Nature: biodiversity);
5. Detailed historic landscape and archaeological assessment required (see Policy EN 7: Heritage Assets);
6. Potential requirement for buffer to development: west of site are remnants of Hill Fort, a Scheduled Ancient Monument (see Policy EN 7: Heritage Assets);;
7. Provision of soft landscaping buffer along south-western boundary within Wealden District Council should be investigated;
8. The design and layout to be informed by a comprehensive energy and climate change strategy (see Policies EN 4: Energy Reduction in New Buildings and EN 5: Climate Change Adaptation);
9. The provision of public electric vehicle charging points and car share facilities in accordance with Policy TP 2: Transport Design and Accessiblity;
10. Provision of on-site allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

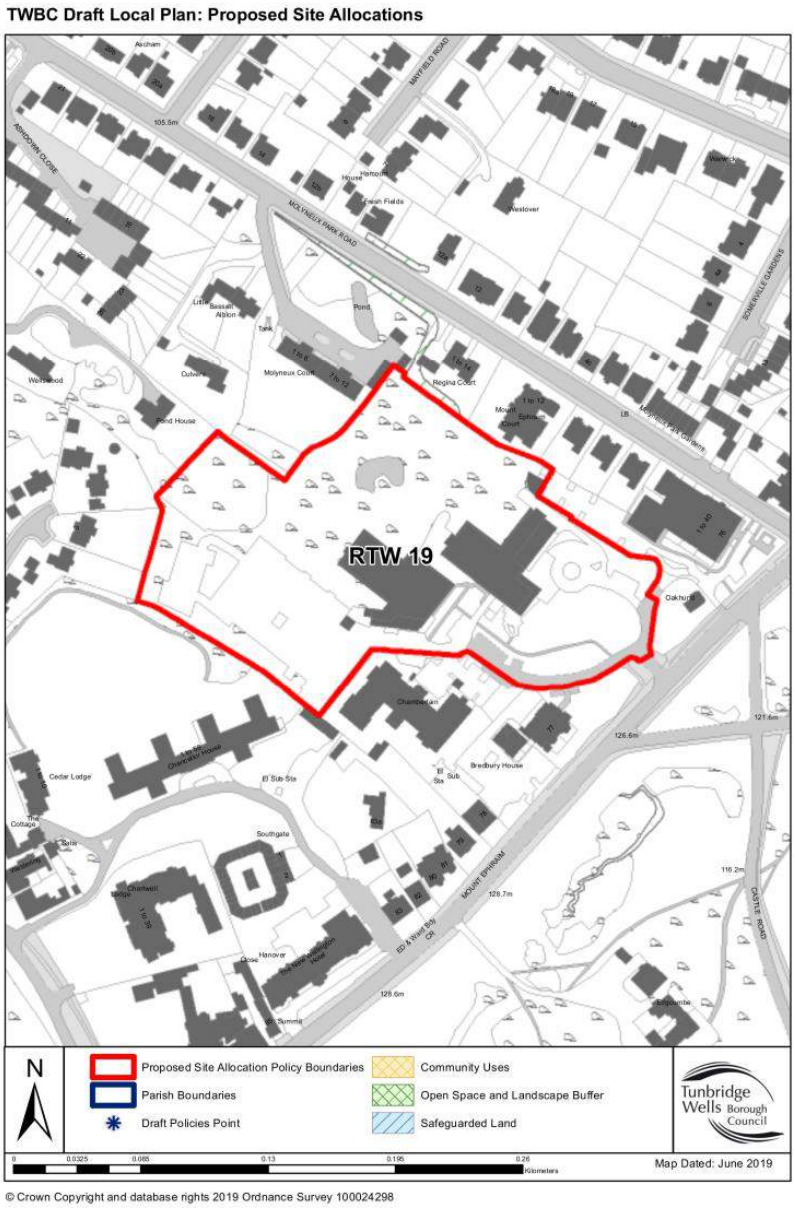
a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open

space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);

f. Other mitigation measures identified through the pre-application process and planning application.

Land at 77 Mount Ephraim (Sturge House, Brockbourne House)

Map 19 Policy AL/RTW 19



5.35 This site:

- Is located within the existing Limits to Built Development to the west of the centre of Royal Tunbridge Wells, with the front portion of the site immediately adjacent to Mount Ephraim, located within the Royal Tunbridge Wells Conservation Area. The site is in proximity of listed buildings and opposite Tunbridge Wells Common, a designated Local Wildlife Site. There is a Tree Preservation Order at the site;
- The front portion of the site is located within a larger area that has archaeological potential;
- The site includes existing employment/commercial uses;

- The site lies along the A264 Mount Ephraim Road, a main distributor road into the centre of Tunbridge Wells. There is vehicular and pedestrian access directly from Mount Ephraim;
- Land at 77 Mount Ephraim is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 20) for employment uses.

Policy AL/RTW 19

Land at 77 Mount Ephraim (Sturge House, Brockbourne House)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for employment uses. The preferred use is B1(a) (office) or A2 (financial and professional services), but proposals including B1(b) (research and development), B1(c) (light industry), C1 (hotels), and D1 (non-residential institutions) will also be considered favourably.

Development on the site shall accord with the following requirements:

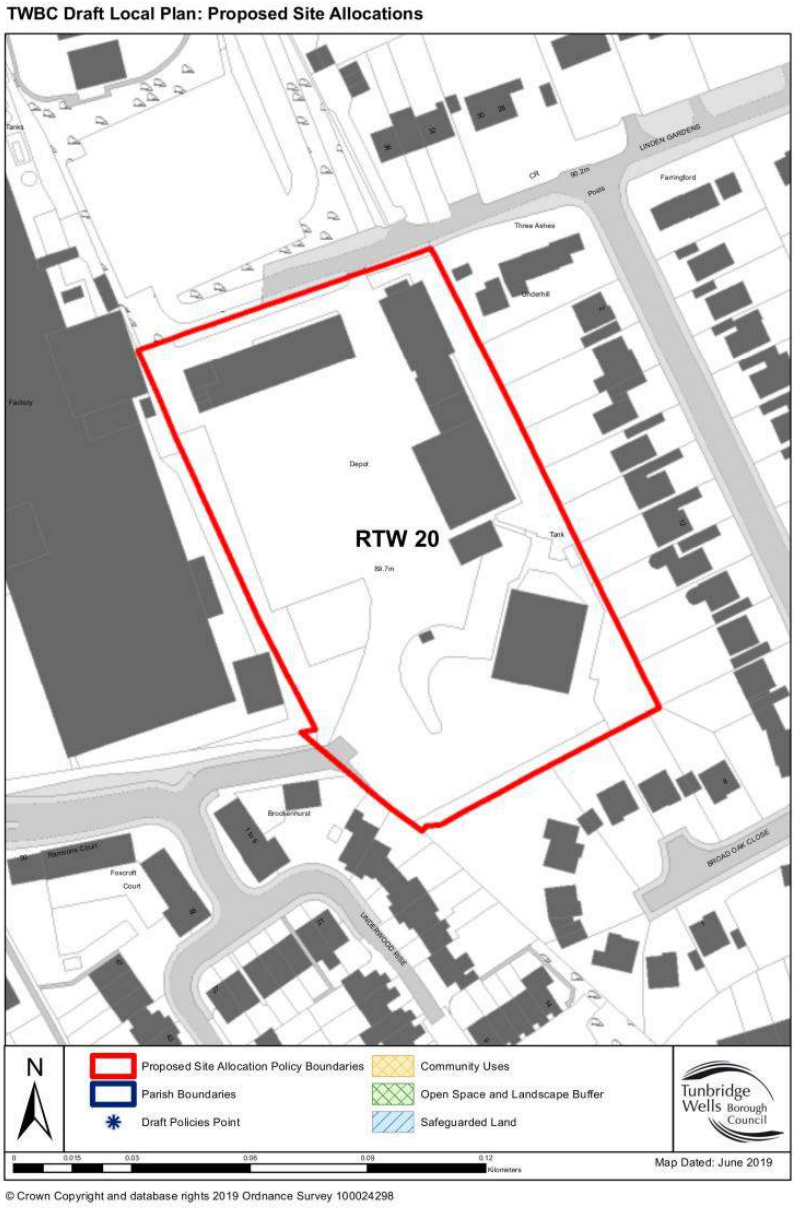
1. Proposals must be informed by a transport assessment (see Policy TP 1: Transport Assessments, Travel Plans and Mitigation);
2. Development shall be of high quality design and shall demonstrate how it will conserve and enhance the Conservation Area, and have regard to the setting of listed buildings adjacent to the site (see Policy EN 7: Heritage Assets). The layout, mass, design approach, and height of a redevelopment scheme should accord with its context, and shall reflect the particular character of this part of Royal Tunbridge Wells (see Policy EN1: Design and other development management criteria);
3. Development shall promote the use of high quality, locally distinctive materials and features (see Policy EN1: Design and other development management criteria);
4. Ensure suitable pedestrian permeability through the site (see criterion 5 7 of Policy EN 1: Design and other development management criteria);
5. Adequate servicing and parking to serve any proposals (see Policy TP 3: Parking Standards).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. The provision of buildings and spaces to provide cultural infrastructure;
c. Other mitigation measures identified through the pre-application process and planning application.

Land at Tunbridge Wells Telephone Engineering Centre, Broadwater Down

Map 20 Policy AL/RTW 20



5.36 This site:

- Is located within the existing Limits to Built Development of Royal Tunbridge Wells towards the south of the town centre;
- It comprises a disused BT telephone engineering centre;
- The site has existing vehicular and pedestrian access from Underwood Rise towards the south western corner of the site;
- Land at Tunbridge Wells Telephone Engineering Centre is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 13) as part of a wider allocation including the WA Turner Factory for residential development (C3) providing approximately 170 dwellings. The WA Turner site is not proposed to be allocated in this Draft Local Plan. Although it was submitted in the Call for Sites exercise, it is a site which is in existing employment use, which is of economic and employment benefit: it is therefore not proposed to allocate this for residential development.

Policy AL/RTW 20

Land at Tunbridge Wells Telephone Engineering Centre, Broadwater Down (CfS reference: Site 198)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for residential development (C3) providing approximately 50 dwellings.

Development on the site shall accord with the following requirements:

1. Potential to provide pedestrian linkages between Broadwater Lane and Linden Garden;
2. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings, and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

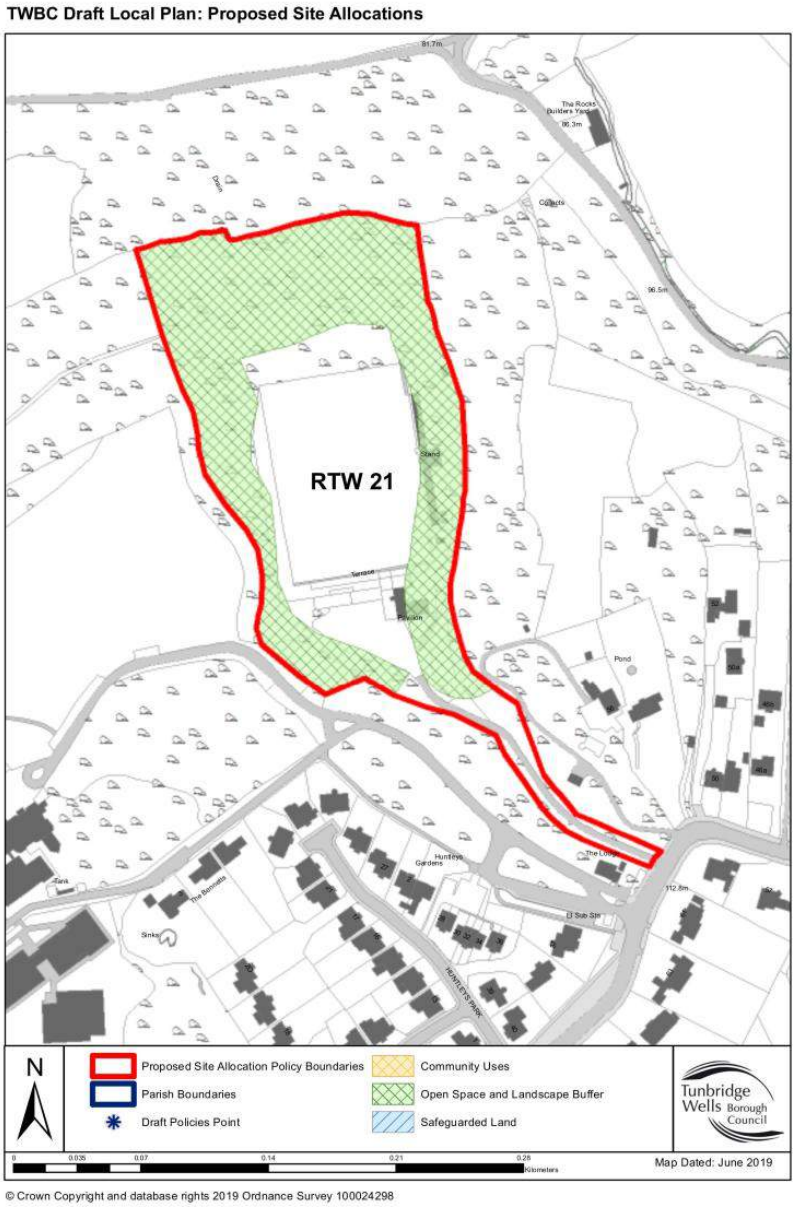
The Sports Strategy for Royal Tunbridge Wells

5.37 The Playing Pitch Strategy (PPS)[30] prepared on behalf of the Council looks in detail at the existing provision of sports pitches, the quantity, quality, and configuration for providing for the future population, taking into account housing and population growth, and demographics. The Strategy and Action Plan set out within the PPS considers the rationalisation of some of the existing underused or poor quality football pitches and the re-provision to create a new quality sports hub to serve the urban area. The strategy has been endorsed by Sport England and involves the re-provision of sports pitches from Culverden Stadium, Cadogan Sports Field, Bayham Sports Field, and Colebrook Sports Field, to be re-provided at a new 'sports hub' at Hawkenbury, offering two senior pitches (one of which to be 3G/stadium quality), three youth pitches, and one mini pitch. The strategy is reflected within the following site allocations, which detail the individual sites and proposed future uses.

30 The Playing Pitch Strategy

Land at Culverden Stadium, Culverden Down

Map 21 Policy AL/RTW 21



5.38 This site:

- Is located part adjacent to, and in proximity to, the existing Limits to Built Development of Royal Tunbridge Wells. It is included in the wider Culverden Down Rural Fringe designation;
- It comprises a football stadium, currently used by Tunbridge Wells Football Club, and associated development, including car park;
- The site includes an area of Ancient Woodland and is part of a larger Biodiversity Opportunity Area. There is a Tree Preservation Order on the site;
- The site has vehicular and pedestrian access from Culverden Down;
- The football stadium is proposed to be re-provided at the proposed 'sports hub' at Hawkenbury as referred to at paragraph 5.43 above;
- Land at Culverden Stadium is allocated in the Site Allocations Local Plan 2016 (Policy AL/GB 4) for Rural Fringe as part of the wider Culverden Down area, as a long term land reserve.

Policy AL/RTW 21

Land at Culverden Stadium, Culverden Down (CfS reference: Site 235)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for residential development (C3) providing approximately 30 dwellings.

Development on the site shall accord with the following requirements:

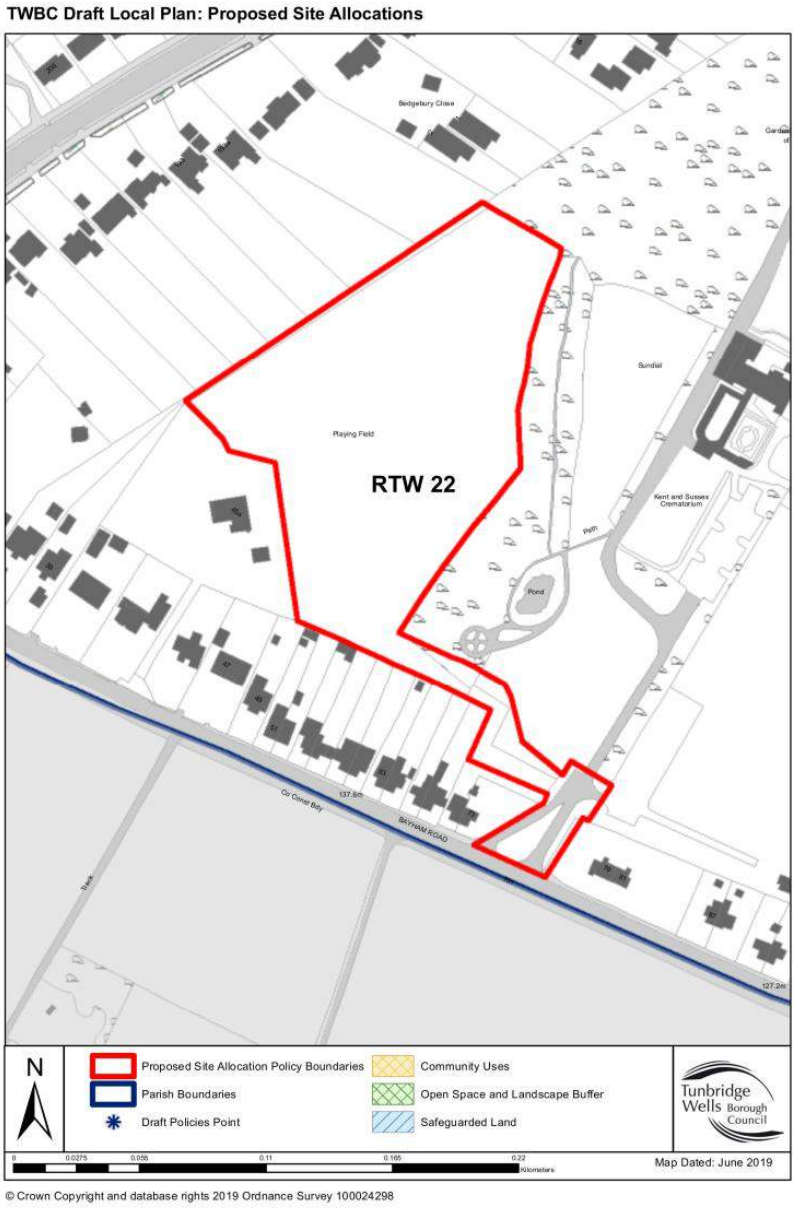
1. Planning permission shall be granted on this allocation site subject to planning permission having been granted for a suitable alternative sporting facility at another site;
2. Implementation of planning permission granted for the development of this allocation site shall occur only once the provision of the alternative sporting facility is operational, or will be operational in time for the start of the following football season;
3. Ancient Woodland buffer to the northern and eastern boundaries (see Policy EN 15: Ancient Woodland and Veteran Trees);
4. Development proposals will need to demonstrate where appropriate a positive contribution to Biodiversity Opportunity Area targets (see Policy EN 11: Net Gains for Nature: biodiversity);
5. The scheme shall incorporate the use of the pillars that are currently located at the vehicular access entrance with Culverden Down. The pillars shall form part of the new frontage of the site, which could include their re-positioning within this frontage;
6. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

Land at Bayham Sports Field West

Map 22 Policy AL/RTW 22



This site:

- Is located adjacent to the existing Limits to Built Development of Royal Tunbridge Wells, towards the south of the town centre;
- It comprises a playing pitch sited to the rear of residential properties along Forest Road and Bayham Road and to the south west of the Tunbridge Wells Crematorium;
- The site lies within a larger Biodiversity Opportunity Area and is adjacent to a designated Local Wildlife Site, part of which extends onto the site;
- Vehicular and pedestrian access is currently taken via a track leading from the crematorium entrance off Bayham Road;
- The playing pitch is proposed to be re-provided at the proposed 'sports hub' at Hawkenbury as referred to at paragraph 5.43 above.

Policy AL/RTW 22

Land at Bayham Sports Field West (CfS reference: Site 236)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for residential development (C3) providing approximately 20-25 dwellings.

Development on the site shall accord with the following requirements:

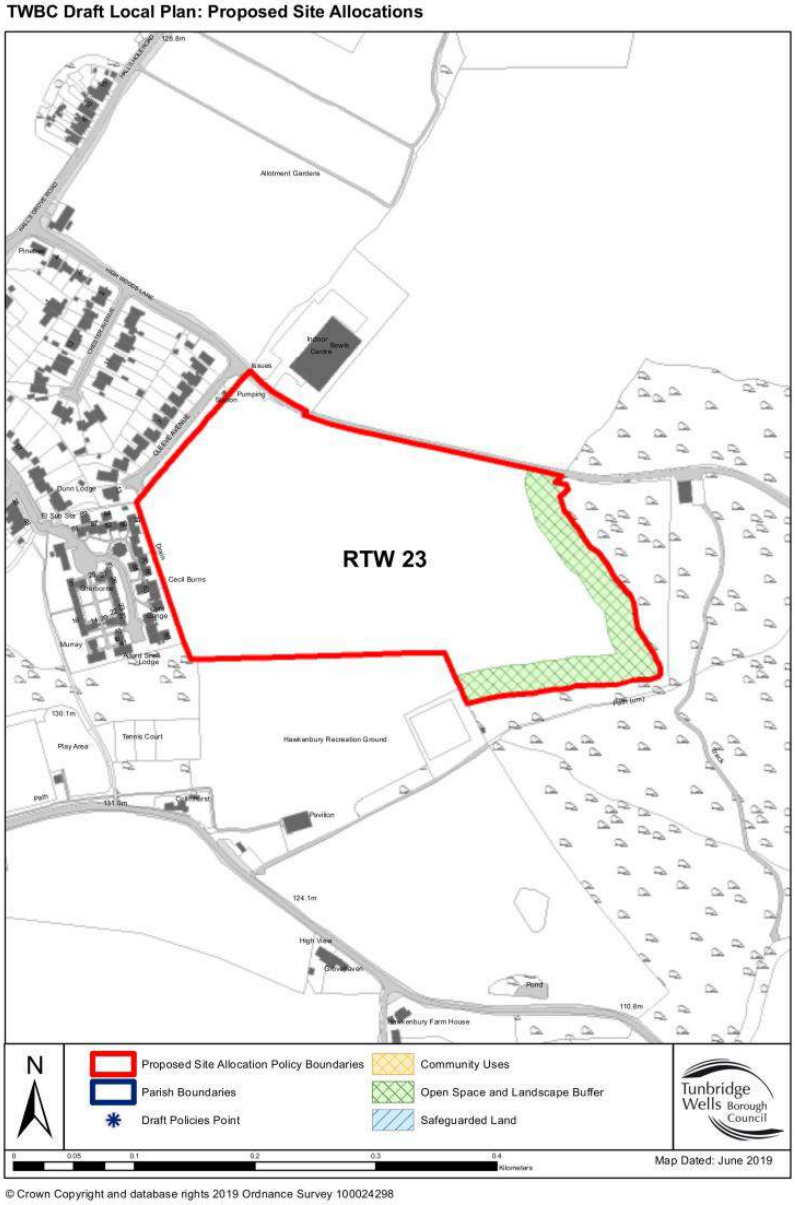
1. Vehicular access to be taken from Bayham Road, B2169;
2. Pedestrian access to be provided from site onto Bayham Road;
3. Development proposals will need to demonstrate where appropriate a positive contribution to Biodiversity Opportunity Area targets (see Policy EN 11: Net Gains for Nature: biodiversity);
4. Retention of trees and hedgerows along boundaries (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria*);*
5. No net loss of sports provision as part of the wider Sports Pitch Strategy for Royal Tunbridge Wells (see Policy OSSR 1: Retention of Open Space);
6. Regard to be given to the Groundwater Source Protection Zone affecting the site, in consultation with the Environment Agency;
7. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings and/or town centre-wide, or town-wide transport mitigation measures ;(see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility)Primary and secondary education;
b. Health and medical facilities;
c. The provision of buildings and spaces to provide cultural infrastructure;
d. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space; the existing sports pitch currently on this site will be replaced by the new facilities provided at this new sports hub (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
e. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Other mitigation measures identified through the pre-application process and planning application.

Land to the north of Hawkenbury Recreation Ground

Map 23 Policy AL/RTW 23



5.39 This site:

- Is located adjacent to the existing Limits to Built Development of Royal Tunbridge Wells, to the south east of the town centre;
- It is an undeveloped site that has planning permission for sports playing pitches 17/03232. It is an assart field and lies adjacent to Ancient Woodland. There is an area of archaeological potential on the site and adjacent to it;
- The site is Green Belt and lies within the AONB; it will remain within the Green Belt;
- Vehicular access is currently through a field gate off High Woods Lane;
- It provides a new sports hub at Hawkenbury to serve the wider urban area of Royal Tunbridge Wells;
- Land to the north of Hawkenbury is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 30) for sports pitches and other outdoor recreation facilities;
- Planning permission was granted in 2017 (17/03232/FULL) for the change of use of part of the land to expand existing recreational facilities through the provision of additional sports

pitches, together with access, car parking provision, ball stop fencing, changing room facilities and other works.

Policy AL/RTW 23

Land to the north of Hawkenbury Recreation Ground (CfS reference: part Site 53)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for a new sports hub to include standing/seating for supporters and other ancillary structures.

Development on the site shall accord with the following requirements:

1. Development shall contribute to substantial improvements to local road junctions and crossings within the immediate area, and to other traffic or sustainable transport measures; to include the junctions of Pembury Road with Halls Hole Road and with Sandown Park (see Policies TP1: Transport Assessments, Travel Plans, and Mitigation and TP2: Transport Design and Accessibility);
2. Regard will 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 a landscape and visual impact assessment (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
3. The provision of improved cycle and pedestrian linkages (see Policy TP 2: Transport Design and Accessibility);
4. The provision of improvements to the environmental quality and accessibility of land within the site, including through opportunities to provide increased accessibility and net gains to biodiversity (see Policy EN 11: Net Gains for Nature: biodiversity);
5. The proposal will need to provide a scheme for lighting that is in accordance with the requirements of Policy EN 10: Outdoor Lighting and Dark Skies.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. The provision of buildings and spaces to provide cultural infrastructure;
c. Other mitigation measures identified through the pre-application process and planning application.

Land at Cadogan Sports Field, St John's Road

Map 24 Policy AL/RTW 24

5.40 This site:

- Is located inside the existing Limits to Built Development, to the north of the town centre and is used as a playing field with parking area;
- There is existing vehicular and pedestrian access from the A26 St John's Road to the west of the site, a main distributor road into the centre of Tunbridge Wells. The access is shared with the Masonic Centre and Tunbridge Wells Tennis/Bowling Club for most of its length;
- The sports pitch is proposed to be re-provided at the proposed 'sports hub' at Hawkenbury as referred to at paragraph 5.43 above.

Policy AL/RTW 24

Land at Cadogan Sports Field, St John's Road (CfS reference: Site 237)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for residential development (C3) providing approximately 30-40 dwellings.

Development on the site shall accord with the following requirements:

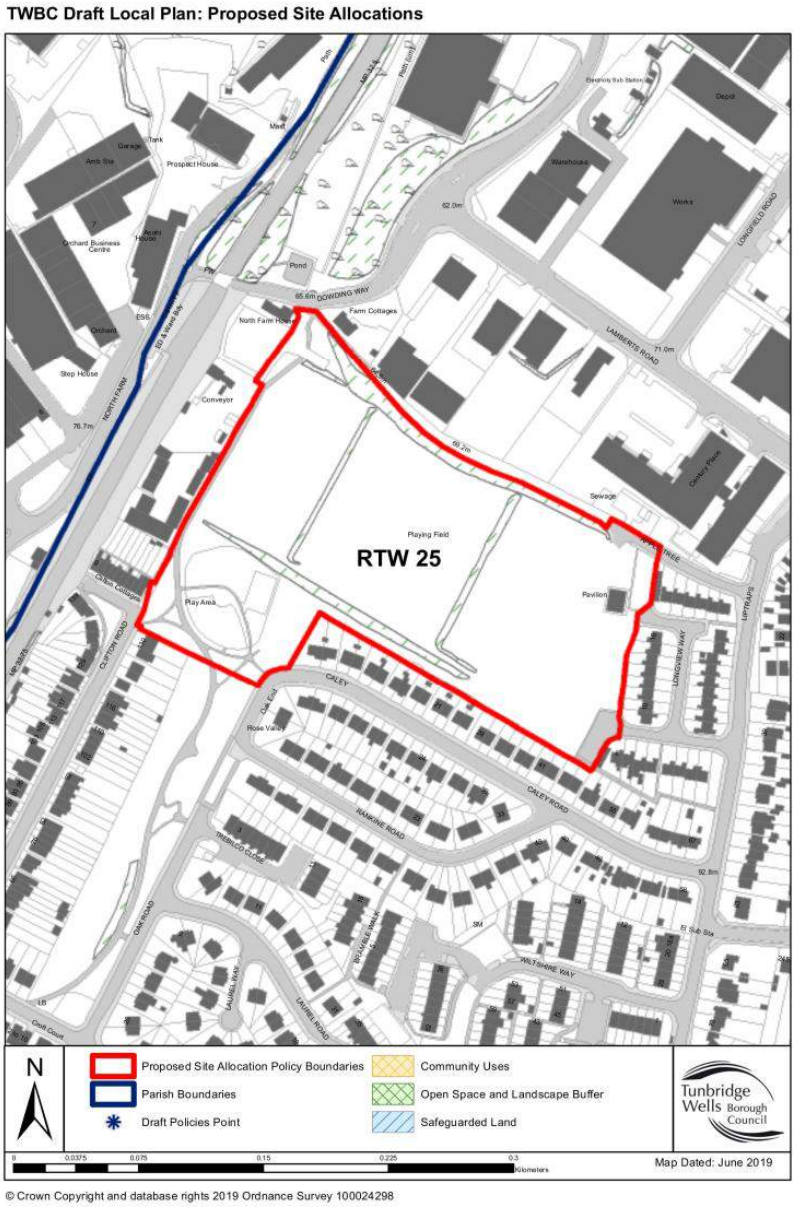
1. Vehicular access to be provided onto St John's Road, A26;
2. Pedestrian access to be provided onto St John's Road, A26;
3. Proposals must be accompanied by an air quality assessment and appropriate mitigation measures, in accordance with Policy EN 23: Air Quality;
4. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space, in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings; and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space; the existing sports pitch currently on this site will be replaced by the new facilities provided at this new sports hub (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

Land at Colebrook Sports Field, Liptraps Lane

Map 25 Policy AL/RTW 25



5.41 This site:

- Is located inside the existing Limits to Built Development of Royal Tunbridge Wells, to the north east of the town centre;
- The site comprises a playing field and children's play area located south of Dowding Way and east of North Farm Road, adjacent to Clifton Road to the south west corner of the site;
- The site is in proximity of a railway bridge that crosses Dowding Way to the north west of the site;
- Part of the site is included in the Environment Agency's Flood Zone 3;
- The sports and recreation provision on this site is proposed to be re-provided and enhanced on the site, as well as additional pitches to be re-provided at the proposed 'sports hub' at Hawkenbury as referred to at paragraph 5.43 above.

Policy AL/RTW 25

Land at Colebrook Sports Field, Liptraps Lane (CfS reference: Site 238)

This site, as defined on the Royal Tunbridge Wells draft Policies Map. is allocated for residential development (C3) providing approximately 60 dwellings and the re-provision and enhancement of informal open space, and sports and leisure provision.

Development on the site shall accord with the following requirements:

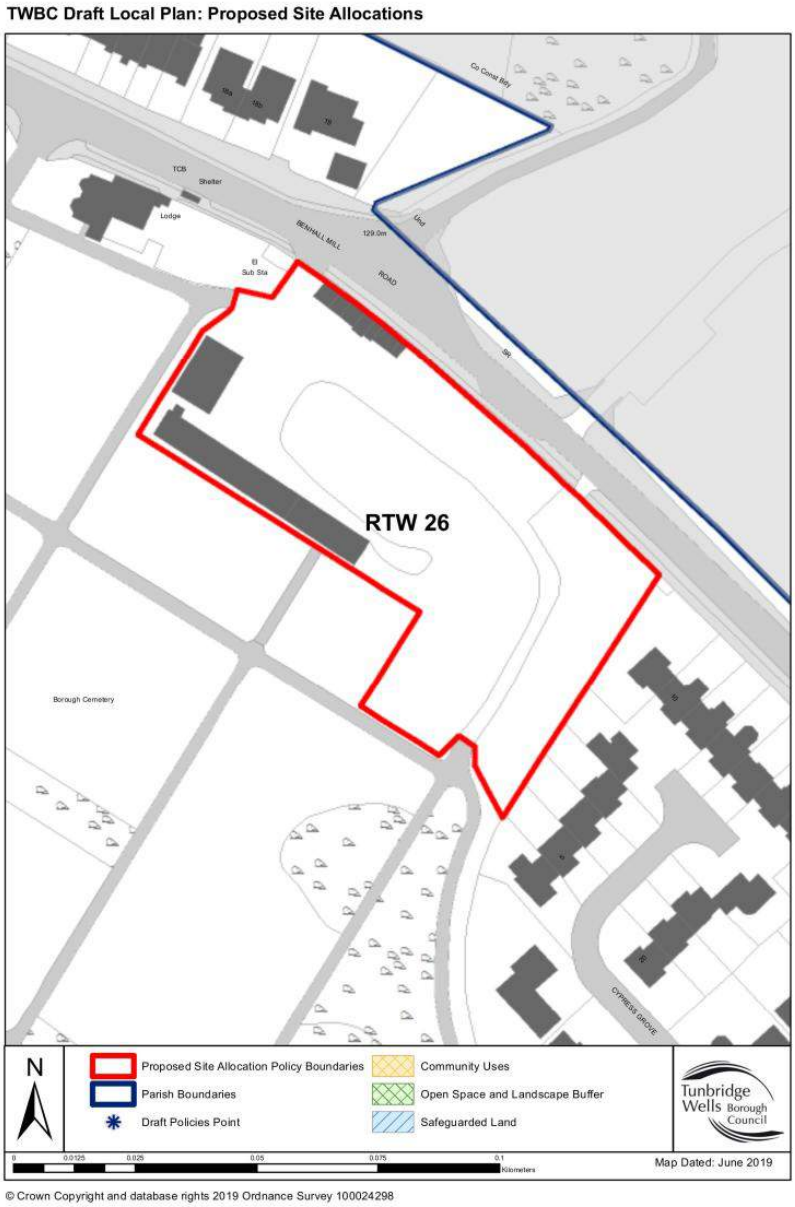
1. Vehicular access to be informed by a transport assessment (see Policy TP1: Transport Assessments, Travel Plans and Mitigation);
2. Opportunities to be explored for improving pedestrian and cycle access onto Dowding Way (see Policy TP 2: Transport Design and Accessibility);
3. Retain and improve existing pedestrian and cycle routes through site to link in with the wider footway and cycle network;
4. Regard will 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 a landscape and visual impact assessment (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
5. A site-specific flood risk assessment shall be carried out in support of any application, identifying whether the site is at risk of flooding from sources other than fluvial flooding, and any development shall include suitable flood mitigation measures and an overall reduction in flood risk (see Policy EN 28: Flood Risk);
6. Provision of on-site amenity/natural green space and children's play space and improvements to existing allotments, parks and recreation grounds, and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation, to include re-provision and enhancement of existing formal and informal play areas and open space as part of the proposed development.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings; and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space; the existing sports pitch currently on this site will be replaced by the new facilities provided at this new sports hub (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Provision of on-site amenity/natural green space and children's play space and improvements to existing allotments, parks and recreation grounds and youth play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

Land at Cemetery Depot, Benhall Mill Road

Map 26 Policy AL/RTW 26



5.42 This site:

- Is located within the existing Limits to Built Development, of Royal Tunbridge Wells, to the south east of the town centre;
- The site comprises a depot site associated with the adjacent Tunbridge Wells Cemetery;
- The site has a frontage with Benhall Mill Road. Existing vehicular and pedestrian access is via the existing access to the Cemetery off Benhall Mill Road;
- The site is part adjacent to a Biodiversity Opportunity Area and is adjacent to a designated Local Wildlife Site.

Policy AL/RTW 26

Land at Cemetery Depot, Benhall Mill Road (CfS reference: Site 249)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for residential development (C3) providing approximately 20 dwellings.

Development on the site shall accord with the following requirements:

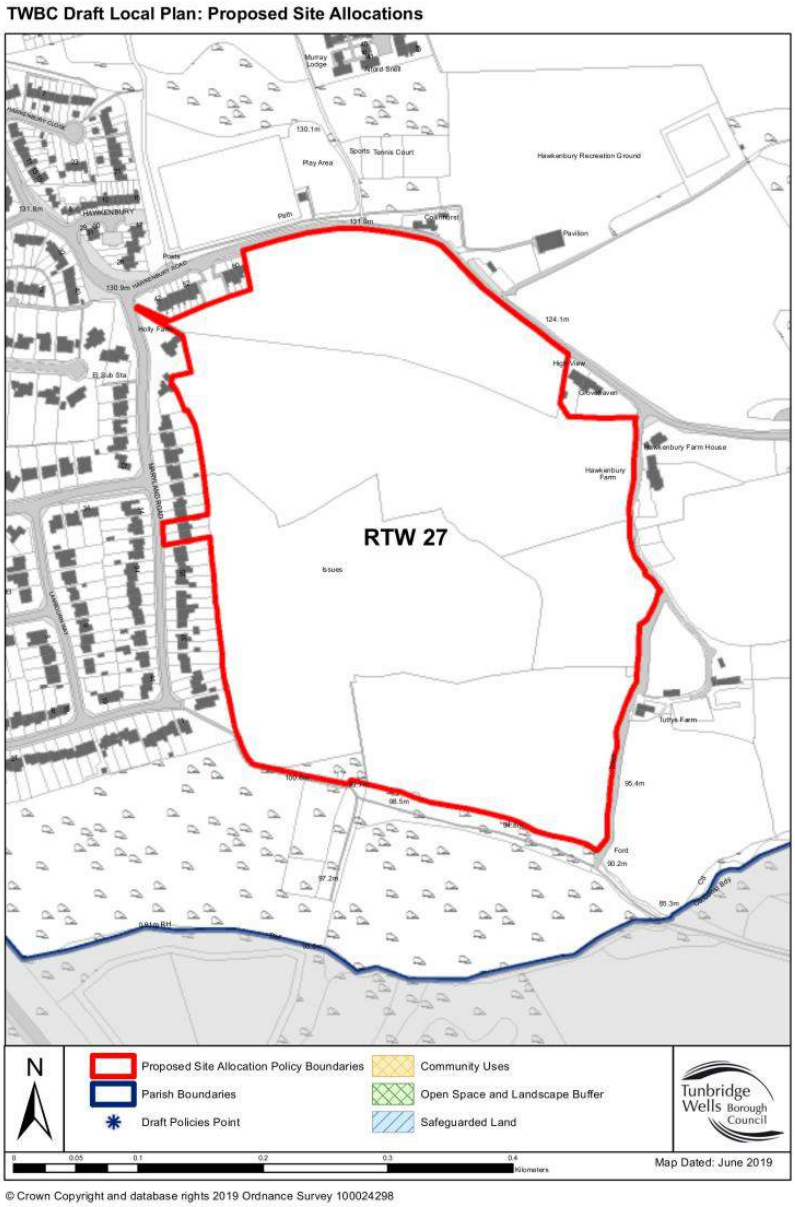
1. Development shall provide improvements to local road junctions and pedestrian footway crossings within the immediate area, and to other traffic or sustainable transport measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
2. Assessment of significance of non-designated heritage assets shall be carried out. Development proposals shall consider retention of this heritage asset (see Policy EN 7: Heritage Assets);
3. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space, in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings, and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

Land at Hawkenbury, off Hawkenbury Road/Maryland Road

Map 27 Policy AL/RTW 27



5.43 This site:

- Is located inside the existing Limits to Built Development of Royal Tunbridge Wells, to the south east of the town centre;
- The site has planning permission for residential development and the provision of a new primary school, and is currently under construction;
- The southern portion of the site is an assart field and the site is located within a larger Biodiversity Opportunity Area;
- Hawkenbury Road is located adjacent to the northern boundary of the site with Maryland Road in close proximity to the west, from which the existing planning permission gains vehicular access;
- The site lies adjacent to the AONB;

- Land at Hawkenbury Farm is allocated in the Site Allocations Local Plan 2016 (Policy AL/GB 3) for residential development (C3) providing approximately 220-250 dwellings and a primary school (two form entry);
- Planning permission has been granted - 16/07023/HYBRID for 239 dwellings plus a primary school and construction on site has commenced. A further application has been submitted - 18/03951/FULL for layout and house type amendments including an increase of eight additional dwellings;
- If the planning permission has been substantially completed by the publication of the Regulation 19 Pre-submission Local Plan, then this policy will be deleted.

Policy AL/RTW 27

Land at Hawkenbury, off Hawkenbury Road/Maryland Road (CfS reference: Site 255)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for residential development (C3) providing approximately 220-250 dwellings and a primary school.

Development on the site shall accord with the following requirements:

1. The layout, form, and mass of development on site to have regard to the topography, ancient woodland and buffers need for appropriate surface water drainage, and landscape and visual impact of the development (see Policies EN 1: Design and other development management criteria: EN 14: Trees, Woodlands, Hedges, and Development, EN 15: Ancient Woodland and Veteran Trees and EN 20: Rural Landscape);
2. Particular regard shall be had to the character of the nearby Area of Outstanding Natural Beauty (see Policy EN 21: High Weald Area of Outstanding Natural Beauty (AONB));
3. The provision of improvements to the environmental quality and accessibility of land within the site, including through opportunities to provide increased accessibility and net gains to biodiversity (see Policy EN 11: Net Gains for Nature: biodiversity);
4. Development proposals will need to demonstrate, where appropriate, a positive contribution to Biodiversity Opportunity Area targets (see Policy EN 11: Net Gains for Nature: biodiversity);
5. A Management Plan shall be agreed to ensure the long-term protection and management of open spaces, including woodland and natural landscape features;
6. Opportunities shall be explored to re-provide allotments within the locality;
7. Development shall ensure remediation of the areas of landfill within the site;
8. Provision of on-site allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
9. Proposals for the siting and provision of a primary school within the site shall be agreed through discussion with the Local Education Authority;
10. The design and layout should be informed by a comprehensive energy strategy (see Policies EN 4: Energy Reduction in New Buildings and EN 5: Climate Change Adaptation);
11. The provision of public electric vehicle charging points and car share facilities in accordance with Policy TP2.

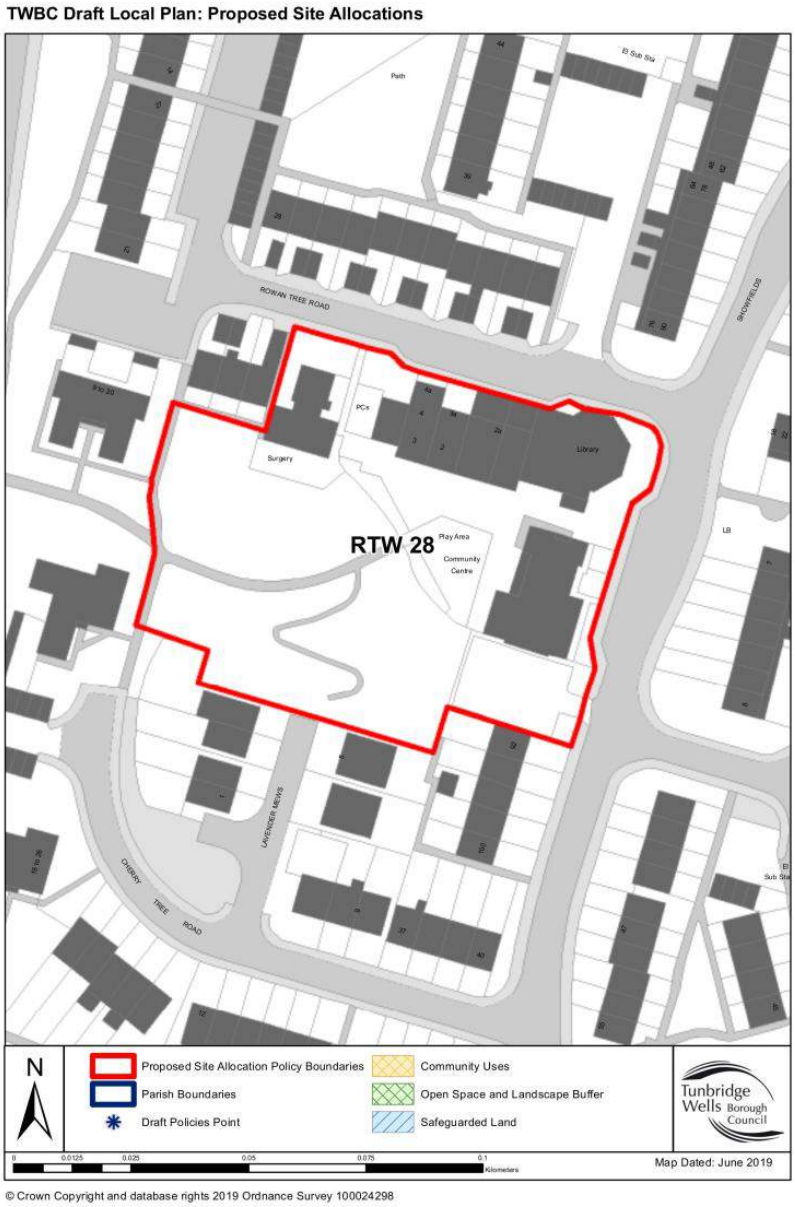
It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, potential highways works within the vicinity of the site, including the provision of pedestrian crossings; and/or potential town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;

d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

Land at Rowan Tree Road, Showfields Road

Map 28 Policy AL/RTW 28



5.44 This site:

- Is located within the existing Limits to Built Development of Royal Tunbridge Wells towards the south west of the town centre;
- The site includes a library, medical centre, and other community facilities such as children's play area and car park and is part of a defined Neighbourhood Centre. There are some residential uses. The site includes an area of open space, which has Village Green status, and there are Tree Preservation Orders on the site;
- The site occupies a prominent position on the corner of Showfields Road and Rowan Tree Road. The main point of vehicular access is from Showfields Road along the eastern boundary of the site, to the car park.

Policy AL/RTW 28

Land at Rowan Tree Road, Showfields Road (CfS reference: Site 267)

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for a mixed use development to include an improved and enhanced medical centre, enhanced residential development, as well as improvements to community facilities that could be delivered through a wider hub development.

Development on the site shall accord with the following requirements:

1. A comprehensive development for the site to include the possible re-provision and enhancement of the existing residential dwellings and improved and enhanced community facilities, to include a medical centre;
2. Development shall be of a high quality design and should promote the use of high quality, locally distinctive materials and features (see Policy EN 1: Design and other development management criteria);
3. Ensure suitable pedestrian permeability through the site, both to retain existing routes and to provide new routes, to include pedestrian and cycle linkages with the wider surrounding area (see criterion 7 of Policy EN 1: design and other development management criteria);
4. Any proposals should take into account the designated 'Village Green' within the site;
5. Proposals will need to accord with Policy EN 14: Trees, Woodlands, Hedges, and Development in relation to the protected trees on the site;
6. Provision of on-site amenity/natural green space and children's play space in accordance with the requirements of Policy OSSR 2: The provision of publicly accessible open space and recreation).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Other mitigation measures identified through the pre-application process and planning application.

Land at former Gas Works, Sandhurst Road

Map 29 Policy AL/RTW 29

5.45 This site:

- Is located inside the existing Limits to Built Development of Tunbridge Wells, to the north east of the town centre;
- The site comprises a former gas works;
- The site lies within proximity of a mainline railway bridge and to High Brooms Railway Station;
- The Land at former Gas Works is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 10) for residential development (C3) providing approximately 170 dwellings;
- It has a lengthy frontage with Sandhurst Road, from which there is vehicular access. A length of the site boundary runs adjacent to Sandhurst Park.

Policy AL/RTW 29

Land at former Gas Works, Sandhurst Road

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for residential development (C3) providing approximately 170 dwellings.

Development on the site shall accord with the following requirements:

1. Proposals must be informed by a transport assessment (see Policy TP 1: Transport Assessments, Travel Plans and Mitigation);
2. Transport improvements: development shall contribute to transport improvements, to include improvements to road junctions and crossings adjacent to the site and within the surrounding area, as informed by Transport Assessments (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
3. Improved permeability through the site, both to retain existing routes and to provide new routes, to include pedestrian and cycle linkages into the wider adjoining network (see criterion 7 of Policy EN 1: design and other development management criteria);
4. Financial contribution to improving vehicular, cycle, and pedestrian links across the railway line at Sandhurst Road/Upper Grosvenor Road junction;
5. Landscape buffers to railway line and electricity installations;
6. Noise attenuation (see Policy EN 30: Noise);
7. Water courses/culverts through site (potential to incorporate into green routeways), and provide flood risk betterment for existing residents (see Water Policies EN 28 and EN 29 and also Policy EN 16: Green, Grey, and Blue Infrastructure);
8. The design and layout to be informed by a comprehensive energy and climate change strategy (See Policies EN 4: Energy reduction in new buildings and EN 5: Climate change adaptation);
9. Provision of public electric vehicle charging points and car share facilities in line with Policy TP 2: Transport Design and Accessibility;
10. Provision of on-site allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Provision of on-site allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

Land at Medway Road

Map 30 Policy AL/RTW 30

5.46 This site:

- Is located inside the existing Limits to Built Development of Royal Tunbridge Wells,
- The site includes former employment uses and is sited adjacent to Medway Road, which provides vehicular and pedestrian access to the site;
- The site occupies a corner position on the junction with Quarry Road and Medway Road;
- Land at Medway Road is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 14) for residential development (C3) providing approximately 20 dwellings;
- Planning permission has been granted for the development of this site (19/00365/FULL) for the demolition of existing buildings, erection of 35 apartments and associated works including access and landscaping;
- If the planning permission has been substantially completed by the publication of the Regulation 19 Pre-submission Local Plan, then this policy will be deleted.

Policy AL/RTW 30

Land at Medway Road

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for residential development (C3) providing approximately 35 dwellings.

Development on the site shall accord with the following requirements:

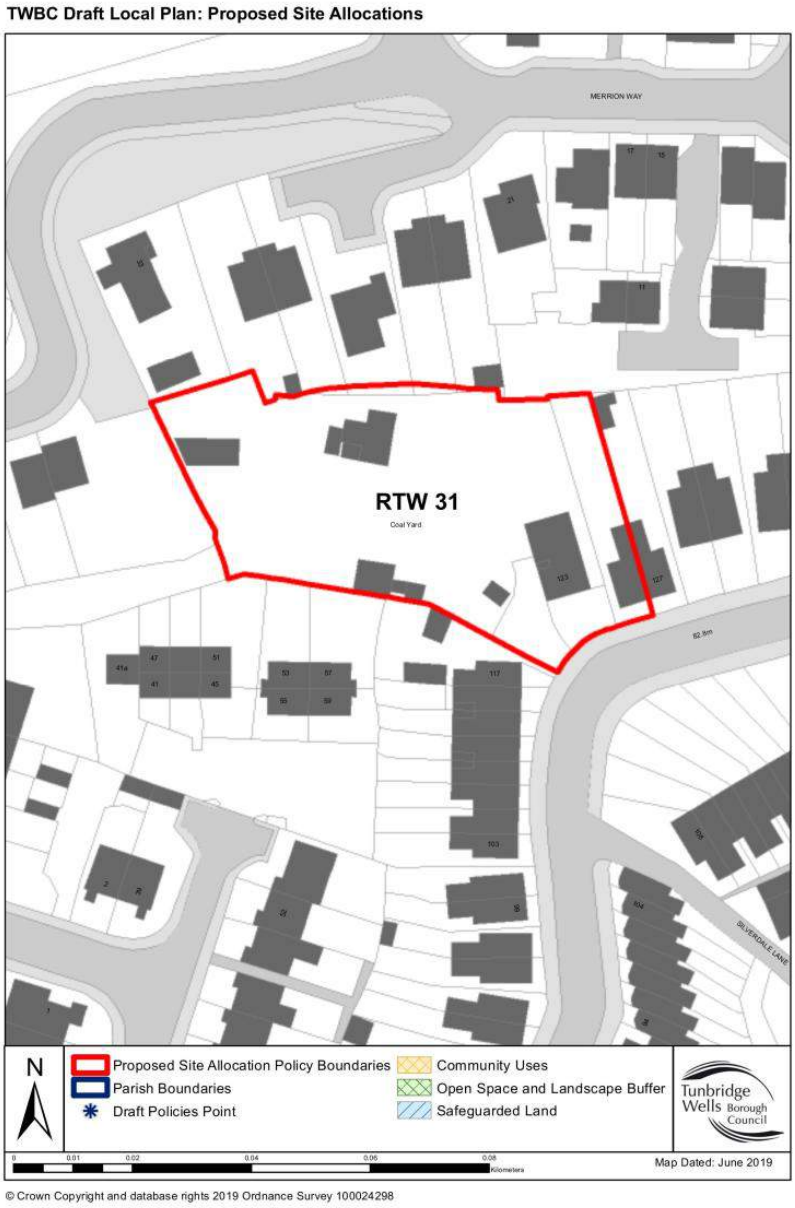
1. Development shall provide improvements to local road junctions and pedestrian footway crossings within the immediate area, and to other traffic or sustainable transport measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
2. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

Land at 123-129 Silverdale Road

Map 31 Policy AL/RTW 31



5.47 This site:

- Is located inside the existing Limits to Built Development of Royal Tunbridge Wells, north east of the town centre;
- It comprises a former coal yard and includes residential properties that front onto Silverdale Road;
- Vehicular and pedestrian access is from Silverdale Road, on a bend;
- Land at 123-129 Silverdale Road is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 15) for residential development (C3) providing approximately 15 dwellings;
- A planning application has been submitted for 18/01876 for the residential redevelopment to accommodate 13 homes, with parking and retained access to Silverdale Road. This planning application is awaiting a decision at the time of writing;
- If the planning permission has been substantially completed by the publication of the Regulation 19 Pre-submission Local Plan, then this policy will be deleted.

Policy AL/RTW 31

Land at 123-129 Silverdale Road

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for residential development (C3) providing approximately 13 dwellings.

Development on the site shall accord with the following requirements:

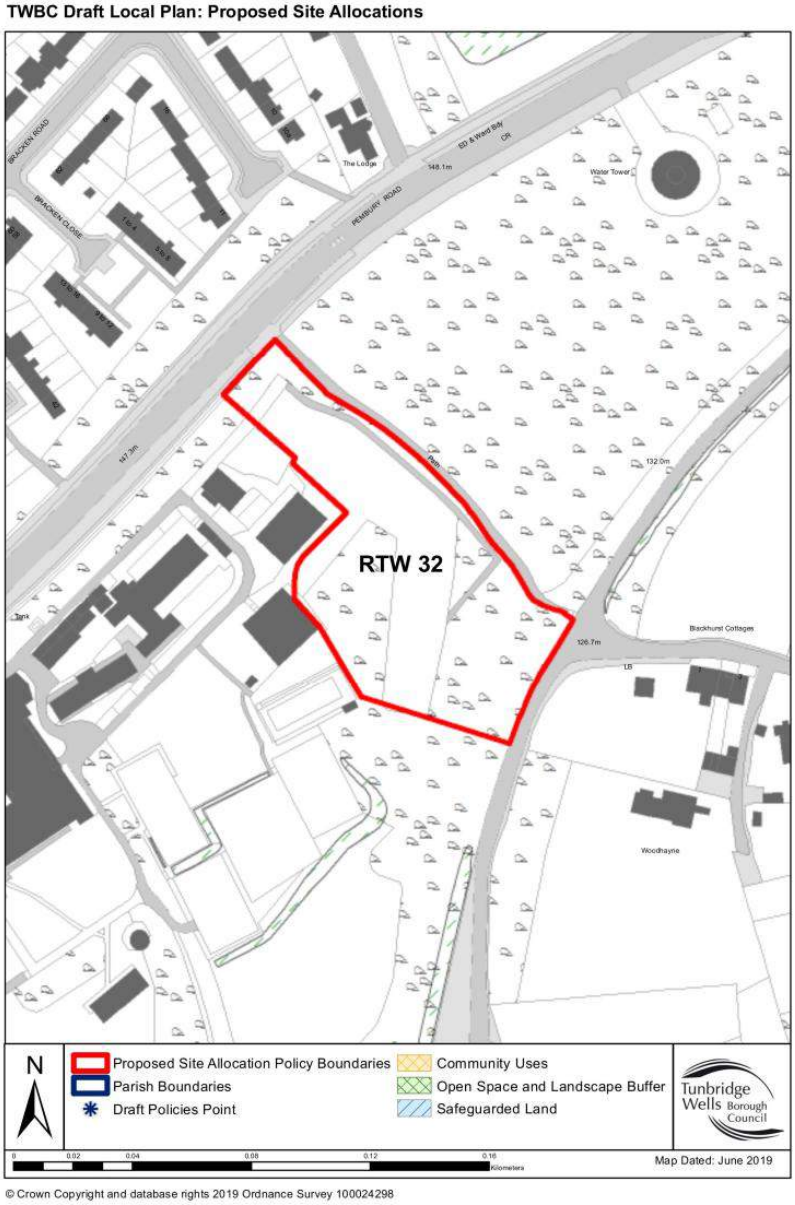
1. A single point of access shall be provided from Silverdale Road;
2. Development shall provide improvements to local road junctions and pedestrian footway crossings within the immediate area, and to other traffic or sustainable transport measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
3. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings, and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

Land at Beechwood Sacred Heart School

Map 32 Policy AL/RTW 32



5.48 This site:

- Is located east of the centre of Royal Tunbridge Wells and part of the site is Green Belt; it is mostly within the Limits to Built Development for Royal Tunbridge Wells and it is located within the Royal Tunbridge Wells Conservation Area;
- The site comprises a grassed area;
- It lies adjacent to Pembury Road, a main distributor road into Tunbridge Wells;
- Currently no existing vehicular access to serve site;
- There is a Tree Preservation Order to the frontage of the site adjacent to Pembury Road;
- Land at Beechwood Sacred Heart School is allocated in the Site Allocations Local Plan 2016 (Policy AL/RTW 16) for residential development (C3) providing approximately 27 dwellings;

- Planning permission has been granted (16/07697) for the development of land within curtilage of Beechwood Sacred Heart School for a 69 bed care home (Class C2 Use) with provision of new access onto Pembury Road and associated facilities;
- If the planning permission has been substantially completed by the publication of the Regulation 19 Pre-submission Local Plan, then this policy will be deleted.

Policy AL/RTW 32

Land at Beechwood Sacred Heart School

This site, as defined on the Royal Tunbridge Wells draft Policies Map, is allocated for retirement housing and/or a residential care home (C2) providing approximately 69 units.

Development on the site shall accord with the following requirements:

1. Provision of access from Pembury Road;
2. The layout and location of development shall take into account natural drainage (see Policy EN 29: Sustainable Drainage) as well as the high pressure gas main on site;
3. Consideration of noise and air quality mitigation measures given potential use of the site by sensitive receptors (see Policies EN 23: Air Quality and EN 30: Noise);
4. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures, highway works within the vicinity of the site, including the provision of pedestrian crossings, and/or town centre-wide, or town-wide transport mitigation measures (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
b. Primary and secondary education;
c. Health and medical facilities;
d. The provision of buildings and spaces to provide cultural infrastructure;
e. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
f. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

Other former sites allocated in the Site Allocations Local Plan

5.49 The site known as 'Land at the Rifle Range, Warwick Park' was allocated under Policy AL/RTW 8 of the Site Allocations Local Plan for approximately 24 dwellings. There have been extensive pre-application discussions on this site in recent years. Through these it has been demonstrated that the amount it was previously allocated for cannot be achieved due to the particular constraints of this site, but rather the likely capacity is approximately five units. In line with the approach taken in the rest of the Plan, sites in the Limits to Built Development capable of accommodating five units or less are to be considered through the planning application process, and treated as

'windfalls'. Therefore, this site is not proposed to be allocated in the Draft Local Plan, but is still identified as suitable for residential development, subject to compliance with other relevant policies.

5.50 The site known as 'Land at Quarry Road' was allocated under Policy AL/RTW 12 of the Site Allocations Local Plan for approximately 27 dwellings. However, it was not submitted during the Call for Sites exercises undertaken, and recent communication with the landowner has indicated that it is required for operational purposes in the short and medium term future. The site is therefore not proposed to be allocated for residential development in this plan.

5.51 The Council's Five Year Housing Supply information will reflect the above, when the next iteration is provided.

5.52 Other sites allocated in the Site Allocations Local Plan, such as the Homoeopathic Hospital and Unigate Dairy, are not included as site allocations in the Draft Local Plan as these have been redeveloped for residential development already.

Southborough

Overview

		Main settlements	
		Southborough	High Brooms
Population (2011 Census)	Approx 12,459 (with High Brooms)		
Relationship to other settlements (shortest distance by road)	See individual settlement	Limits to Built Development (LBD) merges with Bidborough to the north west, High Brooms to the south east and Tunbridge Wells to the south • Approx 3.5 km (2.2 miles) from Tunbridge Wells town centre to the south • Approx 4.8 km (3 miles) from Tonbridge to the north	LBD merges with Southborough to the north and Tunbridge Wells to the south • Approx 3.2 km (2 miles) from Tunbridge Wells town centre • Approx 6 km (3.7 miles) from Pembury to the east • Approx 7 km (4.3 miles) from Tonbridge to the north
Extent in Green Belt	66%	Settlement enveloped by Green Belt	Green Belt to north of LBD boundary
AONB	64%	Settlement enveloped by AONB	AONB along part of northern LBD boundary
Landscape Character Area	Limits to Built Development (LBD) - Urban. Areas outside LBD to east and west are Wooded Farmland with a small area of Forested Plateau also in the east.	Urban	Urban
Conservation Areas	See individual settlement	Large conservation area located to the north of the settlement includes a large area of Southborough Common to the west of the A26	N/A
Flooding	Flood Zones 2 and 3 along river tributary to the east. South eastern corner adjoins river tributary (from Speldhurst) in Flood Zone 3	N/A	N/A

		Main settlements	
		Southborough	High Brooms
Transport - highways	A26 runs north (to A21 and Tonbridge beyond) - south (to Tunbridge Wells) through the centre of Southborough. Several other minor roads are designated Rural Lanes	As previous, A26 runs north (to A21 and Tonbridge beyond) - south (to Tunbridge Wells) through centre of settlement	Served and intersected by minor roads leading to the A26 to the west and North Farm Industrial Estate to the north east
Transport - cycleways	Not on a designated cycle route	Not on a designated cycle route	Not on a designated cycle route
Transport - buses	See individual settlement	• Frequent (approx every 40 minutes) buses to Maidstone and Tunbridge Wells (Monday-Saturday) and a two hourly service on Sundays • Frequent service (approx every 20 mins) to Bromley (Monday-Saturday) • Two hourly service to Edenbridge (Monday-Friday) with fewer services on Saturday • Special service to Bluewater once a day (Monday-Friday) (Times and services to be re-checked and updated for Regulation 19 consultation)	(Times and services to be checked and updated for Regulation 19 consultation)
Transport - rail (shortest distance by road)	London-Hastings railway line runs north-south along eastern boundary See individual settlement for train stations	• Approx 2 km (1.3 miles) to High Brooms station to the south east • Approx 3.9 km (2.4 miles) to Tunbridge Wells station to the south • Approx 4.7 km (2.9 miles) to Tonbridge station to the north	Has its own railway station, just outside eastern boundary of settlement • Approx 3.7 km (2.3 miles) to Tunbridge Wells station to the south • Approx 6.6 km (4.1 miles) to Tonbridge station to the north
Education facilities	See individual settlement	• primary school • specialist schools (Meadows and Two Bridges) • several nursery/pre-schools • several other primary and secondary schools in very close proximity	• primary school • nursery/ pre-school

		Main settlements	
		Southborough	**High Brooms**
Health facilities	See individual settlement	• doctors surgery • dental surgery • pharmacy • opticians	• dental surgery in close proximity to eastern boundary of settlement
Retail	See individual settlement	Numerous convenience and comparison shops, including post office, three convenience stores, and a small supermarket Several food and drink outlets, including two public houses	High Brooms is defined as a Neighbourhood Centre under Policy ED 12, as defined on the draft Policies Map Convenience store and post office, as well as other smaller specialist shops Also a public house
Main employment areas (taken from Town Council response to Settlement Role and Function Study survey and/or other TWBC information)	Response to Role and Function survey: • David Salomon's • BUPA care home • Businesses on High Brooms Industrial Estate Others: • local shops and services • several Barnado's school/premises • primary schools • some agriculture		
Services	See individual settlement	• seven churches/places of worship • community hall • library • sure start children's centre	• church • two parish/ community halls
Recreational facilities	See individual settlement	• large recreation ground with equipped children's play area, tennis courts, outdoor gym, and bowls • cricket club • number of playing fields/sports pitches with football club • allotments • Tunbridge Wells Sports Centre close by	• recreation ground with equipped children's play area • allotments

		Main settlements	
		Southborough	High Brooms
Other matters	Significant areas of ancient woodland, areas of archaeological potential, Historic Parks and Gardens (Bentham Hill House (David Salomon's estate) and parts of Mabledon (house and grounds)) and ecological/wildlife designations (Southborough Common, Southborough Cemetery, Brokes Wood, Barnett's Wood, Vauxhall Lane Woods, parts of Bidborough Woods and Pasture; two SSSIs at Southborough Pit) across the area; Area of Income Deprivation.		

The Strategy for Southborough

Policy STR/SO 1

The Strategy for Southborough

At the Main Urban Area of Southborough, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Approximately 135-205 new dwellings will be delivered on three sites* allocated in this Local Plan in the plan period (Policies AL/SO 1 to AL/SO 3. *Of these sites, the following already have planning permission: AL/SO 1 for 69 dwellings, and AL/SO 2 for 16 dwellings;
2. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development in accordance with Policy STR 1;
3. The provision of one new health facility to replace the existing one;
4. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape;
5. Sites outside the AONB but within the High Weald National Character Area, or close to the boundary of the designated AONB landscape, will have similar characteristics and are likely to contribute to the setting of the designated landscape. The AONB Management Plan and any supporting guidance will be a material consideration for these sites;
6. The following public car park(s) within Southborough, and as defined on the Southborough draft Policies Map, will also be retained in accordance with Policy TP 4: Public Car Parks:

    - Yew Tree Road (refer to AL/SO 1)
    - High Brooms Road
    - Pennington Road

7. Provision of public electric vehicle charging points and car share facilities in accordance with Policy TP 2: Transport Design and Accessibility;
8. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network in accordance with Policy TP 2: Transport Design and Accessibility;
9. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The provision of sustainable and active transport mitigation measures; and/or
b. Potential highway works within the vicinity of the site, including the provision of pedestrian crossings; and/or
c. Potential town centre-wide, or town-wide transport mitigation measures;
d. Primary and secondary education;
e. Health and medical facilities;
f. The provision of buildings and spaces to provide cultural infrastructure;
g. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space;
h. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space;
i. Other mitigation measures identified through the pre-application process and planning application.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floorspace, to be discussed with the Local Planning Authority and Southborough Town Council through pre-application discussions.

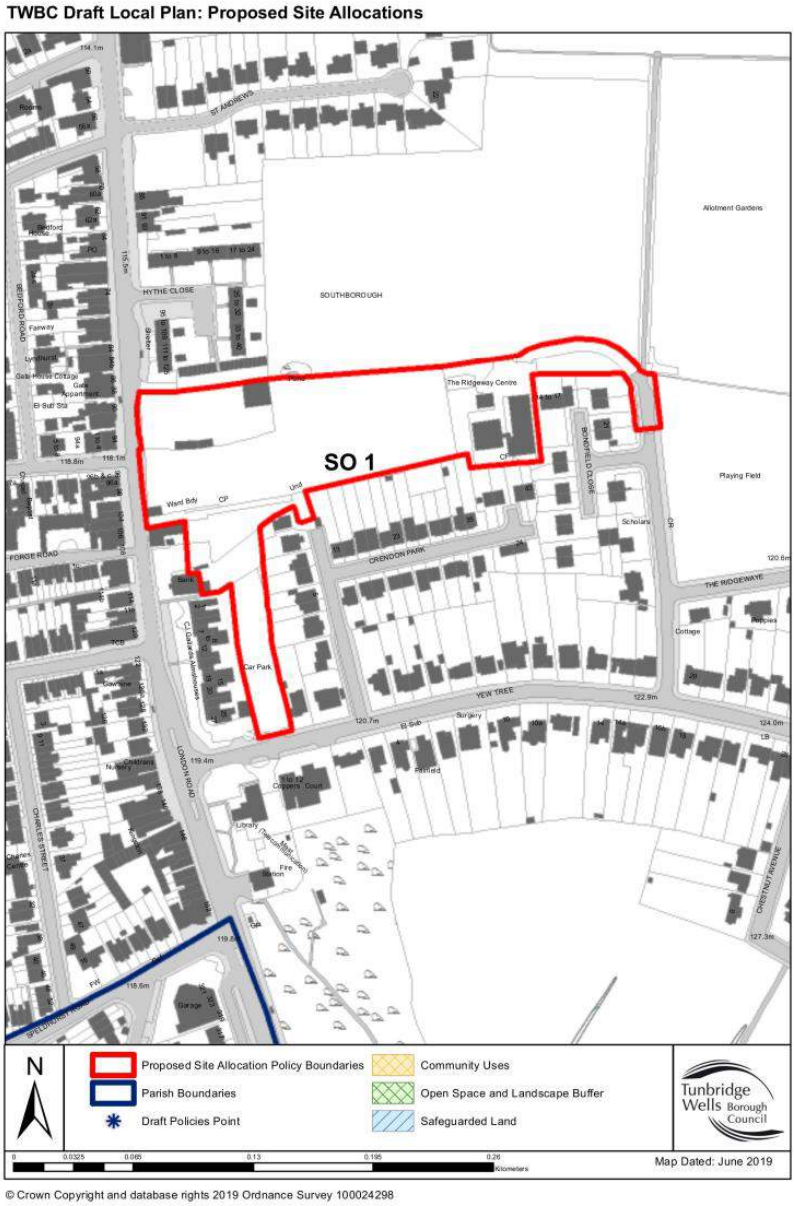
The Limits to Built Development (LBD) around Southborough are defined on the draft Policies Map. The LBD now includes the sites to be allocated at Policies AL/SO 1, 2, and 4, but excludes AL/SO 3 (as the extent of development is yet to be determined).

Allocation policies for Southborough

5.53 The following policies set out the allocations that will deliver the above approach to development within the Main Urban Area of Southborough over the plan period. These must also be considered alongside the relevant Local Plan strategic and development management policies, and development proposals will be expected to comply with all relevant national and local policies, and with any specific requirements as set out within the policy.

Southborough Hub, London Road

Map 33 Policy AL/SO 1



5.54 This site:

- Is located inside the existing Limits to Built Development of Southborough to the east of the A26, London Road, a main distributor road into Tunbridge Wells;
- The site includes playing fields, car park, and some unmanaged land. A theatre on the site (Royal Victoria Hall) has been demolished.The car park is accessed from Yew Tree Road to the south, with access to the main part of the site from London Road;
- There is a Tree Preservation Order relating to the site.
- Southborough Hub is allocated in the Site Allocations Local Plan 2016 (AL/SO2) for mixed use development;
- Planning permission (16/06081/HYBRID) was originally granted in two parts - Detailed permission for the demolition of existing buildings and erection of new mixed use Community Hub building comprising theatre (sui generis), library (D1), cafe (A3), medical centre (D1), Town Council offices (B1a) and ancillary storage, toilets and plant rooms; A1/A2/A3 retail unit; New sports pavilion (D2) with ground maintenance store and workshop (B1c); Extension to existing Yew Tree Road public car park; Associated access, pedestrian and cycle links, parking and landscaping. Outline application with access to be considered in detail and all

other matters reserved for future consideration for erection of up to 69 dwellings, ground floor A1/A2/A3 retail units and additional public car parking provision;

- Amended plans were permitted (18/03558) for the hub for the demolition of existing buildings and erection of a new, mixed use Community Hub building comprising a community hall, library, town council offices, medical centre with associated storage, toilets and plant room space, a retail unit, new town square and the erection of a new sports pavilion and depot with associated parking and landscaping. Development is currently under construction;
- If the planning permission has been substantially completed by the publication of the Regulation 19 Pre-submission Local Plan, then this policy will be deleted.

Policy AL/SO 1

Southborough Hub, London Road (CfS reference: Site 234)

This site, as defined on the Southborough draft Policies Map, is allocated for a mixed use scheme, to include approximately 69 residential (C3) dwellings, and including A1/A2/A3 retail units, flexible community floorspace, including space for assembly and leisure uses (D2), Town Council offices (B1), medical centre, new sports pavilion (D2) with ground maintenance store and workshop (B1c), and extension to existing Yew Tree Road public car park. Associated access, pedestrian and cycle links, parking and landscaping.

Development on the site shall accord with the following requirements:

1. Proposals affecting only part of the site will not be permitted where they would compromise the comprehensive development of the whole allocation;
2. New, flexible retail floorspace will be permitted that seeks to enhance and diversify provision within Southborough will be supported, provided that it is of an appropriate scale and would not have a significant adverse impact on the town (see Policy EN 1: Design and other development management criteria);
3. An Air Quality assessment and appropriate mitigation measures shall be incorporated into the development (see Policy EN 23: Air Quality);
4. Any residential uses fronting onto London Road shall be located above ground floor;
5. The development shall deliver town centre uses to provide an active frontage onto London Road;
6. The development shall incorporate a pedestrian link and green infrastructure links from the London Road frontage to the open space to the rear of the site;
7. The development shall conserve and enhance areas of landscape importance within the site;
8. The Yew Tree Road public car park, as defined on the draft Policies Map, will be retained in accordance with Policy TP 4: Public Car Parks.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

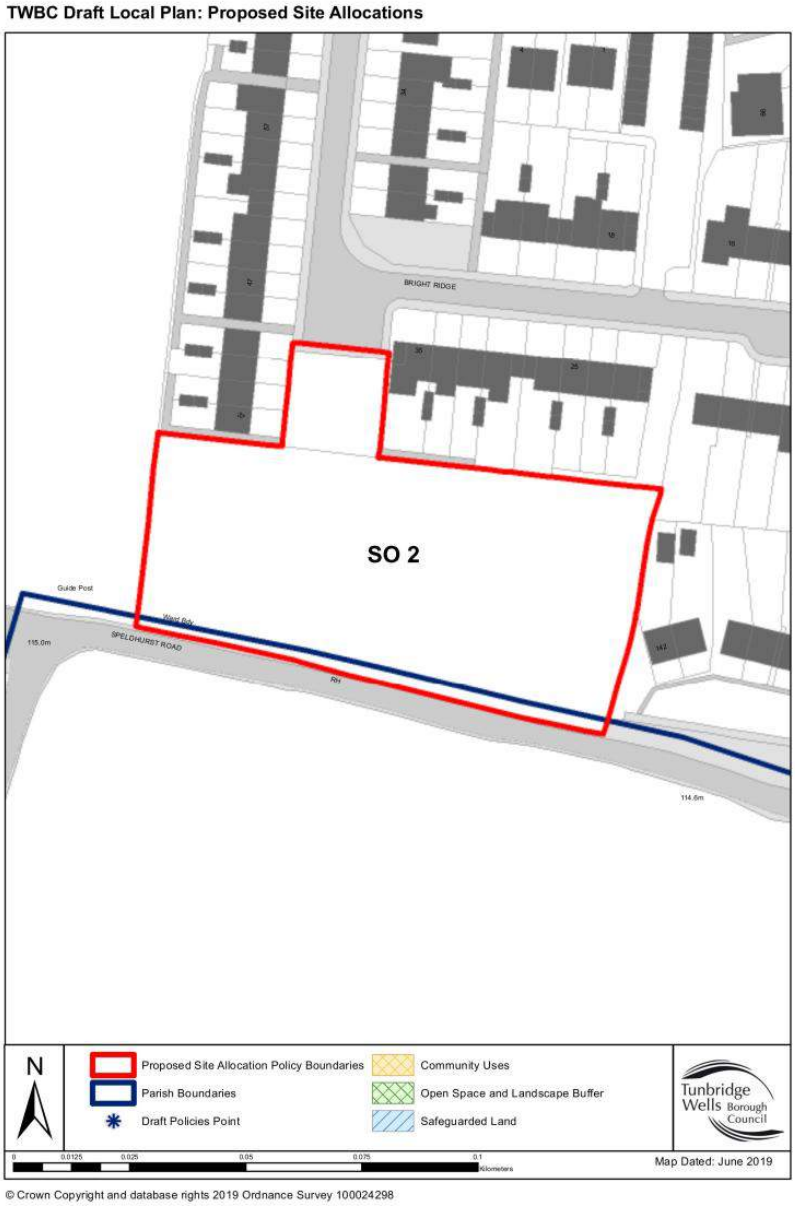
a. Improvements to public realm;
b. The provision of sustainable and active transport mitigation measures, town centre-wide or town-wide transport mitigation measures; and or highway works in the vicinity of the site, including the provision of pedestrian crossings (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
c. Primary and secondary education;
d. Health and medical facilities;
e. The provision of buildings and spaces to provide cultural infrastructure;
f. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open

space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);

g. Other mitigation measures identified through the pre-application process and planning application.

Speldhurst Road former allotments (land between Bright Ridge and Speldhurst Road)

Map 34 Policy AL/SO 2



5.55 This site:

- Is located inside the existing Limits to Built Development of Southborough, to the west of the centre, and is a former allotments site;
- It has a lengthy boundary with Speldhurst Road and access from the north from Bright Ridge, where the site consists of a hard surfaced area. The remainder of the site is undeveloped;
- The site lies adjacent to an area that has archaeological potential;

- Speldhurst Road Allotments are allocated in the Site Allocations Local Plan 2016 (Policy AL/GB1) for residential development (C3) providing approximately 20 dwellings. The site was formerly designated as a Rural Fringe Site in the 2006 Local Plan;
- Planning permission has been granted (18/02618/OUT) for up to 16 dwellings with associated parking, landscaping and access;
- If the planning permission has been substantially completed by the publication of the Regulation 19 Pre-submission Local Plan, then this policy will be deleted.

Policy AL/SO 2

Speldhurst Road former allotments (land between Bright Ridge and Speldhurst Road) (CfS reference: Site 232)

This site, as defined on the Southborough draft Policies Map, is allocated for residential development (C3) providing approximately 16 dwellings.

Development on the site shall accord with the following requirements:

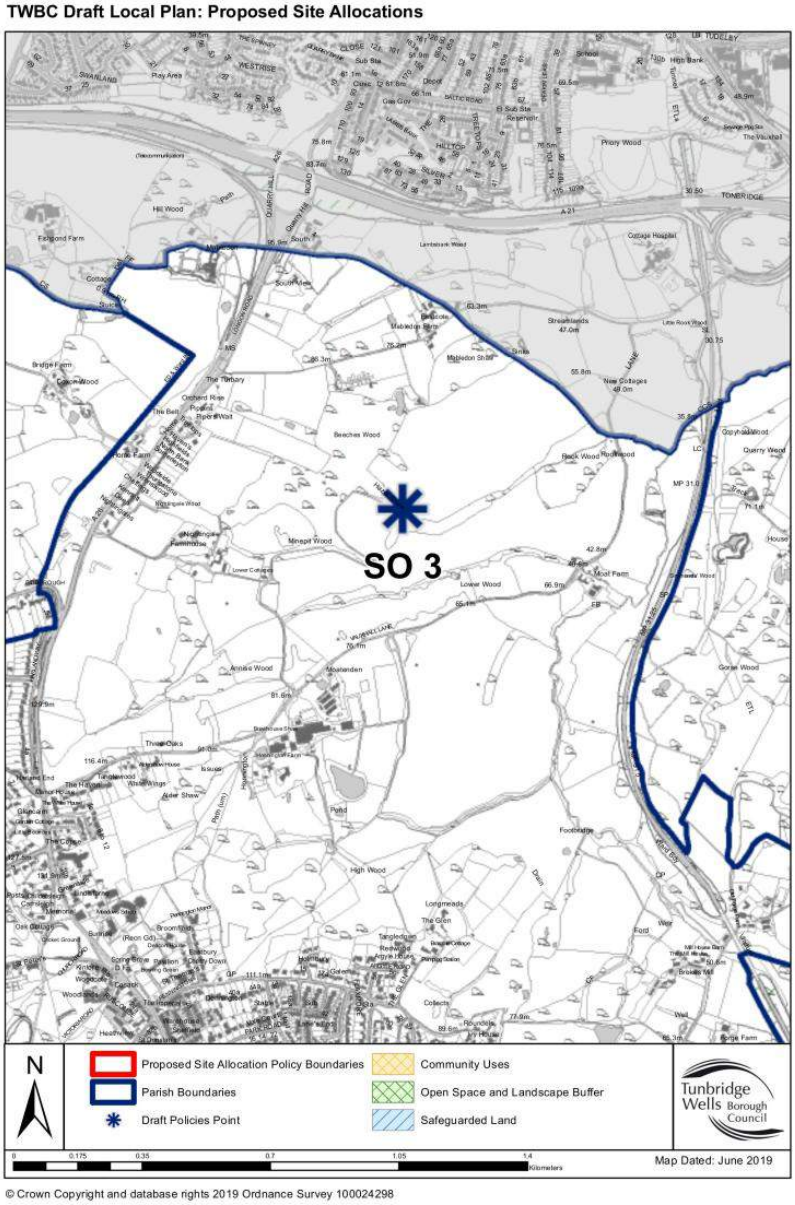
1. Vehicular access (see Criterion 5 of Policy EN 1: Design and other development management criteria);
2. Pedestrian linkages into wider network (see Policy TP 1: Design and Accessibility);
3. Retention of trees along boundaries (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
4. Treatment of boundaries; hedges (see criterion 3 of Policy EN 1: Design and other development management criteria and Policy EN 14: Trees, Woodlands, Hedges, and Development);
5. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth plays pace in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to public realm;
b. The provision of sustainable and active transport mitigation measures, town centre wide or town wide transport mitigation measures; and or highway works in the vicinity of the site, including the provision of pedestrian crossings (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
c. Primary and Secondary education;
d. Health and medical facilities;
e. the provision of buildings and spaces to provide cultural infrastructure;
f. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

Land at Mabledon and Nightingale

Map 35 Policy AL/SO 3



This site:

- Is located east of the A26, London Road, a main distributor road into Tunbridge Wells leading from the A21, a major public highway controlled by Highways England;
- The site is a Green Belt site located in close proximity to the existing Limits to Built Development of the Main Urban Area of Royal Tunbridge Wells and Southborough and Tonbridge in a sustainable location. The site will remain in the Green Belt;
- The site is within the AONB;
- The surrounding area includes pockets with archaeological potential, as well as assart fields, high value soils, Ancient Woodland, Biodiversity Opportunity Area, and Local Wildlife Site.

5.56 The site is indicated by a star on the draft Policies Map centred on Mabledon Farm, a historic farmstead on the border with Tonbridge & Malling borough, which includes a number of residential properties and farm buildings. The properties and the wider surrounding agricultural land are in a single ownership offering an opportunity to develop an exemplar scheme inspired by the

underlying historical character of the High Weald. Planning an enlarged settlement here that reflects the historical evolution of farmsteads, hamlets, and small villages, and which remains connected to the surrounding land and its management, has the potential to demonstrate a new sustainable approach to development in the High Weald, making strong and positive contributions to the objectives of the AONB Management Plan.

5.57 To achieve such a development will require detailed analysis and understanding of the site and High Weald AONB settlement typologies and evolution. It will also require strong and long lasting mechanisms to control land management and future development. Rates of delivery may be slower when compared to volume housebuilders and may be phased. Design and construction will need to be of the highest quality, but will need to remain affordable so as to ensure a viable development.

Policy AL/SO 3

Land at Mabledon and Nightingale (CfS reference: Site 445)

This area, indicated by a star on the Southborough draft Policies Map, is allocated for a mixed use scheme to include land-based economic development and approximately 50-120 residential (C3) dwellings.

Development on this site shall accord with the following requirements:

1. Provision of safe and acceptable access arrangements from the A26 for the proposed development with, where required, a secondary emergency access (see criterion 5 of Policy EN 1: Design and other development management criteria);
2. Provision of safe and accessible pedestrian and cycle linkages to Southborough and Tonbridge (see Policy TP 2: Transport Design and Accessibility);
3. A vision for the site and an agreed design process to be developed in collaboration with the Council and with input from stakeholders and the AONB Joint Advisory Committee, with a final version to be submitted and agreed by the Council prior to any planning application being submitted;
4. An overarching masterplan and supporting information on delivery to be agreed with the Council prior to any planning application being submitted;
5. The design and layout to be informed by a comprehensive energy and climate change strategy (Policies EN 4: Energy reduction in new buildings and EN 5: Climate Change Adaptation);
6. Provision of public electric charging points and car share facilities in line with Policy TP 2: Transport Design and Accessibility;

7. Development above 50 dwellings will need to be justified through the design process and may not exceed 120 dwellings during this plan period;
8. The scheme shall include provision for the following:

    a. Affordable housing (see Policy H 5: Affordable Housing);
    b. Buildings for land based economic development;
    c. Community facilities, including buildings, allotments, orchards, and recreation (see Policy OSSR 2: Provision of publicly accessible open space and recreation);
    d. High quality sustainable forms of housing development with provision for log and bicycle storage using local materials wherever possible (see Policies EN 1: Design and other development management criteria and EN 2: Sustainable Design and Construction);
    e. Live/work units and broadband or high speed mobile connectivity to facilitate homeworking (see Policy ED 3: Digital communications and fibre to the premises);
    f. A scheme of landscape restoration and management for green space and the wider agricultural holding, with opportunities and provision for community involvement (see Policy

EN 1: Design and other development management criteria - criterion 3, Policy EN 17: Local Green Space, Policy EN20: Ruarl Landacape and EN21: High Weald Area of Outstanding Natural Beauty (AONB));

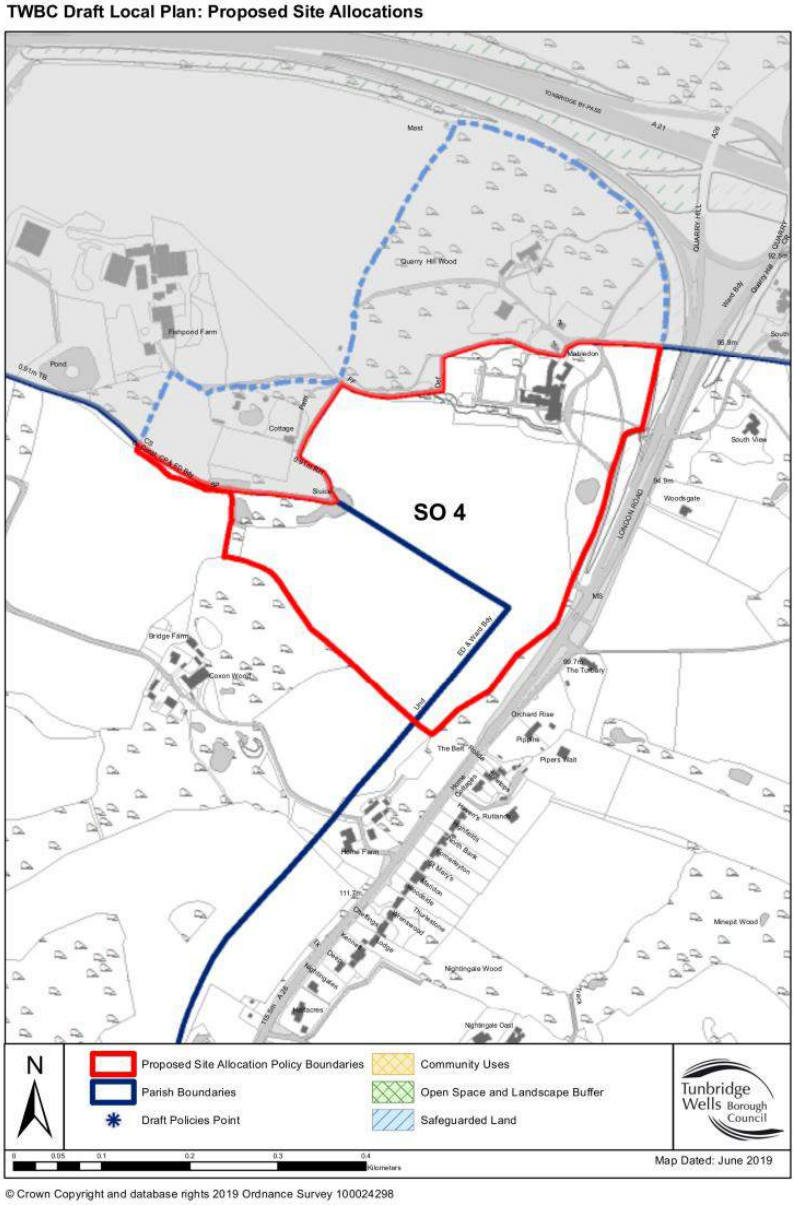
9. The developer will enter into an agreement with the Council to facilitate using the site as an exemplar project through site visits and talks during and post construction, and to produce a publication to explain the scheme and processes adopted to be made freely available in an electronic format.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to public realm;
b. The provision of sustainable and active transport mitigation measures, town centre wide or town wide transport mitigation measures; and or highway works in the vicinity of the site, including the provision of pedestrian crossings (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
c. Primary and secondary education;
d. Health and medical facilities;
e. The provision of buildings and spaces to provide cultural infrastructure;
f. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

Land at Mabledon House

Map 36 Policy AL/SO 4



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5.58 This site:

- The site is in the High Weald AONB and the Green Belt located outside the Limits to Built Development, but is relatively close to, and set between, the Main Urban Area of Royal Tunbridge Wells and Southborough and Tonbridge in a sustainable location. The site, which will remain in the Green Belt, straddles the borough boundary with Tonbridge;
- The site has direct access from the A26 from within the borough boundary and is close to the junction with the dualled A21;
- The house, Mabledon, is within Tunbridge Wells borough and is a listed Grade II mansion associated with Decimus Burton, who was an important figure in the evolution of Royal Tunbridge Wells. The house is set within a Grade II Historic Park and Garden that includes pleasure grounds, a cottage garden, and a quarry;
- There are a number of modern buildings in the grounds to the north of the main house, which detract from the setting of the main house and park.

Policy AL/SO 4

Land at Mabledon House

This site, as shown on the Southborough draft Policies Map, straddles the borough boundary with Tonbridge & Malling Borough Council and as such, while the policy encompasses a vision for the whole site, it is restricted to that land which lies within Tunbridge Wells borough. Successful implementation of this policy is dependent upon the support and cooperation of Tonbridge & Malling Borough Council.

The proposal for the whole site, which this policy supports, is for the development of a luxury hotel up to a maximum of 200 rooms and leisure development with spa and conference facilities, set within a restored historic park and garden and wider attractive landscape. The scheme of redevelopment and any scope for demolition and/or new build and/or conversion is to be determined through appropriate studies covering highways, heritage, landscape, climate change, ecology, and viability.

Development shall accord with the following requirements:

1. Provision of safe and acceptable access arrangements from the A26 for the proposed development (see criterion 5 of Policy EN 1: design and other development management criteria);
2. A Conservation Plan and detailed scheme of restoration for the built heritage assets and the Historic Park and Garden (see Policy EN 7: Heritage Assets);
3. The proposal is located within the Green Belt and will remain so on completion of the development, and so all proposed development will need to demonstrate exceptional circumstances supported by evidence of need within this location;
4. A schedule of landscape maintenance for the restored landscape features;
5. A Landscape and Ecological Management Plan for ongoing protection and management of the identified landscape and ecological features of the site (see criterion 3 of Policy EN 1: Design and other development management criteria, EN 11: Net Gains for Nature: biodiversity, EN 20: Rural Landscape and EN 21: High Weald Area of Outstanding Natural Beauty (AONB));
6. Provision being made for public access to heritage assets and the Historic Park and Garden under an agreed scheme of site management, to include connections to, and improvements of, existing Public Rights of Way (see Policies EN 7: Heritage assets and TP 2: Transport Design and Accessibility);
7. Explore opportunities and a scheme of implementation for providing increased public permeability through the site by providing pedestrian/cycle links with wider Public Right of Way and cycle network;
8. Opportunities for the provision of a cycle link to Royal Tunbridge Wells, Southborough, and Tonbridge to be explored and, if feasible, to be provided;
9. Any proposal to be supported by detailed landscape, arboricultural, and ecological studies (see Policy EN1: Design and other development management criteria).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. improvements to public realm;
b. The provision of sustainable and active transport mitigation measures, town centre wide or town wide transport mitigation measures; and or highway works in the vicinity of the site, including the provision of pedestrian crossings (see Policies TP 1: Transport Assessments, Travel Plans, and Mitigation and TP 2: Transport Design and Accessibility);
c. Primary and secondary education;
d. Health and medical facilities;
e. the provision of buildings and spaces to provide cultural infrastructure;

f. A new sports hub at Hawkenbury Recreation Ground, to include standing/seating for supporters and other ancillary structures, other sports and recreation grounds and built facilities, open space, and children's play space (see Policy OSSR 2: The provision of publicly accessible open space and recreation);
g. Other mitigation measures identified through the pre-application process and planning application.

NOTE: The main house is located within the borough of Tunbridge Wells and the ancillary buildings are located in the borough of Tonbridge & Malling; the Historic Park and Garden is split between the two boroughs. The above policy to be agreed with Tonbridge & Malling Borough Council to encourage a holistic and comprehensive approach to development proposals across the whole of the estate.

Capel (including Tudeley Village)

Overview

	Parish	Main settlements within the parish	
	Capel	**Five Oak Green**	**Tudeley**
Population (2011 Census)	Approx 2,467		
Relationship to other settlements (shortest distance by road)	See individual settlements	• Approx 3.5 km (2.2 miles) west of Paddock Wood • Approx 3.5 km (2.2 miles) east of Tudeley • Approx 5.5 km (3.4 miles) north of Pembury • Approx 6.4 km (4 miles) south west of East Peckham • Approx 7.2 km (4.5 miles) east of Tonbridge	• Approx 3.5 km (2.2 miles) west of Five Oak Green • Approx 3.5 km (2.2 miles) east of Tonbridge • Approx 7 km (4.4 miles) west of Paddock Wood • Approx 7.4 km (4.6 miles) north of Pembury
Extent in Green Belt	96%	Settlement enveloped by Green Belt	Within the Green Belt
AONB	39% - sweeps east-west in southern part of parish	Outside of AONB	Part within. AONB boundary runs along southern edge of the B2017
Landscape Character Area	Three horizontal strips running east-west across parish: 1. Northern strip - River Valleys 2. Central strip - Low Weald Farmland 3. Southern strip - Forested Plateau	Low Weald Farmland	Predominantly Low Weald Farmland with Forested Plateau in south western part
Conservation Areas	See individual settlement	N/A	N/A
Flooding	Flood Zones 2 and 3 across northern part of parish, extending into significant areas in eastern part of parish, including parts of Five Oak Green; and some extension along western parish boundary	Flood Zones 2 and 3 sweep east-west across settlement, mainly south of railway line	Flood Zones 2 and 3 in northern part of Tudeley
Transport - highways	A228 runs north (to East Peckham) - south (to Pembury and the A21, linking to the A26 to the west beyond) through the parish at its western end. B2017 runs east (to Paddock Wood) -west (to Tonbridge) across parish. A number	B2017 runs east (to Paddock Wood) - west (to Tonbridge) through centre of settlement. This road links to the A228 to the south east of the settlement	B2017 runs east-west (as previous) to the south of Tudeley

	Parish	Main settlements within the parish	
	Capel	**Five Oak Green**	**Tudeley**
	of minor roads leading off it are designated as, and form a network of, Rural Lanes across the parish		
Transport - cycleways	Links to the new A21 NMU cycle route on the western edge of the parish	Not on a designated cycle route	Not on a designated cycle route
Transport - buses	See individual settlement	Hourly bus services to Tunbridge Wells, Paddock Wood and Tonbridge (Monday-Saturday) (Times and services to be re-checked and updated for Regulation 19 consultation)	(Times and services to be checked and updated for Regulation 19 consultation)
Transport - rail (shortest distance by road)	Railway line runs east-west across parish north of the B2017 See individual settlement re train stations	Railway line runs east-west, mainly along the northern edge of the settlement (some built development beyond the line to the north east) • Paddock Wood Station approx (2.3 miles) to the east • Tonbridge Station approx 7.6 km (4.7 miles) to the west	Railway line runs east-west between Tudeley Hale and Tudeley • Tonbridge Station approx 4 km (2.5 miles) to the west • Paddock Wood Station approx 7.4 km (4.6 miles) to the east
Education facilities	See individual settlement	• primary school • nursery/pre-school	The Schools of Somerhill are located to the west of Tudeley
Health facilities	See individual settlement	None	None
Retail	See individual settlement	Combined post office and convenience store, and a public house	Two public houses (with restaurants)and one other restaurant in vicinity
Main employment areas (taken from Parish Council response to Settlement Role and Function Study survey and/or other TWBC information)	No PC response re employment in Role and Function Study survey. Others: • Brook Farm at western edge of Tudeley • Other small commercial premises • Farming • School		
Services	See individual settlement	• village hall • no churches within settlement but three churches/places of worship close by (one is managed by the Church Conservation Trust and does not hold services)	• church (services and popular visitor attraction) • village hall

	Parish	Main settlements within the parish	
	Capel	Five Oak Green	Tudeley
Recreational facilities	See individual settlement	• playing fields/pitches - football and cricket adjacent to village hall and range of equipped children's play • allotments • community orchard	• allotments
Other matters	Significant areas of ancient woodland, areas of archaeological potential, Historic Parks and Gardens (Somerhill School and The Postern), Scheduled Monument Castle Hill Iron Age Hill Fort, and ecological/wildlife designations (large designation for Tudeley Woods, Somerhill Park, parts of East Tonbridge Copses and Dykes and River Medway) across parish		

The Strategy for Capel Parish

Policy STR/CA 1

The Strategy for Capel Parish

At the parish of Capel, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. The provision of a standalone garden settlement (referred to as Tudeley Village) of 2,500-2,800 dwellings, of which 1,900 are expected to be delivered in the plan period, together with appropriate employment, including retail provision, within the settlement. This shall be developed using a comprehensive masterplanned approach;
2. The delivery of a new secondary school to the west of Tudeley Village (and to the east of Tonbridge);
3. The provision of a new primary school within Tudeley Village and the expansion of Capel primary school;
4. Together with land outside of Capel parish on the northern, eastern, and southern sides of Paddock Wood, and within the town centre, a proportion of approximately 4,000 new dwellings and associated education, leisure, and health facilities to be delivered (on the wider allocations). These wider allocations are referred to as land at Capel and Paddock Wood, and Paddock Wood Town Centre, respectively, and shall be developed using a comprehensive masterplanned approach;
5. The provision of flood storage/attenuation/mitigation areas to reduce the flood risk to particular existing residential areas in Five Oak Green and Paddock Wood;
6. Strategic transport links shall be provided between Tonbridge, Tudeley Village, the A228, Five Oak Green, Royal Tunbridge Wells/Southborough, and land at Capel and Paddock Wood and Paddock Wood Town Centre. To include the provision of an offline A228 strategic link. Links from Tudeley Village to the east should minimise the impact on the road network in the settlement of Five Oak Green and have regard to Kent County Council minerals allocations in the vicinity. The exact location of such a link has not been determined;

7. Strong green infrastructure must be provided to tie in new development with the surrounding landscape. Multi-functional green infrastructure (green wedges) to be integrated with drainage and flood defence measures (see criterion 3 of Policy EN 1: design and other development management criteria, Policy EN 16: Green, Grey, and Blue Infrastructure, Landscape Policies EN 18 and EN 20, and Water Policies EN 28: Flood Risk and EN 29: Sustainable Drainage);
8. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development inside the defined Limits to Built Development of Five Oak Green;
9. Tudeley Village and land at Capel and Paddock Wood will both require the release of Green Belt land. Details of these allocations are provided below;
10. Furthermore, the northern part of the site allocation for employment at Land adjacent to Longfield Road (Policy AL/RTW 12) (which predominantly comprises land indicated as Open Space and Buffer and will not include built development on it and therefore will not be released from the Green Belt), also lies within Capel parish;
11. Zero and low carbon energy production to be considered during early design stages and incorporated to provide an exemplar scheme;
12. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape;
13. Sites outside the AONB but within the High Weald National Character Area, or close to the boundary of the designated AONB landscape, will have similar characteristics and are likely to contribute to the setting of the designated landscape. The AONB Management Plan and any supporting guidance will be a material consideration for these sites.

Masterplanning and Delivery

1. The comprehensive masterplanning approach will require close liaison and involvement with local communities and organisations, infrastructure providers, statutory consultees, and county and neighbouring authorities, and will follow garden settlement principles. Proposals for the piecemeal development of individual sites will not be supported. The masterplanning approach will involve:

    - An overall strategic masterplan for the provision of infrastructure, which covers the parishes of Capel and Paddock Wood, and where relevant, those parts of adjacent parishes and authorities (i.e. with input from Tonbridge & Malling and Maidstone Borough Councils where it impacts on Tonbridge town centre and land to the north of Tunbridge Wells borough);
    - A masterplan for the area proposed to be allocated under Policy AL/CA 1 (Tudeley Village), and;
    - A masterplan for the area to be allocated under Policies AL/CA 3 and AL/PW 1, AL/PW 2 and other existing areas of and adjacent to Paddock Wood (including on land between the A228 and B1260 Maidstone Road within Maidstone borough and any additional land required for flood storage/attenuation/mitigation);
    - The creation and adoption of one or more Supplementary Planning Documents;

2. The masterplanned approach will include planning for infrastructure strategically (taking account of development at both Tudeley Village and land at Capel and Paddock Wood) and determining the appropriate phasing of development, to be linked to the relevant delivery of infrastructure. Particular regard will be had to the strategic planning and delivery of infrastructure related to foul and surface water and transport;
3. It is highly likely that the delivery of development will require land equalisation agreements;
4. The Council will, if necessary, use its Compulsory Purchase Order powers to ensure the delivery of the appropriate masterplanned approach.

Contributions required

In order to mitigate the impact on infrastructure, the development of sites allocated under Policies AL/CA 1-AL/CA 3, and all other development within the parish of Capel that creates a requirement for new or improved infrastructure beyond existing provision, contributions or on/off site provision must be provided to mitigate that impact, including for:

a. Transport: as detailed above;
b. Education: the provision of a new secondary school to the west of Tudeley Village and to the east of Tonbridge (Policy AL/CA 2), as well as for a new primary school within Tudeley Village, the expansion of Capel primary school, and additional primary schools within land at Capel and Paddock Wood;
c. Flooding: the provision of flood mitigation measures, including flood storage/attenuation/mitigation, to reduce the flood risk to particular existing residential areas in Five Oak Green and Paddock Wood;
d. New outdoor sports pitches and built sports facilities;
e. Health and medical facilities;
f. Youth and children's play space; and
g. Social and leisure facilities, including libraries, adult education facilities, etc.

Please note that this is not an exhaustive list, and other mitigating infrastructure needs are identified in individual site allocations policies below, or may be identified in the future.

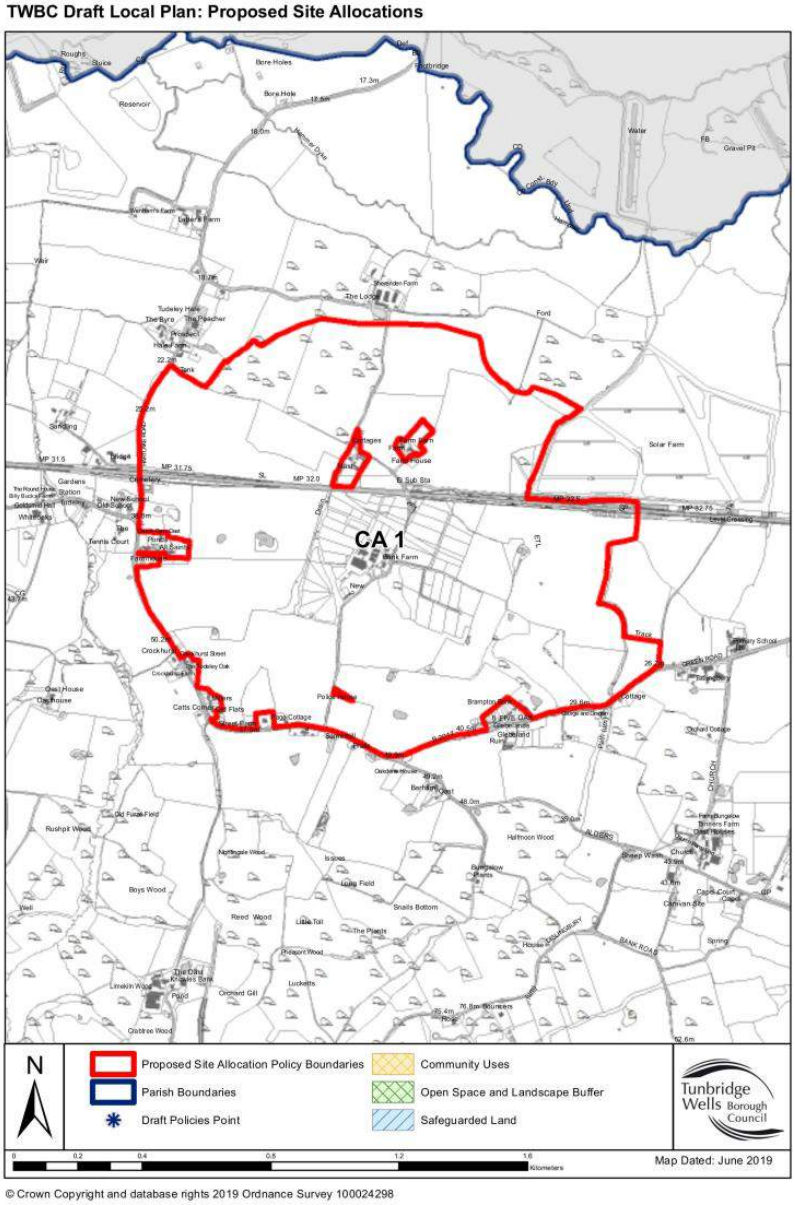
The Limits to Built Development at Capel will be reviewed at the next Local Plan review (within five years of the adoption of this Plan) should details of the Tudeley Village (below) be known. As above at Policy STR 10, the Limits to Built Development at Brook Farm has been removed and is to be retained as a Key Employment Area.

Allocation Policies for Capel Parish

5.59 The following policies set out the allocations that will deliver the above approach to development at the standalone garden settlement at Tudeley Village, and on land at Capel and Paddock Wood. These must also be considered alongside the relevant Local Plan strategic and development management policies, and development proposals will be expected to comply with all relevant national and local policies, and with any specific requirements as set out within the policy.

Tudeley Village

Map 37 Policy AL/CA 1



5.60 This site:

- Is located between Tonbridge to the west, and Five Oak Green and Paddock Wood, both of which lie further to the east of the site;
- Is a large site located in the Green Belt, which would be released from the Green Belt to facilitate the delivery of a new standalone settlement designed on garden settlement principles. It would make a substantial contribution towards the growth needs of the borough over this plan period, and beyond;
- Includes the main railway line and adjoins public highways, including the main road that links Tonbridge with Five Oak Green, Paddock Wood, and beyond;
- Includes large areas of undeveloped land;
- Would be subject to comprehensive masterplanning to ensure delivery of the allocation, including the proper provision of the necessary infrastructure, including highway works, which is recognised as a major issue to be addressed by the masterplanning work, active travel provision, a new secondary school, and a balanced mix of uses, including housing,

employment, and community uses. It is likely that the land that will provide the routes of the transport links will be allocated within the Regulation 19 Pre-submission Local Plan;

- Is under single ownership. The Council will work with the land owners on the engagement of masterplanning experts to consider the different constraints, opportunities, and infrastructure requirements, and determine the distribution of the different uses within the broader allocation. This will have regard to the masterplanning approach that is proposed at land at Capel and Paddock Wood, and to ensure that there is an integrated approach to the strategic planning of transport routes, and for flooding implications and for the provision of secondary education and health facilities;
- Includes areas of Ancient Woodland, archaeological potential, and listed buildings;
- Falls outside of the areas of flood risk as ascertained through the Council's strategic flood risk assessment work. However it is considered appropriate to ensure that any development on the site does not adversely contribute to flooding elsewhere in the vicinity,and that as part of the wider delivery the development reduces the flood risk to particular existing residential areas in Five Oak Green;
- Lies outside of, although adjacent to, the AONB, and is adjacent to a Biodiversity Opportunity Area.

Policy AL/CA 1

Tudeley Village

This site, as defined on the Capel draft Policies Map, is allocated for:

i. Approximately 2,500-2,800 new dwellings, with approximately 1,900 to be delivered in the plan period. The level and tenure mix of affordable housing is to be determined through the Local Plan and CIL Stage 2 Viability Assessment. This figure will be confirmed in the Regulation 19 Pre-submission version of the Local Plan;
ii. The provision of appropriate employment within the settlement;
iii. A range of local services and facilities appropriate to the scale and function of the settlement;
iv. The provision of appropriate open space, leisure, and recreational areas, including informal and formal space, children's and youth play space, sports pitches and allotments/food growing areas (see Policy OSSR 2: The provision of publicly accessible open space and recreation).

Proposals shall accord with the following requirements:

1. All development to be delivered through a comprehensive masterplan approach. Proposals for the piecemeal development of individual sites will not be supported;
2. All development must demonstrate how it meets and embeds the key qualities below:

    - **Clear identity** – a distinctive local identity as a new garden community, including at its heart an attractive and functioning centre and public realm.
    - **Sustainable scale** – built at a scale which supports the necessary infrastructure to allow the community to function self-sufficiently on a day to day basis, with the capacity for future growth to meet the evolving housing and economic needs of the local area.
    - **Well-designed places** – with vibrant mixed use communities that support a range of local employment types and premises, retail opportunities, recreational and community facilities.
    - **Great homes** – offer a wide range of high quality, distinctive homes. This includes affordable housing and a mix of tenures for all stages of life.
    - **Strong local vision and engagement** – designed and executed with the engagement and involvement of the existing local community, and future residents and businesses. This should include consideration of how the natural and historic environment of the local area is reflected and respected.

- **Transport** –integrated, forward looking and accessible transport options that support economic prosperity and wellbeing for residents. This should include promotion of public transport, walking, and cycling so that settlements are easy to navigate, and facilitate simple and sustainable access to jobs, education, and services.
- **Healthy places** – designed to provide the choices and chances for all to live a healthy life, through taking a whole systems approach to key local health & wellbeing priorities and strategies.
- **Green space** – generous, accessible, and good quality green and blue infrastructure that promotes health, wellbeing, and quality of life, and considers opportunities to deliver environmental gains such as biodiversity net gain and enhancements to natural capital.
- **Legacy and stewardship arrangements** – should be in place for the care of community assets, infrastructure and public realm, for the benefit of the whole community.
- **Future proofed** – designed to be resilient places that allow for changing demographics, future growth, and the impacts of climate change including flood risk and water availability, with durable landscape and building design planned for generations to come. This should include anticipation of the opportunities presented by technological change such as driverless cars and renewable energy measures.

3. The Council and the landowner/developer jointly to lead the masterplanning approach;
4. The masterplanned approach is to include determining appropriate phasing of development, to be linked to the relevant and strategic delivery of infrastructure, including in terms of surface water; in particular the provision of high quality, multiple benefit Sustainable Urban Drainage systems, foul water, refuse collection, etc., utilising industry best practices and new and emerging technologies (see Water Policies EN 26 to EN 29, criteria 2 and 10 of Policy EN 1: Design and other development management criteria, and Policy ED 3: Digital Communications and Fibre to the premises);
5. The masterplan shall be informed by detailed studies within and surrounding the allocation that shall include land use, landscape character, visual amenity, biodiversity and heritage. Particular attention will be given to:

    i. The grade of agricultural land and agricultural activities to minimise the effects on the rural economy and agricultural functionality (see Policy EN 22: Agricultural Land);
    ii. Key landscape characteristics, views and the setting of heritage assets and the setting of the High Weald AONB (see Policies EN 1: Design and other development management criteria, EN 20: Rural Landscape and EN 7: Heritage Assets);
    iii. Existing habitats and species and opportunities for landscape scale improvements for biodiversity to ensure a net gain for biodiversity focused on key locally important habitats and species (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats);
    iv. The layout to particularly respect the setting of heritage assets, especially All Saints Church, and to investigate how Hadlow Tower will be viewed from within the development (see Policy EN 7: Heritage Assets);

6. The layout and design is to be of the highest quality, with exceptional permeability and low levels of private car use within the settlement. The design quality, as an exemplar, to be one of the justifications for the release of Green Belt land (see Policies EN 1: Design and other development management criteria and EN 20: Rural Landscape);
7. Opportunities to provide a higher density of development around the settlement centre and other key points within the development should be maximised, and structural landscaping and buffers around perimeters of the site shall be provided (see Policy H 4: Housing Density, criterion 3 of Policy EN 1: Design and other development management criteria, and Policy EN 20: Rural Landscape). In particular, the masterplanning must have regard to the need to ensure the visual separation between Tudeley Village and Five Oak Green, and the potential to 'underground' overhead power cables;

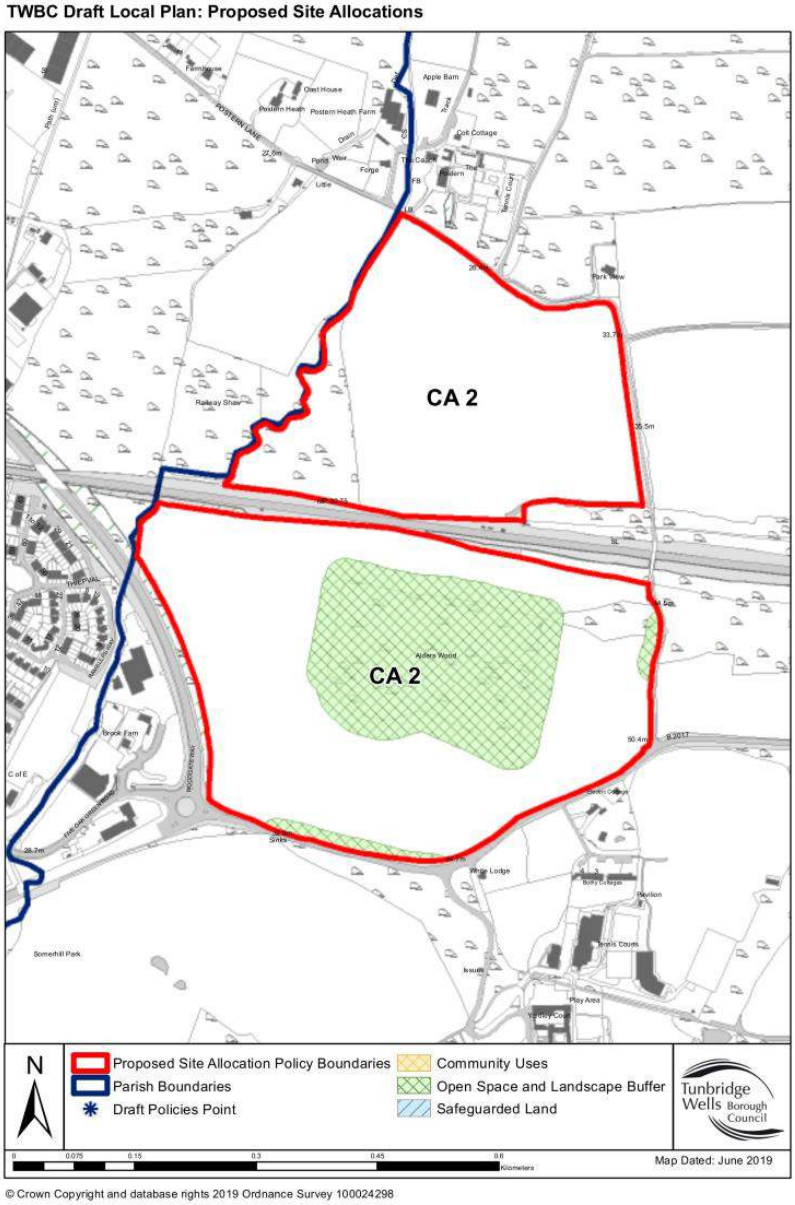
8. Provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt within the locality shall be made, to be agreed and secured through the masterplanning approach;
9. Transport provision shall be delivered on a strategic basis, taking account of the impact of proposed development at land at Capel and Paddock Wood, with transport infrastructure links between Paddock Wood, Tudeley Village, Tonbridge, and Royal Tunbridge Wells. A key element will be determining the most appropriate route to link to the road network to the east, which shall minimise the impact on the existing highway network through Five Oak Green, and should seek to reduce traffic levels through this settlement, and have regard to Kent County Council minerals allocations in the vicinity and sensitive receptors such as Capel Primary School. Contributions will be required towards the provision of the potential offline A228 and eastward link to the A228 or land at Capel and Paddock Wood;
10. A strategic approach to increase walking and cycling permeability will be included in the masterplanning (see Policy TP 2: Transport Design and Accessibility):

    - development to be structured around direct walking and cycling routes, linking new development with existing community facilities (e.g. primary school), public transport, employment, and commercial centres. Improvements to pedestrian/cycle links across the railway to be sought, subject to viability issues;
    - the provision of longer distance cycle links to land at Capel and Paddock, Tonbridge, and villages surrounding Paddock Wood (leisure and utility);
    - embracing new and emerging technologies and maximising public transport provision (frequency, linkages, etc.) using new technology. New development to be designed appropriately to facilitate provision of bus routes within allocated sites, linking into wider bus network;

11. Development at this site is subject to the provision of land for a new secondary school to the west of Tudeley Village (and to the east of Tonbridge) to be allocated under Policy AL/CA 2, a new primary school within Tudeley Village, and provision for the expansion of Capel Primary School, with delivery linked to an overall delivery timetable (to be determined through the masterplanning process);
12. Provision shall be made for sports and recreation facilities (see Policy OSSR 2: Provision of publicly accessible open space and recreation);
13. Provision shall be made for appropriate health facilities, or contributions towards such facilities;
14. The development on the site should demonstrate that it will not exacerbate flooding elsewhere in the vicinity, particularly from the Alder Stream at Five Oak Green, and that as part of the wider delivery the development delivers storage/attenuation/mitigation, to reduce the flood risk to particular existing residential areas in Five Oak Green. This is also one of the justifications for the release of Green Belt land;
15. The settlement will be expected to include the provision of a scheme of management and funding for green spaces and green infrastructure for both amenity and biodiversity for the lifetime of the development.
16. Regard should be given to the Groundwater Source Protection Zone which falls within the north of the site and the Environment Agency should be consulted on any planning applications coming forward.

Land to east of Tonbridge/west of site for Tudeley Village

Map 38 Policy AL/CA 2



5.61 This site:

- Comprises two parts: it is divided by Paddock Wood to Tonbridge railway line which runs from east to west. There is an existing link (which forms a public right of way) between the two sites;
- The southerly part of the site is located to the north of the B2017 Tudeley Lane. Land to the south of the B2017 Tudeley Lane comprises the Somerhill Historic Park and Garden: this highway also forms the northern extent of the High Weald AONB in this area;
- The southerly part of the site contains a sizeable area of Ancient Woodland. Tudeley Woods (to the east) also includes areas of Ancient Woodland, and is a designated Local Wildlife Site;
- A high pressure gas pipeline runs from south to north through the western side of the site, including land on both sides of the railway.

Policy AL/CA 2

Land to east of Tonbridge/west of site for Tudeley Village

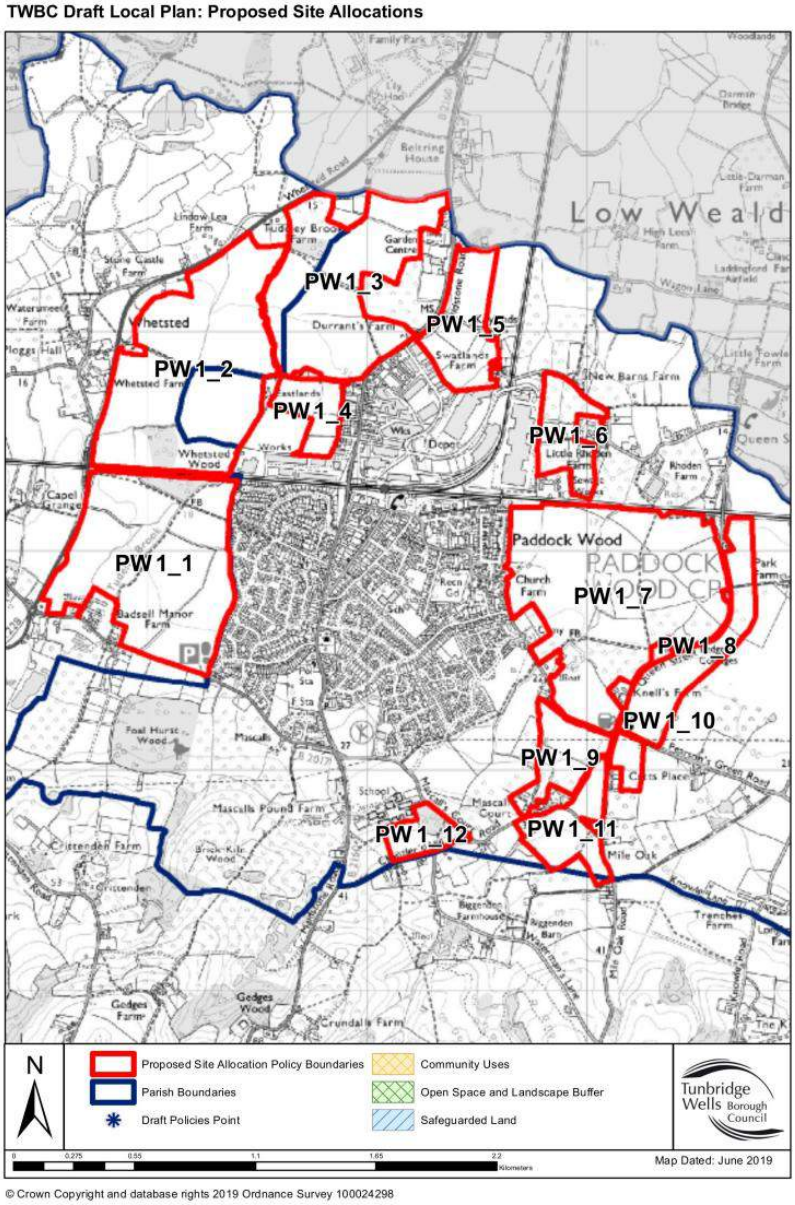
This site, as defined on the Capel draft Policies Map, is allocated for a six form of entry secondary school.

Proposals shall accord with the following requirements:

1. The layout of the school shall avoid built development in, and have regard to, the areas of Ancient Woodland and their buffers, and the impact of development on mature (non-Ancient Woodland) trees and hedgerows, including those to the boundaries of the site, shall be minimised;
2. The layout of the school shall avoid built development in areas of the highest risk of flooding (Flood Zone 3), and shall have regard to the location of the high pressure gas pipeline and associated zones;
3. Suitable provision shall be made for access into the site, and between the different parts of the site (i.e. on either side of the railway line);
4. The proposal shall have regard to the setting of the High Weald AONB (the AONB Management Plan and any supporting guidance will be a material consideration for such a proposal) and Historic Park and Garden;
5. Any development shall accord with relevant policy in relation to its impact on the adjacent Tudeley Wood Local Wildlife Site, and in terms of the archaeological environment: the land to the south of the site is identified as an area of potential archaeological importance;
6. The school shall be designed to minimise trips to and from it by private vehicle and to facilitate active transport modes, such as walking and cycling from Tudeley Village.

Land at Capel and Paddock Wood

Map 39 Policy AL/CA 3



5.62 Unlike other site allocation policies in this Plan, a description of this site is not provided at this point as significant information is provided in the Table of Parcels provided in the Paddock Wood sub-section below.

5.63 In order to avoid repetition this information is not repeated in the Capel sub-section, although this information is of course highly pertinent to Policy AL/CA 3 below (which mirrors the policy wording of AL/PW 1).

5.64 The need for mirroring Policies (AL/CA 3 and AL/PW 1) is due to the structure of this section of the Draft Local Plan, which has the strategic policies set out by parish.

Policy AL/CA 3

Land at Capel and Paddock Wood (CfS numbers listed in supporting text in Paddock Wood sub-section)

Land to be allocated under this policy falls within both the parishes of Capel and Paddock Wood, and is therefore referred to under Policies AL/CA 3 and AL/PW 1.

Sites which lie outside the allocation(s) at present may be included in the Regulation 19 Pre-submission version of the Local Plan.

This site, as defined on the draft Policies Map, is allocated for:

1. The provision of approximately 4,000 new dwellings and a three pitch (one mobile home and one touring caravan per pitch) gypsy/traveller site on this land and in Paddock Wood Town Centre (AL/PW 2). The level and tenure mix of affordable housing is to be determined through the Local Plan and CIL Stage 2 Viability Assessment. This figure will be confirmed in the Regulation 19 Pre-submission version of the Local Plan;
2. Additional employment provision, including expansion of Key Employment Areas (B1/B2/B8 uses). The make up of this employment provision will be informed by the masterplanning process, and will look to supplement, broaden and significantly increase the employment provision for Paddock Wood and the surrounding area, and will be informed by market information;
3. The provision of an enlarged Mascalls Secondary School and additional primary schools;
4. The provision of a new medical centre;
5. The provision of open space, youth and children's play and sports facilities (including a new outdoor sports hub) and recreational facilities as well as areas of natural and semi-natural green space and allotments/food growing areas (see Policy OSSR 2: The provision of publicly accessible open space and recreation);

Proposals shall accord with the following requirements:

1. All development to be delivered through a comprehensive masterplan approach. following garden village principles, including 'green wedges' between areas of development. Proposals for the piecemeal development of individual sites will not be supported;
2. All development must demonstrate how it meets and embeds the key qualities below:

    - **Clear identity** – a distinctive local identity as a new garden community, including at its heart an attractive and functioning centre and public realm.
    - **Sustainable scale** – built at a scale which supports the necessary infrastructure to allow the community to function self-sufficiently on a day to day basis, with the capacity for future growth to meet the evolving housing and economic needs of the local area.
    - **Well-designed places** – with vibrant mixed use communities that support a range of local employment types and premises, retail opportunities, recreational and community facilities.
    - **Great homes** – offer a wide range of high quality, distinctive homes. This includes affordable housing and a mix of tenures for all stages of life.
    - **Strong local vision and engagement** – designed and executed with the engagement and involvement of the existing local community, and future residents and businesses. This should include consideration of how the natural and historic environment of the local area is reflected and respected.
    - **Transport** –integrated, forward looking and accessible transport options that support economic prosperity and wellbeing for residents. This should include promotion of public transport, walking, and cycling so that settlements are easy to navigate, and facilitate simple and sustainable access to jobs, education, and services.

- **Healthy places** – designed to provide the choices and chances for all to live a healthy life, through taking a whole systems approach to key local health & wellbeing priorities and strategies.
- **Green space** – generous, accessible, and good quality green and blue infrastructure that promotes health, wellbeing, and quality of life, and considers opportunities to deliver environmental gains such as biodiversity net gain and enhancements to natural capital.
- **Legacy and stewardship arrangements** – should be in place for the care of community assets, infrastructure and public realm, for the benefit of the whole community.
- **Future proofed** – designed to be resilient places that allow for changing demographics, future growth, and the impacts of climate change including flood risk and water availability, with durable landscape and building design planned for generations to come. This should include anticipation of the opportunities presented by technological change such as driverless cars and renewable energy measures.

3. The Council will have overall leadership of the masterplanning approach, working closely with Neighbourhood Development Plan groups:
4. The masterplanned approach is to include determining appropriate phasing of development, to be linked to the relevant and strategic delivery of infrastructure, including in terms of surface water - in particular the provision of high quality, multiple benefit Sustainable Urban Drainage systems, foul water, refuse collection, etc., utilising industry best practices and new and emerging technologies (see Water Policies EN 26 to EN 29, criteria 2 and 10 of Policy EN 1: Design and other development management criteria, and Policy ED 3: Digital Communications and Fibre to the premises);
5. The masterplan shall be informed by detailed studies within and surrounding the allocation that shall include land use, landscape character, visual amenity, biodiversity and heritage. Particular attention will be given to:

- The grade of agricultural land and agricultural activities to minimise the effects on the rural economy and agricultural functionality (see Policy EN 22: Agricultural Land);
- Key landscape characteristics, views and the setting of heritage assets and the setting of the High Weald AONB (see Policies EN 1: Design and other development management criteria, EN 20: Rural Landscape and EN 7: Heritage Assets);
- Existing habitats and species and opportunities for landscape scale improvements for biodiversity to ensure a net gain for biodiversity focused on key locally important habitats and species (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats);

6. The layout and design is to be of high quality, particularly in terms of permeability and low levels of private car use within the settlement (see Policies EN 1: Design and other development management criteria and EN 20: Rural Landscape);

7. Opportunities to provide a higher density of development around the settlement centre, as part of the approach to revitalise and regenerate the town centre, and other key points within the development should be maximised, and structural landscaping and buffers around perimeters of the site shall be provided (see Policy H 4: Housing Density, criterion 3 of Policy EN 1: Design and other development management criteria, and Policy EN 20: Rural Landscape).
8. Provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt within the locality shall be made, to be agreed and secured through the masterplanning approach;
9. Transport provision shall be delivered on a strategic basis, taking account of the impact of proposed development at Tudeley Village, with transport infrastructure links between Paddock Wood, Tudeley Village, Tonbridge, and Royal Tunbridge Wells. A key element will be determining the most appropriate route to link to the road network to the west, which shall minimise the impact on the existing highway network through Five Oak Green, and should seek to reduce

traffic levels through this settlement, and have regard to Kent County Council minerals allocations in the vicinity and sensitive receptors. Contributions will be required towards the provision of the offline A228 and link between Tudeley Village and the A228 or Tudeley Village and land at Capel and Paddock Wood (dependent on which approach is considered appropriate);

10. A strategic approach to increase walking and cycling permeability will be included in the masterplanning (see Policy TP 2: Transport Design and Accessibility):

    - Development to be structured around direct walking and cycling routes, linking new development with existing community facilities (e.g. primary school), public transport, employment, and commercial centres. Improvements to pedestrian/cycle links across the railway to be sought, subject to viability issues;
    - The provision of longer distance cycle links to Five Oak Green, Tudeley Village, Tonbridge, Royal Tunbridge Wells/Southborough and villages surrounding Paddock Wood (leisure and utility);
    - Embracing new and emerging technologies and maximising public transport provision (frequency, linkages, etc.) using new technology. New development to be designed appropriately to facilitate provision of bus routes within allocated sites, linking into wider bus network;

11. Development at this site is subject to the provision of land for the expansion of Mascalls and the provision of new and potentially expanded primary schools, with delivery linked to an overall delivery timetable (to be determined through the masterplanning process);
12. The development on the site should demonstrate that it will not exacerbate flooding elsewhere in the vicinity and through the provision of flood storage/attenuation/mitigation areas (including those outside the allocations) to substantially reduce the flood risk to particular existing residential areas in Paddock Wood, and potentially at Five Oak Green. This is one of the key justifications for the release of Green Belt land;
13. Development will be expected to include the provision of a scheme of management and funding for green spaces and green infrastructure for both amenity and biodiversity for the lifetime of the development.

Land at Church Farm is included in this allocation as, although it has Outline planning permission for 300 dwellings, there is not a fixed layout. There is the potential that proposals at Church Farm could be refined to allow greater permeability through this site to land to be allocated further to the west. As part of this, there is the potential that a greater number of units than the 300 dwellings permitted could be accommodated on the site. For this reason, Church Farm is included in the allocation, and should form part of the masterplanning approach.

Paddock Wood

Overview

		Main settlement
	Paddock Wood	Paddock Wood
Population (2011 Census)	Approx 8,253	
Relationship to other settlements (shortest distance by road)	See individual settlement	• Approx 3.5 km (2.2 miles) east of Five Oak Green • Approx 4.3 km (2.7 miles) north of Matfield • Approx 13 km (8 miles) north east of Tunbridge Wells • Approx 11 km (6.7 miles) east of Tonbridge • Approx 17.8 km (11 miles) south west of Maidstone
Extent in Green Belt	1%	0%
AONB	0%	0%
Landscape Character Area	Mainly Low Weald Farmland. Small pocket of Fruit Belt in south western corner. Small area designated as River Valleys south of railway line to the east	Low Weald Farmland
Conservation Areas	See individual settlement	N/A
Flooding	Flood Zones 2 and 3 in the north, including parts of Paddock Wood town centre. Small zone south east of main settlement (Moat Flats)	Flood zones mainly north of the railway line but also an area running east-west along the southern edge of the railway line
Transport - highways	B2160 (Maidstone Road) runs north-south through town centre of Paddock Wood. B2017 (Badsell Road) to the south of the settlement of Paddock Wood runs west to Five Oak Green. A number of other minor roads in the east are designated Rural Lanes	As previous in relation to B2160 and B2017
Transport - cycleways	Not on a designated cycle route	Not on a designated cycle route
Transport - buses	See individual settlement	Half hourly bus service to Tunbridge Wells and Maidstone (Mondays-Saturdays) Additional, less frequent services to Tonbridge and Tunbridge Wells (times and services to be re-checked and updated for Regulation 19 consultation)
Transport - rail (shortest distance by road)	Railway line runs east-west across to the north See individual settlement re train stations	• Has its own railway station with regular services to London Charing Cross, Tonbridge, Dover Priory, Strood, and Ramsgate • Tonbridge Station approx 11.3 km (7 miles) to the west
Education facilities	See individual settlement	• secondary school

		Main settlement
	Paddock Wood	Paddock Wood
		• primary school • two nurseries/pre-schools
Health facilities	See individual settlement	• doctors surgery • dental surgery • pharmacy • other medical facilities, e.g. optometrist, chiropractic clinic, osteopath
Retail	See individual settlement	Numerous convenience and comparison shops, including post office and two supermarkets, and food and drink outlets (including two public houses)
Main employment areas (taken from Town Council response to Settlement Role and Function Study survey and/or other TWBC information)	Response to Role and Function survey: • Commercial Road professional services and retail • Eldon Way Industrial Estate • Transfesa Industrial Estate • Scrap and vehicle end of life businesses at Old Hay • Haulage/plant contractors along Maidstone Road • Two large schools employ a significant number of people	
Services	See individual settlement	• five churches/places of worship • several halls/community facilities (restricted use in some cases) • library • children's sure start centre
Recreational facilities	See individual settlement	• sports centre (no swimming pool) • sports pitches and bowls club (adjacent to Putlands) • several other playing fields/pitches (rugby/football) • several equipped children's play areas for a range of ages • training track (athletics club) • allotments
Other matters	Several areas of ancient woodland, areas of archaeological potential and ecological/wildlife designations (Foal Hurst Wood and part of Brenchley Wood) across area; Area of Income Deprivation	

The Strategy for Paddock Wood

Policy STR/PW 1

The Strategy for Paddock Wood

At the parish of Paddock Wood, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Together with land outside Paddock Wood parish (in Capel parish, immediately to the west of Paddock Wood the settlement), provision will be made for a proportion of approximately 4,000 new dwellings, considerable employment and associated education, leisure, and health facilities to be delivered on land referred to as land at Capel and Paddock Wood (Policy AL/PW 1), and in Paddock Wood Town Centre (AL/PW 2). These shall be developed using a comprehensive masterplanned approach:

    - It is advised that these allocations are in addition to the residential development permitted and under construction at Mascalls Court Farm, and the development permitted at Mascalls Farm (309 dwellings) and Church Farm (300 dwellings);
    - A further 115 units are proposed to be allocated under Policy AL/PW 3 at Mascalls Farm above the 309 dwellings that already have planning permission. These will be in addition to the 4,000 referred to above;
    - Please see Policy AL/PW 1 for further information on Church Farm;

2. Development to provide for the regeneration and re-vitalisation of the town centre;
3. The provision of a community hub and a sporting hub;
4. The provision of flood storage/attenuation/mitigation areas to reduce the flood risk to particular existing residential areas in Paddock Wood, and potentially at Five Oak Green;
5. Strategic transport links shall be provided between Tonbridge, Tudeley Village, the A228, Five Oak Green, Royal Tunbridge Wells/Southborough, and land at Capel and Paddock Wood and Paddock Wood Town Centre. This will include the provision of an offline A228 strategic link. Links from Tudeley Village to the east (potentially into the centre of Paddock Wood) should minimise the impact on the road network in the settlement of Five Oak Green and have regard to Kent County Council minerals allocations in the vicinity. The exact location of such a link has not been determined;
6. Additional housing and employment may be delivered through the redevelopment of appropriate sites and other windfall development within the defined Limits to Built Development of Paddock Wood;
7. Development at land at Capel and Paddock Wood will require the release of Green Belt Land. Details of this allocation is provided below;
8. The provision of natural and semi natural green space, a range of formal and informal open space, children's and youth play space, sports pitches and allotments/food growing areas will be made to meet the needs of a growing population;
9. Sites outside the AONB but within the High Weald National Character Area, or close to the boundary of the designated AONB landscape, will have similar characteristics and are likely to contribute to the setting of the designated landscape. The AONB Management Plan and any supporting guidance will be a material consideration for these sites.

Town Centre

1. Development shall provide for the reconfiguration of the town centre, bringing forward revitalisation and regeneration of the area, which includes recognising the role of railway heritage and hop and fruit picking to the area, and any non-designated heritage assets contributing to local distinctiveness;
2. To include approximately 400-700sqm of comparison retail floorspace, one medium sized foodstore by the end of the plan period (convenience retail) and professional services (A2), food and drink (A3) and drinking establishments (A4), hot food and takeways (A5), office (B1), appropriate leisure (D2), and suitable sui generis uses.

Masterplanning and Delivery

1. The comprehensive masterplanning approach will require close liaison and involvement with local communities and organisations, infrastructure providers, statutory consultees, and county and neighbouring authorities, and will follow garden settlement principles. Proposals for the piecemeal development of individual sites will not be supported. The masterplanning approach will involve:

    - An overall strategic masterplan for the provision of infrastructure which covers the parishes of Capel and Paddock Wood, and where relevant those parts of adjacent parishes and authorities (i.e. with input from Tonbridge & Malling and Maidstone Borough Councils where it impacts on Tonbridge town centre and land to the north of Tunbridge Wells borough) and;

    - A masterplan for the area to be allocated under Policies AL/CA 3 and AL/PW 1, AL/PW2 and other existing areas of, and adjacent to, Paddock Wood the settlement (including on land between the A228 and B1260 Maidstone Road within Maidstone Borough and any additional land required for flood storage/attenuation/mitigation, including that in Capel parish);

    - The creation and adoption of one or more Supplementary Planning Documents;

2. The masterplanned approach will include planning for infrastructure strategically (taking account of development at Tudeley Village) and determining the appropriate phasing of development, to be linked to the relevant delivery of infrastructure. Particular regard will be had to the strategic planning and delivery of infrastructure related to foul and surface water and transport;
3. It is highly likely that the delivery of development will require land equalisation agreements;
4. The Council will, if necessary, use its Compulsory Purchase Order powers to ensure the delivery of the appropriate masterplanned approach.

Flooding

(see Policies EN 28: Flood Risk and EN 29: Sustainable Drainage):

1. All development at Paddock Wood will contribute to the provision of flood storage/attenuation/mitigation areas and flood defence works to reduce the flood risk to particular existing residential areas at Paddock Wood, Capel and potentially Five Oak Green;
2. Each site will need to provide a Flood Risk Assessment, and comply with the requirements of this and any surface water drainage schemes agreed through planning applications, to ensure flood risk is not increased materially at individual properties (even if the overall flood works will result in 'betterment' elsewhere).

Transport

To be delivered on a strategic basis, taking account of the impact of proposed development at Tudeley Village (see Policies TP 1: Transport Assessments, Travel Plans and Mitigation and Policy TP 2: Design and Accessibility):

1. Strategic transport links shall be provided between Tonbridge, Tudeley Village, the A228, Five Oak Green, Royal Tunbridge Wells/Southborough, and land at Capel and Paddock Wood and Paddock Wood Town Centre. This should include the provision of an offline A228 strategic link. Links from Paddock Wood to the west should minimise the impact on the road network in the settlement of Five Oak Green, shall provide for longer distance cycle links, and shall have regard to Kent County Council minerals allocations in the vicinity.

2. A strategic approach be taken to increase walking and cycling permeability. Development should be structured around direct walking and cycling routes, linking new development with existing community facilities, public transport, employment, and commercial centres;
3. The provision of improvements to the local road network, and new roads in association with new development, to provide for improved permeability, including to land to the north of the railway line (particularly in the eastern part of Paddock Wood);
4. Provision of improvements to bus provision: frequency, linkages, using new technology. New development to be designed appropriately to facilitate provision of bus routes within allocated sites, linking into wider bus network;
5. Provision of improved vehicle and cycle parking at Paddock Wood station, and the following public car park(s) within Paddock Wood, and as defined on the draft Policies Map, will also be retained in accordance with Policy TP 4: Public Car Parks:

    - Commercial Road East
    - Commercial Road West

Landscape

1. Strong green infrastructure must be provided to tie in new development with the surrounding landscape. Multi-functional green infrastructure (green wedges) to be integrated with drainage and flood defence measures (see criterion 3 of Policy EN 1: design and other development management criteria, Policy EN 16: Green, Grey, and Blue Infrastructure, Landscape Policies EN 18 and EN 20, and Water Policies EN 28: Flood Risk and EN 29: Sustainable Drainage);
2. Avoid built development on slopes to the south to Paddock Wood.

Infrastructure

In order to mitigate the impact on infrastructure, the development of sites allocated under Policies AL/PW 1-AL/PW4, and all other development within the parish of Paddock Wood that creates a requirement for new or improved infrastructure beyond existing provision, contributions or on/off site provision must be provided to mitigate that impact, including for:

a. Transport: to be provided on the basis as set out above;
b. Education: the expansion of Mascalls Secondary school, and the provision of additional primary schools;
c. Flooding: - please see above
d. A new sports hub;
e. A new community hub;
f. Health and medical facilities;
g. Youth and children's play space; and
h. Social and leisure facilities, including libraries, adult education facilities, etc.

Please note that this is not an exhaustive list, and other mitigating infrastructure needs are identified in individual site allocations policies below, or may be identified in the future.

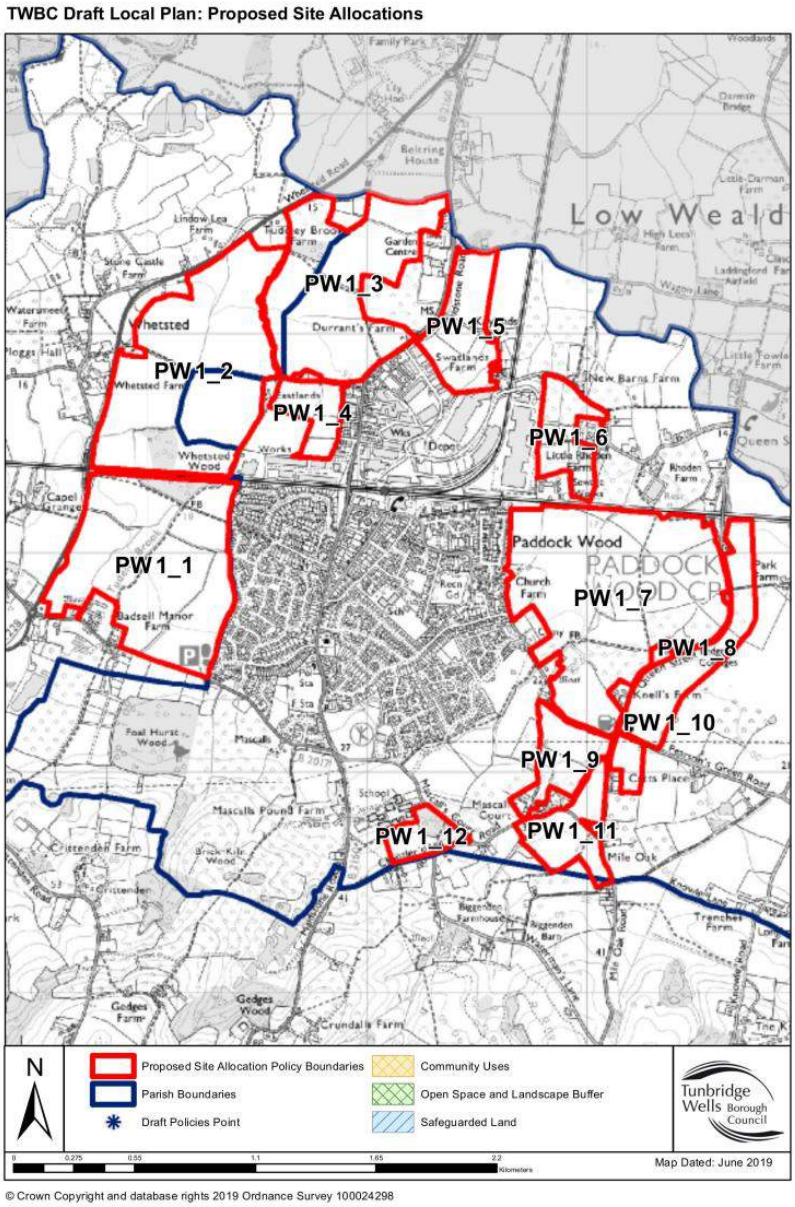
The Limits to Built Development (LBD) around Paddock Wood are defined on the draft Policies Map. The LBD now includes the sites/part sites to be allocated at Policies AL/PW 1 (Church Farm only), 2, 3 (part), and 4.

Allocation policies for Paddock Wood

5.65 The following policies set out the allocations that will deliver the above approach to development at Paddock Wood and including land that lies within the neighbouring parish of Capel to the west of Paddock Wood over the plan period. These must also be considered alongside the relevant Local Plan strategic and development management policies, and development proposals will be expected to comply with all relevant national and local policies, and with any specific requirements as set out within the policy.

Land at Capel and Paddock Wood

Map 40 Policy AL/PW 1



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5.66 This site:

- Includes extensive land parcels to the north, east, and west of the centre of Paddock Wood. It includes land located west of Paddock Wood that lies in the eastern part of Capel parish, mostly adjacent to existing Limits to Built Development;

- It includes land that is Green Belt, which would be released from the Green Belt in order to facilitate development in a sustainable location, making a substantial contribution to the growth needs of the borough over the plan period;
- The allocation would be subject to comprehensive masterplanning, based on garden settlement principles, to ensure delivery of the allocation, including the proper provision of the necessary infrastructure, including highway and transport works (which is recognised as a major issue to be addressed by the masterplanning work), active travel provision, expanded secondary school, and a balanced mix of uses, including housing, employment, and community uses. Of significant benefit will be flood mitigation measures to reduce flood risk for Paddock Wood;
- The Council will have overall leadership over the engagement of masterplanning experts to consider the different constraints, opportunities, and infrastructure requirements and determine the distribution of the different uses within the broader allocation. This will comprehensively consider flood mitigation measures, highway works required, etc;
- The allocation comprises mostly parcels of undeveloped land, although some existing built development is included. There are areas of Ancient Woodland within the allocation, and parts of it are included in the Environment Agency's Flood Zone 3; the allocation and the requirements of future development have been informed by a range of evidence base work undertaken by the Council, which has included a specialist consultancy modelling flood scenarios and flood mitigation measures, looking also at typical costs associated with the delivery of different flood risk mitigation measures, and which model could be applied to reduce flood risk for Paddock Wood;
- Allocation includes existing infrastructure, including public highways, and land adjacent to the mainline railway line and adjacent to Mascalls School;
- Includes areas of archaeological potential and other heritage assets (including listed buildings and non-designated heritage assets), and there are areas of assart field at western areas of the allocation. There are Historic Farmsteads that require consideration as part of the masterplanning work.

Policy AL/PW 1

Land at Capel and Paddock Wood (CfS numbers listed in supporting text below)

Land to be allocated under this policy falls within both the parishes of Capel and Paddock Wood, and is therefore referred to under Policies AL/CA 3 and AL/PW 1.

Sites which lie outside the allocation(s) at present may be included in the Regulation 19 Pre-submission version of the Local Plan.

This site, as defined on the draft Policies Map, is allocated for:

1. The provision of approximately 4,000 new dwellings and a three pitch (one mobile home and one touring caravan per pitch) gypsy/traveller site on this land and in Paddock Wood Town Centre (AL/PW 2). The level and tenure mix of affordable housing is to be determined through the Local Plan and CIL Stage 2 Viability Assessment. This figure will be confirmed in the Regulation 19 Pre-submission version of the Local Plan;
2. Additional employment provision, including expansion of Key Employment Areas (B1/B2/B8 uses). The make up of this employment provision will be informed by the masterplanning process, and will look to supplement, broaden and significantly increase the employment provision for Paddock Wood and the surrounding area, and will be informed by market information;
3. The provision of an enlarged Mascalls Secondary School and additional primary schools;

4. The provision of a new medical centre;
5. The provision of open space, youth and children's play and sports facilities (including a new outdoor sports hub) and recreational facilities as well as areas of natural and semi-natural green space and allotments/food growing areas (see Policy OSSR 2: The provision of publicly accessible open space and recreation);

Proposals shall accord with the following requirements:

1. All development to be delivered through a comprehensive masterplan approach. following garden village principles, including 'green wedges' between areas of development. Proposals for the piecemeal development of individual sites will not be supported;
2. All development must demonstrate how it meets and embeds the key qualities below:

    - **Clear identity** – a distinctive local identity as a new garden community, including at its heart an attractive and functioning centre and public realm.
    - **Sustainable scale** – built at a scale which supports the necessary infrastructure to allow the community to function self-sufficiently on a day to day basis, with the capacity for future growth to meet the evolving housing and economic needs of the local area.
    - **Well-designed places** – with vibrant mixed use communities that support a range of local employment types and premises, retail opportunities, recreational and community facilities.
    - **Great homes** – offer a wide range of high quality, distinctive homes. This includes affordable housing and a mix of tenures for all stages of life.
    - **Strong local vision and engagement** – designed and executed with the engagement and involvement of the existing local community, and future residents and businesses. This should include consideration of how the natural and historic environment of the local area is reflected and respected.
    - **Transport** –integrated, forward looking and accessible transport options that support economic prosperity and wellbeing for residents. This should include promotion of public transport, walking, and cycling so that settlements are easy to navigate, and facilitate simple and sustainable access to jobs, education, and services.
    - **Healthy places** – designed to provide the choices and chances for all to live a healthy life, through taking a whole systems approach to key local health & wellbeing priorities and strategies.
    - **Green space** – generous, accessible, and good quality green and blue infrastructure that promotes health, wellbeing, and quality of life, and considers opportunities to deliver environmental gains such as biodiversity net gain and enhancements to natural capital.
    - **Legacy and stewardship arrangements** – should be in place for the care of community assets, infrastructure and public realm, for the benefit of the whole community.
    - **Future proofed** – designed to be resilient places that allow for changing demographics, future growth, and the impacts of climate change including flood risk and water availability, with durable landscape and building design planned for generations to come. This should include anticipation of the opportunities presented by technological change such as driverless cars and renewable energy measures.

3. The Council will have overall leadership of the masterplanning approach, working closely with Neighbourhood Development Plan groups:
4. The masterplanned approach is to include determining appropriate phasing of development, to be linked to the relevant and strategic delivery of infrastructure, including in terms of surface water - in particular the provision of high quality, multiple benefit Sustainable Urban Drainage systems, foul water, refuse collection, etc., utilising industry best practices and new and emerging technologies (see Water Policies EN 26 to EN 29, criteria 2 and 10 of Policy EN 1: Design and other development management criteria, and Policy ED 3: Digital Communications and Fibre to the premises);

5. The masterplan shall be informed by detailed studies within and surrounding the allocation that shall include land use, landscape character, visual amenity, biodiversity and heritage. Particular attention will be given to:

    - The grade of agricultural land and agricultural activities to minimise the effects on the rural economy and agricultural functionality (see Policy EN 22: Agricultural Land);
    - Key landscape characteristics, views and the setting of heritage assets and the setting of the High Weald AONB (see Policies EN 1: Design and other development management criteria, EN 20: Rural Landscape and EN 7: Heritage Assets);
    - Existing habitats and species and opportunities for landscape scale improvements for biodiversity to ensure a net gain for biodiversity focused on key locally important habitats and species (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats);

6. The layout and design is to be of high quality, particularly in terms of permeability and low levels of private car use within the settlement (see Policies EN 1: Design and other development management criteria and EN 20: Rural Landscape);

7. Opportunities to provide a higher density of development around the settlement centre, as part of the approach to revitalise and regenerate the town centre, and other key points within the development should be maximised, and structural landscaping and buffers around perimeters of the site shall be provided (see Policy H 4: Housing Density, criterion 3 of Policy EN 1: Design and other development management criteria, and Policy EN 20: Rural Landscape).
8. Provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt within the locality shall be made, to be agreed and secured through the masterplanning approach;
9. Transport provision shall be delivered on a strategic basis, taking account of the impact of proposed development at Tudeley Village, with transport infrastructure links between Paddock Wood, Tudeley Village, Tonbridge, and Royal Tunbridge Wells. A key element will be determining the most appropriate route to link to the road network to the west, which shall minimise the impact on the existing highway network through Five Oak Green, and should seek to reduce traffic levels through this settlement, and have regard to Kent County Council minerals allocations in the vicinity and sensitive receptors. Contributions will be required towards the provision of the offline A228 and link between Tudeley Village and the A228 or Tudeley Village and land at Capel and Paddock Wood (dependent on which approach is considered appropriate)
10. A strategic approach to increase walking and cycling permeability will be included in the masterplanning (see Policy TP 2: Transport Design and Accessibility):

    - Development to be structured around direct walking and cycling routes, linking new development with existing community facilities (e.g. primary school), public transport, employment, and commercial centres. Improvements to pedestrian/cycle links across the railway to be sought, subject to viability issues;
    - The provision of longer distance cycle links to Five Oak Green, Tudeley Village, Tonbridge, Royal Tunbridge Wells/Southborough and villages surrounding Paddock Wood (leisure and utility);
    - Embracing new and emerging technologies and maximising public transport provision (frequency, linkages, etc.) using new technology. New development to be designed appropriately to facilitate provision of bus routes within allocated sites, linking into wider bus network;

11. Development at this site is subject to the provision of land for the expansion of Mascalls and the provision of new and potentially expanded primary schools, with delivery linked to an overall delivery timetable (to be determined through the masterplanning process);

12. The development on the site should demonstrate that it will not exacerbate flooding elsewhere in the vicinity and through the provision of flood storage/attenuation/mitigation areas (including those outside the allocations) to substantially reduce the flood risk to particular existing residential areas in Paddock Wood, and potentially at Five Oak Green. This is one of the key justifications for the release of Green Belt land;
13. Development will be expected to include the provision of a scheme of management and funding for green spaces and green infrastructure for both amenity and biodiversity for the lifetime of the development.

Land at Church Farm is included in this allocation as, although it has Outline planning permission for 300 dwellings, there is not a fixed layout. There is the potential that proposals at Church Farm could be refined to allow greater permeability through this site to land to be allocated further to the west. As part of this, there is the potential that a greater number of units than the 300 dwellings permitted could be accommodated on the site. For this reason, Church Farm is included in the allocation, and should form part of the masterplanning approach.

5.67 Sites submitted in the call for sites have been combined into parcels to reflect the strategic approach to be taken in delivering development, while also reflecting the distribution of sites submitted for consideration. It is expected that the masterplan will take account of the information provided in these parcels, although there may be good planning reasons for following a different approach:

Table 4 Table showing parcels of land

Parcel	Incorporates "Call for Sites no."	Constraints and opportunities	Parish
1 (South West parcel)	142 and 309	Uses • Residential • Flood compensation/open space • Scope for neighbourhood centre/mixed uses/primary school/sports pitches Topography/landscape and visual impact (see Policies EN 1: Design and other development management criteria, EN 14: Trees, Woodlands, Hedges, and Development, EN 15: Ancient Woodland and Veteran Trees, and TP 5: Safeguarding Railway Land) • Sensitivity assessment indicates capacity for housing and small scale commercial development. Detailed landscape and visual assessment required to determine sensitivities around long range views and landscape features • Hedging and trees to be largely retained along A228 Maidstone Rd boundary • Internal hedging and tree belts along field boundaries to influence layout • Whetsted Wood (Ancient Woodland, with 25m buffer)) adj to railway line will serve as a constraint to development • Need for development to be set back from Badsell Rd.	Capel

Parcel	Incorporates "Call for Sites no."	Constraints and opportunities	Parish
		Highways/sustainable transport (see Policy TP 2: Transport Design and Accessibility) • Access points to be taken from Maidstone Rd and Badsell Rd • A need to incorporate PROW WT179 east-west link to existing estate and links to railway bridge at western end, and north – south PROW WT191 along Tudeley Brook and passing under railway to Eldon Way • A need to secure pedestrian/cycle connections on eastern boundary to existing housing Other constraints • Noise impacts of railway, A228 and Badsell Rd (see Policy EN 30: Noise) • Relationship to residential dwellings at Colts Hill roundabout and Badsell Manor Farm (see criterion 6 of Policy EN 1: Design and other development management criteria) • Heritage issues (Badsell Manor Farm) (see Policy EN 7: Heritage Assets) • Part medieval field system with Assarts and historic farmstead (constraint to layout) (see Policy EN 7: Heritage Assets) • Limited biodiversity constraints but may present significant opportunities for biodiversity enhancements (see Policy EN 11: Net Gains for Nature: biodiversity).	
2 (North West parcel)	310, 311, 312, 313, and 314	Uses • Residential • Flood compensation/open space • Scope for neighbourhood centre/mixed uses/primary school/sports pitches Topography/landscape and visual impact (see Policies EN 1: Design and other development management criteria, EN 14: Trees, Woodlands, Hedges, and Development, EN 15: Ancient Woodland and Veteran Trees, and EN 30: Noise) • Sensitivity assessment indicates capacity for housing and small scale commercial development. Detailed landscape and visual assessment required to determine sensitivities around long range views and landscape features. • Hedging along A228 Maidstone Rd boundary is an important feature: to be retained and enhanced	310-312 and 314 Capel; 313 – Part PW/Part Capel

Parcel	Incorporates "Call for Sites no."	Constraints and opportunities	Parish
		• Whetsted Wood (Ancient Woodland, with 25m buffer)) adj to railway line will serve as a constraint to development • There will be a need for noise and green buffers to A228 Maidstone Rd • Need for development to be set back from Maidstone Rd/Whetsted Rd to reduce visual impact of development on countryside Highways/sustainable transport: (see Policy TP 2: Transport Design and Accessibility) • Access point off Maidstone Rd/Whetsted Rd; vehicular permeability through site to adjacent parcels 3 and or 4 • Public footpaths - east-west link continues eastwards through parcel 3 to Maidstone Rd; and along Tudeley Brook north-south intersects east-west PROW links with Whetsted Rd • Investigate potential for further pedestrian/cycle connections on eastern boundary to Eldon Way and to adjoining parcels 3 and 4 Other constraints • relationship to residential dwellings and commercial properties along Maidstone Rd/Whetsted Rd (see criterion 6 of Policy EN 1: Design and other development management criteria) • Heritage issues (historic farmsteads and Part medieval field system with Assarts constraint to layout) (see Policy EN 7: Heritage Assets) • Noise to railway line (see Policy EN 30: Noise) • Limited biodiversity constraints but may present significant opportunities for biodiversity enhancements (see Policy EN 11: Net Gains for Nature: biodiversity) • Land contamination (see Policy EN 31: Land Contamination)	
3 (North Central parcel)	316, 317, 318, and 319	Uses • Residential • Flood compensation/open space • Scope for neighbourhood centre/mixed uses/primary school/sports pitches Topography/landscape and visual impact	316, 318 and 319 – part PW/Part Capel; 317 – all Capel

Parcel	Incorporates "Call for Sites no."	Constraints and opportunities	Parish
		(see Policies EN 1: Design and other development management criteria, EN 14: Trees, Woodlands, Hedges, and Development, EN 15: Ancient Woodland and Veteran Trees, and Landscape Policies EN 18 and EN 20) • Sensitivity assessment indicates capacity for housing and small scale commercial development. Detailed Landscape and visual assessment required to determine sensitivities around long range views and landscape features. • Noise and green buffers to A228 Whetsted Rd • Need for development to be set back from Whetsted Rd to reduce visual impact of development on countryside Highways/sustainable transport (see Policy TP 2: Transport Design and Accessibility) • Access point off Whetstead Rd NW side of site or via parcel 2 and Maidstone Road SE side of site; vehicular permeability through site to adjacent parcels 2 and or 4 • Public footpaths along Tudeley Brook north to south and north west to south east from Tudely Brook to Maidstone Rd • Potential further pedestrian/cycle connections to adjoining parcels 2 and 4 • Public transport improvements and routeing of buses into and through site potentially Other constraints • Relationship to Tudeley Brook Farm and dwellings along Old Whetstead Rd (see criterion 6 of Policy EN 1: Design and other development management criteria); • Heritage issues (Historic farmstead – Durrants Farm) (see Policy EN 7: Heritage Assets) • Limited biodiversity constraints (see Policy EN 11: Net Gains for Nature: biodiversity) Other considerations • Further discussions are required with Maidstone BC as to plans for land to the north by Hop Farm roundabout	
4 (North West Central parcel)	51, 315, and 402	Uses • Residential • Economic development may be possible as an extension of Eldon Way) Topography/landscape and visual impact	PW

Parcel	Incorporates "Call for Sites no."	Constraints and opportunities	Parish
		(see Policies EN 1: Design and other development management criteria and Landscape Policies EN 18 and EN 20) • Sensitivity assessment indicates capacity for housing and small scale commercial and economic development. Detailed Landscape and visual assessment required to determine sensitivities around long range views and landscape features Highways/sustainable transport (see Policy TP 2: Transport Design and Accessibility) • Consider potential for vehicular access to the site through Nursery Road • Main access from Maidstone Road • Junction improvements needed at Maidstone Road in NE corner • Consider implications of upgrading unnamed track to the north of the site, extending it to adjacent parcel 2 and the A228 Whetsted Road • Pedestrian and cycle connections required to Eldon Way and Nursery Road Other constraints • There is a developing biodiversity interest on site that may constrain development (see Policy EN 11: Net Gains for Nature: biodiversity) • Land contamination (see Policy EN 31: Land Contamination) Other considerations • Potential to join with parcels 2 and/or 3	
5 (North parcel)	340 and 347	Uses • Economic development Topography/landscape and visual impact (see Policies EN 1: Design and other development management criteria and Landscape Policies EN 18 and EN 20) • Potential to improve rural-urban fringe with landscape buffers • Sensitivity assessment indicates capacity for housing and large scale commercial development	PW

Parcel	Incorporates "Call for Sites no."	Constraints and opportunities	Parish
		Highways/sustainable transport (see criterion 5 of Policy EN 1: Design and other development management criteria and Policy TP 2: Transport Design and Accessibility) • Consider vehicular access locations • Lucks Lane bisects the parcel east – west • Maidstone Road on western side of parcel • Provision of footways and cycle routes (Lucks Lane, Wagon Lane and Maidstone Road) • Consider potential pedestrian/cycle links to Transfesa estate to the south Other constraints • Buffer to historic farmsteads on eastern boundary (see Policies EN 6: Historic Environment and EN 7: Heritage Assets), • Land contamination (see Policy EN 31: Land Contamination) • Possible biodiversity constraints (see Policies EN 11: Net Gains for Nature and EN 12: Protection of designated sites and habitats) Other considerations • Consider potential for a small amount of residential infill along road frontage on eastern boundary	
6 (North East parcel)	218	Uses • Economic development • Northern parcel unsuitable for development: Flood zone 3, visual sensitivity and proximity to the railway. May have potential for ecological mitigation / biodiversity offsetting Topography/landscape and visual impact (see Policies EN 1: Design and other development management criteria and Landscape Policies EN 18 and EN 20) • Scope to enhance character of Lucks Lane rural character along northern boundary • Sensitivity assessment indicates capacity for housing and large scale commercial development Highways/sustainable transport (see Policy TP 2: Transport Design and Accessibility)	PW

Parcel	Incorporates "Call for Sites no."	Constraints and opportunities	Parish
		• Assume vehicular (and pedestrian and cycle) access taken from Transfesa Road • Public footpath bisects southern part of site east to west; and to the south western corner running along western boundary of the southern parcel of the site Other constraints (see Policy EN 7: Heritage Assets) • Setting of historic farmsteads and listed buildings already compromised Other considerations • Consider need to safeguard land for expansion of waste water treatment works	
7 (East parcel)	20, 374, Church Farm allocation (site 79), 47 (previously a windfall site)	Uses • Residential • Flood compensation / open space • Scope for neighbourhood centre / mixed uses / primary school / sports pitches Topography/landscape and visual impact (see Policies EN 1: Design and other development management criteria, EN 7: Heritage Assets, Landscape Policies EN 18 and EN 20 and Policy EN 11: Net Gains for Nature: biodiversity) • Sensitivity assessment indicates some capacity for housing. Landscape and visual assessment required to determine sensitivities around long range views and landscape features. • Character of Queen Street as a rural lane with historic farmsteads needs to be protected • Significant landscape and biodiversity mitigation likely to be required • Note potential for enhanced landscape and strengthening edge of settlement on parcel 8 Highways/sustainable transport (see Policy TP 2: Transport Design and Accessibility, Policy TP 5: Safeguarding Railway Land, criteria 5, 7 and 9 of Policy EN 1: Design and other development management criteria) • Potential for widening and re-aligning Church Road through southern edge of site with potential junction	PW

Parcel	Incorporates "Call for Sites no."	Constraints and opportunities	Parish
		improvements at crossroads of Church Road, Queen Street and Pearsons Green Road • Consider location of vehicular access into the site and potential connections to existing site allocation and possible through route • Likely requirement for junction improvement at crossroads of Church Road, Queen Street and Pearsons Green Road • Consider connections to parcel 9 and upgrade of Church Road at southern end of parcel • Provision of pedestrian and cycle ways to link with existing pedestrian footways and cycle ways required; lack of footways on Church Road or Queen Street – potentially required • Permeability to/through adjacent potential or developed sites, including across the railway line to the north • The safeguarded Hop Picker's heritage railway line and public rights of way bisect the site. Other constraints • Land contamination (see Policy EN 31: Land Contamination) • Moat Platts Archaeological site - assessment required (see Policy EN7: Heritage Assets) • Setting of listed buildings (Knells Farm Farmhouse and Burnside House) (again see Policy EN 7: Heritage Assets) • Consider historic farmsteads at Knells Farm and Mascalls Farm (again see Policy EN 7: Heritage Assets) • Noise buffer to the railway line to the north (see Policy EN 30: Noise) • Southern corner – potential route for undergrounding of 33KV, electricity line • Possible biodiversity constraints (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats) Other considerations • Planning permission (reference 14/504140) on Church Farm site has vehicular access from Church Road – scope to connect beyond planning permission boundary to land to the east across East Rhoden Stream • Reiterate Site Allocations Local Plan Policy AL/PW 3a • Potential for strategic foul sewer linking to wastewater treatment works (underneath railway line)	
8 (East of Queen Street parcel)	Late site 26	Uses • Potential landscape enhancements and or rights of way (in connection with parcel 7)	PW

Parcel	Incorporates "Call for Sites no."	Constraints and opportunities	Parish
		• Not suitable for built development as lies beyond Queen Street, which is a defendable barrier • Form of the site (narrow strip) is a constraint to making efficient use of land Drainage and flood risk (see Policy EN 28: Flood Risk) • Part Flood zones 2 and 3 Topography/landscape and visual impact (see Policies EN 1: Design and other development management criteria and Landscape Policies EN 18 and EN 20) • Sensitivity assessment indicates highly sensitive to all development • Queen Street is an important boundary to wider landscape • Solar Farm to east is reversible development (not brownfield) so assume long term open use Highways/sustainable transport (see Policies TP 2: Transport Design and Accessibility and TP 5: Safeguarding Railway Land) • Likely requirement for junction improvement at crossroads of Church Road, Queen Street and Pearsons Green Road • Bridleway runs east-west through buildings at Park Farm linking to Willow Lane • Hop Picker's line heritage line bisects site east - west towards the middle of the site Other constraints • Land contamination (see Policy EN 31: Land Contamination)	
9 (South East parcel)	371	Uses • Residential • Flood compensation/open space • Scope for neighbourhood centre / mixed uses / sports pitches Topography/landscape and visual impact (see Policies EN 1: Design and other development management criteria and Landscape Policies EN 18 and EN 20)	PW

Parcel	Incorporates "Call for Sites no."	Constraints and opportunities	Parish
		• Sensitivity assessment indicates some capacity for housing. Landscape and visual assessment required to determine sensitivities around long range views and landscape features • If developed will need to reinforce eastern boundary as a strong edge of settlement boundary Highways/sustainable transport (see Policy TP 2: Transport Design and Accessibility) • Scope to widen road on south eastern boundary (Mascalls Court Road) if improvements to alignment are considered necessary • Likely requirement for junction improvement at crossroads of Church Road, Queen Street and Pearsons Green Road • Public Right of Way runs north-south linking Church Road with Mascalls Court Road Other constraints • Setting of listed buildings / historic farmstead (Mascalls Court Farm) (see Policy EN 7: Heritage Assets) Other considerations • Scope to underground 133KV overhead electricity line, which may increase capacity of site • Parcel includes part of existing Site Allocations Local Plan Policy AL/PW 3a (outline planning permission granted for 200 dwellings as phase 2 of permission reference 14/506766)	
10		Uses • Landscaping • Potential highway works (if necessary) • Current pitches suffer from waterlogging: pitches likely to be relocated to sports hub Topography/landscape and visual impact (see Policies EN 1: Design and other development management criteria and Landscape Policies EN 18 and EN 20) • Sensitivity assessment indicates highly sensitive to all built development Highways/sustainable transport	PW

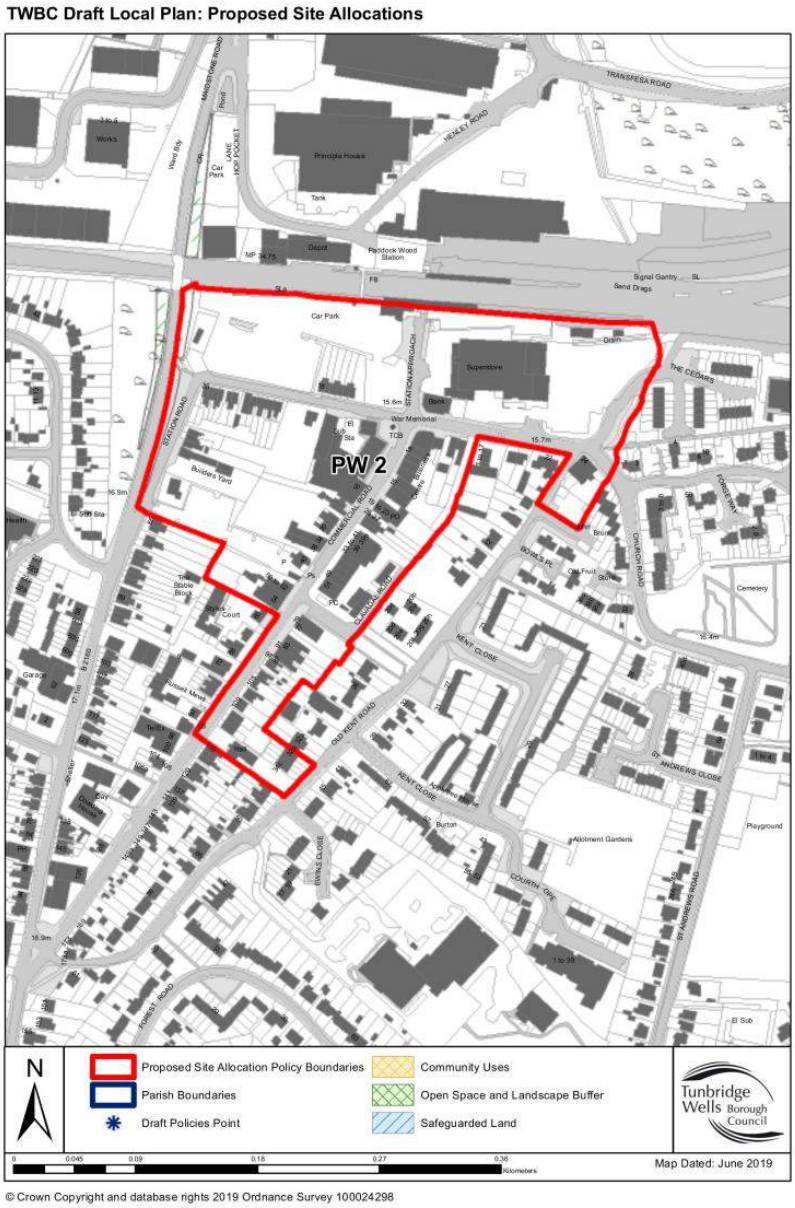
Parcel	Incorporates "Call for Sites no."	Constraints and opportunities	Parish
		• Likely requirement for junction improvement at crossroads of Church Road, Queen Street and Pearsons Green Road – implications for land take Other considerations • Not submitted to Call for Sites. • Potential enhancement of existing recreational facilities • Potential for recreational linkage with southern part of parcel 8	
11 (Outer South East)	344 and 376	Uses • May be decided that none of this parcel is suitable for built development • Land to south of this strategic road not suitable for built development Topography/landscape and visual impact (see Policies EN 1: Design and other development management criteria and Landscape Policies EN 18 and EN 20) • Sensitivity assessment indicates highly sensitive to all development • Encroaches onto the lower slopes of rising land to the south – the transition between High and Low Weald Highways/sustainable transport (see Policy TP 2: Transport Design and Accessibility) • Public Right of Way runs through southern part of parcel in a north east – south west direction • May be scope for a strategic highway improvement running west – east from City Cottage to Mile Oak Road, which could also provide an outer boundary to the expansion of the south east part of Paddock Wood • Alternatively improvements could be made to the existing alignment of Mascalls Court Road Other constraints • Consider rural setting of listed buildings at junction of Mascalls Court lane and Mile Oak Road (see Policy EN7: Heritage Assets) • Pond on western boundary with potential ecological interest (see Policies EN 11: Net Gains for Nature: biodiversity and Policy EN 12: Protection of designated sites and habitats)	

Parcel	Incorporates "Call for Sites no."	Constraints and opportunities	Parish
		Other considerations • Parish boundary with Brenchley & Matfield cuts across southern part of parcel	
12 (Mascalls School parcel)	212 and 342	Uses • School expansion only Drainage and flood risk • Unlikely to be a constraint Topography/landscape and visual impact (see Policies EN 1: Design and other development management criteria and Landscape Policies EN 18 and EN 20) • Consider rural setting of Paddock Wood and sense of separation from the town and separation between allocated sites. • Sensitivity assessment indicates some capacity for housing and small scale developments but only on parts of the site. Any proposals need to be informed by detailed landscape and visual assessments • Consider topography and views from Chantler's Hill (which is at a higher level) Highways/sustainable transport (see Policy TP 2: Transport Design and Accessibility) • Public Right of Way connects Mascalls Court Road with Waterman's Lane junction with Chantler's Hill • Vehicular access should be via existing school access point Other constraints • 15m Buffer to Ancient Woodland (located in the north eastern part of the site) (see Policy EN 15: Ancient Woodland and Veteran Trees) • Priority Habitat. Ponds on site (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats) • Close proximity of existing school buildings to northern boundary • Parkland trees in south eastern corner (see Policy EN 14: Trees, Woodlands, Hedges, and Development) Other considerations	PW

Parcel	Incorporates "Call for Sites no."	Constraints and opportunities	Parish
		• Any decision on suitability for large scale built development should be taken following consideration of alternative options within wider school site. Displacing playing fields may lead to development elsewhere.	

Paddock Wood Town Centre

Map 41 Policy AL/PW 2



Policy AL/PW 2

Paddock Wood Town Centre

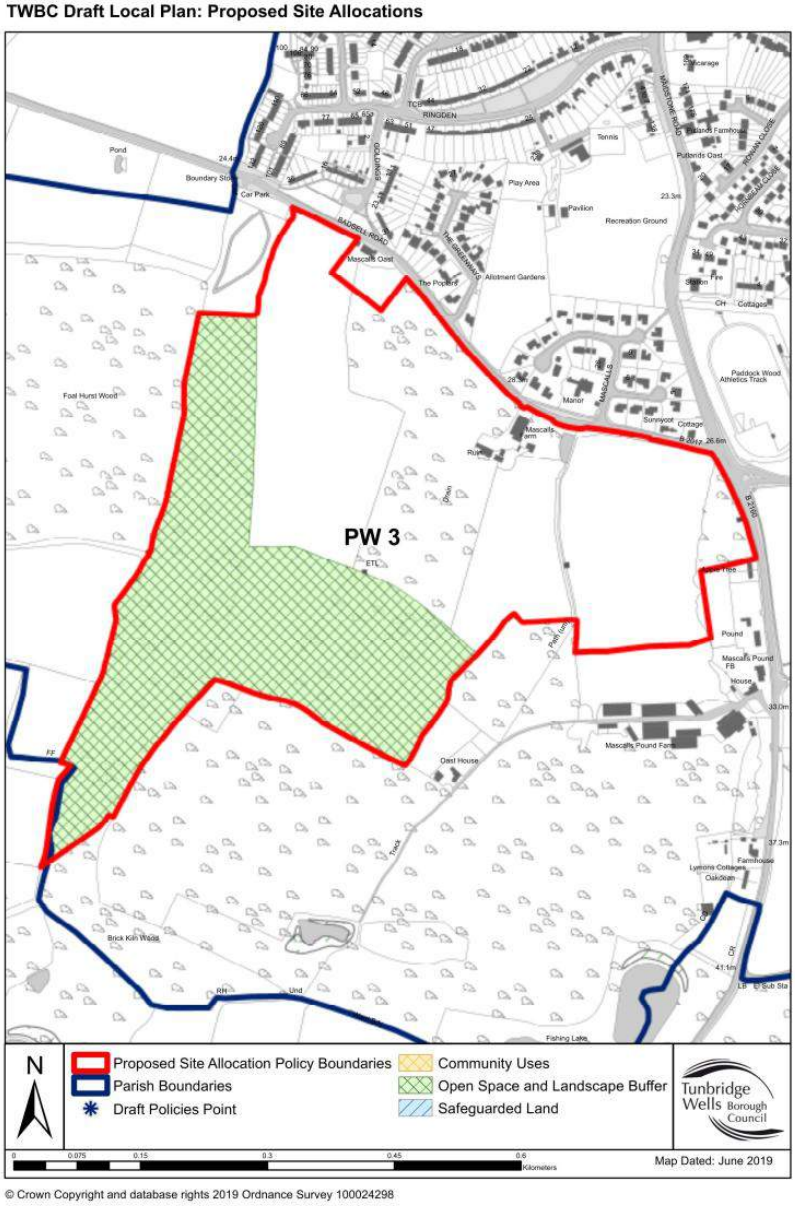
Within the defined Paddock Wood Town Centre, as defined on the Paddock Wood draft Policies Map:

1. A town centre masterplan shall be undertaken, to be developed alongside the larger masterplan for the sites allocation under Policies AL/PW 1 and AL/CA 3, and development shall be planned and delivered in accordance with that masterplan.
2. Development to revitalise and regenerate the town centre through the provision of approximately 400-700sqm of comparison retail floorspace, one medium sized foodstore by the end of the plan period (convenience retail), and the retention of, and provision of additional, professional services (A2), food and drink (A3) and drinking establishments (A4), hot food and takeways (A5), office (B1), appropriate leisure (D2), and suitable sui generis uses;
3. Development should be of high quality design, including in terms of the public realm, ensuring excellent pedestrian and cycling connectivity through it and to other parts of the town;
4. Residential development will be permitted at floors above first floor, to ensure a vibrant and viable centre throughout the plan period: residential development in this location will contribute towards the approximately 4,000 additional dwellings identified in Policies STR/CA 1, STR/PW 1 and AL/PW 1;
5. There shall be no net loss of car parking, with provision made for additional public car parking.

*The amount of retail floorspace will be monitored and subject to review through the five-year review of the Local Plan and possible changes to retailing and use classes at the national level.

Land at Mascalls Farm

Map 42 Policy AL/PW 3



5.68 This site:

- Is located south of the settlement centre inside the existing Limits to Built Development at Paddock Wood;
- Lies to the south of Badsell Road, a main distributor road into Paddock Wood and west of Maidstone Road;
- Is currently an undeveloped site, although has planning permission for residential development to provide 309 dwellings under reference 17/03480.

Policy AL/PW 3

Land at Mascalls Farm

This site, as defined on the Paddock Wood draft Policies Map, is allocated for residential development of approximately 425 dwellings.

Development is subject to the following requirements:

1. The maintenance of an open space buffer on the southern part of the site, as shown hatched green on the Policies Maps;
2. Occupation of any dwellings on land to the south of the development permitted under reference 17/03480 as indicated on approved plan 01316 MP 01 shall be only occur after the grounding of the overhead electricity pylons;
3. The maintenance of an open space buffer between the site and Foal Hurst Wood, a designated Local Nature Reserve with Ancient Woodland, to address the need for ecological mitigation;
4. Provision of a sustainable drainage system;
5. Provision of Landscape buffers to existing woodlands and Ancient Woodlands (see criterion 3 of Policy EN 1: Design and other development management criteria, Policy EN 14: Trees, Woodlands, Hedges, and Development and Policy Ancient Woodland and Veteran Trees);
6. The design, layout, and final number of dwellings to be informed by a comprehensive Landscape and Visual Impact Assessment, ecological studies, and a heritage assessment (to include archaeology and landscape heritage), and consideration of cumulative effects of any other planned development in the vicinity (see Policies EN 1: Design and other development management criteria, EN 7: Heritage Assets, EN 11: Net Gains for Nature: biodiversity, EN 12: Protection of designated sites and habitats, and EN 20: Rural Landscape).

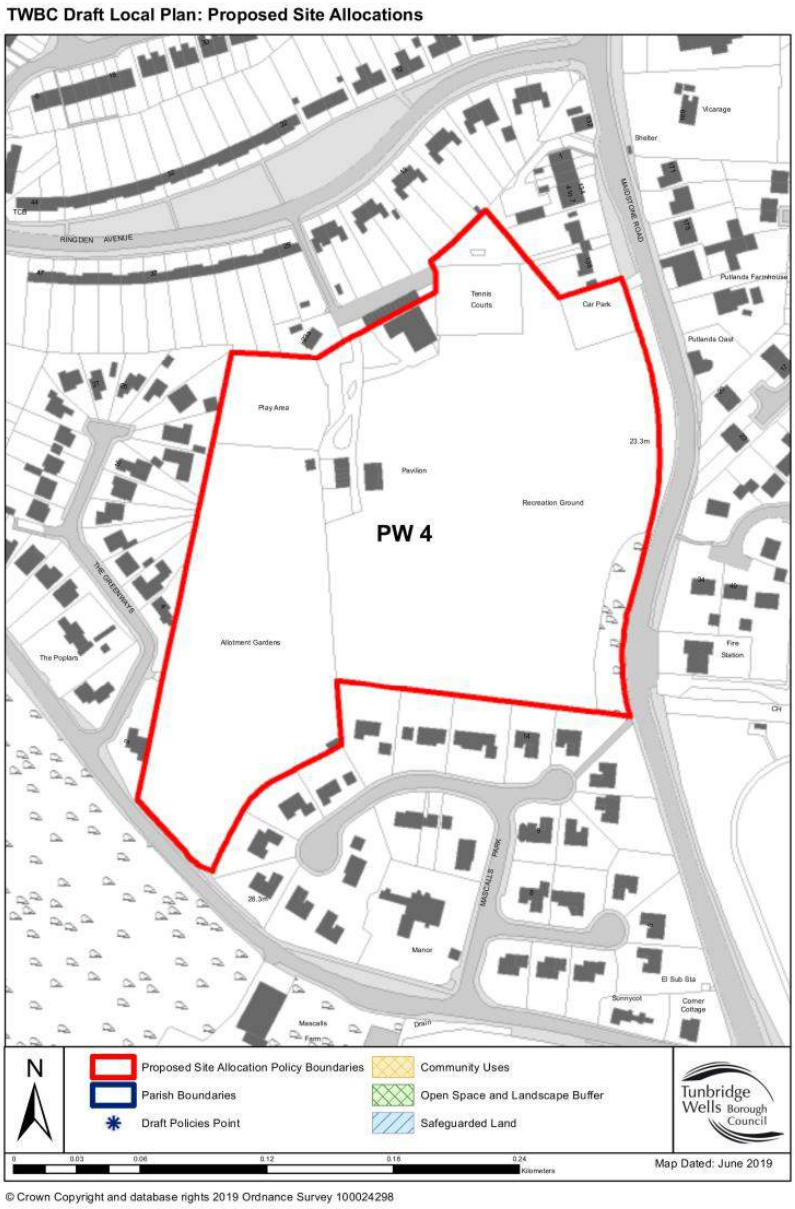
In addition, proposals will be expected to deliver the following:

1. Measures to mitigate flooding, reduce flood risk, reduce surface-water run-off and provide betterment to reduce existing flood risks to development in Paddock Wood. These measures should include how this will link to mitigation/attenuation/storage works which have emerged from the masterplanning to be undertaken under Policies AL/PW 1 and AL/PW 2 and AL/CA 3 at the time of assessment of any planning application;
2. Any planning application should include a Flood Risk Assessment setting clear objectives for the surface water drainage strategy for the site. A Surface Water Management Plan shall be required, setting out the long term arrangements for the management of the surface water drainage system;
3. Green infrastructure linkages and areas of informal open space. Adjacent green infrastructure, including woodlands and streams, shall be respected, with suitable buffers and landscape treatment;
4. Provision of pedestrian and cycle routes, providing linkages to surrounding residential areas, railway station and schools, including the potential to link to routes which have emerged from the masterplanning to be undertaken under Policies AL/PW 1 and AL/PW 2 and AL/CA 3 at the time of assessment of any planning application;
5. A detailed Management Plan setting out how open spaces, children's play area and communal features such as community orchards, woodlands or allotments within the site will be managed over the long term, specifically a woodland management plan will be required for Brick Kiln Wood;
6. The design and layout to be informed by a comprehensive energy and climate change strategy (Policies EN 4: Energy Reduction in new buildings and EN 5: Climate Change Adaptation).

In addition to contributions towards the Foal Hurst Wood Local Nature Reserve to address the need for ecological mitigation, contributions will be sought for to mitigate the impact on transport, flooding, education, health, a sports hub and for other matters, in line with the masterplanned provision of such infrastructure under Policy STR/PW 1, subject to these matters being resolved through costings, grant of (outline of full planning permission) or clear commitments through allocations in this Local Plan or reference in an masterplanning adopted SPD. If these have infrastructure projects have not progressed to this stage at the tine of assessment of the planning application, then contributions will be required to mitigate the impact, with those contributions (subject to compliance with legislative and national policy requirements) potentially being able to be used on masterplanned infrastructure proposals if these are subsequently confirmed.

Land at the Memorial Field, west of Maidstone Road

Map 43 Policy AL/PW 4



5.69 This site:

- Is located south of the settlement centre, to the west of Maidstone Road and north of Badsell Road;
- Comprises an existing recreational area, including pavilion and tennis courts and associated car parking;
- There is existing vehicular and pedestrian access into the site from Maidstone Road.

Policy AL/PW 4

Land at the Memorial Field, west of Maidstone Road

This site, as defined on the Paddock Wood draft Policies Map, is allocated for the provision of a community hub.

This development is subject to the following requirements:

1. An assessment has been undertaken which has clearly shown the area of playing field which would be lost as a result of the development is surplus to requirements; or the loss of playing fields resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location;
2. The remainder of the site is to be retained as playing fields, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
3. The design and location to have regard to the setting of the Listed Buildings on the opposite side of Maidstone Road.

Cranbrook and Sissinghurst

Overview

	Parish	Main settlements within the parish	
		Cranbrook	Sissinghurst
Population (2011 Census)	Approx 6,700		
Relationship to other settlements (shortest distance by road)	See individual settlements	• Approx 2.7 km (1.7 miles) from Sissinghurst to the north east • Approx 9.3 km (5.8 miles) from Staplehurst to the north • Approx 13.7 km (8.5 miles) from Headcorn to the north east	• Approx 2.7 km (1.7 miles) from Cranbrook to the south west • Approx 6.4 km (4 miles) from Staplehurst to the north • Approx 6.4 km (4 miles) from Biddenden to the east
Extent in Green Belt	0%	0%	0%
AONB	62% (southern half only)	Within	Outside (but close to AONB boundary to south)
Landscape Character Area	Wooded Farmland north of A262, west of B2685, and south of the B2086. South west of the parish is Forested Plateau. Remainder of parish is Fruit Belt	Fruit Belt	Wooded Farmland north of A262 and Fruit Belt to south of A262
Conservation Areas	See individual settlements	CA in central Cranbrook mainly runs east-west along High Street and Stone Street. Separate CA - Wilsley Green CA located to the north east of Cranbrook, which straddles the A229 between Wilsley Green and Wilsley Pound	CA spreads east-west across the village along the A262
Flooding	Some Flood Zone 2 and 3 following the Crane Brook	N/A	N/A
Transport - highways	A262 runs east (to Goudhurst) - west (to Sissinghurst and Biddenden) through parish. A229, which runs north (to Staplehurst) - south (to Hawkhurst) intersects the A262 in the centre of the parish. A number of minor roads form	A229 - north to Staplehurst and south to Hawkhurst runs along western edge of settlement	A262 runs east-west through the settlement

	Parish	Main settlements within the parish	
		Cranbrook	Sissinghurst
	a network of designated Rural lanes across the parish		
Transport - cycleways	Not on a designated cycle route	Not on a designated cycle route. National Cycle Route 18 is 1km south of Hartley.	Not on a designated cycle route
Transport - buses	See individual settlements	Hourly bus service to Maidstone and Sandhurst and 1.5/2 hourly service to Tunbridge Wells and Tenterden (times and services to be re-checked and updated for Regulation 19 consultation)	Hourly bus service to Maidstone and Sandhurst, and other limited services to Staplehurst, Headcorn, and Cranbrook (times and services to be re-checked and updated for Regulation 19 consultation)
Transport - rail (shortest distance by road)	See individual settlements	• Approx 9.3 km (5.8 miles) from Staplehurst station to the north • Approx 13.7 km (8.5 miles) from Headcorn station to the north east	• Approx 6.4 km (4 miles) from Staplehurst station to the north • Approx 10 km (6.3 miles) from Headcorn station to the north west
Education facilities	See individual settlements	• primary school • two secondary schools • pre-school	• primary school • pre-school/ nursery
Health facilities	See individual settlements	• several GP surgeries • several dentists • opticians • other medical/ therapy facilities, e.g. osteopath • pharmacy	None
Retail	See individual settlements	Numerous convenience and comparison shops, including post office and supermarket, food and drink outlets (including two public houses)	Post office and store, public house
Main employment areas (taken from Parish Council response to Settlement Role and	Response to Role and Function survey: • Fridays, Chequer Tree Farm, Benenden Road • Shotcrete, Swattenden Lane		

	Parish	Main settlements within the parish	
		Cranbrook	Sissinghurst
Function Study survey and/or other TWBC information)	• Hurstways, Hartley Road • Travis Perkins, Wheatfield Drive • Co-op Supermarket, High Street Others: • Hartley Business Centre • Hartley Courtlands Farm Business Centre, Turnden Lane • agriculture • local retail/services • education - Cranbrook School and others • Sissinghurst Gardens		
Community **Services**	See individual settlements	• five churches • two village halls • library • children's sure start centre	• church • village hall
Recreational facilities	See individual settlements	• sports centre with swimming pool and tennis courts • several equipped children's play areas • recreation ground with playing pitches • allotments	• recreation ground (with equipped play area) • tennis courts • playing field with cricket pavilion
Other matters	Significant areas of ancient woodland, areas of archaeological potential, Historic Parks and Gardens (Wilsley, Sissinghurst Castle Gardens, Sissinghurst Court, Angley House, Glassenbury Park) and ecological/wildlife designations (part of Bedgebury Forest, Angley Wood, Roundshill Park Wood, part of Hemsted forest, Crane Valley Local Nature Reserve, and SSSIs at Robins Wood and Sissinghurst Park Wood) across parish; Parish is an Area of Income Deprivation	Cranbrook town is a tourist destination	

The Strategy for Cranbrook and Sissinghurst Parish

Policy STR/CRS 1

The Strategy for Cranbrook and Sissinghurst Parish

At the parish of Cranbrook and Sissinghurst, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Approximately 718-803 new dwellings will be delivered on nine sites allocated in Cranbrook* (Policies AL/CRS 1-3, 5-7 and 9) and approximately 100-115 new dwellings on five sites in Sissinghurst (Policies AL/CRS 12-16) in this Local Plan in the plan period. * Of these sites, the following already have planning permission: AL/CRS 4 for 36 dwellings and CRS 8 for 28 dwellings;
2. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development in accordance with Policy STR 1;
3. All development proposals will be required to establish the impact of the proposed development upon Hawkhurst and the Flimwell crossroads (junction of A21 and A268);
4. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape;
5. Sites outside the AONB but within the High Weald National Character Area, or close to the boundary of the designated AONB landscape, will have similar characteristics and are likely to contribute to the setting of the designated landscape. The AONB Management Plan and any supporting guidance will be a material consideration for these sites;
6. All development proposals will ensure that landscape gaps between individual areas of the parish are retained to prevent coalescence of development;
7. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network in accordance with Policy TP 2: Transport Design and Accessibility; to include contributions towards the proposed Bedgebury to Sissinghurst cycle path route;
8. The following public car parks within Cranbrook and Sissinghurst, and as defined on the draft Policies Map, will also be retained in accordance with Policy TP 4: Public Car Parks:

    - Tanyard
    - The Regal/Co-Op
    - Jockey Lane

9. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
10. Provision of a framework for a positive heritage strategy, including enhancements in accordance with the NPPF and adherence to Policy STR 8;
11. Where necessary, undertaking a rapid Conservation Area appraisal for those absent or out of date.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Primary and secondary education;
b. Health and medical facilities; the three existing medical practices to be combined into one practice. Provision of land and new premises to deliver one GP practice and associated services;
c. New community centre;

d. The provision of buildings and spaces to provide cultural infrastructure;
e. The provision of allotments, amenity/natural green space, parks, and recreation grounds, children's play space and youth play space to include improvements to the cricket pavilion, improvements to the Tomlin Ground (Cranbrook Rugby Club), including to the changing rooms and club house, improvements to pitches at King George Field in Sissinghurst, including converting adult pitches to junior pitches;
f. Extending the Crane Valley public access route westwards and eastwards with consideration for biodiversity and ancient woodland*;*
g. A feasibility study to investigate the potential of creating pedestrian and cycle route between the settlements in the parish, building upon existing footways and Public Rights of Ways; to include contributions towards the proposed utility and leisure cycling routes within the Borough Cycling Strategy and the proposed Bedgebury to Sissinghurst cycle path route;
h. A replacement of St George's Hall (Sissinghurst);
i. Provision of electric vehicle charging points and car share facilities in accordance with Policy TP 2: Transport Design and Accessibility;
j. Bus services, including contributions towards a feasibility study to investigate the potential of creating a Demand Responsive Bus service for the parish and beyond;
k. Other mitigation measures identified through the pre-application process and planning application.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floor space, to be discussed with the Local Planning Authority and Cranbrook and Sissinghurst Parish Council through pre-application discussions.

The Limits to Built Development around Cranbrook and Sissinghurst are defined on the draft Policies Map. It is noted that these now include the sites/part sites to be allocated at Policies AL/CRS 1, 2 (part), 3 (part), 5 (part), 8, 9 (part), 10-11, 12 (part), 13 (part), and 14, 15 and 16, but exclude AL/CRS 4 (open gap/landscape buffer between existing LBD and developable part of site allocation), 6 (no existing LBD at Hartley), 7, and 17 (safeguarded land). As above at Policy STR 10, a further/separate LBD is proposed at Sissinghurst around existing built development to the west of the settlement and incorporating proposed residential site allocations AL/CR 13 (part), CR 15 and CR 16, with an open landscape gap retained between the two LBDs.

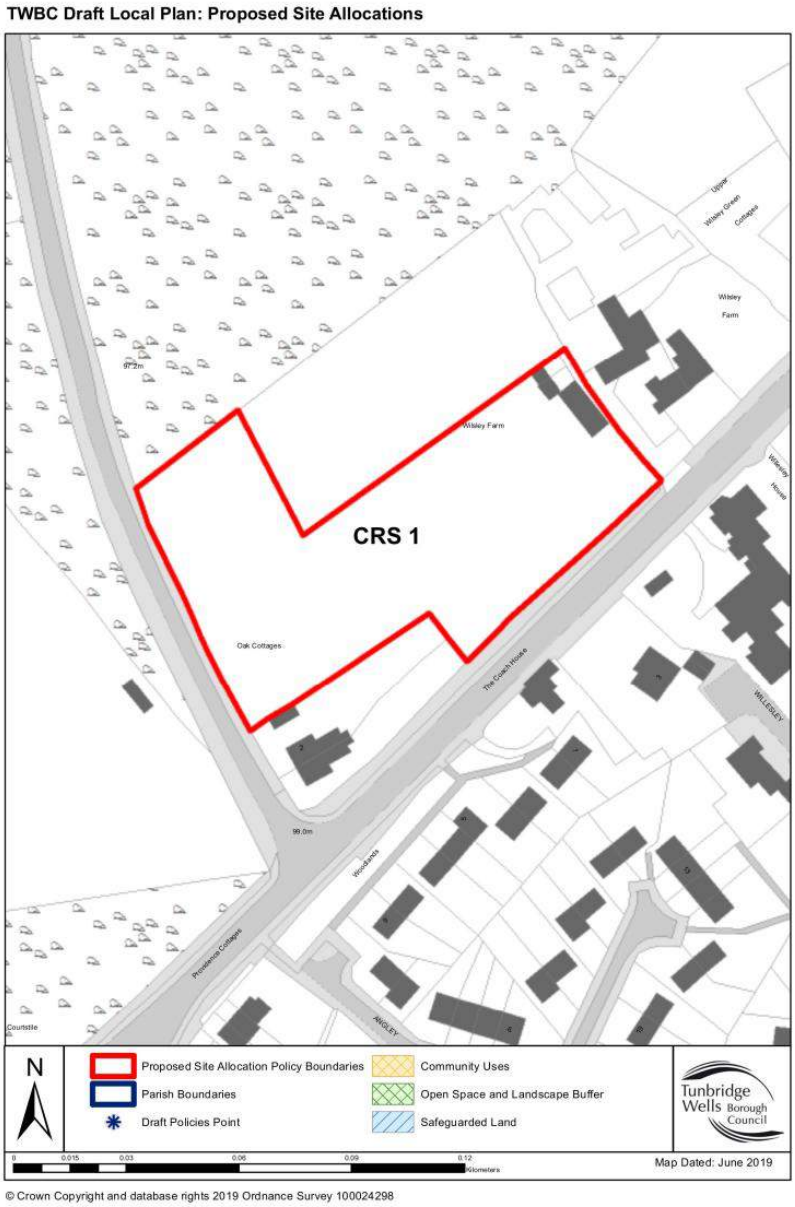
Allocation policies for Cranbrook and Sissinghurst parish

5.70 The following policies set out the allocations that will deliver the above approach to development within Cranbrook and Sissinghurst parish over the plan period. These must also be considered alongside the relevant Local Plan strategic and development management policies, and development proposals will be expected to comply with all relevant national and local policies, and with any specific requirements as set out within the policy.

Cranbrook

Land adjoining Wilsley Farm, adjacent to Angley Road and Whitewell Lane

Map 44 Policy AL/CRS 1



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5.71 This site:

- Is an undeveloped site located in proximity to the existing Cranbrook Limits to Built Development;
- It is located within the AONB and part within/adjacent to the Wilsley Green Conservation Area. There are listed buildings adjacent to the site (see Policy EN 21: High Weald AONB and EN 7: Heritage Assets);
- There is currently a lack of vehicular access to the site, although the site has a frontage with the A229, Angley Road and lies adjacent to Whitewell Lane;
- The site lies within a Biodiversity Opportunity Area (see Policy EN 11: Net Gains for Nature: biodiversity).

5.72 Not all of site 125 as submitted to the Call for Sites is included in the site allocation policy. The land that is not included is to be retained in agricultural use.

Policy AL/CRS 1

Land adjoining Wilsley Farm, adjacent to Angley Road and Whitewell Lane (CfS reference: Site 125)

This site, as defined on the Cranbrook draft Policies Map , is allocated for residential development (C3) providing approximately 15-20 dwellings.

Development on the site shall accord with the following requirements:

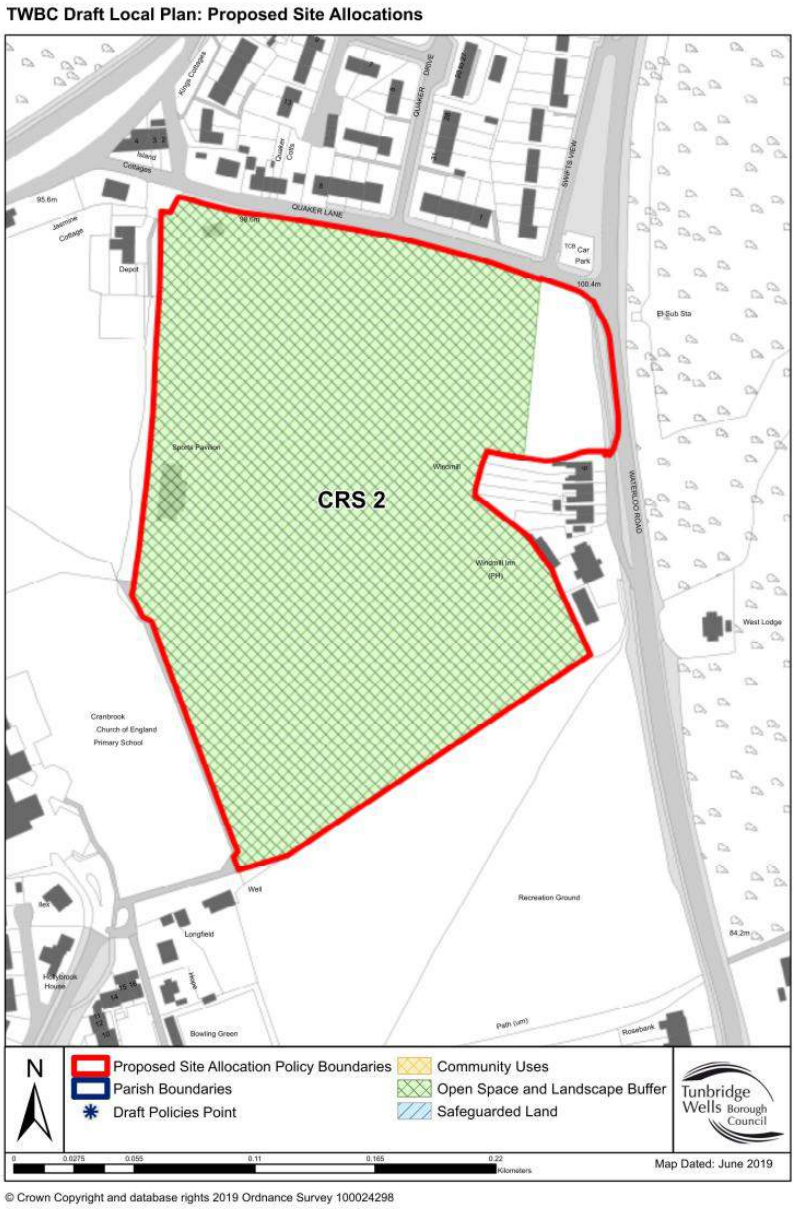
1. Minimal vehicular access points into the site to reduce any impact upon the Conservation Area (see criterion 5 of Policy EN 1: Design and other development management criteria and Policy EN 7: Heritage Assets);
2. The provision of improvements to pedestrian crossing opportunities along Angley Road;
3. Retention of existing trees and hedgerows along the site boundaries with Angley Road and Whitewell Lane (see Policy EN 14: Trees, Woodland, Hedges, and Development);
4. Development proposals will need to demonstrate where appropriate a positive contribution to Biodiversity Opportunity Area targets (see Policy EN 11: Net Gains for Nature: biodiversity);
5. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
6. The location of built development to be informed by a landscape and visual impact assessment and by a heritage assessment (see Policy EN 1: Design and other development management criteria, Policy EN 7: Heritage Assets, and Landscape Policies EN 20: Rural Landscape and EN 21: High Weald AONB).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services.

Big Side Playing Field, adjacent to Quaker Lane and Waterloo Road

Map 45 Policy AL/CRS 2



5.73 This site:

- Is located adjacent to the existing Cranbrook Limits to Built Development. It comprises a playing field/pitch and pavilion controlled by Cranbrook School. In common with other sites controlled by the school which are to be allocated in this plan, there is a requirement for a masterplan to be submitted as part of any planning application to assess how one proposal will impact on the operation of the wider school;
- The site is located within the AONB and is adjacent to the Wilsley Conservation Area and to listed buildings (see Policy EN 21: High Weald AONB and Policy EN 7: Heritage Assets);
- The site has archaeological potential (again see Policy EN 7: Heritage Assets);
- The site is accessed via a gate at the top north west corner of the site off Quaker Lane, from where there is also pedestrian access. Pedestrian access is also provided through an adjacent field south of the site.

Policy AL/CRS 2

Big Side Playing Field, adjacent to Quaker Lane and Waterloo Road (CfS reference: Site 129)

This site, as defined on the Cranbrook draft Policies Map, is allocated for residential development (C3) providing approximately 10-15 dwellings.

Development on the site shall accord with the following requirements:

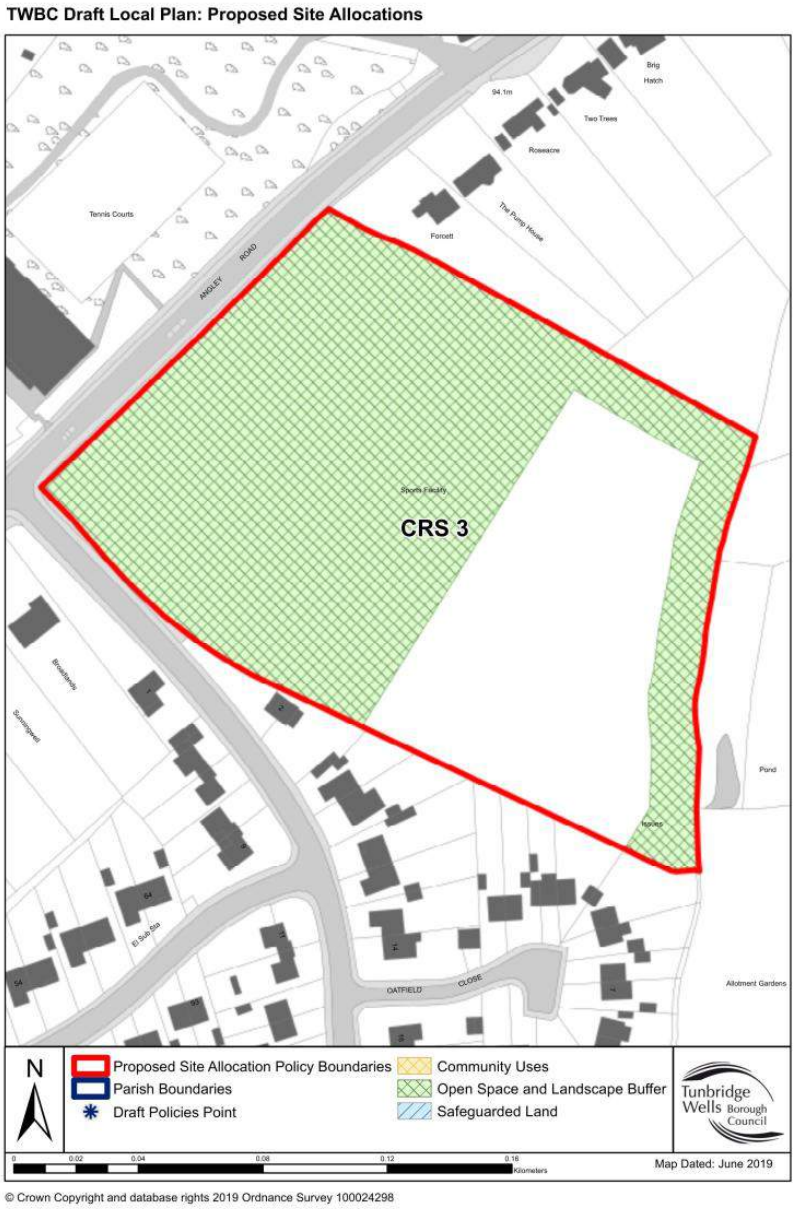
1. As per Policies CRS 3 and CRS 10, which all relate to land controlled by Cranbrook School, proposals must be accompanied by a comprehensive masterplan considering how proposals relate to broader proposals for the wider school holding, informed by a long-term overview of the school's development aspirations and identifying the drivers for proposed changes/development, with an explanation of why redevelopment and/or new development is required, including an analysis of all development proposals upon the likely impact on school facilities, including playing pitches, car parking provision, and community use;
2. The masterplan shall identify and explain any interdependence between separate proposals and thereby provide a holistic overview that could be broken down into separate planning proposals;
3. The location of built development to be informed by a landscape and visual impact assessment and by a heritage assessment (see Policy EN 1: Design and other development management criteria, Policy EN 7: Heritage Assets, and Landscape Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
4. Vehicular access from Waterloo Road, with one access to serve all dwellings. Access to be located to the west of the hedge that runs along Waterloo Road;
5. An assessment has been undertaken which has clearly shown the area of playing field not indicated in green on the draft Policies Map is surplus to requirements; or the loss of playing fields resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location;
6. The remainder of the site (i.e. that indicated as green on the draft Policies Map) is to be retained as playing fields (see Policy OSSR 1: Retention of Open Space);
7. Assessment of archaeological potential (see Policy EN 7: Heritage Assets);
8. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children’s play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
9. The provision of a pedestrian footway from Waterloo Road to Angley Road such that pedestrians can avoid the unsafe route along Quaker Lane. This shall be designed having regard to the Conservation Area and sensitive 'edge of settlement' character (see Policies TP 2: Transport Design and Accessibility and EN 7: Heritage Assets);
10. Design sensitive to the adjacent Conservation Area (see Policy EN 7: Heritage Assets);

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services;
d. Cycling routes in accordance with Policy STR/CRS 1.

Jaegers Field, Angley Road

Map 46 Policy AL/CRS 3



5.74 This site:

- Is located adjacent to the existing Cranbrook Limits to Built Development and consists of a rugby playing pitch controlled by Cranbrook School. In common with other sites controlled by the school which are to be allocated in this plan, there is a requirement for a masterplan to be submitted as part of any planning application to assess how one proposal will impact on the operation of the wider school;
- The site is within the AONB;
- It has a site boundary alongside the A229 Angley Road, from where there is existing vehicular and pedestrian access;
- There are existing residential properties adjacent to the site, as well as The High Weald Academy.

Policy AL/CRS 3

Jaegers Field, Angley Road (CfS Reference: Site 131)

This site, as defined on the Cranbrook draft Policies Map, is allocated for residential development (C3) providing approximately 30-35 dwellings.

Development on the site shall accord with the following requirements:

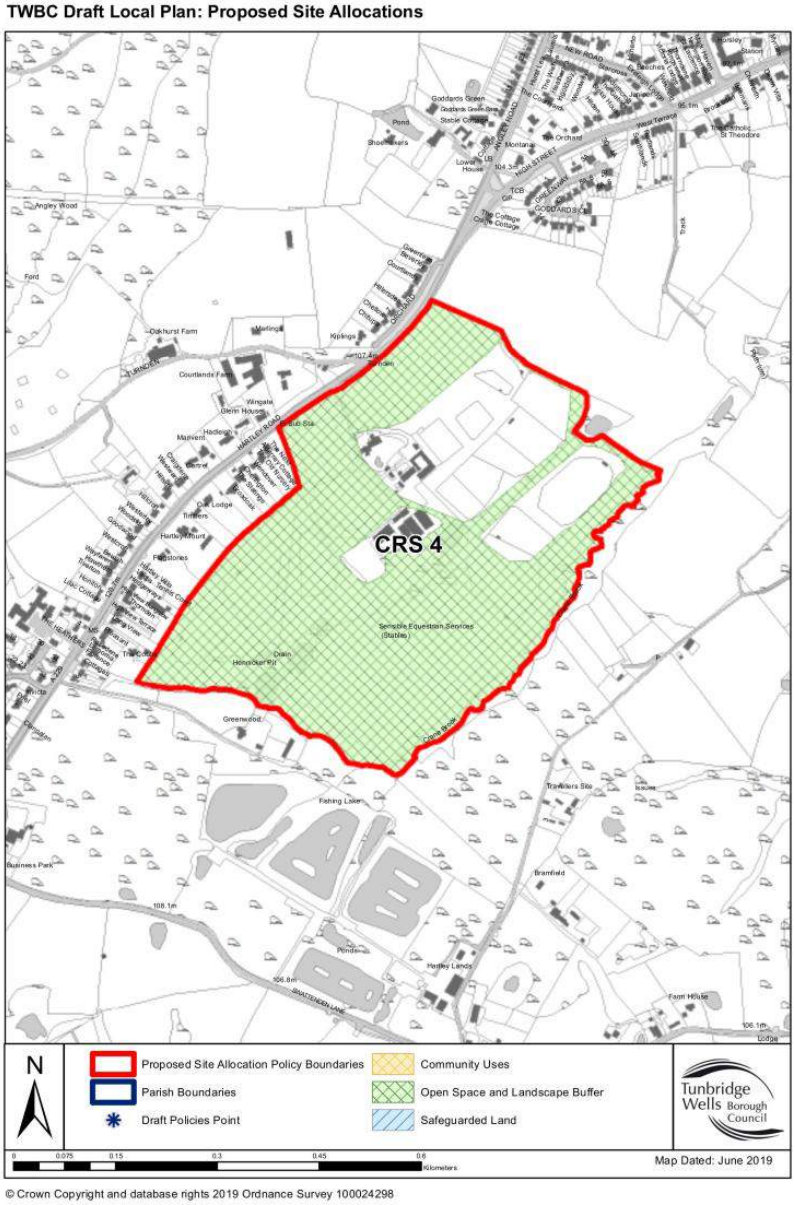
1. As per Policies CRS 2 and CRS, 10 which all relate to land controlled by Cranbrook School, proposals must be accompanied by a comprehensive masterplan considering how proposals relate to broader proposals for the wider school holding, informed by a long-term overview of the school's development aspirations and identifying the drivers for proposed changes/development, with an explanation of why redevelopment and/or new development is required, including an analysis of all development proposals upon the likely impact on school facilities, including playing pitches, car parking provision, and community use;
2. The masterplan shall identify and explain any interdependence between separate proposals and thereby provide a holistic overview that could be broken down into separate planning proposals;
3. The location of built development to be on the south east area of the site (i.e. that area not indicated in green on the draft Policies Map) and to be informed by a landscape and visual impact assessment and by a heritage assessment (see Policy EN 1: Design and other development management criteria, Policy EN 7: Heritage Assets, and Landscape Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
4. Vehicular access into the site to be informed by a highways assessment and by a landscape and visual impact assessment (see criterion 5 of Policy EN 1: Design and other development management criteria and Landscape Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
5. Provision of pedestrian access to land to east of site (ref Policy AL/CRS 5 Site 133);
6. The visual impact of any development on the site from Angley Road to be mitigated through on-site landscaping (see criterion 3 of Policy EN 1: Design and other development management criteria, and Landscape Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
7. Provision of landscape buffer along eastern boundary of site, as defined on the allocation plan (see criterion 3 of Policy EN 1: Design and other development management criteria, and Landscape Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
8. An assessment has been undertaken which has clearly shown the area of playing field not indicated in green on the draft Policies Map is surplus to requirements; or the loss of playing fields resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location;
9. The remainder of the site (i.e. that indicated as green on the draft Policies Map) is to be retained as playing fields (see Policy OSSR 1: Retention of Open Space);
10. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services;
d. Cycling routes in accordance with Policy STR/CRS 1.

Turnden Farm, Hartley Road

Map 47 Policy AL/CRS 4



5.75 This site:

- Is a site that is part developed/part undeveloped adjacent to the existing Cranbrook Limits to Built Development in the AONB;
- There is a listed building on the site;
- The site lies to the east of Hartley Road, from which there is vehicular access to this farmstead;
- Public Rights of Way run through the site and there is Ancient Woodland on it, as well as a Tree Preservation Order;
- Has a complex topography in the wider landscape, although the site itself is flatter in nature;
- Includes approved planning application for 36 residential dwellings 18/02571. These are included in 'baseline' calculations at April 2019.

Policy AL/CRS 4

Turnden Farm, Hartley Road (CfS reference: Site 430)

This site, as defined on the Cranbrook draft Policies Map, is allocated for a mixed use scheme, including potential employment provision, approximately 160-170 (124-134 new additional) dwellings, and significant green infrastructure.

Development on the site shall accord with the following requirements:

1. The design, layout, and final number of dwellings to be informed by a comprehensive Landscape and Visual Impact Assessment, ecological studies, and a heritage assessment (to include archaeology and landscape heritage), and consideration of cumulative effects of any other planned development in the vicinity (see Policies EN 1: Design and other development management criteria, EN 7: Heritage Assets, EN 11: Net Gains for Nature: biodiversity, EN 12: Protection of designated sites and habitats, and EN 20: Rural Landscape and EN 21: High Weald AONB). Development shall be located on the areas not indicated in green on the draft Policies Map;
2. Extensive green infrastructure shall be provided, both on the areas indicated in green on the draft Policies Map and through the non-green areas where relevant, in the form of:

    i. Retained and improved meadows, woodlands, hedgerows, and water features (see Policy EN 14: Trees, Woodlands, Hedges, and Development);
    ii. Landscape buffers to existing woodlands (see criterion 3 of Policy EN 1: Design and other development management criteria and Policy EN 14: Trees, Woodlands, Hedges, and Development);
    iii. The reinstatement of historical field boundaries with hedgerows, shaws, and woodlands (again see Policies EN 1 and EN 14 above, as well as Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
    iv. Retained and enhanced water bodies and water courses (see Policies EN 11: Net Gains for Nature: biodiversity and Policy EN 26: Water Quality, Supply, and Treatment);

3. The provision of, and adherence to, a Landscape and Ecological Management Plan to cover all public spaces, retained and restored habitats, and any retained agricultural land (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats and criterion 3 of Policy EN 1: Design and other development management criteria);
4. This site lies within, or very close to, the relevant impact risk zone for Robins Wood SSSI and so an assessment of potential adverse effects on the SSSI as a result of the development will be required as part of any application and, if required, the proposal shall include adequate mitigation measures, both during construction and on completion, to the satisfaction of Natural England to ensure no adverse effects on the SSSI as a result of the proposed development (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats);
5. A suitable and safe access from Hartley Road A229, with a secondary emergency access if required;
6. Provision of accessible, safe, non-vehicular routes for pedestrian and cyclists through the site connecting to:
7. i. The corresponding routes on the allocated site to the north (and on into Cranbrook);
    ii. The footway on Hartley Road;
    iii. The existing Public Rights of Way network to the south;

8. Improvements to the Public Rights of Way on site;

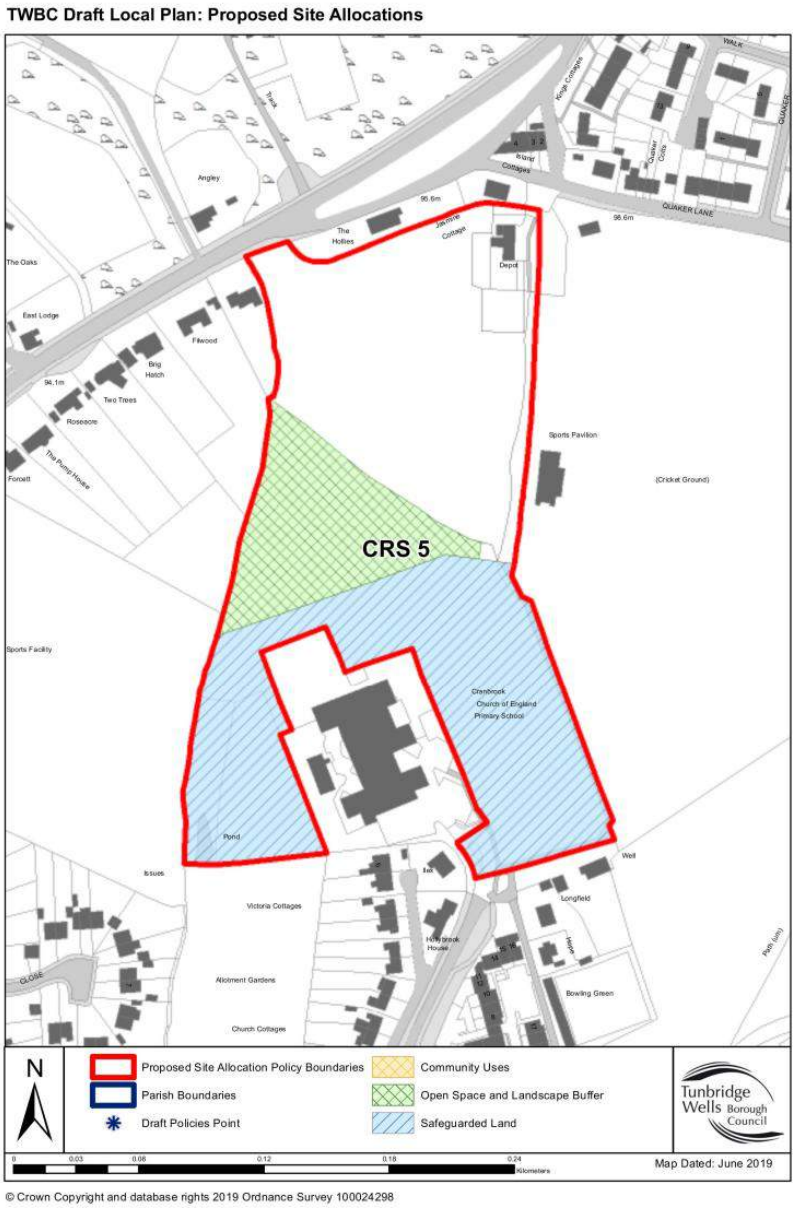
9. Provision of on-site allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
10. The design and layout to be informed by a comprehensive energy and climate change strategy (Policies EN 4: Energy Reduction in new buildings and EN 5: Climate Change Adaptation).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services and infrastructure, e.g. improved bus stop locations;
d. Provision of electric vehicle charging points and car share facilities in accordance with Policy TP 2: Transport Design and Accessibility.

Land adjoining Cranbrook Primary School, Quaker Lane

Map 48 Policy AL/CRS 5



5.76 This site:

- Is an undeveloped site in close proximity to the existing Cranbrook Limits to Built Development. It is a field used for informal recreation;
- It is sited within the AONB and partly within, and adjacent to, the Wilsley Conservation Area;
- The northern boundary of the site is adjacent to the A229, Angley Road;
- There are Public Rights of Way on the site and part of the site is an area of archaeological potential;
- There have been pre-application discussions on this site.

Policy AL/CRS 5

Land adjoining Cranbrook Primary School, Quaker Lane (CfS reference: Sites 71 & 133)

This site, as defined on the Cranbrook draft Policies Map, is allocated for residential development (C3) providing approximately 35-45 dwellings, replacement children's nursery, and safeguarding of land for future primary school expansion.

Development on the site shall accord with the following requirements:

1. Vehicular access into the site from Angley Road to be informed by a highways assessment (see criterion 5 of Policy EN 1: Design and other development management criteria). There will be no vehicular access to Carriers Road;
2. Provision of improved pedestrian links to serve the site, including a route through the site to Carriers Road (see Policy TP 2: Transport Design and Accessibility);
3. Provision of improvements to pedestrian crossing opportunities along Angley Road;
4. Northern part of site considered suitable for residential built development;
5. Southern parts of site to be safeguarded for future school expansion, as defined on the site allocation plan;
6. Provision of replacement children's nursery within the site with on-site provision for associated parking;
7. Central triangular area to be retained as Local Green Space as defined on the site allocation plan (see Policy EN 17: Local Green Space);
8. Design sensitive to the Conservation Area and the open space to the east of the site (see Policies EN 1: Design and other Development Management criteria and EN 7: Heritage Assets);
9. The location of built development to be informed by a landscape and visual impact assessment and by a heritage assessment and archaeological assessment (see Policies EN 1: Design and other development management criteria, EN 7: Heritage Assets, and Landscape Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
10. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children’s play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
11. The provision of a pedestrian footway from Waterloo Road to Angley Road such that pedestrians can avoid the unsafe route along Quaker Lane. This shall be designed having regard to the conservation area and sensitive 'edge of settlement' character (see criterion 5 of Policy EN 1: Design and other development management criteria and Policy EN 7: Heritage Assets).

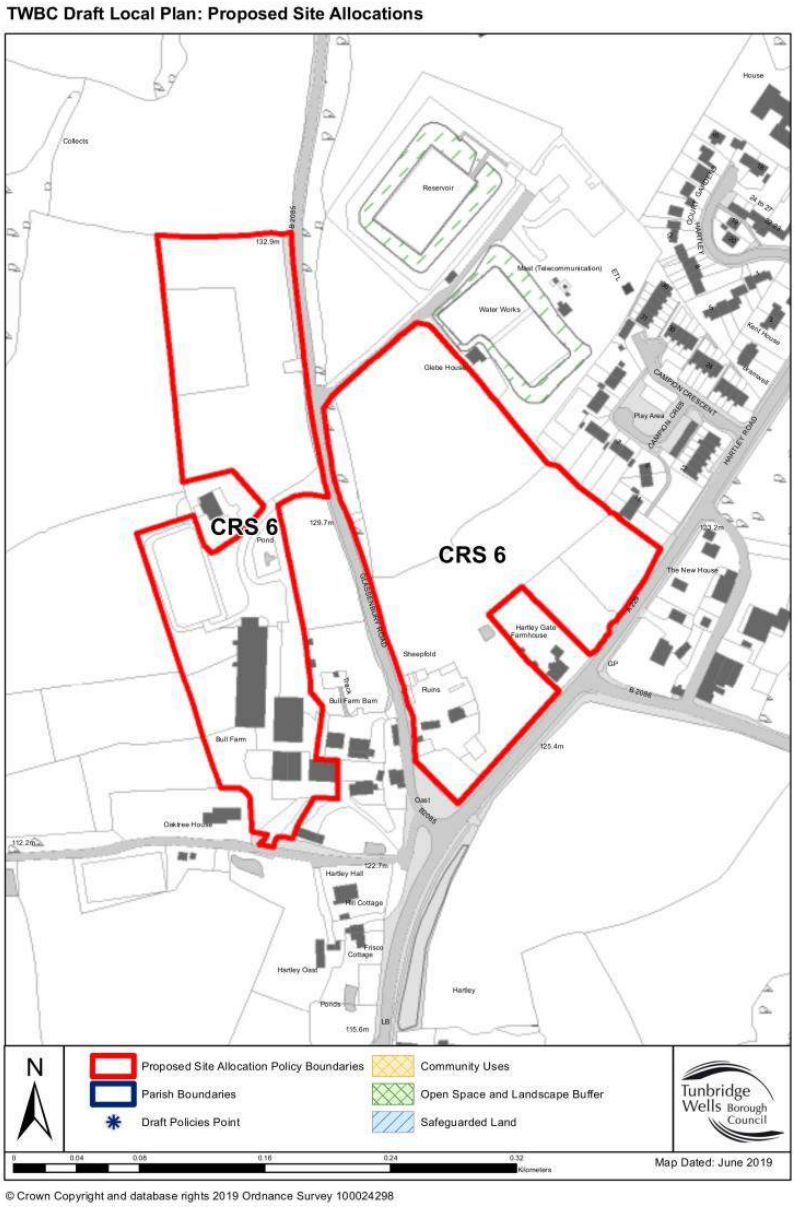
It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services;

d. Maintenance of Local Green Space to south of site (Green Space site 66);
e. Cycling routes in accordance with Policy STR/CRS 1.

Land at Gate Farm, adjacent to Hartley Road and Glassenbury Road, Hartley

Map 49 Policy AL/CRS 6



5.77 This site:

- This site is located in an area detached from any existing Limits to Built Development, within the AONB. It lies adjacent to listed buildings;
- There is a Tree Preservation Order on part of the site;
- Is within the Impact Risk Zone for the Robins Wood SSSI and approximately 200m from Bedgebury Forest Local Wildlife Site and Ancient Woodland;
- Includes a Biodiversity Opportunity Area;
- Is located adjacent to the A229, Hartley Road and to Glassenbury Road and to an access track north of the site;

- Comprises a mix of farm buildings, some derelict, and other areas that are undeveloped;
- Archaeological potential.

Policy AL/CRS 6

Gate Farm, adjacent to Hartley Road and Glassenbury Road, Hartley (plus Bull Farm) (CfS reference: Sites 59, 70, 323 & 345, and Late Site 53)

This site, as defined on the Cranbrook draft Policies Map, is allocated for residential development (C3) providing approximately 90 dwellings (including land at Bull Farm), plus employment (B1/B2/B8), and community uses.

Development on the site shall accord with the following requirements:

1. A masterplanning approach to ensure a comprehensive scheme for the whole parcel is appropriately delivered;
2. Provision of improved pedestrian and cycle links to Hartley and Cranbrook, including investigations into the feasibility of a pedestrian footway on the north side of Hartley Road (see Policy TP 2: Transport Design and Accessibility);
3. Vehicular access into the separate parts of this allocation to be informed by a highways assessment (see criterion 5 of Policy EN 1: Design and other development management criteria);
4. Opportunities for relocation of 30mph speed zone southwards from Cranbrook to include the site to be explored, and provision of associated gateway features;
5. Regard will 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 a landscape and visual impact assessment (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
6. Provision of a strong and robust soft landscaping boundary along the entire far western boundary of the site and additional soft landscaping along the northern boundary;
7. Development proposals will need to demonstrate where appropriate a positive contribution to Biodiversity Opportunity Area targets (see Policy EN 11: Net Gains for Nature: biodiversity);
8. This site lies within, or very close to, the relevant impact risk zone for Robins Wood SSSI and so an assessment of potential adverse effects on the SSSI as a result of the development will be required as part of any application and, if required, the proposal shall include adequate mitigation measures, both during construction and on completion, to the satisfaction of Natural England to ensure no adverse effects on the SSSI as a result of the proposed development (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats);
9. The layout and design of the scheme to give full consideration to the location of the site on the edge of the settlement, and to provide a scheme that is sensitively designed and provides a suitable urban edge to the settlement (See Policy EN 1: Design and other development management criteria);
10. Design proposals will be required to reflect and respond sensitively to the existing farmsteads and clusters of buildings present on the site (see Policy EN 7: Heritage Assets);
11. Design proposals to consider and minimise the impact on the listed farmhouses and buildings within the site (again see Policy EN 7: Heritage Assets);
12. Assessment of archaeological potential (again see Policy EN 7: Heritage Assets);
13. Development proposals to include the provision of small-scale B1/B2/B8 employment units;
14. Opportunities to be explored to provide a community focus for the wider Hartley area as part of the development proposal;
15. Provision of on-site amenity/natural green space and children's play space and improvements to existing allotments, parks and recreation grounds and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;

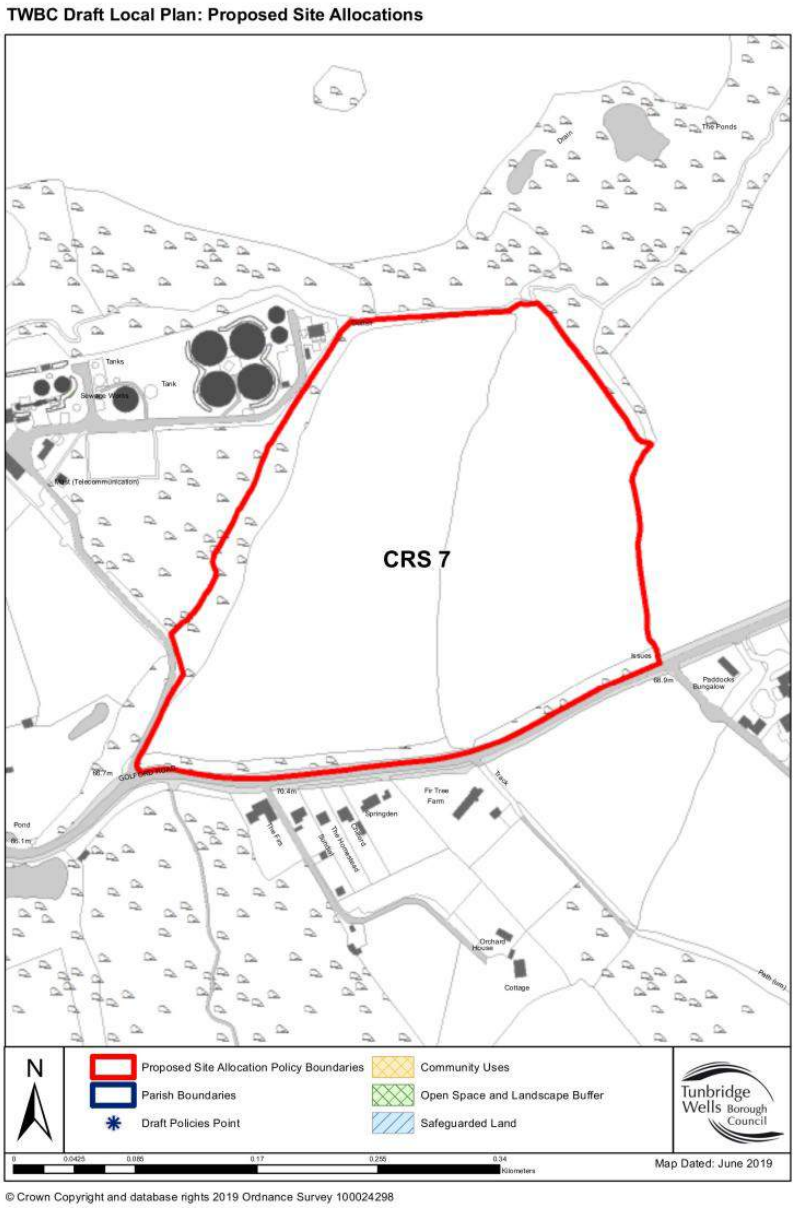
16. Avoidance of unnecessary demolition (see Policy EN 2: Sustainable Design and Construction).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services and bus infrastructure, e.g. improved bus stop locations;
d. Provision of new and/or improved community facilities serving Hartley;
e. Cycling routes in accordance with Policy STR/CRS 1.

Land off Golford Road

Map 50 Policy AL/CRS 7



5.78 This site:

- Is detached from the existing Cranbrook Limits to Built Development, although in proximity to it in a sustainable location to the east of the settlement centre;
- It is sited within the AONB and comprises an undeveloped parcel of land;
- The site contains some land that is within Environment Agency Flood Zone 3;
- The site has a lengthy boundary with Golford Road along the southern boundary of the site.

Policy AL/CRS 7

Land off Golford Road (CfS reference: Late Site 32)

This site, as defined on the Cranbrook draft Policies Map, is allocated for residential development (C3) providing approximately 150 dwellings.

Development on the site shall accord with the following requirements:

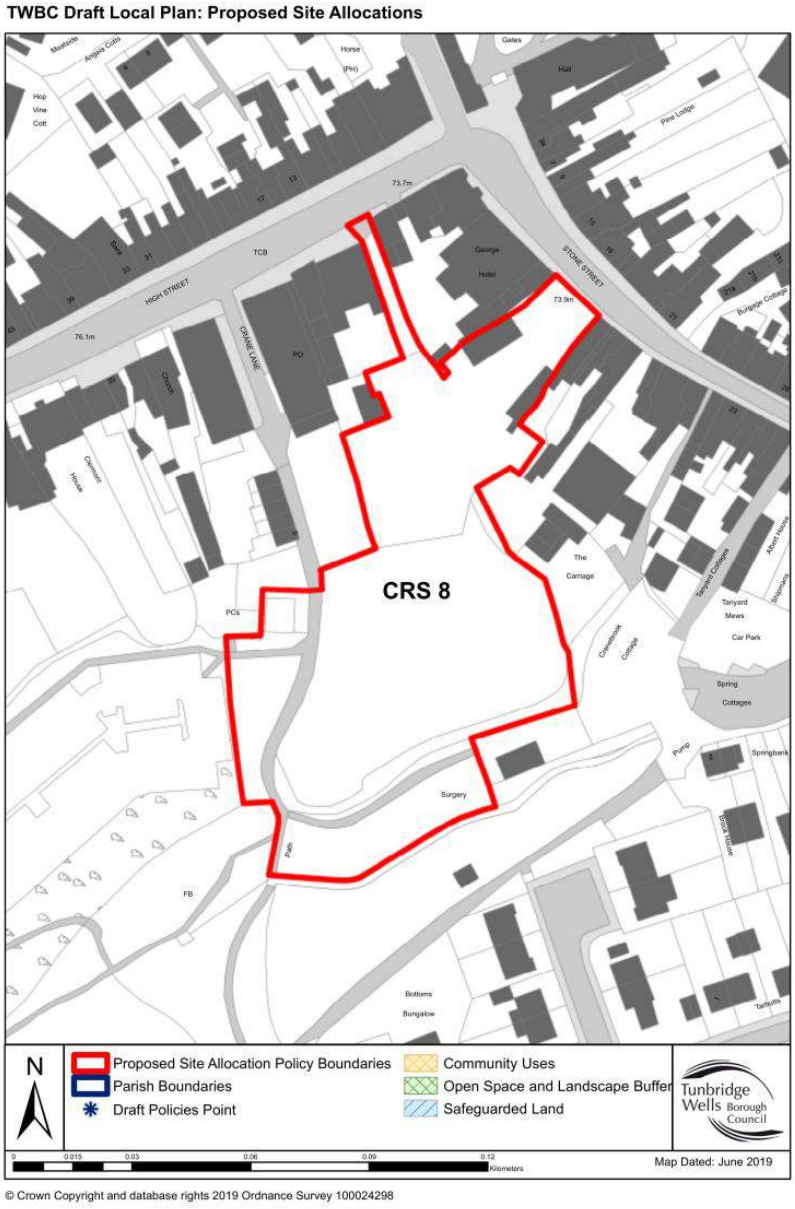
1. The overall design of development, including vehicular access into the site (including the design of visibility splays), should reflect the location of this site within the rural approach into Cranbrook. Details of vehicular access into the site to be informed by a highways assessment and by a landscape and visual impact assessment (see Policies EN 1: Design and other development management criteria, Landscape Policies EN 20: Rural Landscape and EN 21: High Weald AONB, and TP 2: Transport Design and Accessibility);
2. Highway assessments to determine the potential impact of development upon nearby road junctions, including the junction of The Hill with Waterloo Road (see criterion 5 of Policy EN 1: Design and other Development management criteria);
3. Opportunities to be explored for extending the 30mph speed limit eastwards along Goldford Road to include the site, and provision of associated gateway features;
4. The provision of pedestrian links to the footway south of the site (on the opposite side of the road) to link into the wider pedestrian network and to provide a pedestrian link to the commercial centre of Cranbrook (see Policy TP 2: Transport Design and Accessibility);
5. Provision of a suitably designed green infrastructure link along the Crane Valley to link into the routes provided further north along the valley, providing an improved green route into the centre of Cranbrook (see Policy EN 16: Green, Grey, and Blue Infrastructure);
6. The location of built development to be informed by a landscape and visual impact assessment (see Policies EN 1: Design and other development management criteria and Landscape Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
7. The location and layout of development to be informed by an odour assessment taking account of the adjacent sewage works;
8. Potential land contamination (see Policy EN 31: Land Contamination);
9. Provision of on-site allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
10. Provision of public electric vehicle charging points and car share facilities in accordance with Policy TP 2: Transport Design and Accessibility;
11. The design and layout to be informed by a comprehensive energy and climate change strategy (Policies EN 4: Energy Reduction in new buildings and EN 5: Climate Change Adaptation).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services.

Former Cranbrook Engineering Site and Wilkes Field

Map 51 Policy AL/CRS 8



5.79 This site:

- Lies inside the existing Cranbrook Limits to Built Development in the AONB;
- The more northerly part of the site formerly comprised a collection of buildings. These have, with the exception of a Listed Building, been demolished. The area to the south (Wilkes Field) comprises open agricultural land, which slopes to the south, and forms part of the Crane Valley;
- Part of the site has planning permission for residential development and the provision of a community hub;
- The site lies adjacent to Freight Lane (which is narrow) and fronts onto Stone Street;
- There are Public Rights of Way adjacent to the site and it lies in a larger area that has archaeological potential;
- Part of the site is located within the Cranbrook Conservation Area and is adjacent to listed buildings. There is also a listed building on the site.

5.80 Only part of this site allocation has been promoted through the Call for Sites (Wilkes Field, CfS reference Site 271). There is an approved planning application 16/503953 on the former Cranbrook Engineering site and Wilkes Field to deliver residential development (C3) providing 28 dwellings, a community centre, one A1 retail unit, and parking, to include retention of a listed building. This site allocation AL/CRS8 ensures that a similar type of development will be delivered in circumstances where the permitted planning proposals are not delivered and a subsequent planning application is submitted.

Policy AL/CRS 8

Former Cranbrook Engineering Site and Wilkes Field (CfS reference for Wilkes Field only: Site 271)

This site, as defined on the Cranbrook draft Policies Map, is allocated for mixed use development to deliver residential development (C3) providing approximately 28 dwellings, a community centre to be located in the southern part of the site, one A1 retail or A2 financial unit (to front onto Stone Street), and parking, to include the retention of the listed building.

Development on the site shall accord with the following requirements:

1. The listed building on site shall be retained and converted for a suitable use, including residential. Development around this must have regard to its setting;
2. The provision of the community centre to the south of the site, accessed via the Regal Car Park, with the retail/financial unit to be at ground floor fronting onto Stone Street, with residential development at first floor;
3. The provision of residential development elsewhere on the site to include vehicular access from either the route which runs alongside the White Lion public house, and/or via the Regal Car Park;
4. The site shall provide high levels of pedestrian permeability, both through the site and to link Stone Street to the Regal Car Park, and from north to south;
5. Proposals shall be accompanied by an assessment of the impact on, and demonstration of how the proposal will preserve or enhance, the Cranbrook Conservation Area, and will have regard to the archaeological environment (see Policies EN 7: Heritage Assets, EN 1: Design and other development management criteria, Landscape Policies EN 20 and EN 21);
6. The development shall provide details of a scheme of ecological and biodiversity enhancement and a scheme for the provision, management, and enhancement of reptile receptor site (see Policies EN 11 :Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats and criterion 4 of Policy EN 1: Design and other development management criteria) ;
7. The development will be required to provide services/infrastructure to the boundary of the community centre land prior to the occupation of any dwelling;
8. Proposals shall be accompanied of details of land contamination and how this will be remediated (see Policy EN 31: Land Contamination);
9. The development should provide public electric vehicle charging points and car share facilities in accordance with Policy TP 2: Transport Design and Accessibility;
10. The design and layout to be informed by a comprehensive energy and climate change strategy (Policies EN 4: Energy Reduction in new buildings and EN 5: Climate Change Adaptation).

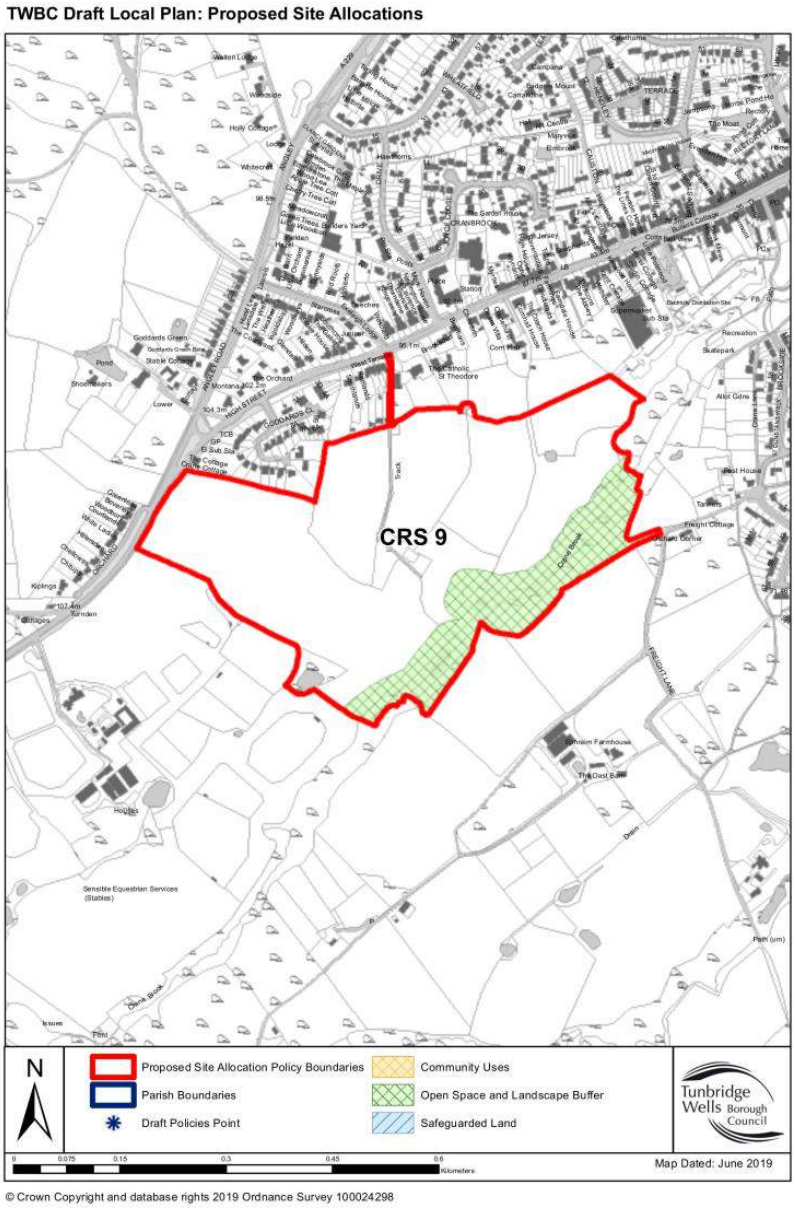
It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services;
d. Cycling routes in accordance with Policy STR/CRS 1;

e. Provision of amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

Land adjacent to the Crane Valley

Map 52 Policy AL/CRS 9



5.81 This site:

- Lies adjacent to the existing Cranbrook Limits to Built Development within the AONB and is largely an undeveloped site;
- It lies adjacent to the Cranbrook Conservation Area;
- There is Ancient Woodland on the site and the site is within historic farmstead buffer;
- The Crane Valley local Nature Reserve is downstream;

- Part of the site boundary runs adjacent to Hartley Road and there is a narrow strip linking with High Street;
- The open space and landscape buffers indicated on the above plan follow those included in the Site Allocations Local Plan Policy AL/CR 4.

Policy AL/CRS 9

Land adjacent to the Crane Valley

This site, as defined on the Cranbrook draft Policies Map, is allocated for residential development (C3) providing approximately 200-250 dwellings.

Development on the site shall accord with the following requirements:

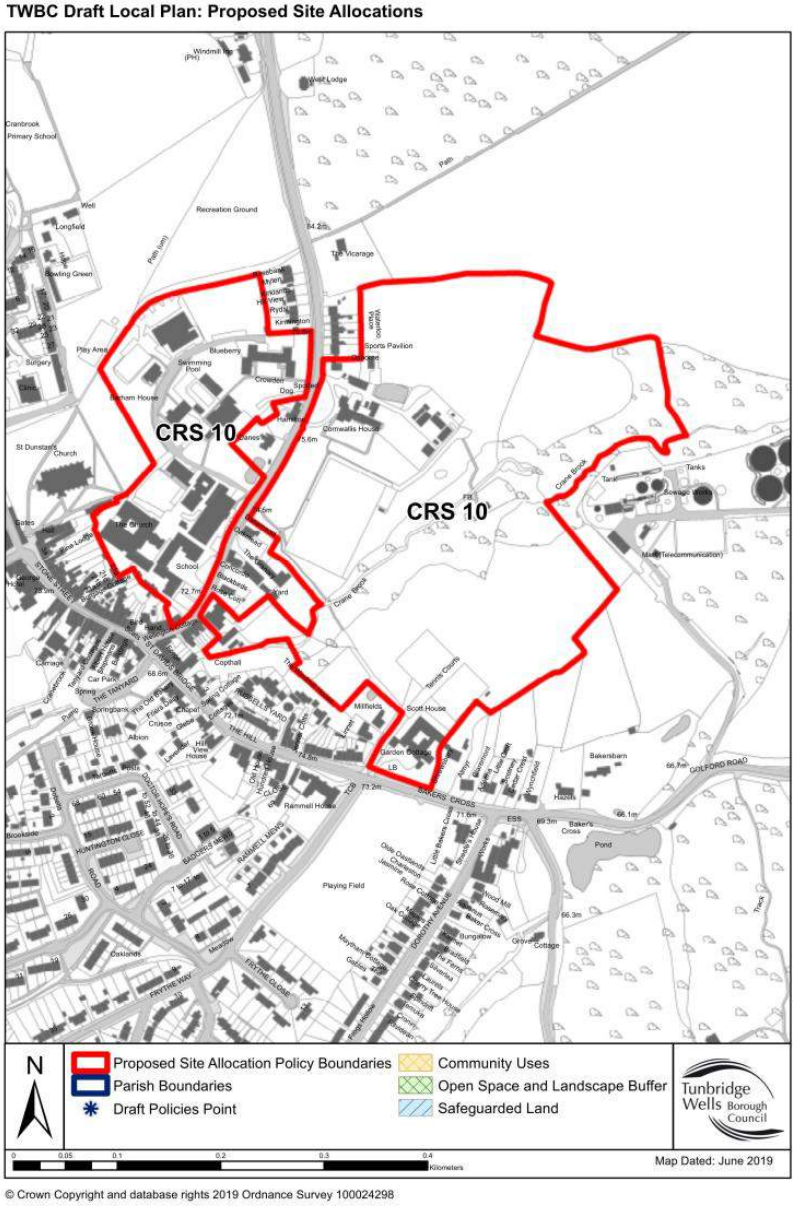
1. Provision of pedestrian and cycle links to provide permeability through this site and adjacent sites to the south, and to create an accessible, safe, non-vehicular route to the services provided at the centre of Cranbrook and also at Hartley (see criterion 7 of Policy EN 1: Design and other development management criteria and Policy TP 2: Transport Design and Accessibility);
2. Provision of a suitably designed green infrastructure link along the Crane Valley to link into the routes provided further south along the valley, providing an extended and improved green route into the centre of Cranbrook and Hartley (see Policy EN 16: Green, Grey, and Blue Infrastructure);
3. Consideration of secondary/emergency access required;
4. Provision of an assessment of the cumulative impact of development on the rural landscape setting (see Policies EN 1: Design and other development management criteria and Landscape Policies EN 20 and EN 21);
5. Retention of hedgerows and trees (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
6. The layout and design of the scheme to give full consideration to the location of the site on the edge of the settlement and to provide a scheme that is sensitively designed and provides suitable rural boundaries to the settlement (see Policies EN 1: Design and other development management criteria and Landscape Policies EN 20 and EN 21);
7. Provision of a landscape and ecological management plan informed by an ecological appraisal (see criterion 4 of Policy EN 1: Design and other development management criteria and EN 11: Net Gains for Nature: biodiversity);
8. An archaeological assessment of the site, including field evaluations (see Policy EN 7: Heritage Assets);
9. Provision of suitable employment floorspace;
10. If development occurs in stages, proposals for development of any one part of the site must not prejudice the overall capacity of the area covered by the allocation;
11. Provision of public electric vehicle charging points and car share facilities in accordance with Policy TP 2: Transport Design and Accessibility;
12. The design and layout to be informed by a comprehensive energy and climate change strategy (see Policies EN 4: Energy Reduction in new buildings and EN 5: Climate Change Adaptation).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services.

Cranbrook School

Map 53 Policy AL/CRS 10



5.82 Cranbrook School is located in the centre of Cranbrook. It owns and operates several land parcels within and around the centre of Cranbrook, including existing playing pitches, parts of which are proposed to be allocated under Policies AL/CRS 2 and AL/CRS 3, and it is recognised as a major employer in the town.

5.83 This policy seeks to support appropriate development in connection with the school, while ensuring heritage, landscape, and other planning matters are suitably dealt with by any future planning proposals for the school. Opportunities for wider community use of school facilities is encouraged. The site to the south west of the allocation on the opposite side of The Hill/Bakers Cross (indicated as Playing Field on the draft Policies Map) is not included in this or other allocations, as it is not considered appropriate for development.

Policy AL/CRS 10

Cranbrook School (CfS Reference: Sites 128 & 130)

This site, as defined on the Cranbrook draft Policies Map, is recognised as having potential to deliver the following uses: educational and community facilities, to include sports and leisure provision.

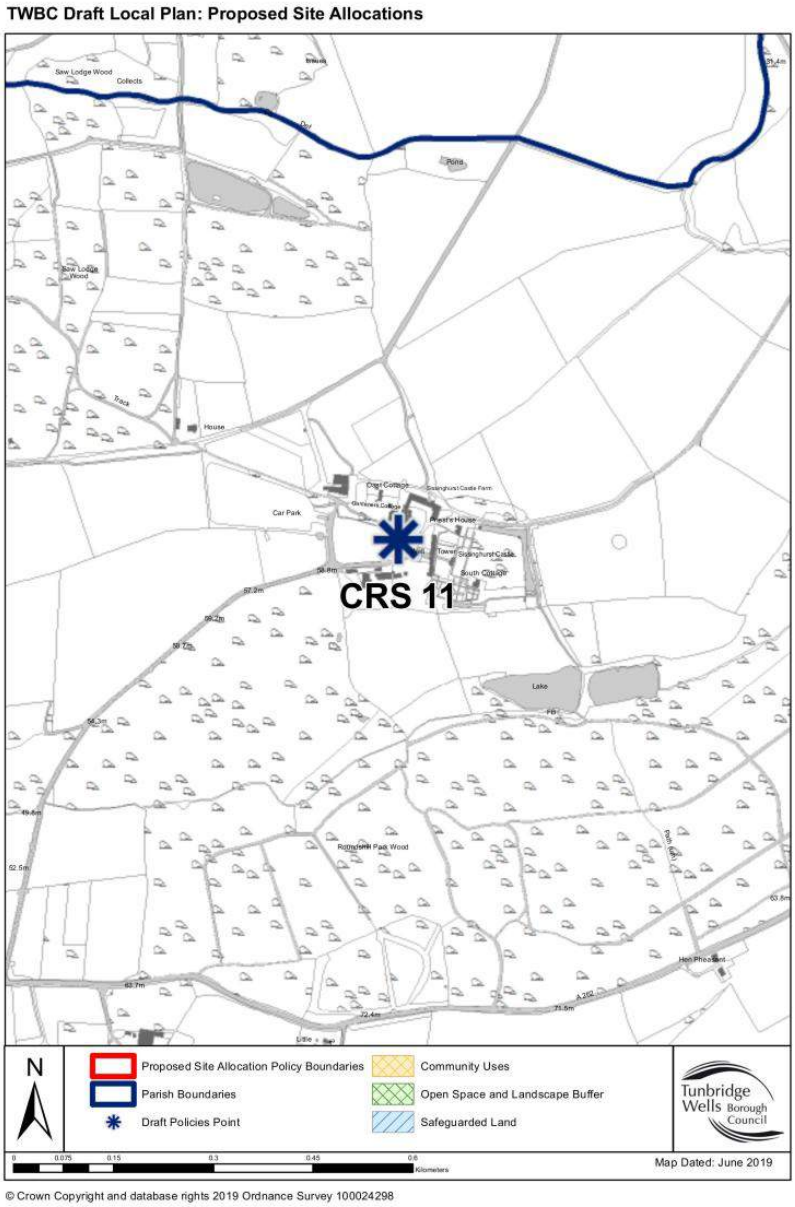
Development on the site indicated in red above shall accord with the following requirements:

1. Proposals to be accompanied by a comprehensive masterplan considering how proposals relate to broader proposals for the wider school holding, informed by a long-term overview of the school's development aspirations and identifying the drivers for proposed changes/development, with an explanation of why redevelopment and/or new development is required, including an analysis of all development proposals upon the likely impact on school facilities, including playing pitches, car parking provision, and community use;
2. The masterplan shall identify and explain any interdependence between separate proposals and thereby provide a holistic overview that could be broken down into separate planning proposals;
3. An assessment of heritage and landscape matters, including any outside the school's area of ownership that could be potentially affected by development proposals. To include an assessment about how any listed/heritage buildings could be adapted to accommodate change. Also, an assessment of the impact of all proposals on Conservation Areas (Cranbrook and Wilsley Green) (see Policies EN 7: Heritage Assets, EN 1: Design and other development management criteria, Landscape Policies EN 20 and EN 21);
4. Consideration to, and provision of, proposals for wider community use;
5. Provision of a landscape management plan for public boundaries, public realm, and public footpaths that fall within/adjacent to masterplan area (see criterion 3 of Policy EN 1: Design and other development management criteria).

Sissinghurst

Sissinghurst Castle Garden

Map 54 Policy AL/CRS 11



5.84 Sissinghurst Castle Garden is located very close to the east of Sissinghurst village and was gifted to the National Trust in 1962. It is one of the National Trust's most popular properties, with up to 200,000 visitors each year. It is an important tourist attraction of national and international importance in garden design, but it is also valued locally as a walking destination and as a source of employment. It is surrounded by, and connected to, the wooded farmland and orchards of wider countryside by a good network of footpaths. The castle tower is a local landmark and a distinctive feature in the landscape, and is the focal point of a much larger series of heritage assets set within a historic landscape.

5.85 Development management policies in this Local Plan for tourism, rural development, heritage, and landscape will be applied to any proposed development that could have an adverse effect upon the site, historic fabric, or its setting. However, through discussions with the Cranbrook

and Sissinghurst Neighbourhood Development Plan Group, a specific site allocation policy for the Sissinghurst Castle Garden site is included in recognition of the importance of the site both to the local economy and historic character of the wider Sissinghurst area.

Policy AL/CRS 11

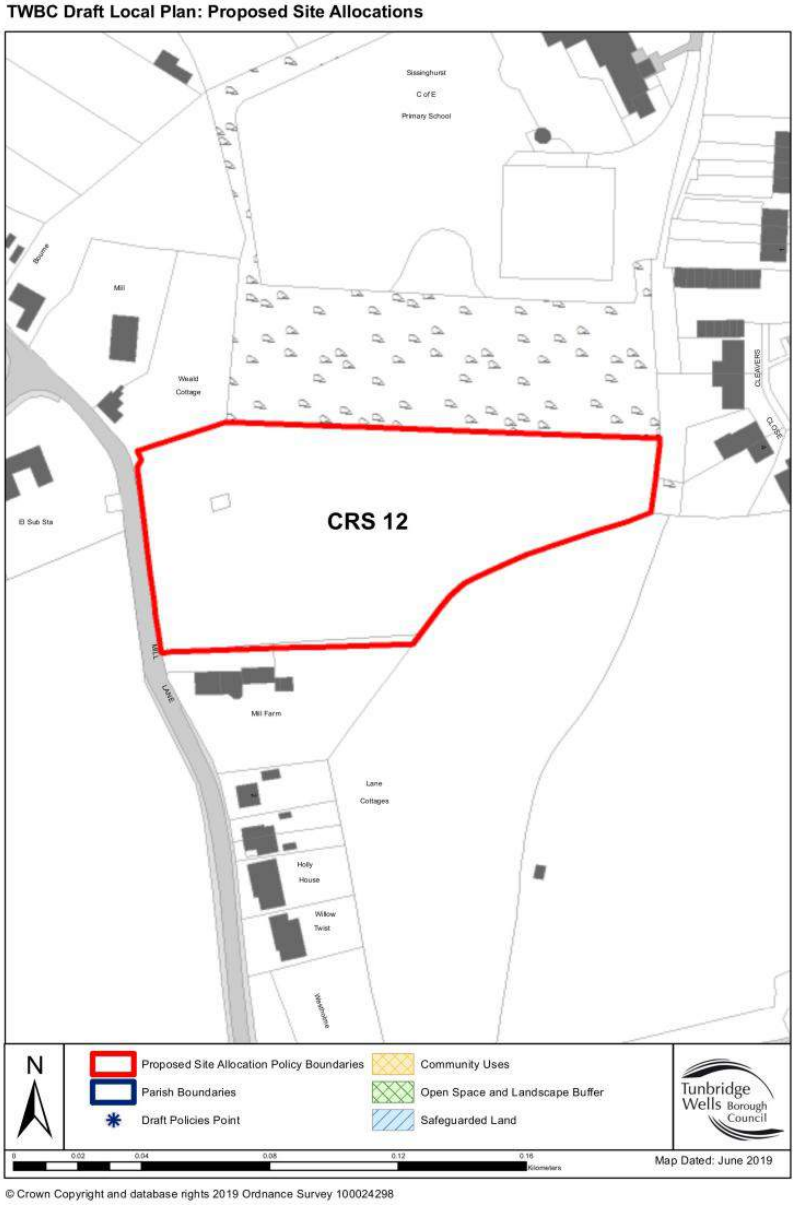
Sissinghurst Castle Garden

Sissinghurst Castle Garden is indicated by a star on the Sissinghurst draft Policies Map. It is not proposed for any development, but any development proposals that do come forward during the plan period and that fall within the setting or approach of the site are expected to have regard to the following, with a view to preserving its setting and draw as a tourist attraction and place within the local community:

1. Retention of views into, and out of, the site, and in particular views of the castle tower (see Policy EN 1: Design and other development management criteria);
2. The preservation and enhancement of the rural character of the countryside that forms the setting and approach to the castle, with particular emphasis on the land between the castle and the village (see Policies EN 7: Heritage Assets and Landscape Policies EN 20 and EN 21;
3. Improvements for access by non-motorised means and the improvement of local footpaths to encourage walking and cycling between the site and the village (see criterion 7 of Policy EN 1: Design and other development management criteria and Policy TP 2: Transport Design and Accessibility).

Land on the east side of Mill Lane

Map 55 Policy AL/CRS 12



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5.86 This site:

- Is an undeveloped site in part adjacent to the existing Limits to Built Development of Sissinghurst;
- It lies on the eastern side of Mill Lane. There is a field gate to the north west corner of the site. It lies south of Sissinghurst Primary School and is adjoined by fields and residential properties;
- Mill Lane is a narrow road with a lack of pavement.

Policy AL/CRS 12

Land on the east side of Mill Lane (CfS reference: Site 54)

This site, as defined on the Sissinghurst draft Policies Map, is allocated for residential development (C3) providing approximately 5-10 dwellings.

Development on the site shall accord with the following requirements:

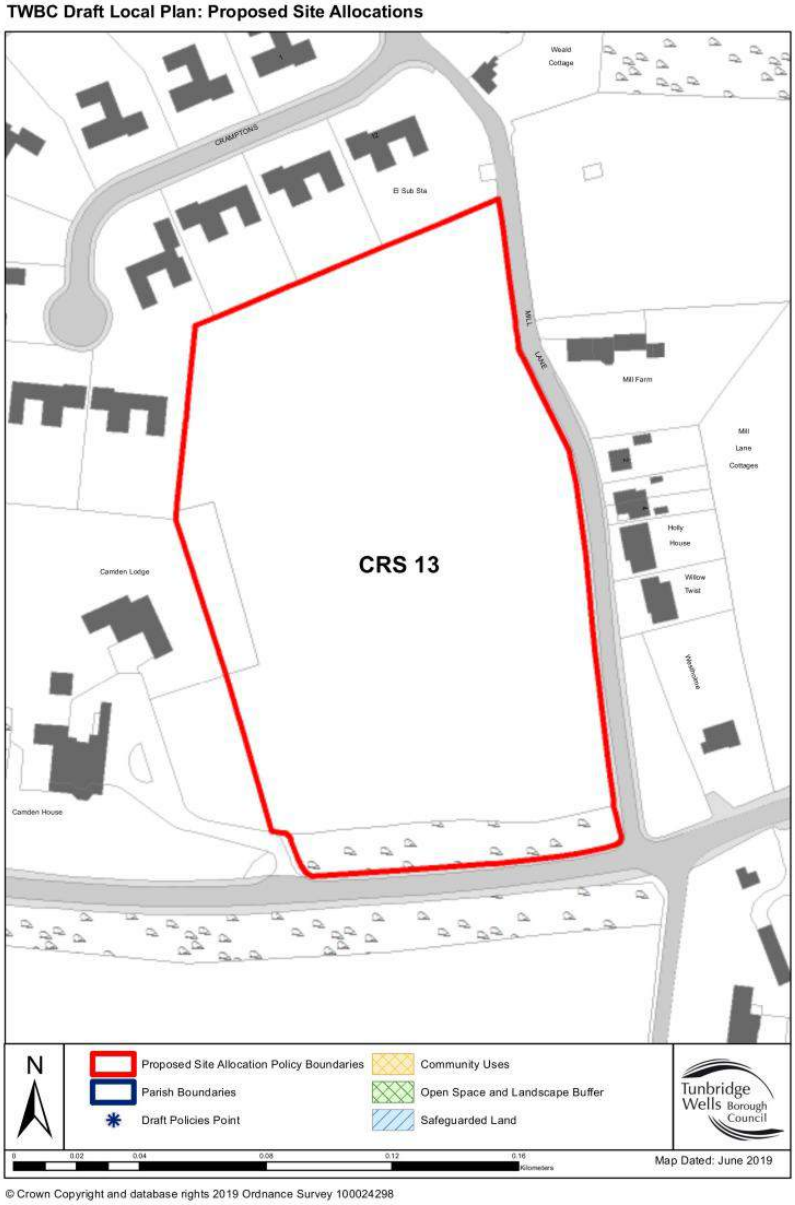
1. Single point of access from Mill Lane to be informed by a highways assessment (see criterion 5 of Policy EN 1: design and other development management criteria);
2. Explore opportunities to provide pedestrian access from the rear of the site to the primary school to link into Public Right of Way WC75 and improve permeability to the primary school, to include a public footway running within the site boundary ; (see criterion 7 of Policy EN 1: Design and other development management criteria and Policy TP 2: Transport Design and Accessibility);
3. Explore opportunities to provide pedestrian links from the site into the wider footway network, including the footways along Sissinghurst Road, and to link to Policy AL/CRS 13 (Land to the east of Camden Lodge, adjacent to Mill Lane and Sissinghurst Road) (see criterion 7 of Policy EN 1: Design and other development management criteria and Policy TP 2: Transport Design and Accessibility);
4. Provision of improvements to the road junction with Mill Lane and Sissinghurst Road;
5. Provision of a pedestrian crossing on Sissinghurst Road;
6. Regard to 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 a landscape and visual impact assessment (see criterion 3 of Policy EN 1: Design and other development management criteria and Policy EN 14: Trees, Woodlands, Hedges, and Development);
7. Demonstration that the design of the scheme has given consideration to the setting of Wilsley Green and Sissinghurst Conservation Areas and does not create coalescence of development (see Policy EN 7: Heritage Assets);
8. Development to be delivered in the form of terraced properties fronting Mill Lane;
9. Remainder of site to be retained for biodiversity mitigation and enhancement for public and school use. Vehicular access into this area to be provided for maintenance (see Policy EN 11: Net Gains for Nature: biodiversity and criterion 4 of Policy EN 1: design and other development management criteria);
10. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services;
d. Maintenance of biodiversity mitigation area.

Land east of Camden Lodge, adjacent to Mill Lane and Sissinghurst Road

Map 56 Policy AL/CRS 13



5.87 This site:

- Is an undeveloped site located in close proximity to the existing Sissinghurst Limits to Built Development;
- The site is adjoined by residential properties and fields;
- There is an existing field gate towards the south east corner of the site that provides access into the site;
- Mill Lane is narrow, with a lack of pavement;
- There is a Tree Preservation Order located along part of the western boundary of the site;
- The southern boundary of the site adjoins the A262, Sissinghurst Road, the main road through the centre of Sissinghurst;
- Sissinghurst Court Historic Park and Garden is opposite the south east corner of the site.

Policy AL/CRS 13

Land east of Camden Lodge, adjacent to Mill Lane and Sissinghurst Road (CfS reference: Site 120)

This site, as defined on the Sissinghurst draft Policies Map, is allocated for residential development (C3) providing approximately 40 dwellings.

Development on the site shall accord with the following requirements:

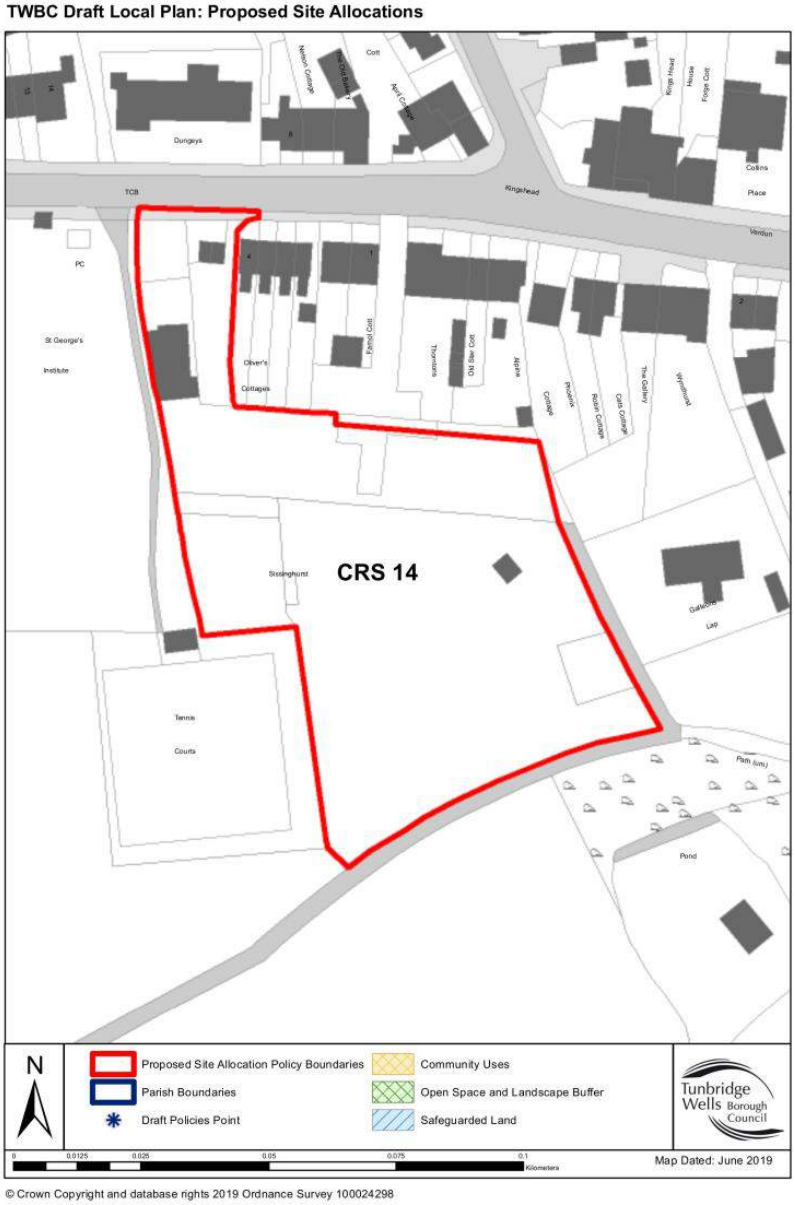
1. Vehicular access into the site to be informed by a highways assessment (see criterion 5 of Policy EN 1: Design and other development management criteria);
2. Provision of a pedestrian link from site to footway along Sissinghurst Road;
3. Provision of a pedestrian crossing on Sissinghurst Road;
4. Provision of a new pedestrian link within the site along Mill Lane to provide opportunities for increased permeability. Additionally, explore opportunities to create a pedestrian link to Public Right of Way WC75 to increase permeability, including pedestrian linkages to Sissinghurst Primary School (see Policy TP 2: Transport Design and accessibility);
5. Provision of improvements to the road junction with Mill Lane and Sissinghurst Road, including exploring opportunities to improve visibility from Mill Lane across the corner of the site with minimal loss of boundary features;
6. Regard to 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 a landscape and visual impact assessment (see Policy EN 14: Trees, Woodlands, Hedges, and Development and Policy EN 1: Design and other development management criteria and EN 20: Rural Landscape);
7. Demonstration that the design of the scheme has given consideration to the setting of Wilsley Green and Sissinghurst Conservation Areas and does not create coalescence of development (see Policy EN 7: Heritage Assets);
8. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services;
d. Cycling routes in accordance with Policy STR/CRS 1.

Land south of The Street

Map 57 Policy AL/CRS 14



5.88 This site:

- Is located partly within, although mostly adjacent to, the existing Limits to Built Development at Sissinghurst, to the south of The Street, the main road through the settlement centre;
- The site includes the St George's Institute, a double garage, and land that appears as if it was once paddock with a stable building, now overgrown;
- The front part of the site adjacent to The Street lies within the Sissinghurst Conservation Area;
- The site is adjacent to the recreation ground and tennis courts, and to residential properties and adjoins the AONB;
- The site fronts onto The Street.

Policy AL/CRS 14

Land south of The Street (CfS reference: Site 159 and Late Site 51)

This site, as defined on the Sissinghurst draft Policies Map, is allocated for a mixed use scheme, including residential development (C3) providing approximately 20 residential dwellings, and a replacement community hall.

Development on the site shall accord with the following requirements:

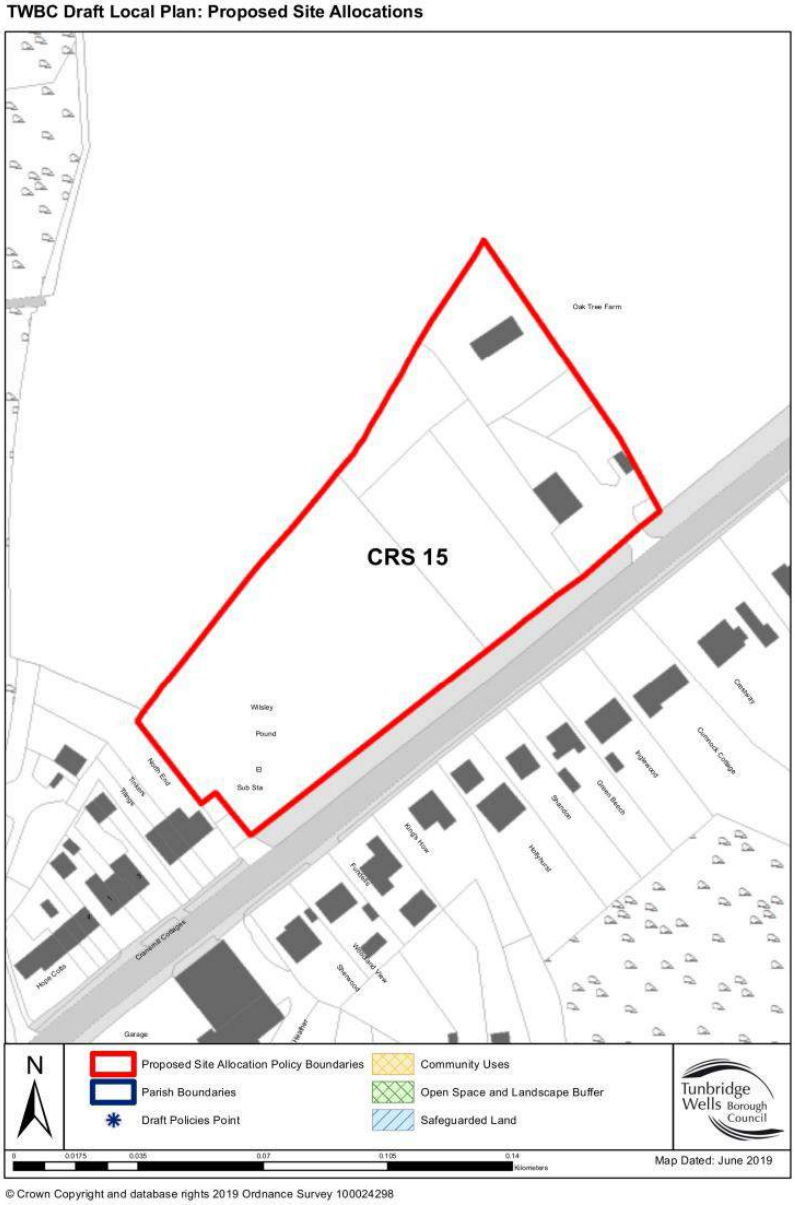
1. Vehicular access into the site to be informed by a highways assessment (see criterion 5 of Policy EN 1: Design and other development management criteria);
2. Provision of a pedestrian link to Public Right of Way WC104;
3. Development to have regard to the setting of the Sissinghurst Conservation Area and nearby listed buildings (see Policy EN 7: Heritage Assets);
4. Demonstration that the design of the scheme reflects the historic linear pattern of Sissinghurst village;
5. Provision of replacement village hall and associated parking (see Policy EN 1: Design and other development management criteria and Policy TP 3: Parking Standards);
6. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services;
d. Cycling routes in accordance with Policy STR/CRS 1.

Oak Tree Farm, The Common, Wilsley Pound

Map 58 Policy AL/CRS 15



5.89 This site:

- Is located in close proximity to the existing Limits to Built Development at Sissinghurst and comprises a mobile home and associated outbuildings, paddock, and stables;
- The site is located along the A229, from which there is existing vehicular access into the site;
- It lies to the north east of the Wilsley Green Conservation Area to the west of Sissinghurst;
- Is adjacent to a Biodiversity Opportunity Area (see Policy EN 11: Net Gains for Nature: biodiversity).

Policy AL/CRS 15

Oak Tree Farm, The Common, Wilsley Pound (CfS reference: Site 296)

This site, as defined on the Sissinghurst draft Policies Map, is allocated for residential development (C3) providing approximately 15-20 dwellings, and replacement gypsy site to include delivery of additional gypsy pitch (providing two pitches in total).

Development on the site shall accord with the following requirements:

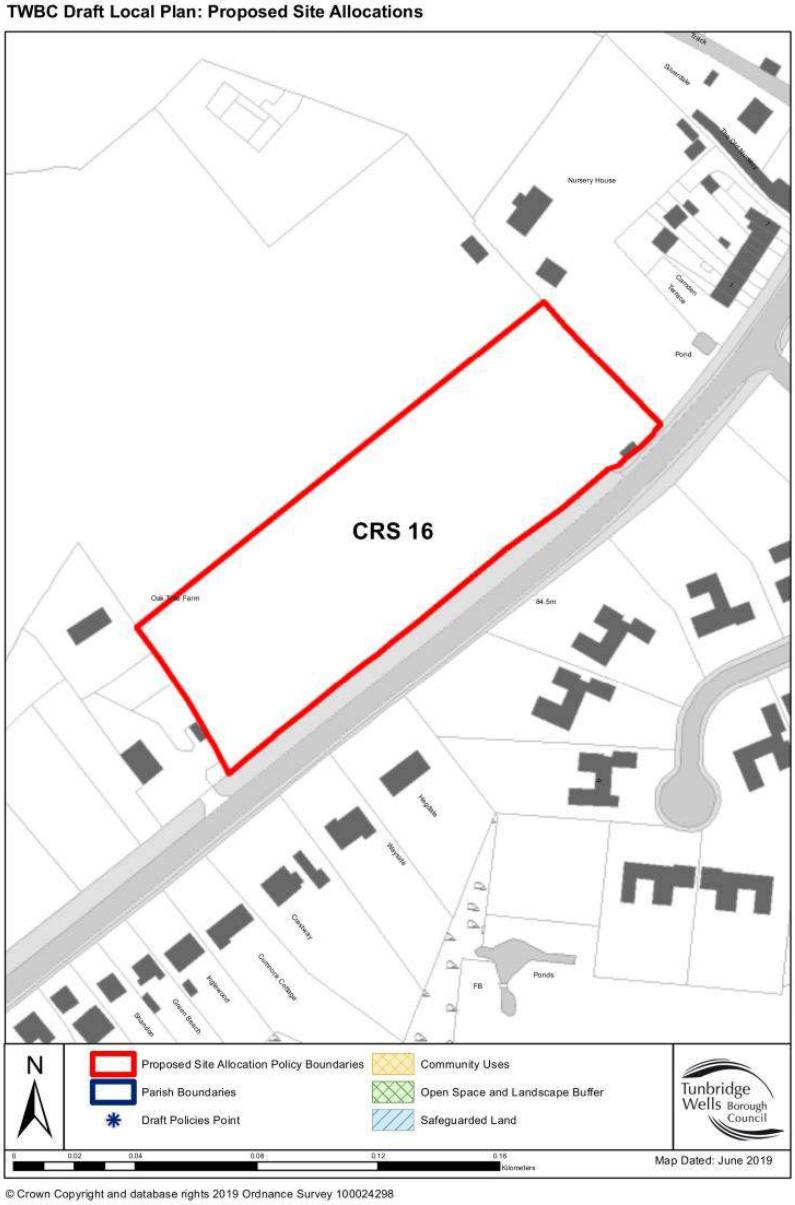
1. Vehicular access into the site to be informed by a highways assessment (see criterion 5 of Policy EN 1: Design and other development management criteria);
2. Provision of footways, including improvements to existing provision, to be provided to link the site to schools and services at Cranbrook and Sissinghurst. Pedestrian footway to be provided within the site boundary (see Policy TP 2: Transport design and accessibility);
3. Provision of a pedestrian crossing across the A229;
4. Development to have regard to the setting of the Wilsley Green Conservation Area (see Policy EN 7: Heritage Assets);
5. Regard to 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 a landscape and visual impact assessment (see Policy EN 14: Trees, Woodlands, Hedges, and Development and Policy EN 1: Design and other development management criteria and EN 20: Rural Landscape);
6. Maintenance and improvements to the existing landscape boundary to the north west of the site (again see Policy EN 14: Trees, Woodlands, Hedges, and Development and Policy EN 1: Design and other development management criteria and EN 20: Rural Landscape);
7. Provision of replacement gypsy site to provide two pitches within site allocation boundaries (see Policy H 13: Gypsies and Travellers);
8. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services, including provision of new bus stops north of the roundabout to serve this site and AL/CRS 16.

Land at Boycourt Orchards, Angley Road, Wilsley Pound

Map 59 Policy AL/CRS 16



5.90 This site:

- Is an undeveloped site located within close proximity to the existing Limits to Built Development at Sissinghurst;
- It consists of former orchards and appears unmanaged;
- The site is located along the A229, from which there is existing vehicular access into the site;
- There is a field gate along the frontage with the A229 into the site;
- Is adjacent to a Biodiversity Opportunity Area (see Policy EN 11: Net Gains for Nature: biodiversity).

Policy AL/CRS 16

Land at Boycourt Orchards, Angley Road, Wilsley Pound (CfS reference: Site 29)

This site, as defined on the Sissinghurst draft Policies Map, is allocated for residential development (C3) providing approximately 20-25 dwellings.

Development on the site shall accord with the following requirements:

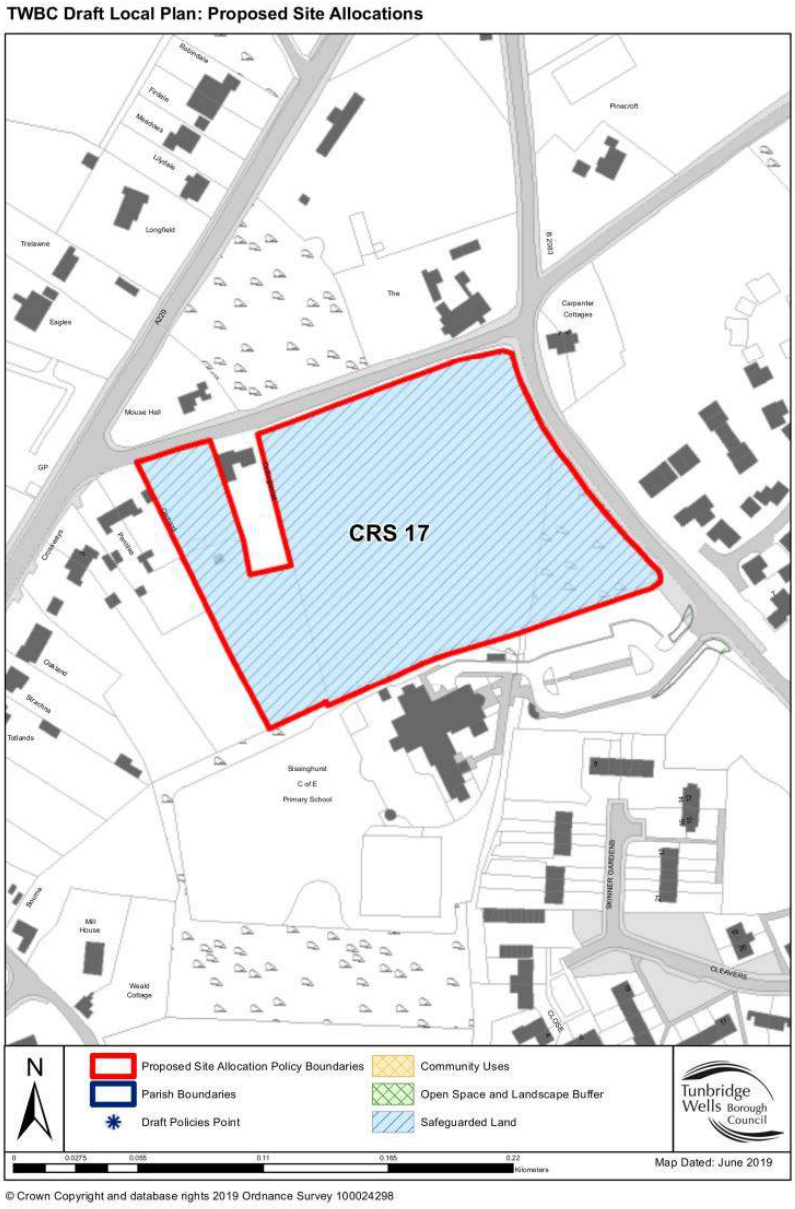
1. Vehicular access into the site to be informed by a highways assessment (see criterion 5 of Policy EN 1: Design and other development management criteria);
2. Provision of footways, including improvements to existing provision, to be provided to link the site to schools and services at Cranbrook and Sissinghurst. Pedestrian footway to be provided within the site boundary (see Policy TP 2: Transport design and accessibility);
3. Provision of a pedestrian crossing across the A229;
4. Demonstration that the design of the scheme is sensitive to the setting of the Wilsley Green Conservation Area (see Policy EN 7: Heritage Assets);
5. Regard to 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 a landscape and visual impact assessment (see Policy EN 14: Trees, Woodlands, Hedges, and Development and Policy EN 1: Design and other development management criteria and EN 20: Rural Landscape);
6. Provision of a significant and robust soft landscaping scheme along the north western boundary of the site (again see Policy EN 14: Trees, Woodlands, Hedges, and Development and Policy EN 1: Design and other development management criteria and EN 20: Rural Landscape);
7. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services, including provision of new bus stops north of the roundabout to serve this site and AL/CRS 15.

Land adjacent to Orchard Cottage, Frittenden Road, and land at junction of Common Road and Frittenden Road

Map 60 Policy AL/CRS 17



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5.91 This site:

- Is located in close proximity to the existing Limits to Built Development at Sissinghurst to the south of Frittenden Road (a narrow road), and to the west of Common Road;
- The site is located to the north of Sissinghurst Primary School;
- The site includes mostly undeveloped land, with some land that appears to be associated with a neighbouring residential property;
- There is a field gate located along the boundary with Frittenden Road;
- The site is adjacent to listed buildings and includes an area of land that has archaeological potential (see Policy EN 7: Heritage Assets).

Policy AL/CRS 17

Land adjacent to Orchard Cottage, Frittenden Road, and land at junction of Common Road and Frittenden Road (CfS reference: Sites 442 & 68)

This site, as defined on the Sissinghurst draft Policies Map, is allocated as safeguarded land for future school expansion.

Hawkhurst

Overview

	Parish	Main settlements within the parish		
		Hawkhurst (Highgate)	Hawkhurst (The Moor)	Gill's Green
Population (2011 Census)	Approx 4,991			
Relationship to other settlements **(shortest distance by road)**	See individual settlements	• Approx 4.7 km (2.9 miles) from Sandhurst to the south east • Approx 7 km (4.3 miles) from Cranbrook to the north • Approx 7.7 km (4.8 miles) to Ticehurst (outside Tunbridge Wells borough boundary) to the west	• Approx 6.4 km (4 miles) from Sandhurst to the south east • Approx 9 km (5.5 miles) from Cranbrook to the north • Approx 4.3 km (2.7 miles) from Hurst Green (outside Tunbridge Wells borough boundary) to the south west	• Approx. 5 km (3.2 miles) from Cranbrook to the north • Approx 8.5 km (5.3 miles) from Benenden to the east • Approx 13 km (8 miles) from Rolvenden (outside Tubridge Wells borough boundary) to the east
Extent in Green Belt	0%	0%	0%	0%
AONB	100%	Within	Within	Within
Landscape Character Area	Wooded Farmland in the south-eastern half of the parish with Forested Plateau in the north-western half of the parish.	Wooded Farmland	Wooded Farmland	Forested Plateau
Conservation Areas	See individual settlements	Two conservation areas - Highgate and All Saints Church Conservation Area and Iddenden Green/Sawyers Green Conservation Area (east of centre)	Large central Conservation Area including village pond	No Conservation Area
Flooding	Flood Zones 2 and 3 to north of built up area of Hawkhurst	As previous	As previous	Flood Zones 2 and 3 to south of settlement/LBD

	Parish	Main settlements within the parish		
		Hawkhurst (Highgate)	Hawkhurst (The Moor)	Gill's Green
	(Highgate) and south of The Moor			
Transport - highways	A229 runs north (to Cranbrook) -south (to Hurst Green) through the parish. This is intersected at the central crossroads in Hawkhurst (Highgate) by the A268, which runs east (to Sandhurst) - west (to Flimwell) across the parish. The remaining minor roads that radiate from these form a network of designated Rural Lanes across the parish	As previous the A229 and A268 intersect at the central crossroads in Hawkhurst (Highgate)	A229 runs along Highgate Hill before it cuts through the centre of The Moor	A229 cuts through settlement/LBD
Transport - cycleways	Not on a designated route	Not on a designated route	Not on a designated route	Not on a designated route
Transport - buses	See individual settlements	Hourly bus services (Monday-Saturday) to Tunbridge Wells, Sandhurst, Maidstone, and Hurst Green. Also two hourly bus service (Monday-Saturday) to Hastings; one bus a day (Wednesday/Friday/Saturday) to Tunbridge Wells and Benenden; one bus a week to Rye and Tenterden (times and services to be re-checked and updated for Regulation 19 consultation)	One to two hourly bus service (Monday-Saturday) to Hastings, Sandhurst, Tunbridge Wells and Hurst Green; one bus twice a week to Benenden; One bus a week to Tenterden and Rye (times and services to be re-checked and updated for Regulation 19 consultation)	Hourly bus service as for Hawkhurst (Highgate) (times and services to be re-checked and updated for Regulation 19 consultation)
Transport - rail (shortest distance by road)	See individual settlements	• Etchingham Station approx 8 km (5 miles) to the south west • Stonegate Station approx 13 km (8 miles) to the south west	• Etchingham Station approx 7km (4.2 miles) to	• Staplehurst Station approx 14 km (8.7

	Parish	Main settlements within the parish		
		Hawkhurst (Highgate)	Hawkhurst (The Moor)	Gill's Green
		• Staplehurst Station approx 16 km (9.8 miles) to the north	the south west • Stonegate Station approx 14 km (8.8 miles) to the south west • Staplehurst Station approx 17 km (10.5 miles) to the north	miles) to the north • Paddock Wood Station approx 19 km (12 miles) to the north west
Education facilities	See individual settlements	• primary school • nursery/pre-school • two private schools nearby (Marlborough House and St Ronan's, which also have pre-schools)	None	None
Health facilities	See individual settlements	• doctors surgery (North Ridge) • dentist • pharmacy • Hawkhurst Community Hospital • other medical facilities, e.g. osteopath	Doctors Surgery (Wish Valley)	None
Retail	See individual settlements	Numerous convenience and comparison shops, including two supermarkets, post office, and numerous food and drink outlets, including two public houses	• public house • retail very limited - part time post office in sports pavilion below	• garden nursery • public house close by
Main employment areas (taken from Parish Council response to Settlement Role and Function Study survey and/or other TWBC information)	Response to Role and Function survey: The Moor -The Wealden Advertiser Highgate: Marlborough House School, Primary School, St Ronan's School, Tesco, Waitrose, Highgate Shops, Gill's Green			Gill's Green is an employment hub, e.g. Hawkhurst Station Business Park, which accommodates a number of commercial units; also Gill's Green Oast (commercial/ office units)

	Parish	Main settlements within the parish		
		Hawkhurst (Highgate)	Hawkhurst (The Moor)	Gill's Green
	Employment Hub (Nortrade, Howdens, Kent Woodware, Raven Roofing, Rhokett), Brook House offices, Cranbrook Road. Hawkhurst Neighbourhood Development Plan - wish to enhance Gill's Green as an employment hub			
Services	See individual settlements	• two churches • three small village halls • library	• church • sports pavilion below used for community events	None
Recreational facilities	See individual settlements	• playing field with equipped children's play area • golf club • tennis club • bowling club (Four Throws) • allotments • cinema	• sports ground/playing pitches (football) with pavilion • cricket club • equipped children's play area • tennis courts • allotments	cricket club
Other matters	Significant areas of ancient woodland (including large area of replanted ancient woodland - Bedgebury Forest, north west of parish), areas of archaeological potential; Historic Parks and Gardens (Lillesden); and ecological designations (Wildlife Sites -			

	Parish	Main settlements within the parish		
		Hawkhurst (Highgate)	Hawkhurst (The Moor)	Gill's Green
	Bedgebury Forest, Collingwood (The Moor), White Chimney Wood, St Laurence Churchyard, Bokes Farm, and SSSI - part of Robins Wood on northern parish boundary) across parish; parish is in an Area of Income Deprivation			

The Strategy for Hawkhurst Parish

Policy STR/HA 1

The Strategy for Hawkhurst Parish

At the parish of Hawkhurst, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Approximately 681-731 new dwellings will be delivered on seven sites* allocated in this Local Plan in the plan period (Policies AL/HA 1-4, 6 and 9). *Of these sites, the following already have planning permission: AL/HA 5 for 25 dwellings;
2. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development in accordance with Policy STR 1;
3. For those developments expected to be delivered before the relief road (reference criteria 2 of this Policy) is fully operational, the applicant will be required to demonstrate with clear evidence that there is sufficient capacity at the Hawkhurst crossroads (junction of A229 and A268) to serve the proposed development, as at this point in time the Highway Authority does not consider that there is sufficient additional capacity at this crossroads. If it is not possible for the proposal to demonstrate sufficient capacity, then the proposed development will not be implemented until after the relief road is fully operational. In these circumstances, contributions will be required towards the provision of the relief road;
4. The Gill's Green Key Employment Area will be safeguarded for future employment (B1, B2, B8) use in accordance with Policy ED 1, in order to maintain employment opportunities in the locality. Further expansion opportunity of employment floorspace is allocated in Policies AL/HA 8, AL/HA 9 and AL/HA 10). All future development proposals will be designed and located so as to retain the existing landscape character of Gill's Green and its surrounding area, and will include landscape management schemes to deliver this requirement;
5. A small amount of housing will also be provided at Gill's Green (included in total above);
6. All development proposals will be required to establish the impact of the proposed development upon the Flimwell crossroads (junction of A21 and A268), and if necessary provide contributions towards works to this junction to mitigate that impact;

7. All development proposals will ensure that landscape gaps between individual areas of the parish are retained to prevent coalescence of development, preserve the setting of heritage assets and help protect the wider historic environment;
8. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape;
9. The following public car parks within Hawkhurst, and as defined on the draft Policies Map, will also be retained in accordance with Policy TP 4: Public Car Parks:

    - North Grove
    - Fowlers Park

10. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network in accordance with Policy TP 2: Transport Design and Accessiblity; to include contributions towards the proposed Bedgebury to Sissinghurst cycle path route;
11. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
12. Retention of appropriate mix of uses within the defined Primary Shopping Area, as defined on the draft Policies Map in accordance with Policy ED 11 in order to retain and enhance its role as a local service centre;
13. The loss of local shops, community facilities, and green spaces, will be resisted (particularly in The Moor) in accordance with Policy ED 12, and the provision of any new retail development, community services, and open space, recreation facilities, etc. will be supported to meet local needs in accordance with other policies within the Plan.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Primary and secondary education;
b. Health and medical facilities - it is anticipated that the two existing medical practices at Hawkhurst will combine. An allocation for a new GP practice to replace and re-provide the existing services provided by the Wish Valley Surgery and the North Ridge Medical Practice is set out in Policy AL/HA 5 (Fowlers Park);
c. The provision of buildings and spaces to provide cultural infrastructure;
d. Improvements to highway and transportation infrastructure will be made in accordance with individual site criteria set out in Policies AL/HA 1 to AL/HA 10;
e. Improvements to, and increase in provision of, public parking to serve Hawkhurst (Highgate). This public car parking could be provided on sites near the settlement centre;
f. Provision of information panels 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;
g. The proposed Bedgebury to Sissinghurst cycle path route;
h. Provision of a new community facility. Opportunities for this facility to be of a design capable of providing sports use will be explored;
i. A feasibility study to consider alternative modes of public transport provision to serve Hawkhurst; for example, a Demand Responsive Bus service for the parish and beyond or community buses with subsequent contributions towards a project that delivers the preferred outcome of the feasibility study;
j. A study to reconsider road classification within Hawkhurst;

k. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space to include potential for expansion and improvement of sports pitch provision at King George V field;
l. Other mitigation measures identified through the pre-application process and planning application.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floor space, to be discussed with the Local Planning Authority and Hawkhurst Parish Council through pre-application discussions.

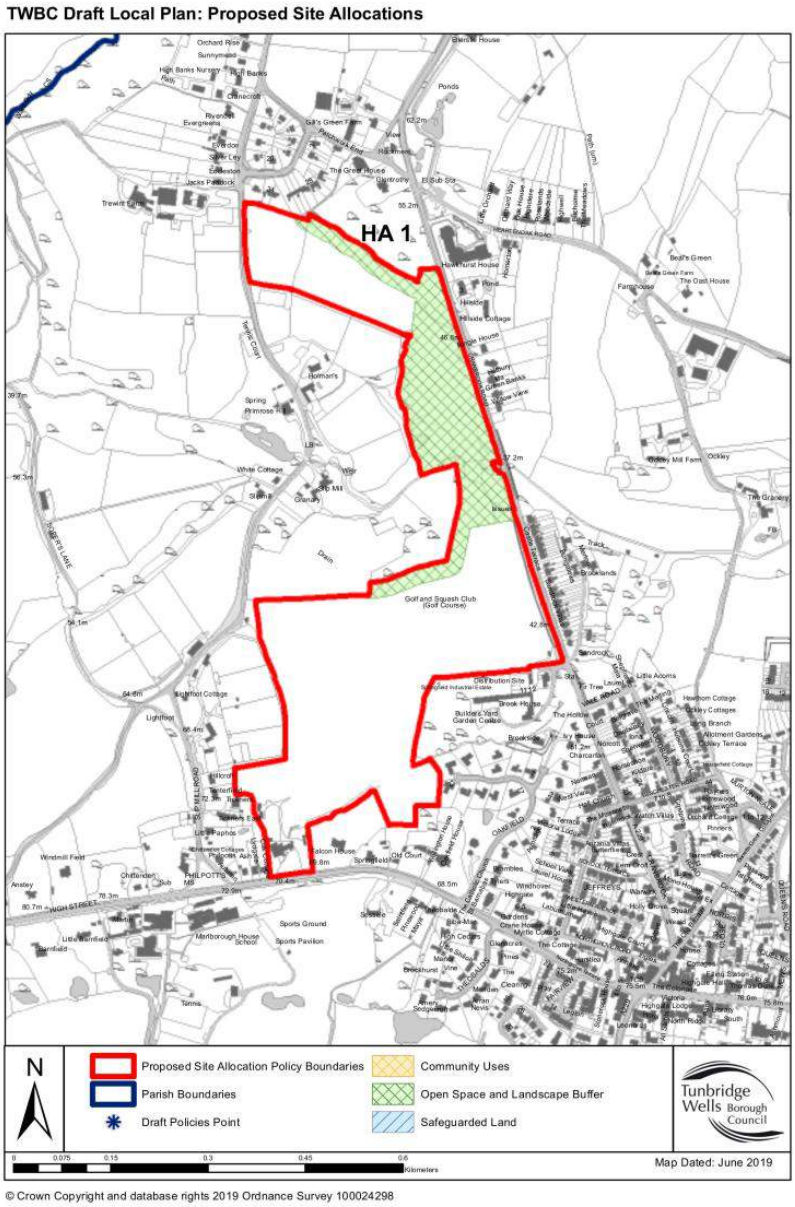
The Limits to Built Development (LBD) around Hawkhurst are defined on the draft Policies Map. The LBD now includes the sites/part sites to be allocated at Policies AL/HA 2, 3 (part), 4 (part), 5, and 6 (part), but exclude Policies AL/HA 1 (as the extent of development is yet to be determined) and 7 (allocated for leisure/recreational use on edge of settlement), and 8-10 (there is no longer a LBD at Gill's Green). As above at Policy STR10, the existing LBD at Gill's Green is to be removed and retained as a Key Employment Area and therefore site allocations AL/HA 8, 9 and 10 are excluded.

Allocation policies for Hawkhurst Parish

5.92 The following policies set out the allocations that will deliver the above approach to development within Hawkhurst parish over the plan period and are considered to be suitable for development to deliver the needs identified above. These must also be considered alongside the relevant Local Plan strategic and development management policies, and development proposals will be expected to comply with all relevant national, local and neighbourhood plan policies (where these are considered to be in conformity with this Local Plan), and with any specific requirements as set out within the policy.

Land forming part of the Hawkhurst Golf Course to the north of the High Street

Map 61 Policy AL/HA 1



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5.93 This site:

- Consists of Hawkhurst Golf Course and associated development and includes a squash club, located adjacent to the existing Limits to Built Development at Hawkhurst to the west and north of the settlement centre;
- Is located within the AONB and is an extensive site, requiring a masterplanned approach to future development including proper planning and delivery of infrastructure requirements;
- Lies within a larger area identified as a Biodiversity Opportunity Area and lies adjacent to an area of Ancient Woodland;
- Includes land that is Environment Agency's Flood Zone 3;
- Is located to the north of the High Street and west of Cranbrook Road. The site allocation includes, as part of the development, the provision of a relief road to reduce traffic congestion, particularly at the crossroads that forms the junction of the A268 Rye Road

with Cranbrook Road/Highgate Hill, and to provide a vibrant area of public realm at the centre of Hawkhurst.

Policy AL/HA 1

Land forming part of the Hawkhurst Golf Course to the north of the High Street (CfS reference: Site 115)

This site, as defined on the Hawkhurst draft Policies Map, is allocated for residential development (C3) providing approximately 400-450 dwellings, a relief road, and community centre (with associated public parking provision).

Development on the site shall accord with the following requirements:

1. The development proposals to be informed by a masterplan, which sets out how high levels of permeability will be provided through the site and linkages with the wider surrounding areas will be established (see Policy TP2: Transport Design and Accessibility);
2. No buildings to be constructed in the open space landscape and buffer area defined on the site allocations plan, reflecting landscape and topographical constraints;
3. The provision of a new road through the site to act as a relief road to the existing road network serving Hawkhurst, and to reduce traffic congestion at and around the crossroads of the A268 Rye Road with Cranbrook Road/Highgate Hill at the centre of Hawkhurst;
4. The relief road shall be fully constructed and brought into use, the closure of the northern arm of Cranbrook Road (at the Rye Road crossroads), and the completion of the public realm works shall be undertaken in accordance with an appropriate timetable, which will be agreed as part of any planning application;
5. An assessment of the new relief road upon the viability of the commercial area located along the A268 Rye Road;
6. Transport modelling to inform the location of junctions, traffic lights, bus stops within the site, new/improved pedestrian footways and crossings, to include consideration of the wider settlement centre. Any proposed new or improved junctions with Cranbrook Road to include an assessment of the impact upon trees and the requirement for engineering works, reflecting the steep tree covered banks that are currently present along parts of the site boundary with Cranbrook Road (see Policy TP 1: Transport Assessments, Travel Plans, and Mitigation);
7. The design and layout to be informed by a comprehensive energy and climate change strategy (see Policies EN 4: Energy Reduction in New Buildings and EN 5: Climate Change Adaptation);
8. Air quality modelling required to inform the location and design of road junctions in close proximity to sensitive receptors, including Marlborough House School and Hawkhurst House Care Home (see Policy EN 23 : Air Quality);
9. The provision of a pedestrian/cycle link through the site to link Gill's Green to the commercial centre of Hawkhurst. Opportunities for other pedestrian/cycle links to be explored, including through the Springfield area located to the north east of the site (see Policy TP 2: Transport Design and Accessibility);
10. Provision of public electric vehicle charging points and car share facilities in accordance with Policy TP 2: Transport Design and Accessibility;
11. Development proposals will need to demonstrate a positive contribution to Biodiversity Opportunity Area targets (see Policy EN 11: Net Gains for Nature: biodiversity);
12. Demonstration through the submission of relevant and proportionate heritage investigations that the proposals have taken account of Holman's farmstead and other heritage assets located in proximity to the site and will not have a materially harmful impact upon these assets (see Policy EN 7: Heritage Assets);
13. Water courses; SUDs mitigation to protect areas within the Environment Agency's flood zone 3 (see Policy EN 29: Sustainable Drainage);

14. Provision of on-site allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
15. The provision of land to accommodate a community facility, to include adequate public parking within the site, or alternatively contributions towards the provision of the facility including adequate public parking on an alternative suitable site which shall be agreed through the planning process.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Hawkhurst (Highgate);
b. Bus service improvements including investigations into the feasibility of providing a bus link to Etchingham Station (which is located within East Sussex);
c. Signage and other means to ensure that Heavy Goods Vehicles (and other traffic) utilise the A268/A21 rather than Highgate Hill;
d. Provision of community centre;
e. Provision of public car parking spaces;
f. Any other highway related works;
g. Measures to enhance bus travel.

Land at The White House, Highgate Hill

Map 62 Policy AL/HA 2

5.94 This site:

- Comprises a dwelling and its curtilage, the White House, a dwelling which is considered to be a non-designated heritage asset. It also includes a parcel of land to the south of this, which appears to be undeveloped;
- Is located on the western side of Highgate Hill, south of the settlement centre of Hawkhurst. It straddles the boundary with the existing Limits to Built Development and is located within the AONB;
- The site lies adjacent to existing residential development. There is an existing vehicular access to the site off Highgate Hill.

Policy AL/HA 2

Land at The White House, Highgate Hill (CfS reference: Site 361)

This site, as defined on the Hawkhurst draft Policies Map, is allocated for residential development (C3) providing approximately 15 residential units, to include conversion of The White House. Alternatively, a higher number of apartments for the elderly could be provided, but this must again include the conversion of the White House (rather than its demolition).

Development of the site shall accord with the following requirements:

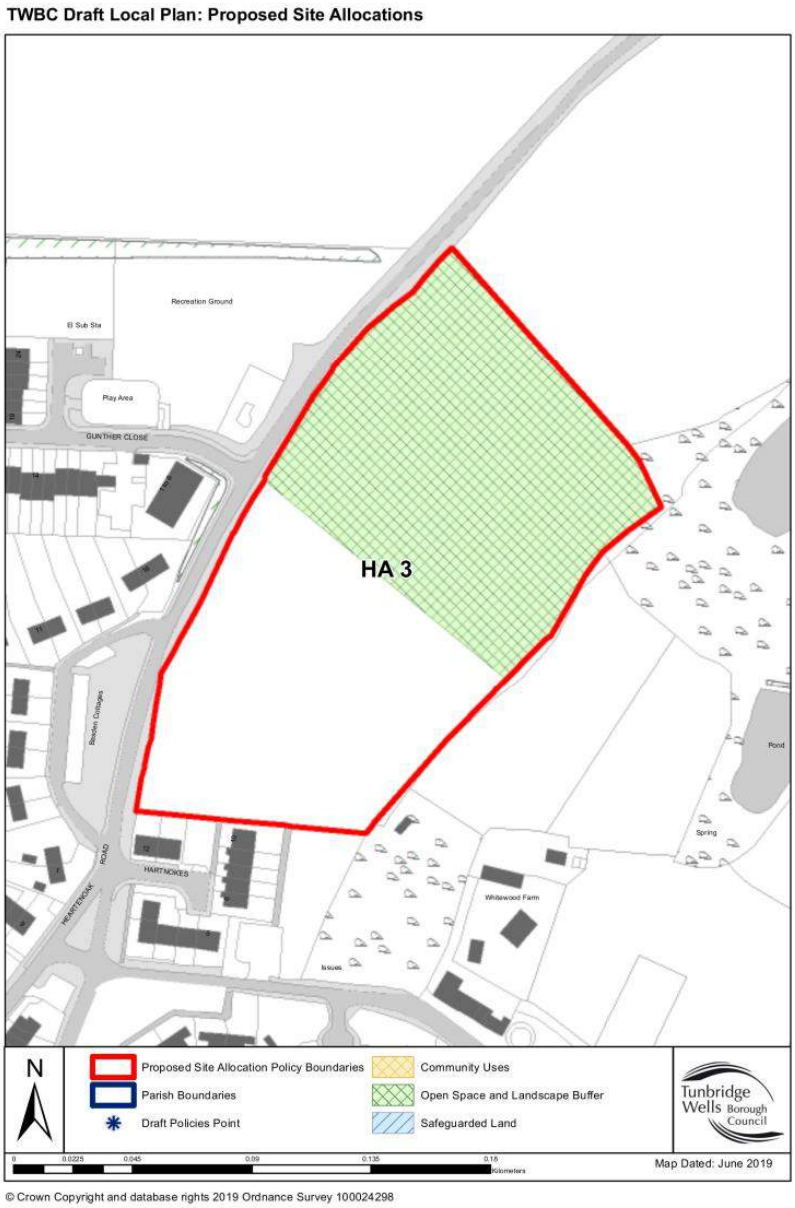
1. Opportunities to be explored for the retention and conversion of The White House, a non-designated heritage asset (see Policy EN 7: Heritage Assets);
2. The preferred location of vehicular access is through the adjacent site, Herschel Place, to minimise the number of road junctions onto Highgate Hill. Any proposal that does not include access via this route must provide clear justification as to why this cannot be achieved, and any access onto Highgate Hill must not cause harm to highway safety;
3. Closure of vehicular access from Highgate Hill in the circumstances where access is provided from Herschel Place;
4. Regard must be given to the impact of development on trees along the boundary of the site with Highgate Hill, particularly if visibility splays are required (see Policy EN 14: Trees, Woodlands, Hedges and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
5. Confirmation from the highway authority that there is no objection to the impact of the development at the crossroads at Highgate;
6. Development to have regard to the setting of the Conservation Area (Hawkhurst: Highgate and All Saints Church) (see Policy EN 7: Heritage Assets);
7. The height and massing of development proposals to reflect the design and character of the surrounding development to reduce urbanisation of the immediate area (see Policy EN 1: Design and other development management criteria);
8. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Hawkhurst (Highgate);
b. Any other highways related works;
c. Measures to enhance bus travel;
d. Provision of community centre.

Land to the east of Heartenoak

Map 63 Policy AL/HA 3



5.95 This site:

- Is an undeveloped site that is partly adjacent to the existing Limits to Built Development at Hawkhurst, to the north of the settlement centre, within the AONB;
- Lies to the north of Hartnokes and east of Heartenoak Road. There is currently a lack of vehicular access into the site;
- Includes an area of Ancient Woodland (see Policy EN 15: Ancient Woodland and Veteran Trees);
- Planning permission 18/02165 has been approved for x28 dwellings. It is not counted within the baseline as it was permissioned post-April 2019.

Policy AL/HA 3

Land to the east of Heartenoak (CfS reference: Site 432)

This site, as defined on the Hawkhurst draft Policies Map, is allocated for residential development (C3) providing approximately 28 dwellings.

Development on the site shall accord with the following requirements:

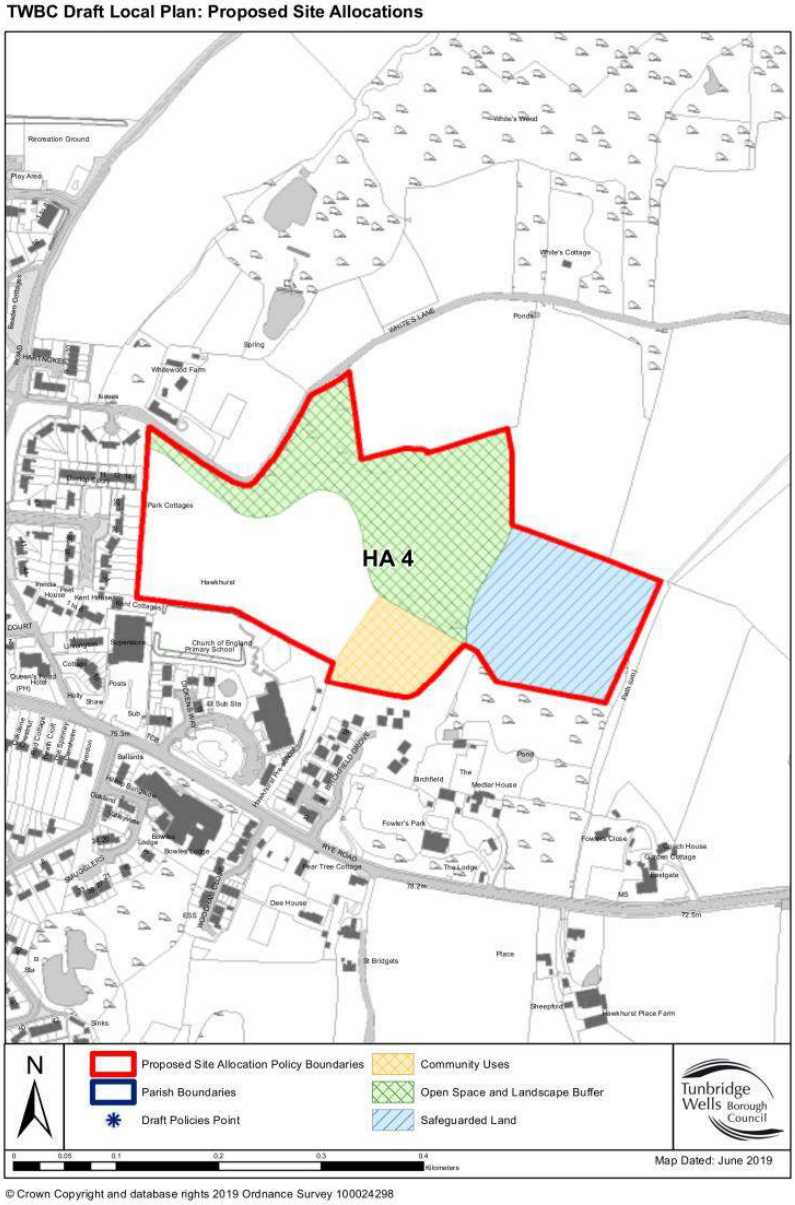
1. The overall design of development, including vehicular access into the site, should reflect the location of this site within the rural approach into Hawkhurst (see Policy EN 1: Design and other development management criteria);
2. The provision of vehicular passing places along Heartenoak Road;
3. Highway assessments to determine the potential impact of development upon nearby road junctions (see criterion 5 of Policy EN 1: Design and other development management criteria);
4. The provision of pedestrian links from the site to footways to the south of the site to link into the wider pedestrian network (see Policy TP 2: Transport Design and Accessibility);
5. Relocation of the 30mph speed limit northwards along Heartenoak Road and associated gateway features;
6. Confirmation from the highway authority that there is no objection to the impact of the development at the crossroads at Highgate;
7. The southern part only of this site is considered suitable for built development, and the remaining northern part as defined on the allocation plan will be retained as accessible public open space;
8. The layout and design of the scheme to give full consideration to the site's location on the edge of the settlement and to provide a scheme that is sensitively designed, takes account of the protected tree, nearby Ancient Woodland and associated ecological constraints, and provides a suitable urban edge to the settlement (see Policy EN 1: Design and other development management criteria, EN 11: Net Gains for Nature: biodiversity, Policy EN 15: Trees, Woodlands, Hedges, and Development, Policy EN 16: Ancient Woodland and Veteran Trees and Landscape Policies EN 20 and EN 21);
9. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children’s play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Hawkhurst (Highgate);
b. Any other highways related works;
c. Measures to enhance bus travel;
d. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children’s play space and youth play space;
e. Maintenance of the open space to the north of the built development.

Land at Fowlers Park

Map 64 Policy AL/HA 4



5.96 This site:

- Comprises undeveloped land located adjacent to the existing Limits to Built Development at Hawkhurst, to the east of the settlement centre, within the AONB;
- Lies to the south of White's Lane, rural in nature, from which there is an existing access field gate into the site close to a bend in the lane;
- The site includes an area of Ancient Woodland and there are Tree Preservation Orders on site (see Policy EN 15: Trees, Woodlands, Hedges, and Development and Policy EN 16: Ancient Woodland and Veteran Trees);
- The site lies part adjacent to existing built development, including Hawkhurst Primary School.

Policy AL/HA 4

Land at Fowlers Park (CfS reference: Site 413)

This site, as defined on the Hawkhurst draft Policies Map, is allocated for residential development (C3) providing approximately 100 dwellings, a medical centre or community facility (opportunities to be explored for delivering the medical/community uses through the sharing of facilities), as indicated by the yellow hatched area on the draft Policies Map, and safeguarding land for future school expansion, through the potential relocation of playing pitches to the area indicated by blue hatching on the draft Policies Map. Sufficient public parking to provide for the use of the medical centre/community facilities, as well as 15 additional spaces for general public use.

Development on the site shall accord with the following requirements:

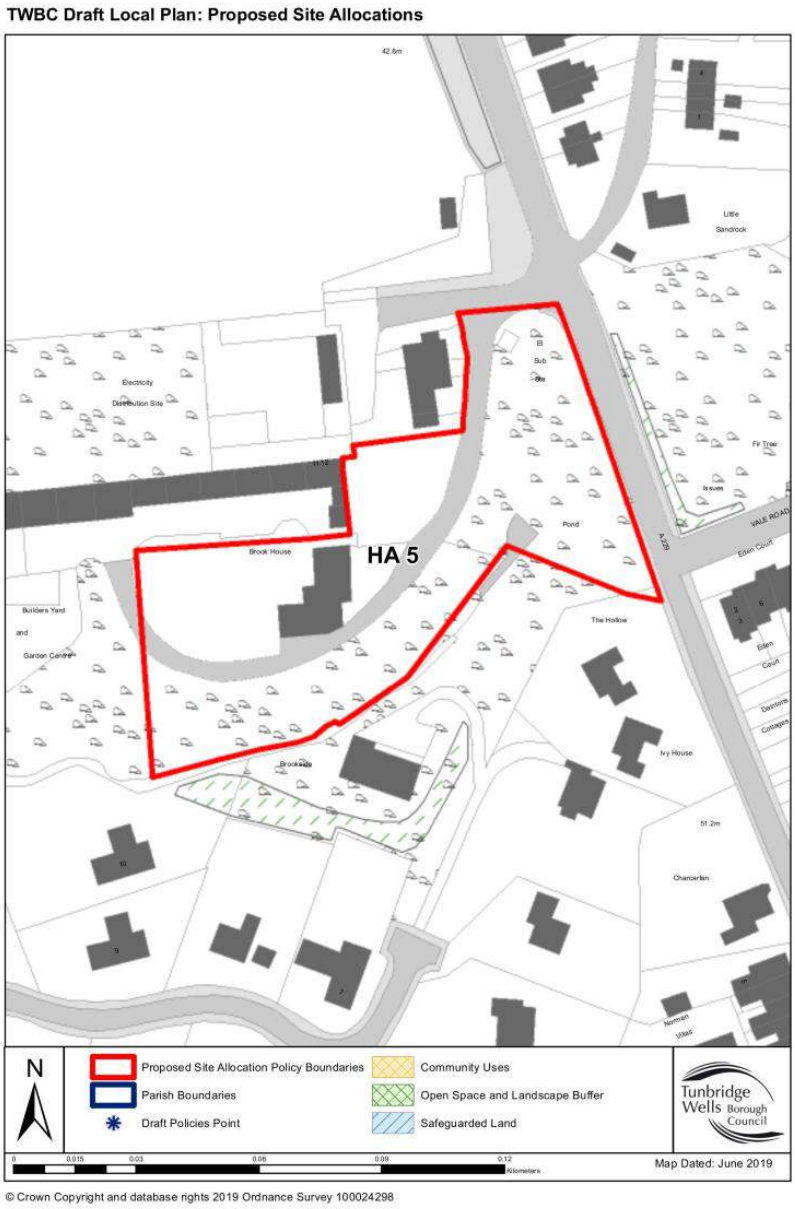
1. The provision of vehicular access into the site from Birchfield Grove located to the south of the site;
2. To reflect its rural character, no vehicular access (except for emergency vehicles) shall be created from the site onto Whites Lane;
3. The provision of pedestrian links from the site into surrounding footways and Public Right of Way WC187 (see Policy TP 2: Transport Design and Accessibility);
4. The provision of a pedestrian footway from the site into Whites Lane;
5. Opportunities to be explored to provide a footway from the site to the centre of Hawkhurst;
6. Regard will 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 a landscape and visual impact assessment (see Policy EN 15: Trees, Woodlands, Hedges, and Development and Policy EN 1: Design and other development management criteria);
7. The layout and design of the scheme to give full consideration to the location of the site on the edge of the settlement, and to provide a scheme that is sensitively designed and provides a suitable urban edge to the settlement (see Policy EN 1: Design and other development management criteria and Landscape Policies EN 20 and EN 21);
8. Proposals to take account of, and respond to, ancient woodland, tree preservation orders and existing ponds on site, with the layout and design of the development protecting these as informed by an ecological survey (see Policies EN 1: Design and other development management criteria, EN 11: Net Gains for Nature: biodiversity, EN 15: Trees, Woodlands, Hedges, and Development and EN 16: Ancient Woodland and Veteran Trees);
9. The provision of a new medical centre and/or community centre with on-site public parking as defined on the allocation plan. Opportunities to be explored for delivering both uses through the sharing of facilities (see Policy EN 1: Design and other development management criteria);
10. Safeguard land for future educational uses associated with the primary school as defined on the allocation plan, with the provision of a green route to link this area with the primary school and adjacent Public Right of Way WC187;
11. Confirmation from the highway authority that there is no objection to the impact of the development at the crossroads at Highgate;
12. Provision of on-site allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services.

Brook House, Cranbrook Road

Map 65 Policy AL/HA 5



5.97 This site:

- Lies on the west side of Cranbrook Road, to the north of the Hawkhurst settlement centre;
- Lies inside the existing Limits to Built Development within the AONB;
- Lies within a larger Biodiversity Opportunity Area;
- Has a Tree Preservation Order relating to trees in the southern portion of the site;
- Planning permission 17/03780/OUT for 25 apartments (is counted in baseline figures);
- If the planning permission has been substantially completed by the publication of the Regulation 19 Pre-Submission Local Plan, then this policy will be deleted.

Policy AL/HA 5

Brook House, Cranbrook Road

This site, as defined on the Hawkhurst draft Policies Map, is allocated for residential development (C3) providing approximately 25 apartments.

Proposals shall accord with the following requirements:

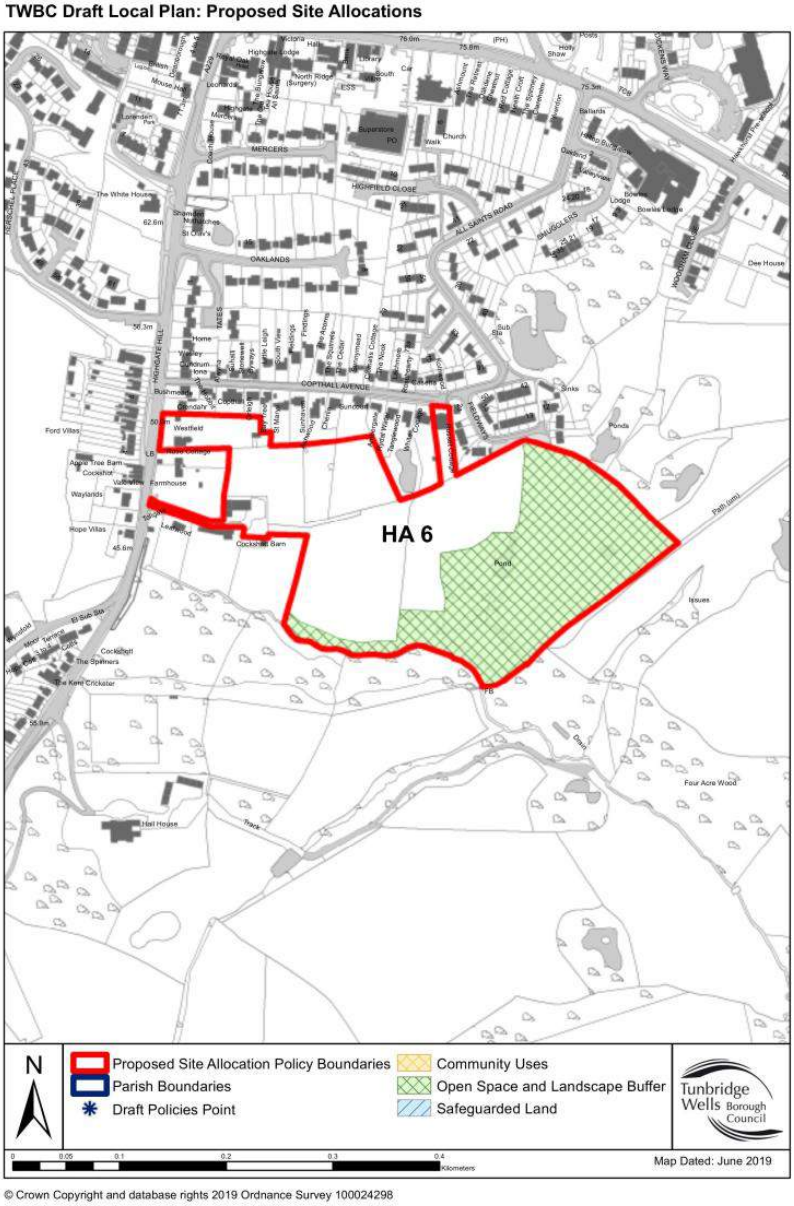
1. Highway assessment to inform vehicular access to site and highway works needed (see criterion 5 of Policy EN 1: Design and other development criteria);
2. Confirmation from the highway authority that there is no objection to the impact of the development at the crossroads at Highgate;
3. Proposals to have regard to Tree Preservation Orders, with the layout and design of the development protecting those trees of most amenity value as informed by an arboricultural survey (see Policy EN 15: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria); ;
4. Biodiversity enhancement; the site is a Biodiversity Opportunity Area (see Policy EN 11: Net Gains for Nature: biodiversity);
5. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services.

Land off Copthall Avenue and Highgate Hill

Map 66 Policy AL/HA 6



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5.98 This site:

- is located to the south of Highgate. It comprises fields/paddocks and wooded areas, with undulating topography which generally slopes to the south;
- It also includes the curtilage of a dwelling which is located on Copthall Avenue, and a secondary access to Highgate Hill;
- The southerly part of the site was subject to a planning application 18/01063 for residential development (refused particularly due to design concerns related to the vehicular access onto Copthall Avenue). The more northerly part of the site is subject to planning application 19/01253. This application will be determined on its own merits, and the proposed allocation of this site as part of a larger/wider sites does not indicate any conclusions on the current application.

Policy AL/HA 6

Land off Copthall Avenue and Highgate Hill

This site, as defined on the Hawkhurst draft Policies Map, is allocated for residential development (C3) providing 70-79 dwellings and significant areas of publicly accessible open space, as indicated by the green hatching on the draft Policies Map.

Development on the site shall accord with the following requirements:

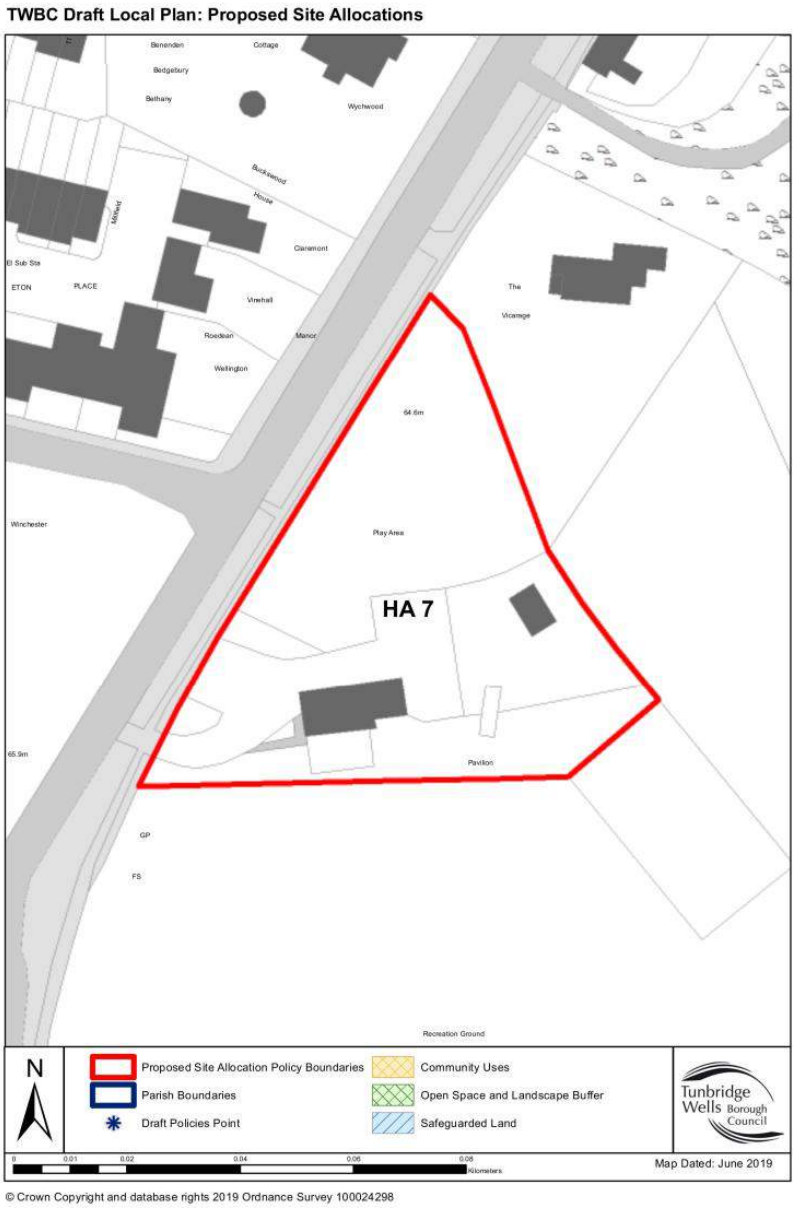
1. Any proposals to be for the comprehensive development of the site. Proposals for piecemeal development will not be supported;
2. The provision of the main vehicular access into the site to be from Highgate Hill;
3. Emergency vehicle and pedestrian access to be provided to Copthall Avenue and Highgate Hill through the southerly point indicated on the draft Policies Map. Any application shall demonstrate how these accesses will only be usable by emergency vehicles;
4. Regard will 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 a landscape and visual impact assessment (see Policies EN 15: Trees, Woodlands, Hedges, and Development and EN 1: Design and other development management criteria);
5. The layout and design of the scheme to give full consideration to the location of the site on the edge of the settlement and the setting of Listed Buildings, and to provide a scheme that is sensitively designed and provides a suitable urban edge to the settlement (see Policies EN 1: Design and other development management criteria, EN 6 Historic Environment and Landscape Policies EN 20 and EN 21);
6. Proposals to take account of, and respond to, ancient woodland and tree preservation orders on site, with the layout and design of the development protecting these as informed by an ecological survey (including protection and enhancement of the Site of Nature Conservation Value to the north and wildflower meadows to the south (see Policies EN 1: Design and other development management criteria, EN 11: Net Gains for Nature: biodiversity, Policy EN 15: Trees, Woodlands, Hedges, and Development, EN 12: Protection of designated sites and habitats and EN 16: Ancient Woodland and Veteran Trees). If it is justified that any protected trees are to be removed, these must be replaced by specimens;
7. Confirmation from the highway authority that there is no objection to the impact of the development at the crossroads at Highgate;
8. Provision of on-site allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation, including the sizeable areas of the site indicated in green hatching on the draft Policies Map.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services;
d. Provision of community centre.

Sports Pavilion, King George V Playing Fields, The Moor

Map 67 Policy AL/HA 7



5.99 This site:

- Comprises a pavilion and play area, sited on the eastern side of The Moor, adjacent to the existing Limits to Built Development at Hawkhurst, to the south of the settlement centre. It is located within the AONB;
- Lies adjacent to the existing recreation ground and to existing residential properties;
- Lies within the Conservation Area at The Moor;
- Has existing vehicular access from The Moor along the western boundary of the site.
- The Sports Pavilion is allocated in the Site Allocations Local Plan 2016 (Policy AL/HA 5) for redevelopment for a community facility.

Policy AL/HA 7

Sports Pavilion, King George V Playing Fields, The Moor

This site, as defined on the Hawkhurst draft Policies Map, is allocated for development of a community facility, to include a range of services and facilities, including accommodation for changing rooms, meeting rooms, and a main hall, as well as storage buildings, car parking, and a new outdoor playground.

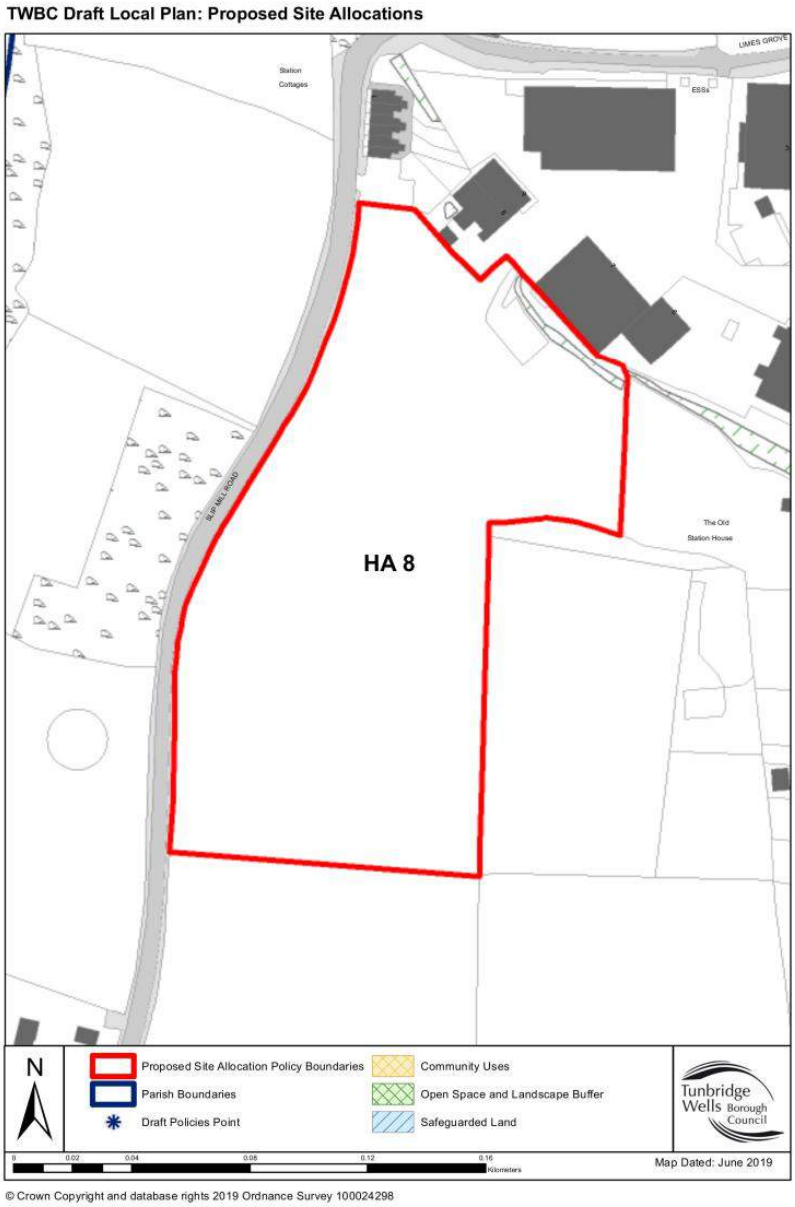
Development on the site shall accord with the following requirements:

1. Proposals for the development of this site shall reflect its sensitive location within the Conservation Area and the role the open space currently provides to the setting of this area of The Moor (see Policies EN 1: Design and other development management criteria, EN 7: Heritage Assets and Landscape Policies EN 20 and EN 21);
2. Development will enhance the boundaries of the site through an appropriate landscape and planting strategy, and the retention of significant trees within the site (see Policies EN 1: Design and other development management criteria and EN 14: Trees, Woodlands, Hedges, and Development);
3. Development must be informed by an ecological assessment to identify features of ecological interest and conserve and enhance biodiversity within the site (see Policy EN 11: Net Gains for Nature: biodiversity);
4. Avoidance of demolition wherever possible (see Policy EN 2: Sustainable Design and Construction).

Allocation Policies for Gill's Green

Hawkhurst Station Business Park

Map 68 Policy AL/HA 8



5.100 This site:

- Comprises largely undeveloped land located south of existing business park, adjacent to the existing Limits to Built Development at Gill's Green, within the AONB;
- Is remote from the settlement centre of Hawlhurst, which is further to the south;
- Is part of a larger area identified as Biodiversity Opportunity Area;
- A portion of the site adjacent to its northern boundary has archaeological potential;
- Lies to the east of Slip Mill Lane and adjacent to the former Hop Pickers railway line;
- There is currently a lack of clear existing vehicular access into the site, although this would be addressed through site policy requirements.

Policy AL/HA 8

Hawkhurst Station Business Park (CfS reference: Site 102)

This site, as defined on the Gill's Green draft Policies Map, is allocated for employment uses (B1/B2/B8 uses).

Development on the site shall accord with the following requirements:

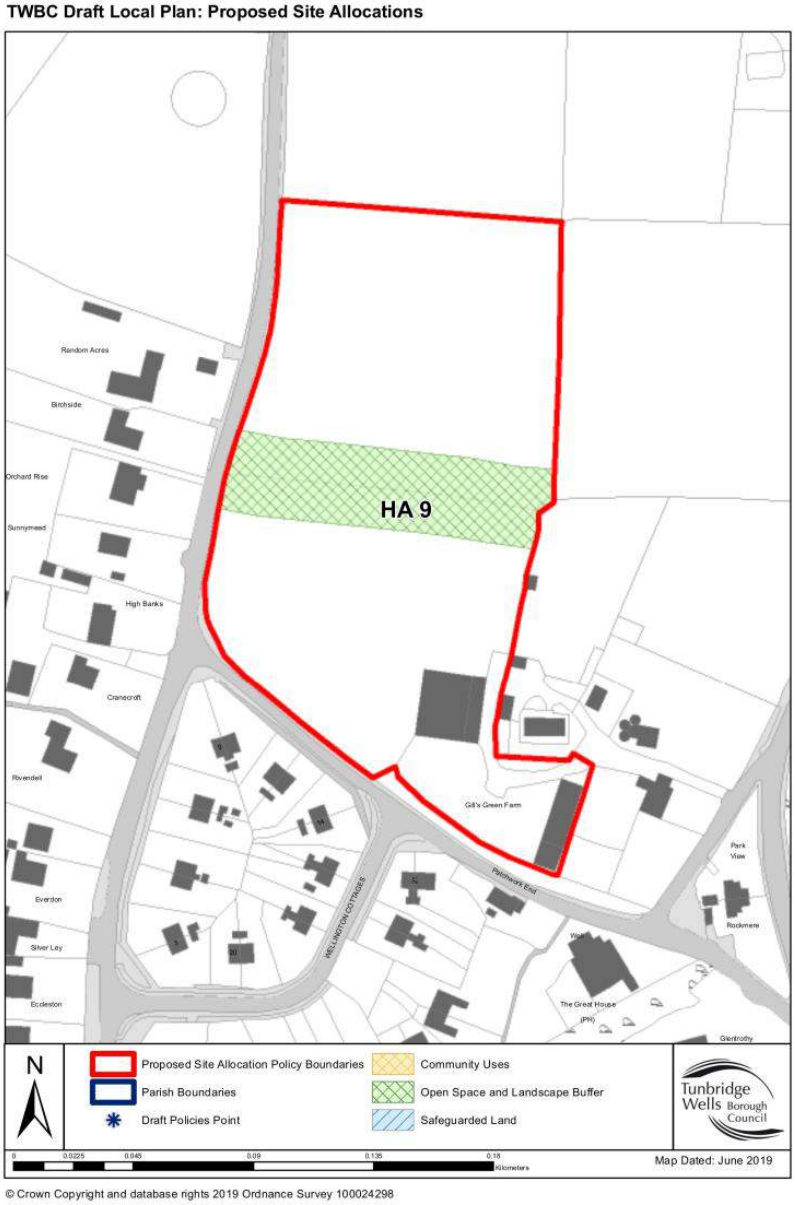
1. Provision of vehicular access from existing employment area to north (see criterion 5 of Policy EN1: Design and other development management criteria);
2. Provision of vehicular access into northern part of adjacent site (located immediately to the south) to serve the employment allocation only (Policy AL/HA 9) (again see criterion 5 of Policy EN 1: Design and other development management criteria);
3. Provision of pedestrian and cycle links into adjacent site to south (Policy AL/HA 9) to achieve the potential for an active travel route from Gill's Green into the centre of Hawkhurst via the Golf Course site (Policy AL/HA 1) (see Policy TP 2: Transport Design and Accessibility);
4. Confirmation from the highway authority that there is no objection to the impact of the development at the crossroads at Highgate;
5. A landscape and visual impact assessment that informs the height and massing of development proposals, to include the height and colour of roofs, and reflects the elevated rural location of the site that can be viewed from parts of the surrounding areas (see Policy EN 1: Design and other development management criteria and Landscape Policies EN 20 and EN 21);
6. The design and layout is to be informed by a comprehensive energy and climate change strategy (see Policies EN 4: Energy Reduction in New Buildings and EN 5: Climate Change Adaptation);
7. Development proposals will need to demonstrate a positive contribution to Biodiversity Opportunity Area targets (see Policy EN 11: Net Gains for Nature: biodiversity);
8. Provision of a landscape management scheme to ensure any impact of development upon the surrounding rural area is minimised in perpetuity (see criterion 3 of Policy EN 1: Design and other development management criteria);
9. Demonstration through the submission of relevant and proportionate archaeological investigations (as part of any planning application) that the proposal will not have a materially harmful impact on the archaeological environment (see Policy EN 7: Heritage Assets).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Other highways related works;
c. Improvements to bus services.

Land at Santers Yard, Gill's Green Farm

Map 69 Policy AL/HA 9



5.101 This site:

- Is part developed (there is a dwelling and barn on the site), although mostly undeveloped site, located within proximity of the existing Limits to Built Development at Gill's Green, within the AONB;
- Is remote from the settlement centre of Hawkhurst, which is located further to the south;
- Lies adjacent to listed buildings;
- Lies in a larger Biodiversity Opportunity Area;
- Lies along the eastern side of Slip Mill Road, to the north of Wellington Cottages. There is a Public Highway adjacent to the southern boundary of the site. Site is currently accessed from a track road accessed off Cranbrook Road to the east.

Policy AL/HA 9

Land at Santers Yard, Gill's Green Farm (CfS reference: Site 422)

This site, as defined on the Gill's Green draft Policies Map, is allocated for:

i. Northern part of site (north of the buffer) as defined on the allocation plan: employment uses B1/B2/B8 uses;
ii. Southern part of site (south of the buffer) as defined on the allocation plan: residential development (C3) providing approximately 38 dwellings;
iii. A landscape buffer to be provided between the two separate areas of development as defined on the allocation plan.

Development on the site shall accord with the following requirements:

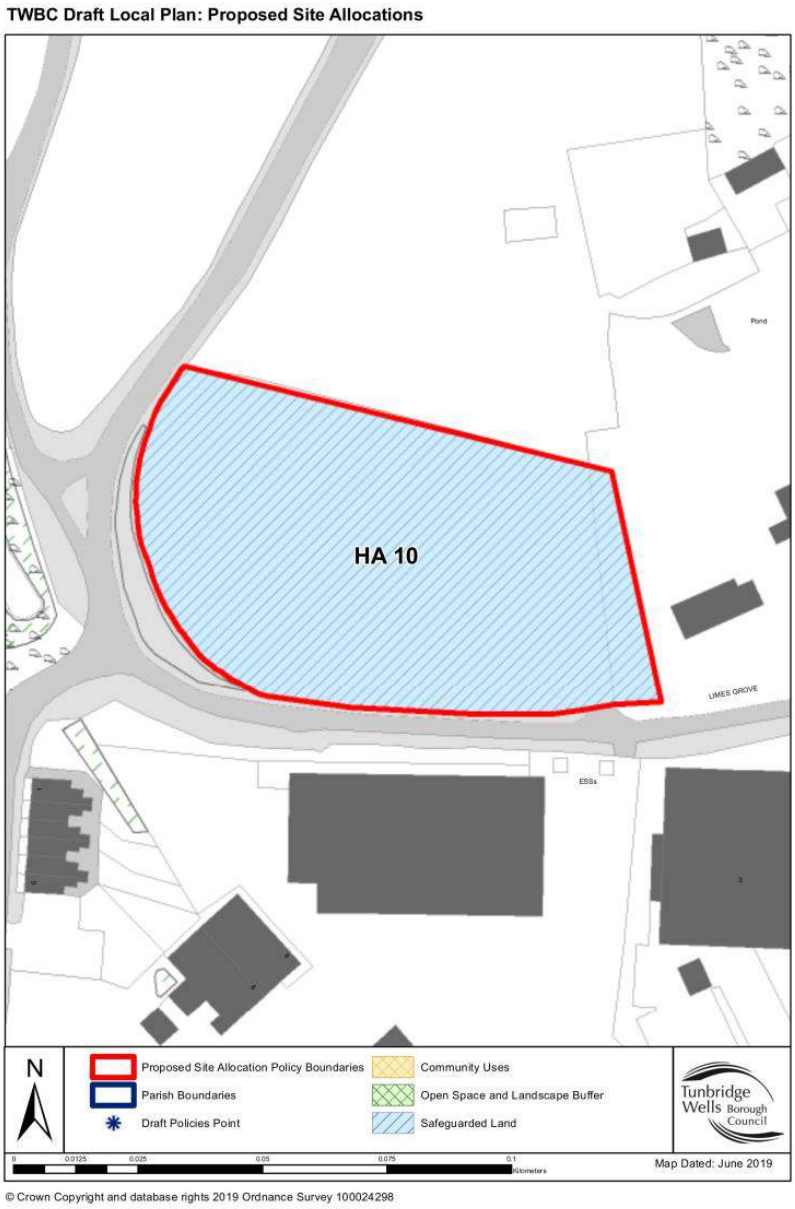
1. The provision of vehicular access from land covered by Policy AL/HA 8 to serve the employment uses only (i.e. those located in the northern part of the site);
2. The provision of vehicular access into the southern part of the site from a single point of access from either Slip Mill Lane or the highway to the south, Patchwork End, to serve the residential uses as informed by a highways and landscape assessment (see criteria 3 and 5 of Policy EN 1: Design and other development management criteria);
3. The provision of pedestrian and cycle links into the adjacent site to the north (Policy AL/HA 8) to achieve the potential for an active travel route from Gill's Green into the centre of Hawkhurst via the Golf Course Site (Policy AL/HA 1) (see Policy TP 2: Transport Design and Accessibility);
4. Confirmation from the highway authority that there is no objection to the impact of the development at the crossroads at Highgate;
5. Design should be sensitive to adjacent historic farmstead and listed buildings (see Policy EN 7: Heritage Assets);
6. A landscape and visual impact assessment that informs the height and massing of development proposals, to include the height and colour of roofs, and reflects the elevated rural location of the site that can be viewed from parts of the surrounding areas (See Policy EN 1: Design and other development management criteria and Landscape Policies EN 20 and EN 21);
7. The design and layout to be informed by a comprehensive energy and climate change strategy (see Policies EN 4: Energy Reduction in New Buildings and EN 5: Climate Change Adaptation);
8. Layout of development should take account of AONB components (see Policy EN 21: High Weald Area of Outstanding Natural Beauty (AONB);
9. Provision of a landscape management scheme to ensure any impact of development upon the surrounding rural area is minimised in perpetuity (see criterion 3 of Policy EN 1: Design and other development management criteria and Landscape Policies EN 20 and EN 21);
10. Development proposals will need to demonstrate a positive contribution to Biodiversity Opportunity Area targets (see Policy EN 11: Net Gains for Nature: biodiversity);
11. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation (refers to proposals for residential development);
12. Avoidance of demolition wherever possible (see Policy EN 2: Sustainable Design and Construction).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Hawkhurst (Highgate);
b. Other highways related works;
c. Measures to enhance bus travel.

Site at Limes Grove (March's Field)

Map 70 Policy AL/HA 10



5.102 This site:

- Comprises a former wood yard, located adjacent to the existing Limits to Built Development at Gill's Green, within the AONB;
- Lies north of the existing business park;
- Is remote from the settlement centre of Hawkhurst, which is located further to the south;
- Has existing vehicular access from Limes Grove at the south east corner of the site and is in proximity to Cranbrook Road, further to the east, the main distributor road linking Hawkhurst with Cranbrook and the wider road network;
- Is part of a larger Biodiversity Opportunity Area.

Policy AL/HA 10

Site at Limes Grove (CfS reference: Site 55 (March's Field)

This site, as defined on the Gill's Green draft Policies Map, is safeguarded for employment uses (B1/B2/B8 uses): this site will potentially be released for development at the five year review of the Local Plan if monitoring indicates that other employment allocations have not come forward, or there is evidence that further employment provision is required in the eastern part of the borough.

Development on the site shall accord with the following requirements:

1. Design sensitive to adjacent historic farmstead and listed buildings (see Policy EN 7: Heritage Assets);
2. A landscape and visual impact assessment that informs the height and massing of development proposals, to include the height and colour of roofs, and reflects the elevated rural location of the site that can be viewed from parts of the surrounding areas (see Policy EN 1: Design and other development management criteria and Landscape Policies EN 20 and EN 21);
3. Provision of a landscape management scheme to ensure any impact of development upon the surrounding rural area is minimised in perpetuity, including landscape boundaries of native species (see criterion 3 of Policy EN 1: Design and other development management criteria, Policy EN 14: Trees, Woodlands, Hedges, and Development and Landscape Policies EN 20 and EN 21);
4. Confirmation from the highway authority that there is no objection to the impact of the development at the crossroads at Highgate;
5. The design and layout is to be informed by a comprehensive energy and climate change strategy (see Policies EN 4: Energy Reduction in New Buildings and EN 5: Climate Change Adaptation);
6. Development proposals will need to demonstrate a positive contribution to Biodiversity Opportunity Area targets (see Policy EN 11: Net Gains for Nature: biodiversity).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services.

Benenden

Overview

	Parish	Main settlements within the parish		
		Benenden	Iden Green	East End
Population (2011 Census)	Approx 2,400			
Relationship to other settlements (shortest distance by road)	See individual settlements	• Approx 1.6 km (1 mile) from Iden Green to the south • Approx 4 km (2.5 miles) from Rolvenden (outside of Tunbridge Wells borough) to the south west • Approx 4 km (2.6 miles) from East End to the north east • Approx 5.6 km (3.5 miles) from Cranbrook to the north west • Approx 8 km (5 miles) from Hawkhurst to the south west • Approx 8.5 km (5.3 miles) from Tenterden to the east (outside Tunbridge Wells borough) to the south east	• Approx 1.6 km (1 mile) from Benenden to the north • Approx 4 km (2.4 miles) from Sandhurst to the south	• Approx 4 km (2.6 miles) north east of Benenden • Approx 4 km (2.4 miles) from Biddenden (outside of Tunbridge Wells borough) to north east • Approx 7 km (4.3 miles) from Tenterden (outside of Tunbridge Wells borough) to the south east
Extent in Green Belt	0%	0%	0%	0%
AONB	98%	Within	Within	Outside
Landscape Character Area	Majority is Wooded Farmland with the exception of areas of Fruit Belt to the north east and north west of parish	Wooded Farmland	Wooded Farmland	Southern side of Goddard's Green Road: Wooded Farmland. Northern side of Goddard's Green Road: Fruit Belt
Conservation Areas	See individual settlements	Much of centre is within Benenden CA	Northern part is within Iden Green CA	No CA
Flooding	Small areas of Flood Zones 2 and 3 around Nine Acre Gill stream and associated with River Rother to south west of parish	N/A	N/A	N/A
Transport - highways	B2086 (to Cranbrook and Tenterden) is main highway running east-west through parish. A number of minor roads throughout the parish are designated Rural Lanes	B2086 runs east-west through centre, intersected by New Pond Road (a designated Rural Lane) at the western end, which leads to Sissinghurst to the north and Sandhurst to the south	Iden Green Road (a designated Rural Lane) runs north (to Benenden) - south (to Sandhurst) through the centre	Goddard's Green Road/Benenden Road (a designated Rural Lane) runs east-west through settlement

	Parish	Main settlements within the parish		
		Benenden	Iden Green	East End
Transport - cycleways	National Cycle Route (Sustrans) 18 from Canterbury-Tunbridge Wells (using existing highways) runs through the parish	Sustrans 18 by-passes settlement to the east (runs down Ramsden Lane)	Sustrans 18 follows Standen Street and Coldharbour Road	Sustrans 18 follows Benenden Route, and Green Lane and Stepneyford Lane
Transport - buses	See individual settlements	Two-hourly bus services (Monday-Saturday) to Tunbridge Wells, Tenterden, and Rye (times and services to be re-checked and updated for Regulation 19 consultation)	Infrequent bus service (one or two buses per day): to Maidstone on Tuesdays, to Sandhurst on Tuesdays, to Tunbridge Wells on Wednesday, Friday and Saturday, and to Benenden on Wednesday, Friday and Saturday (times and services to be re-checked and updated for Regulation 19 consultation)	Two bus services offering two trips per week to Sandhurst, Maidstone, and Tonbridge, and Tenterden (times and services to be re-checked and updated for Regulation 19 consultation)
Transport - rail (shortest distance by road)	See individual settlements	• Etchingham Station approx 16.6 km (10.3 miles) to the south west • Staplehurst Station approx 13 km (8.1 miles) to the north	Etchingham Station approx 13 km (8 miles) to the south west	Staplehurst Station approx 14.4 km (9 miles) to the north west Etchingham Station approx 19 km (11.8 miles) to the south west
Education facilities	See individual settlements	• primary school • pre-school/ nursery • Benenden School (private 11-18 years) very close by	Pre-school/nursery	Pre-school/nursery
Health facilities	See individual settlements	None	None	Benenden Hospital (private)
Retail	See individual settlements	• community shop with post office and cafe • public house • butchers	None – public house located nearby	Small shop at hospital
Main employment areas (taken from Parish Council response to Settlement Role and Function Study survey and/or other TWBC information)	Role and Function survey: No response Other: • Benenden Hospital • Benenden School and primary school • Local shops and services			
Services	See individual settlements	• two churches • two village halls	• church • see below re sports pavilion	None

	Parish	Main settlements within the parish		
		Benenden	Iden Green	East End
Recreational facilities	See individual settlements	• well used recreation ground (football pitch) with equipped children's play area • bowls club • village green used for cricket	• sports pavilion (used for community hall) • recreation ground with equipped play area • tennis courts	Existing facilities but may not be publicly available (hospital only): • tennis courts • cricket pitch • café
Other matters	Significant areas of ancient woodland, areas of archaeological potential (including along Roman Roads); Historic Parks and Gardens (The Grange, western area of Hole Park), and ecological designations (SSSIs - Parsonage Wood; Wildlife Sites - White Chimney Wood, Benenden Wood, Benenden Churchyard, Benenden Hospital Grounds, Nine Acre Wood and Gill, western area of Beston Farm and Haldon Place, southern area of Hemsted Forest, south western area of Sandpit Wood, Clapper Hill, Moor Wood - Iden Green) across parish			

The Strategy for Benenden Parish

Policy STR/BE 1

The Strategy for Benenden Parish

At the parish of Benenden, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Approximately 119-129 new dwellings will be delivered on four sites* allocated in this Local Plan in the plan period (Policies AL/BE 1-4). * Of these sites, the following already have planning permission: AL/BE 1 for 12 dwellings and AL/BE 4 for 22 (net increase) dwellings.

    i. A significant element (approx 44-50% percent) would be provided around Benenden Hospital at East End. While the services provided at East End are considerably less than at Benenden, Benenden Hospital is a major employment site, contains significant areas of previously developed land, is not within the Area of Outstanding Natural Beauty, and there is good potential to increase the connectivity to Benenden;

2. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development in accordance with Policy STR 1;
3. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered

to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape;

4. Sites outside the AONB but within the High Weald National Character Area, or close to the boundary of the designated AONB landscape, will have similar characteristics and are likely to contribute to the setting of the designated landscape. The AONB Management Plan and any supporting guidance will be a material consideration for these sites;
5. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network in accordance with Policy TP 2: Transport Design and Accessibility;
6. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Primary and secondary education;
b. Health and medical facilities;
c. The provision of buildings and spaces to provide cultural infrastructure;
d. Improvements to bus services including investigations into the feasibility of a Demand Responsive bus service linking Benenden and Tenterden;
e. Feasibility study to explore opportunities for a 20mph zone for Benenden village;
f. Active travel link between Benenden and East End;
g. Improved broadband and mobile connectivity to serve all of parish area;
h. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space;
i. Other mitigation measures identified through the pre-application process and planning application.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floorspace, to be discussed with the Local Planning Authority and Benenden Parish Council through pre-application discussions.

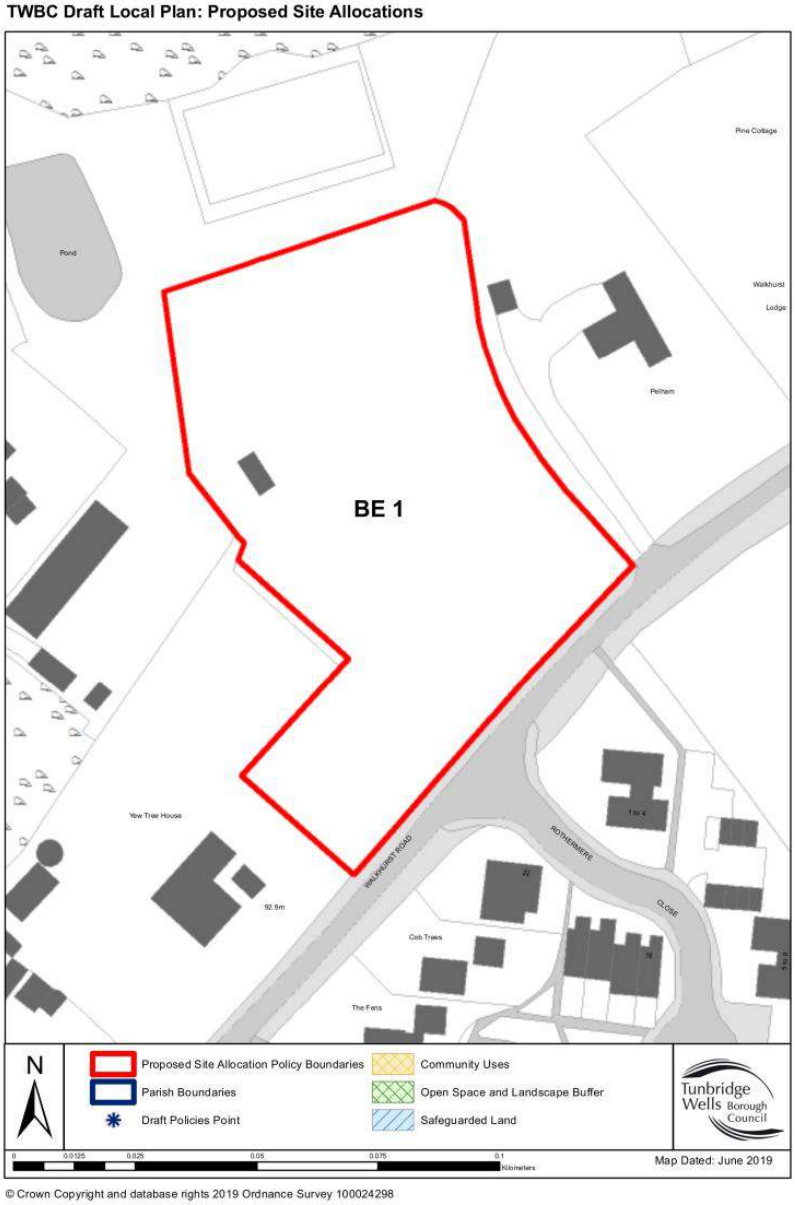
The Limits to Built Development (LBD) around Benenden are defined on the draft Policies Map. The LBD now includes the sites/part sites to be allocated in Benenden at Policies AL/BE 1-2, and 3 (part), but excludes Policy AL/BE 4 (there is no existing LBD at East End). As above, the LBD at Iden Green has been removed as this settlement has limited key facilities and bus services making it unsustainable in this context.

Allocation policies for Benenden Parish

5.103 The following policies set out the allocations that will deliver the above approach to development within Benenden parish over the plan period. These must also be considered alongside the relevant Local Plan strategic and development management policies, and development proposals will be expected to comply with all relevant national and local policies, and with any specific requirements as set out within the policy.

Land at Walkhurst Road

Map 71 Policy AL/BE 1



5.104 This site:

- Is an undeveloped site located adjacent to the existing Limits to Built Development at Benenden, towards the north east of the settlement centre within the AONB;
- Part of the site has archaeological potential and there is a Tree Preservation Order relating to the site;
- Is in close proximity to the Benenden Conservation Area and lies adjacent to a listed building;
- The site lies adjacent to residential properties and has a boundary frontage with Walkhurst Road, from which there is a gate into the site;
- Planning permission has been granted for the development of this site to provide 12 residences under reference 16/504891. This permission expires in March 2021. In the event that this permission is not implemented, proposals for the redevelopment of the site will be assessed against Policy AL/BE 1 below.

Policy AL/BE 1

Land at Walkhurst Road (CfS reference: Site 35)

This site, as defined on the Benenden draft Policies Map, is allocated for residential development (C3) providing approximately 12 dwellings.

Development on the site shall accord with the following requirements:

1. A single point of access from Walkhurst Road;
2. Provision of an internal footway to join up with Walkhurst Road to the south;
3. Retention of trees subject to Tree Preservation Orders, other mature trees, and hedgerows (see Policy EN 14: Trees, Woodland, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
4. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
5. Development to be informed by a landscape and visual impact assessment and heritage assessment (see Policies EN 1: Design and other development management criteria, EN 7: Heritage Assets, EN 20: Rural Landscape and EN 21: High Weald Area of Outstanding Natural Beauty (AONB));
6. Design shall be sensitive to the approach and setting of the Benenden Conservation Area (see Policy EN 7: Heritage Assets).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. A suitably designed crossing point across the B2086 to include works to the junction between Walkhurst Road and the B2086;
b. Improvements to the public realm at the centre of Benenden;
c. Any other highway related works;
d. Measures to enhance bus travel, including improved bus stop provision;
e. For the avoidance of doubt, (due to the particular circumstances of other sites to be allocated in Benenden parish) 35% affordable housing on site, in accordance with Policy H 5: Affordable Housing.

Land adjacent to New Pond Road (known as Uphill)

Map 72 Policy AL/BE 2

5.105 This site:

- Is located in proximity of the existing Limits to Built Development of Benenden, towards the north west of the settlement centre, within the AONB;
- The site fronts onto New Pond Road along its western boundary from which there is existing vehicular access. It lies north of Hortons Close;
- The front portion of the site adjacent to New Pond Road has archaeological potential;
- The site comprises a residential property and its associated curtilage and an area of land to the rear of this on which there are trees.

Policy AL/BE 2

Land adjacent to New Pond Road (known as Uphill) (CfS reference: Late Site 16)

This site, as defined on the Benenden draft Policies Map, is allocated for residential development (C3) providing approximately 18-20 dwellings.

Development on the site shall accord with the following requirements;

1. A single point of access onto New Pond Road;
2. The provision of a pedestrian footway from the site entrance, past Hortons Close, to the junction of New Pond Road and the B2086 (on highways land). This shall be designed having regard to the designation of this part of New Pond Road as an Important Landscape Approach (see Policy EN 18: Landscape in the built environment);
3. Regard to 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 (see Policy EN 14: Trees, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
4. This site lies within, or very close to, the relevant impact risk zone for Parsonage Wood SSSI; hence an assessment of potential adverse effects on the SSSI as a result of the development will be required as part of any application, and if required the proposal shall include adequate mitigation measures, both during construction and on completion, to the satisfaction of Natural England to ensure no adverse effects on the SSSI as a result of the proposed development (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats);
5. The MAGIC web site[31] identifies the potential for Woodpasture or Parkland, a BAP priority habitat, to be within 25m of the site. This should be taken into consideration as part of any detailed site-specific studies to inform development and any required mitigation (see Policy EN 12: Protection of designated sites and habitats);
6. Design shall be sensitive to the approach and setting of the Benenden Conservation Area (see Policy EN 7: Heritage Assets);
7. Demonstration through the submission of relevant and proportionate archaeological investigations (as part of any planning application) that the proposal will not have a materially harmful impact on the archaeological environment (see Policy EN 7: Heritage Assets);
8. The layout, including hard and soft landscaping, to be designed so as not to prejudice the future provision of a suitable vehicular access with appropriate visibility splay(s) to the land located to the north, which may be allocated for development as part of a future Local Plan;
9. For the avoidance of doubt due to the particular circumstances of other sites to be allocated in Benenden parish, affordable housing on-site to be in accordance with Policy H 5: Affordable Housing;
10. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

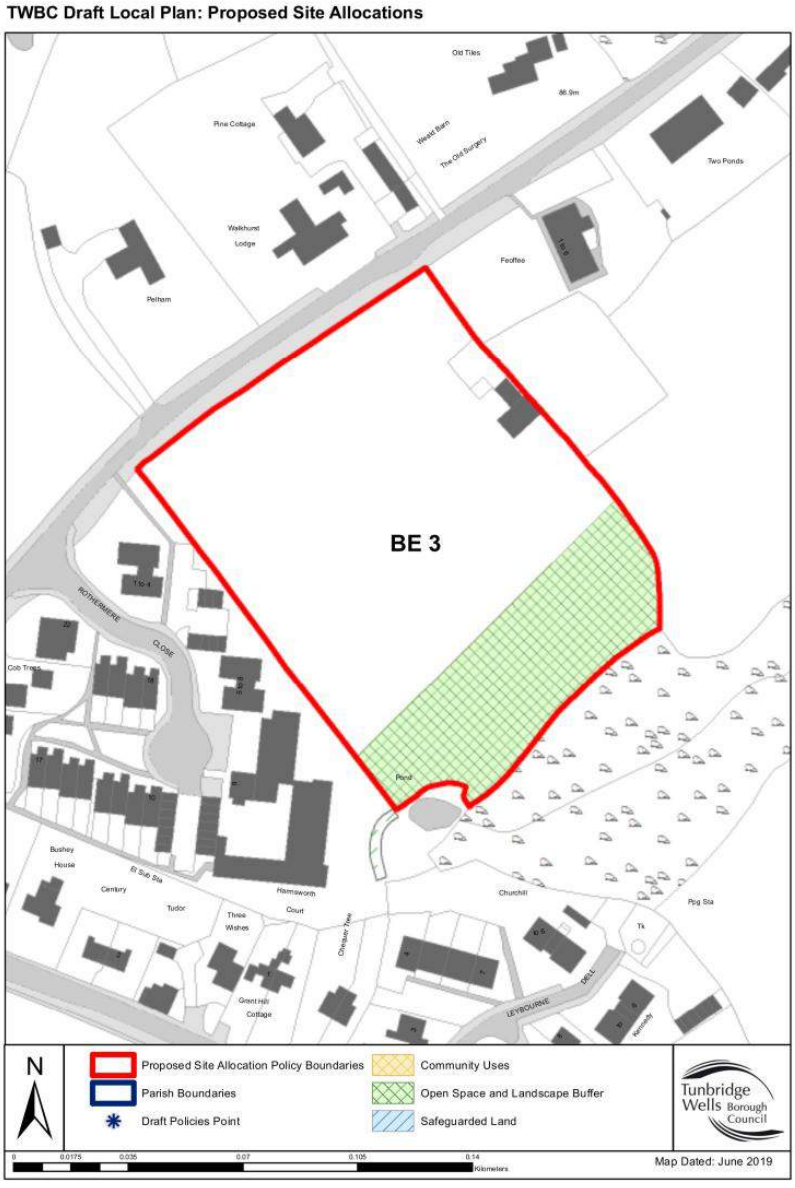
a. A suitably designed crossing point across the B2086;
b. Works to the junction between New Pond Road and the B2086;
c. The designation of a 30 miles per hour speed limit along New Pond Road to the north of the site;

31 https://magic.defra.gov.uk/

d. Improvements to the public realm at the centre of Benenden;
e. Any other highway related works;
f. Measures to enhance bus travel.

Feoffee Cottages and land, Walkhurst Road

Map 73 Policy AL/BE 3



5.106 This site:

- Is largely an undeveloped site located adjacent to the existing Limits to Built Development at Benenden, towards the north east of the settlement centre, within the AONB;
- Lies adjacent to an area of Ancient Woodland;
- Lies adjacent to the southern side of Walkhurst Road, along which there is a field gate into the site towards the north eastern top corner of the site;
- Lies adjacent to a listed building;
- Through work with the Benenden Neighbourhood Plan group, it has been identified that this site is suitable to provide market housing, and potentially a higher proportion of

affordable housing than other sites, with this additional affordable housing to be (part) funded through off-site contributions from development of Land at Benenden Hospital (ref Policy AL/BE 4).

Policy AL/BE 3

Feoffee Cottages and land, Walkhurst Road (CfS reference: Site 277)

This site, as defined on the Benenden draft Policies Map, is allocated for residential development (C3) providing approximately 23-25 dwellings.

Development on the site shall accord with the following requirements:

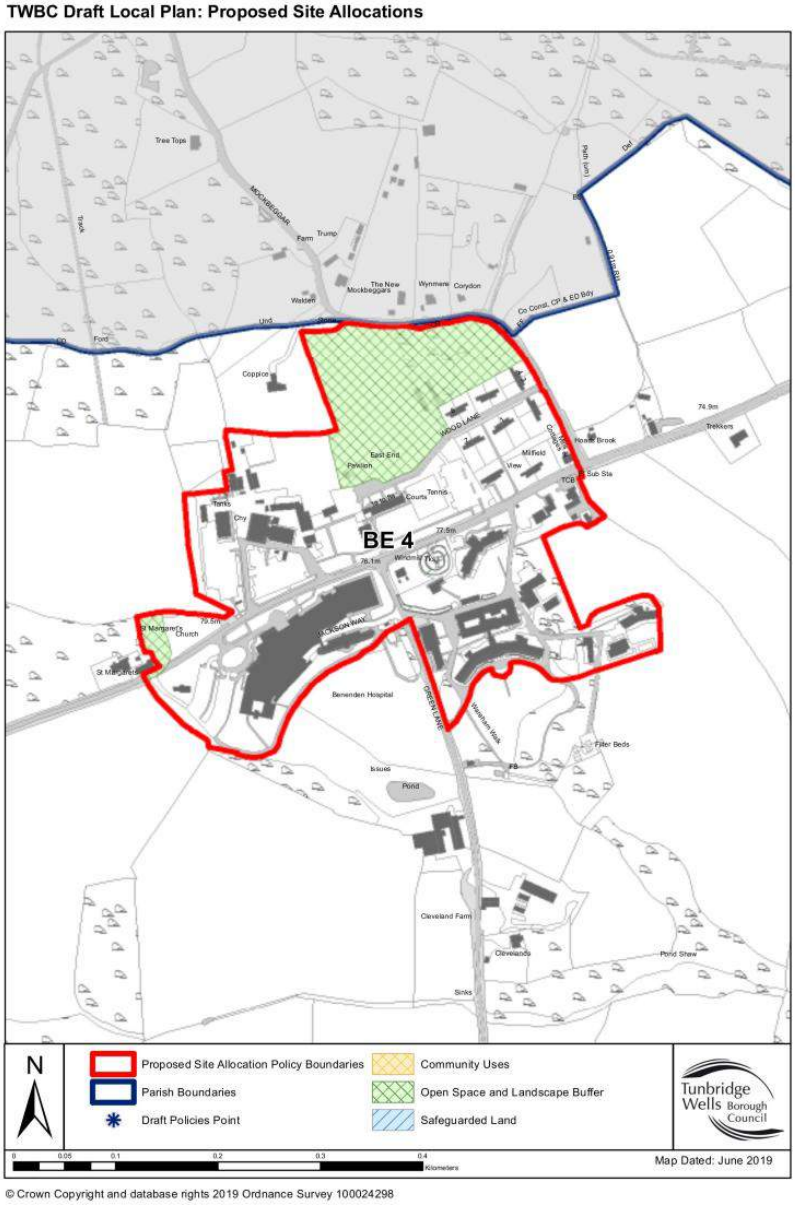
1. A single vehicular means of access from Walkhurst Road;
2. The provision of a pedestrian footway from the site entrance, past Rothermere Close, to a position opposite the start of the existing footway on the opposite side of Walkhurst Road. This shall be designed having regard to the sensitive 'edge of settlement' character in this part of Walkhurst Road;
3. No built form shall take place within the landscape buffer as defined on the allocation plan, and the proposal must secure the management of this buffer in the long term;
4. The layout and design of the scheme must reflect the location of the site on the edge of the settlement, and take account of the sensitive topography (see Policy EN 1: Design and other development management criteria, EN 20: Rural Landscape and EN 21: High Weald Area of Outstanding Natural Beauty (AONB));
5. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
6. Development to be informed by a Landscape and Visual Impact Assessment and heritage assessment (see Policy EN 1: Design and other development management criteria, Policy EN 7: Heritage Assets, Policies EN 20: Rural Landscape and EN 21: High Weald Area of Outstanding Natural Beauty (AONB));
7. Design shall be sensitive to the approach and setting of the Benenden Conservation Area (see Policy EN 7: Heritage Assets).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Provision of a suitably designed crossing point across the B2086;
b. Works to the junction between Walkhurst Road and the B2086;
c. The designation of a 30 miles per hour speed limit along Walkhurst Road to the north of the site;
d. Improvements to the public realm at the centre of Benenden;
e. Other highway related works;
f. Measures to enhance bus travel.

Land at Benenden Hospital

Map 74 Policy AL/BE 4



5.107 This site:

- Contains a significant amount of land that is previously developed, located detached from any existing Limits to Built Development, to the north east of Benenden. Benenden Hospital, a major employer within Benenden parish, occupies the site, including the main hospital complex and other associated buildings (including residential properties) and development, and car parking provision;
- Contains a listed building and lies within a larger area identified as a Biodiversity Opportunity Area;
- There are designated Local Wildlife Sites on the site and the site lies adjacent to an area of Ancient Woodland;
- Other than the western edge and very southern tip of the whole policy designation, it lies outside, but adjacent to, the AONB;

- Goddard's Green Road, a Public Highway runs through the middle of the site in an east-west direction, off which there are various access points into the site. There are other Public Highways through the site, including Green Lane and Wood Lane;
- There is an implemented planning permission for 24 dwellings on land on the southern side of Goddard's Green Road (to the east of Green Lane), together with the existing 'hotel building', which comprises previously developed land and offers scope for conversion or redevelopment.

5.108 The general approach in this Local Plan is for affordable housing to be provided on site. The Benenden Neighbourhood Plan Group and Benenden Parish Council have, however, identified that there are other vehicles for affordable housing delivery in the parish, and it is considered that it may be appropriate for a proportion of the affordable housing requirement for this site to be made as a contribution that would be used to increase the proportion of affordable housing at Feoffee Cottages and land (see Policy AL/BE 3 above).

Policy AL/BE 4

Land at Benenden Hospital (CfS references: Site 424 and Late Site 41)

This site, as defined on the Benenden draft Policies Map, is allocated for residential development (C3) to provide a **net** increase in the number of residential units (above the amount existing on site in January 2019) of approximately 66-72 residential units. Given that planning permission has already been granted for 22 new dwellings at this site, this allocation would result in a further 44-50 dwellings in this location.

It is expected that there will be comprehensive proposals for the whole site, to be delivered in accordance with a phased timetable, which indicates land to the south of Goddards Green Road to be developed first prior to any other phases. If an application is submitted for part of the site only, however, then this application must:

i. Show indicatively how the other parts of the site can be developed to meet the overall policy requirements as set out below, and how the future needs for the hospital will be met on the parts of the site that comprise previously developed land;
ii. Include a mechanism to ensure that the minibus and retail store provision, active travel link, and the public access to the cafe, can be provided through that part of the site alone.

Development on the site shall accord with the following requirements:

1. Provision of an active travel link between the site and Benenden village (see Policy TP 2: Transport Design and Accessibility);
2. Development must take place within the non-hatched areas as defined on the allocations plan, with no new buildings to be constructed within the AONB;
3. The proposal must incorporate tennis courts, a similar level of car parking for use by the hospital, and access to the sports pavilion as currently provided, unless it can be satisfactorily demonstrated that these facilities are no longer required by the hospital in the short and long term;
4. The garage block within the open space to the north as defined on the site allocation plan shall be demolished before the occupation of 50% of the residential units, and thereafter the land used and managed in the longer term for the benefit of the Local Wildlife Site and/or sports pitch;
5. Means to secure the public use of the cafe at the hospital (for a minimum of 10 years from occupation of 50% of the (gross) residential units);
6. The provision of a small, publicly accessible retail outlet within the existing hospital buildings (for a minimum of 10 years from occupation of 50% of the (gross) residential units);

7. The provision of a daily trip to/from the hospital site to Benenden and Tenterden by minibus to coincide with the primary school start and finish of the day from Monday to Friday, and an additional service in the morning and late afternoon on a Saturday (for a minimum of 10 years from occupation of 50% of the (gross) residential units);
8. The provision of the long-term management of the Local Wildlife Sites associated with the hospital land (see Policy EN 11: Net Gains for Nature: biodiversity);
9. Regard to 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 (see Policy EN 14 : Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
10. Reflects existing trees and hedges on the site, and the complex topography (particularly within the southern part of the site) (see criteria 1 and 3 of Policy EN 1: Design and other development management criteria);
11. The provision of affordable housing as 35% of the net increase in the number of dwellings. A proportion of this may be provided as a financial contribution for use to provide a higher proportion of affordable housing at Feoffee Cottages and land, with the remainder provided on site (see Policy H 5: Affordable Housing);
12. Provision of on-site amenity/natural green space and children's play space and improvements to existing allotments, parks and recreation grounds and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Measures to control the speed of traffic within and around East End;
b. Suitably designed crossing points across Goddard's Green Road;
c. Relevant works to highway junctions as necessary;
d. Improvements to the public realm at the centre of Benenden;
e. Other highway related works.

Bidborough

Overview

	Parish	Main settlements within the parish
		Bidborough
Population (2011 Census)	Approx 1,163	
Relationship to other settlements (shortest distance by road)	See individual settlement	• Approx. 2.4 km (1.5 miles) from Southborough (western edge of settlement (LBD) merges with Southborough) • Approx. 3.2 km (2 miles) from Tonbridge to the north east
Extent in Green Belt	96%	Outside. LBD enveloped by Green Belt
AONB	85%	Outside. LBD enveloped by AONB
Landscape Character Area	Mainly Wooded Farmland across the parish with a small Urban area in the east	Urban
Conservation Areas	See individual settlement	Runs north-south along High Street
Flooding	Flood Zones 2 and 3 (River Medway) on periphery of parish	N/A
Transport - highways	A26 located on eastern edge of settlement and in close proximity to the A21 to the north. The B2176 runs east (to the A26) - west (to Penshurst) through the middle of the parish	B2176 (Bidborough Ridge) runs along northern edge of settlement. Several roads leading from this into the settlement and surrounding area are designated Rural Lanes
Transport - cycleways	Not on a designated route	Not on a designated route
Transport - buses	See individual settlement	Two hourly bus service (Monday to Friday) to Tunbridge Wells and Lingfield (times and services to be re-checked and updated for Regulation 19 consultation)
Transport - rail (shortest distance by road)	See individual settlement	• Tonbridge station approx 4 km (2.4 miles) to north east • Leigh station approx 4.2 km (2.6 miles) to north west • High Brooms station approx 4.7 km (2.9 miles) to south east • Tunbridge Wells station approx 6.6 km (4.1 miles) to the south east
Education facilities	See individual settlement	Primary school and nursery/ pre-school
Health facilities	See individual settlement	None
Retail	See individual settlement	• convenience store • garage/workshop • public house

	Parish	Main settlements within the parish
		Bidborough
Main employment areas (taken from Parish Council response Settlement Role and Function Study survey and/or other TWBC information)	Response to Role and Function Survey: Short commute to other main urban settlements and railway stations; therefore residents mainly work in Tunbridge Wells and Tonbridge and/or commute to London) Other: local shops and services, agriculture	
Services	See individual settlement	• church • village hall
Recreational facilities	See individual settlement	• recreation ground with equipped children's play areas (infant and youth) • tennis/bowling/cricket facilities • allotments
Other matters	Significant areas of ancient woodland, areas of archaeological potential and ecological designations (Ashour Wood and Leigh Wildlife Sites) across parish	

The Strategy for Bidborough Parish

Policy STR/BI 1

The Strategy for Bidborough Parish

At the parish of Bidborough, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development in accordance with Policy STR 1;
2. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape;
3. Sites outside the AONB but within the High Weald National Character Area, or close to the boundary of the designated AONB landscape, will have similar characteristics and are likely to contribute to the setting of the designated landscape. The AONB Management Plan and any supporting guidance will be a material consideration for these sites;
4. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network in accordance with Policy TP 2: Transport Design and Accessibility;
5. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Primary and secondary education;
b. Health and medical facilities;
c. The provision of buildings and spaces to provide cultural infrastructure;
d. The provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
e. A new sports hub at Rusthall Recreation Ground, which could include open space and children's play space;
f. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network in accordance with Policy TP 2: Transport Design and Accessibility;
g. Other mitigation measures identified through the pre-application process and planning application.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floor space, to be discussed with the Local Planning Authority and Bidborough Parish Council through pre-application discussions.

No changes are proposed to the Limits to Built Development at Bidborough.

Allocation policies for Bidborough Parish

5.109 There are currently no site allocations proposed within the parish of Bidborough. This is a consequence of a lack of suitable sites within the parish having been submitted to the Council's Call for Sites for assessment as potential site allocations in the Local Plan.

Brenchley and Matfield

Overview

	Parish	Main settlements within the parish	
		Brenchley	Matfield
Population (2011 Census)	Approx 2,863		
Relationship to other settlements (shortest distance by road)	See individual settlements	• Approx 3.2 km (2 miles) from Matfield to the west • Approx 3.2 km (2 miles) from Horsmonden to the east • Approx 5.8 km (3.6 miles) from Paddock Wood to the north	• Approx 3.2 km (2 miles) from Brenchley to the east • Approx 4 km (2.5 miles) from Paddock Wood to the north • Approx 4 km (2.5 miles) from Pembury to the west
Extent in Green Belt	0%	0%	0%
AONB	77% (mainly southern part of parish)	Within	Within
Landscape Character Area	Majority of the parish is Fruit Belt. Strip of Low Weald Farmland along northern boundary, Wooded Farmland in the south western corner of parish, and Forested Plateau in the north-west	Fruit Belt	Fruit Belt
Conservation Areas	See individual settlements	Located in the eastern part of the settlement. A significant proportion of the CA is located outside of the LBD to the north west	CA located in central part of settlement around the village green
Flooding	Flood Zones 2 and 3 follow tributary of River Teise to the south of the built up area of Brenchley	N/A	N/A
Transport - highways	Mainly served by minor rural roads, the majority of which are designated as Rural Lanes; with the exception of the B2160 running north (to Paddock Wood) - south (to A21 Kippings Cross) through Matfield	Served by local roads that lie between the B2610 (Paddock Wood-A21 Kippings Cross) to the west and the B2162 (to Yalding and Lamberhurst) to the east	As previous the B2160 runs north-south through the centre of the settlement

	Parish	Main settlements within the parish	
		Brenchley	Matfield
Transport - cycleways	National Cycle Route (Sustrans) 18 from Canterbury-Tunbridge Wells (using existing highways) runs through parish	Links up to Brenchley Road on western edge of settlement	Follows Brenchley Road and Maycotts Lane through centre of settlement
Transport - buses	See individual settlement	Daily bus service every 1/1.5 hours Monday-Friday) and every 2 hours on Saturday to Tunbridge Wells and Tenterden; two buses twice weekly to Paddock Wood; one bus a week to Maidstone and Kilndown (times and services to be re-checked and updated for Regulation 19 consultation)	Hourly bus service (Monday-Saturday) to Tunbridge Wells, Maidstone, and Tenterden (times and services to be re-checked and updated for Regulation 19 consultation)
Transport - rail (shortest distance by road)	See individual settlements	Paddock Wood Station approx 3.8 km (3 miles) to the north	Paddock Wood Station approx 4.5 km (2.8 miles) to the north
Education facilities	See individual settlements	Primary school and several nurseries/pre-schools	No school or nursery
Health facilities	See individual settlements	• doctors surgery • dentist	None
Retail	See individual settlements	Post office, convenience store, and other small specialist shops No public house within LBD, but several nearby	Very limited - includes two public houses
Main employment areas (taken from Parish Council response to Settlement Role and Function Study survey and/or other TWBC information)	Response to Role and Function Study: • no 'major sources' of employment • farms, shops, pubs, and other services, including the school • services on the A21 at Kippings Cross		
Services	See individual settlements	• church • village hall	• two churches • two village halls
Recreational facilities	See individual settlements	• large sports and cricket field to the rear of the Memorial Hall – bowls club,	• village green with sports pavilion

	Parish	Main settlements within the parish	
		Brenchley	Matfield
		• tennis club, cricket, squash, football • children's playing field (opposite school), including equipped children's play area • cricket club at Castle Hill	• allotments • no children's play area
Other matters	Significant areas of ancient woodland, areas of archaeological potential; Historic Parks and Gardens (Brenchley Manor, Brattles Grange, Marle Place) and ecological designations (such as Brenchley Wood, eastern part of Shirrenden Wood, All Saints Churchyard Brenchley and Castle Hill Local Wildlife Sites) across parish		

The Strategy for Brenchley and Matfield Parish

Policy STR/BM 1

The Strategy for Brenchley and Matfield Parish

At the parish of Brenchley and Matfield, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Approximately 91-150 new dwellings will be delivered on four sites at Matfield allocated in this Local Plan in the plan period (Policies AL/BM 1-4);
2. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development in accordance with Policy STR 1;
3. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape;
4. Sites outside the AONB but within the High Weald National Character Area, or close to the boundary of the designated AONB landscape, will have similar characteristics and are likely to contribute to the setting of the designated landscape. The AONB Management Plan and any supporting guidance will be a material consideration for these sites;
5. The following public car park within Brenchley and Matfield, as defined on the draft Policies Map, will also be retained in accordance with Policy TP 4: Public Car Parks:

    - High Street

6. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network in accordance with Policy TP 2: Transport, Design and Accessibility.

It is expected that contributions will be required towards the following if necessary to mitigate the impact of the development:

a. Primary and secondary education;
b. Health and medical facilities;
c. The provision of buildings and spaces to provide cultural infrastructure;
d. The provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space;
e. A new sports hub at Paddock Wood, which could include open space and children's play space;
f. 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;
g. Other mitigation measures identified through the pre-application process and planning application;
h. Play spaces and delivery of new children's playground at Matfield;
i. Provision of improvements to broadband connectivity (see criterion 10 of Policy EN 1: Design and other development management criteria and Policy ED 3: Digital Communications and Fibre to the Premises);
j. Delivery of traffic calming measures at Matfield.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floorspace, to be discussed with the Local Planning Authority and Brenchley and Matfield Parish Council through pre-application discussions.

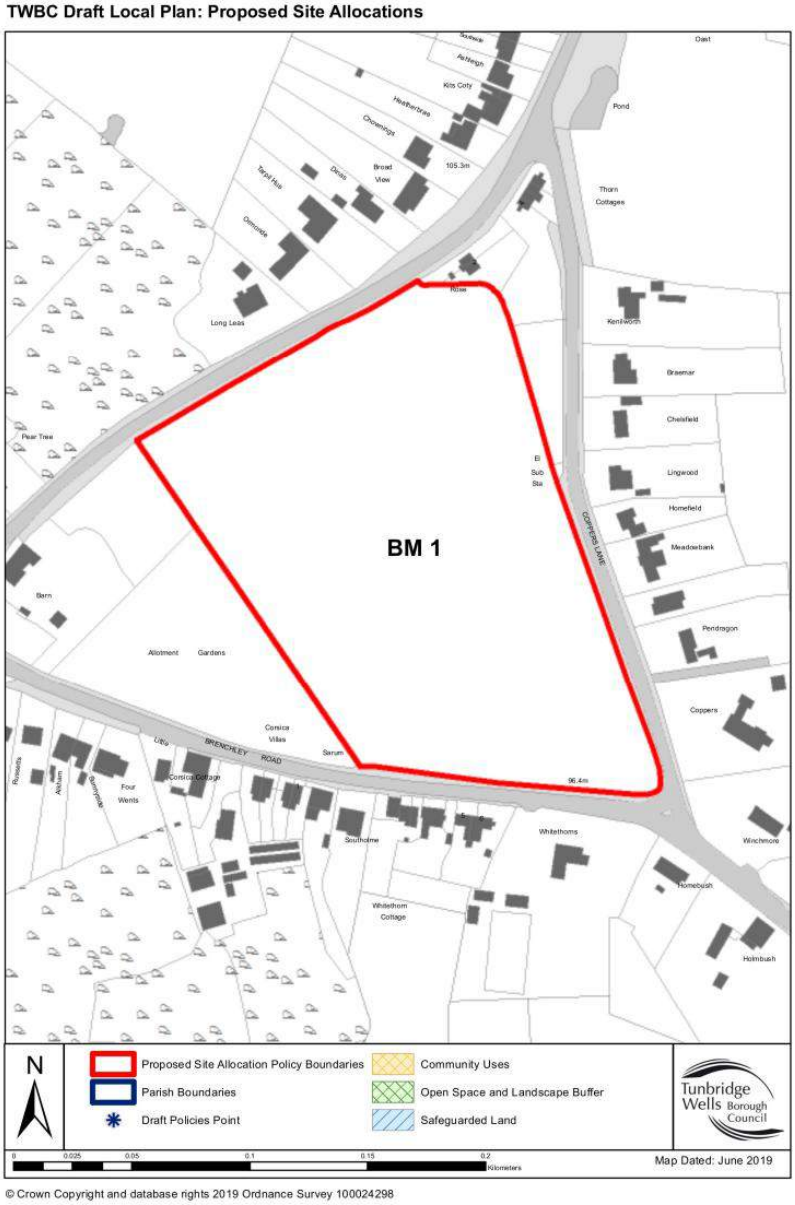
The Limits to Built Development (LBD) around Brenchley and Matfield are defined on the draft Policies Map. These now include the sites/part sites to be allocated in Matfield at Policies AL/BM 1, 2 (part), and 3 (part), but excludes Policy AL/BM 4 (a low density scheme). As above at Policy STR 10, a further/separate LBD at Brenchley around existing built development to the west of the settlement is proposed, with an open landscape gap retained between the two LBDs.

Allocation policies for Brenchley and Matfield Parish

5.110 The following policies set out the allocations that will deliver the above approach to development within Brenchley and Matfield parish over the plan period. These must also be considered alongside the relevant strategic and development management policies, and development proposals will be expected to comply with all relevant national and local policies, and with any specific requirements as set out within the policy.

Land between Brenchley Road, Coppers Lane, and Maidstone Road

Map 75 Policy AL/BM 1



5.111 This site:

- Is an undeveloped site located adjacent to the existing Limits to Built Development at Matfield, to the north of the settlement centre, within the AONB;
- It is part of a triangular parcel of land bounded to the south by Brenchley Road, west/north by Maidstone Road and to the east by Coppers Lane. There is an existing entrance to the field located along the southern boundary off Brenchley Road;
- Is located adjacent to listed buildings.

Policy AL/BM 1

Land between Brenchley Road, Coppers Lane, and Maidstone Road (CfS Reference: Late Site 27)

This site, as defined on the Brenchley and Matfield draft Policies Map, is allocated for a mixed use scheme, including approximately 30-45 (C3) residential dwellings, allotments, and play space.

Development on the site shall accord with the following requirements:

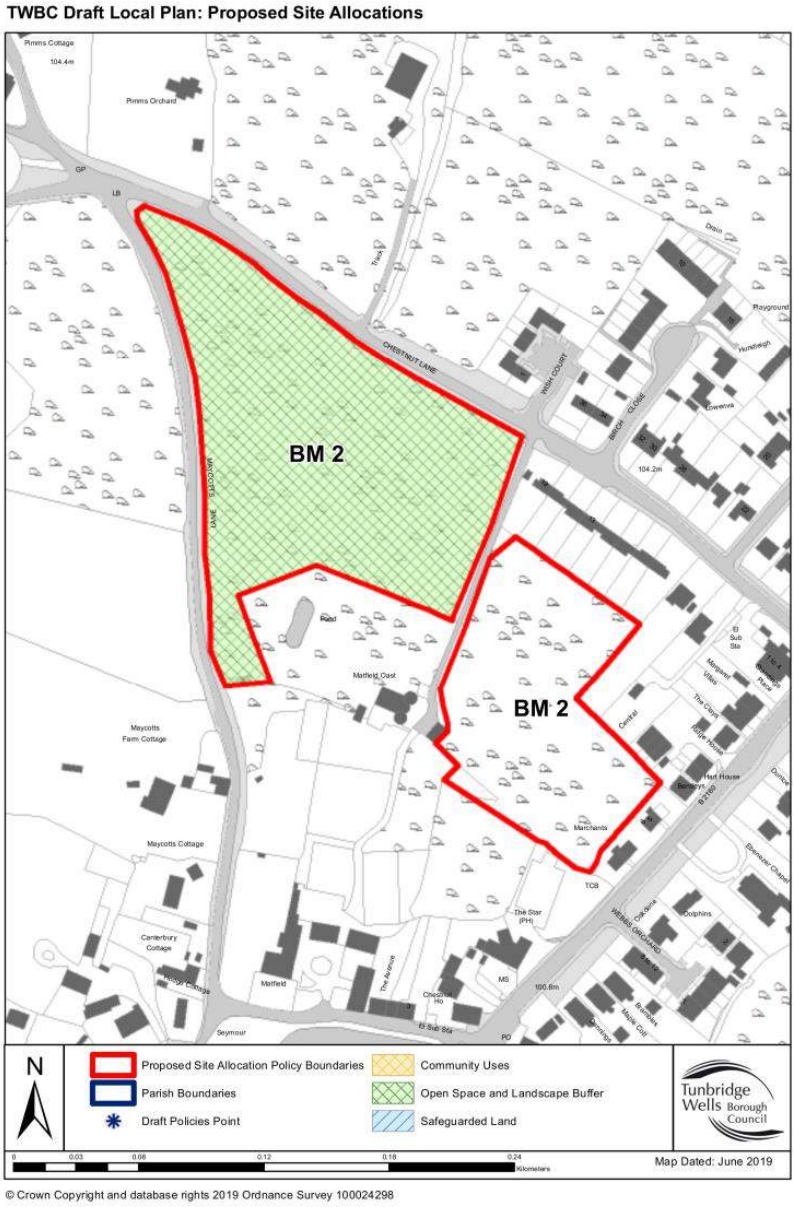
1. A single point of vehicular access onto Maidstone Road or Brenchley Road (not Coppers Lane) to be informed by a landscape and visual impact assessment and highway assessment; the highway assessment to include consideration of crossing points and impact of development on surrounding junctions, including the junction of Coppers Lane with Brenchley Road (see criterion 3 of Policy EN 1: Design and other development management criteria, Policy EN 20: Rural Landscape, and Policy TP 1: Transport Assessments, Travel Plans and Mitigation);
2. Pedestrian access onto Maidstone Road required to link with existing footway along south eastern side of Maidstone Road, to include crossing point opposite site AL/BM 3 (Land fronting Maidstone Road and Chestnut Lane; land north east of Maidstone Road), and renewal of existing footway;
3. Provision of pedestrian link through site from Coppers Lane to provide a desire line through site;
4. A landscape and visual impact assessment and heritage assessment to inform site access and site layout, and to maintain the setting of the settlement, including views from and through the site to countryside beyond, including from Maidstone Road (see criteria 1 and 3 of Policy EN 1: Design and other development management criteria, Policy EN 20: Rural Landscape, and Policy EN 7: Heritage Assets);
5. Contributions towards an assessment of traffic along the surrounding roads to inform a scheme of potential traffic calming measures and contributions towards these measures;
6. Opportunities to be explored for providing approximately 12 parking spaces to serve existing dwellings on Brenchley Road;
7. Relocation of the 30mph speed limit northwards to Invicta Oast on Maidstone Road, installation of speed sign with number plate recognition facility, and associated gateway features;
8. 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 (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
9. Provision of on-site amenity/natural green space, improvements to parks and recreation grounds, and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
10. Provision of children's play space in northern part of site to include fully equipped and funded children's playground;
11. Provision of allotments in south west corner adjacent to existing allotments, including provision of off-street parking for this use.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Highway related works including traffic calming in the settlements;
b. Improvements to bus service provision;
c. BT fibre upgrade and mobile reception upgrade (see criterion 10 of Policy EN 1: Design and other development management criteria) and Policy ED 3: Digital Communications and fibre to the premises).

Matfield House orchards and land, The Green

Map 76 Policy AL/BM 2



5.112 This site:

- Is undeveloped land located adjacent to the existing Limits to Built Development of Matfield to the western side of the settlement centre, within the AONB;
- The land includes an orchard parcel, now disused, and is associated with Matfield House, a listed building. The other parcel is possibly still used as orchard;
- The site comprise two parcels, one, orchard land located south of Chestnut Lane and the other to the east of this located to the rear of properties fronting Chestnut Lane, and built development to the east along Maidstone Road. Maycotts Lane is sited to the western boundary of the site, from which there is vehicular access;
- Lies adjacent to the Matfield Conservation Area.

Policy AL/BM 2

Matfield House orchards and land, The Green (CfS Reference: Site 18)

This site, as defined on the Brenchley and Matfield draft Policies Map, is allocated for residential development (C3) providing approximately 20-30 dwellings.

Development on the site shall accord with the following requirements:

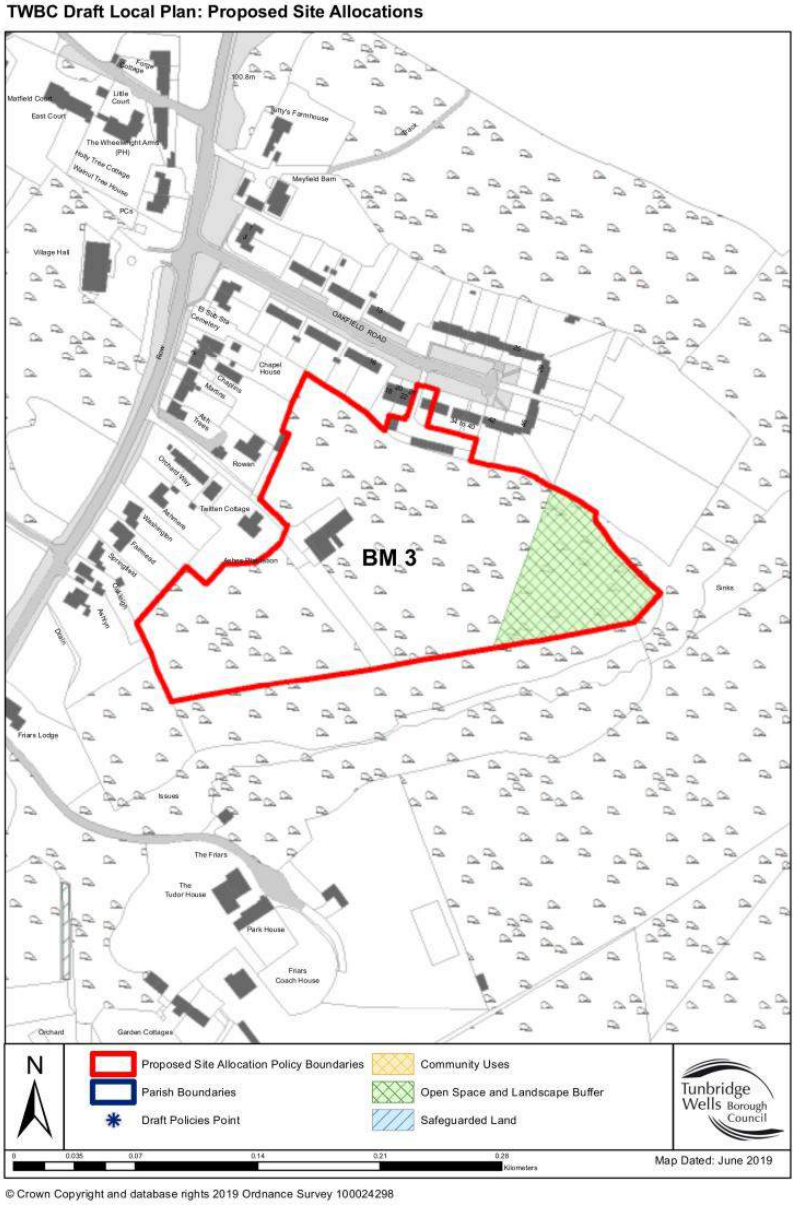
1. A single point of vehicular access from Chestnut Lane;
2. Provision of a pedestrian access from the site through to Maidstone Road. Design of a new footpath, including the materials used, to reflect the village setting. Concrete or tarmacadam finishes will not be supported;
3. Contributions towards an assessment of traffic along the surrounding roads to inform a scheme of potential traffic calming measures and contributions towards these measures;
4. Relocation of 30mph speed zone extended westwards beyond new vehicular access onto Chestnut Lane, and associated gateway features;
5. Opportunities to be explored for the provision of four parking spaces within the site for 'Marchants' to reduce unsafe on-street parking in Maidstone Road;
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 assessment and visual impact assessment (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
7. Requirement for land forming the western part of the site to be secured through a landscape and ecology management plan to maintain this area of land as orchard with a suitable scheme of planting (including heritage species) and management (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats);
8. Site layout to be informed by heritage study and landscape and visual impact assessment to maintain the setting of the settlement character, reduce impact upon the Matfield Green Conservation Area and the setting of nearby listed buildings (see Policies EN 1: Design and other development management criteria, EN 20: Rural Landscape, and EN 7: Heritage Assets);
9. Built development on eastern part of site only outside of Conservation Area;
10. Layout of site to be informed by views of listed buildings in the vicinity of the site, including the view of The Clock Tower from Chestnut Lane (see Policy EN 7: Heritage Assets);
11. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Highway related works including traffic calming in the settlements;
b. Improvements to bus service provision;
c. BT fibre upgrade and mobile reception upgrade (see criterion 10 of Policy EN 1: Design and other development management criteria) and Policy ED 3: Digital Communications and fibre to the premises).

Ashes Plantation, Maidstone Road

Map 77 Policy AL/BM 3



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5.113 This site:

- Comprises mostly undeveloped land, including an agricultural building and garages associated with residential development to the north of the site;
- Is adjacent to the existing Limits to Built Development at Matfield, on the south east side of the settlement, within the AONB;
- It lies adjacent to an area of Ancient Woodland;
- There is currently a single car width access to the lock up garages from Oakfield Road.

Policy AL/BM 3

Ashes Plantation, Maidstone Road (CfS reference: Site 353)

This site, as defined on the Brenchley and Matfield draft Policies Map, is allocated for residential development (C3) providing approximately 30-60 residential dwellings and a fully equipped children's play space.

Development on the site shall accord with the following requirements:

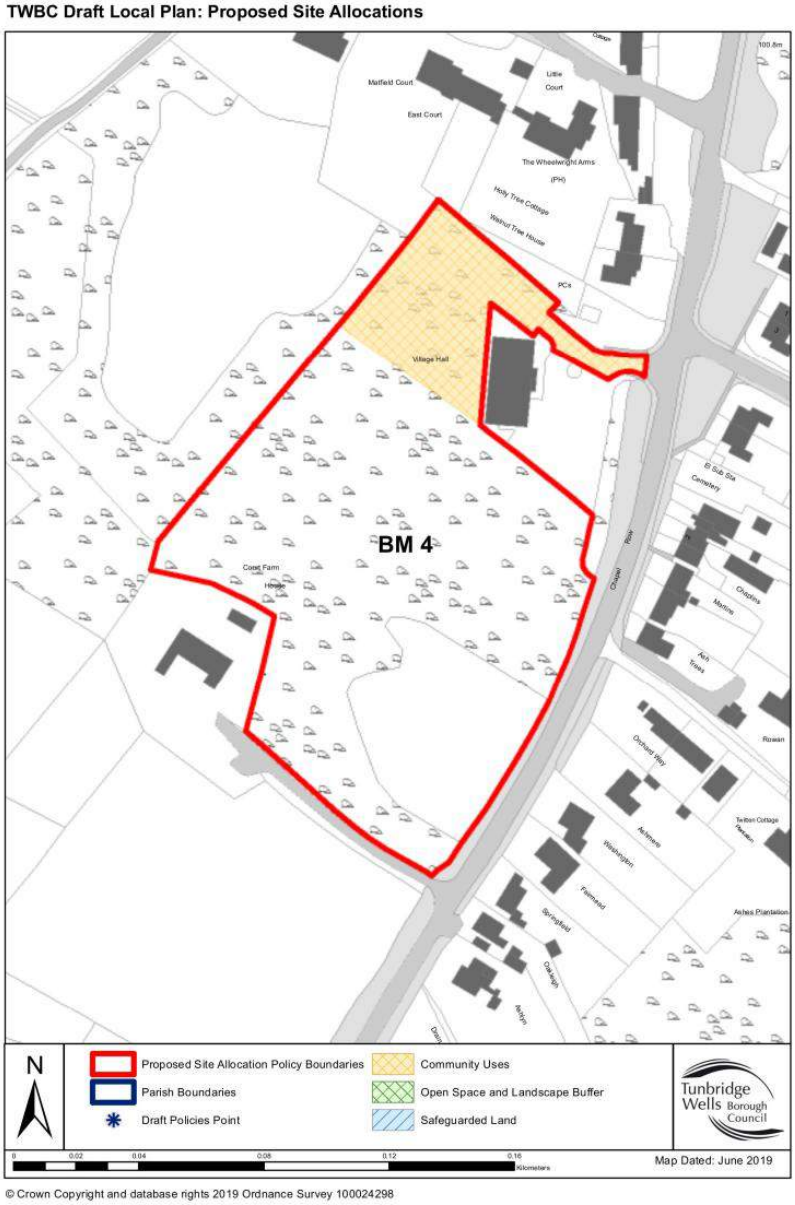
1. Vehicular access into the site to be informed by highways assessment (see criterion 5 of Policy EN 1: Design and other development management criteria);
2. Provision of sufficient car parking within the scheme to compensate for any loss of on-street car parking on Oakfield Road and loss of garages that will result from the development proposals (see Policy TP 3: Parking Standards);
3. Provision of pedestrian access to Maidstone Road;
4. Retention of agricultural access between the farm buildings and agricultural land to the south;
5. Contributions (50%) towards the provision of pedestrian access to the existing children's play space at Maidstone Road;
6. Contributions towards an assessment of traffic along the surrounding roads to inform a scheme of potential traffic calming measures, and contributions towards these measures;
7. Contributions (50%) towards the installation of speed sign with number plate recognition facility on agreed location on Maidstone Road;
8. Regard to 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 assessment and visual impact assessment (see criteria 1 and 3 of Policy EN 1: Design and other development management criteria, Policy EN 14: Trees, Woodlands, Hedges, and Development and Policy EN 20: Rural Landscape);
9. Reinforcement of southern landscape boundary. It is expected that any built development is set away, northwards, from this boundary;
10. Eastern triangle as defined on the site allocation plan to be retained as green open space;
11. Provision of on-site amenity/natural green space and children’s play space and improvements to existing allotments, parks and recreation grounds and youth play space in accordance with the requirements of Policy OSSR 2. The children's play space to be fully equipped and of a scale to be available and suitable for wider public use;
12. Avoidance of demolition wherever possible (Policy EN 2: Sustainable Design and Construction).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Highway related works including traffic calming in the settlements;
b. Improvements to bus service provision;
c. BT fibre upgrade and mobile reception upgrade (see criterion 10 of Policy EN 1: Design and other development management criteria) and Policy ED 3: Digital Communications and fibre to the premises).

Land at Maidstone Road

Map 78 Policy AL/BM 4



5.114 This site:

- Is undeveloped land, located adjacent to the existing Limits to Built Development at Matfield, towards the south west of the settlement centre within the AONB;
- Lies adjacent to the Matfield Conservation Area;
- It has a frontage with Maidstone Road, which lies to the east of the site and adjoins the village hall, which has a car park and vehicular access off Maidstone Road. This access also leads to a gate that serves this allocation site;
- Includes a significant number of hedgerows and mature trees, including in that part of the site where development is expected to be located, resulting in a relatively low density (8-11 dwellings per hectare) with considerable spacing between them. Having regard to the criteria used for determining the extent of the LBDs, although development is expected on this site it will not be included in the new LBD for Matfield.

Policy AL/BM 4

Land at Maidstone Road (CfS Reference: Site 401)

This site, as defined on the Brenchley and Matfield draft Policies Map, is allocated for residential development (C3) providing approximately 11-15 dwellings and additional car parking provision for the village hall.

Development on the site shall accord with the following requirements:

1. Vehicular and pedestrian access for the residential units to be from Maidstone Road with pedestrian permeability through the site to the children's play space (see criterion 5 of Policy EN 1: Design and other development management criteria and TP 2: Transport Design and Accessibility);
2. Trees and hedges to be retained along the frontage with Maidstone Road, except for that part of hedge required to be removed for provision of visibility splays;
3. Contributions towards an assessment of traffic along the surrounding roads to inform a scheme of potential traffic calming measures, and contributions towards these measures;
4. Contributions (50%) towards the installation of speed sign with number plate recognition facility on agreed location on Maidstone Road;
5. Contributions (50%) towards the provision of pedestrian access to the proposed development at Ashes Plantation (Policy AL/BM 4);
6. Provision of additional public car parking to serve the village hall to be sited in the northern area of the site;
7. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children’s play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
8. Regard to 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 assessment and visual impact assessment (see criteria 1 and 3 of Policy EN 1: Design and other development management criteria, Policy EN 14: Trees, Woodlands, Hedges, and Development and Policy EN 20: Rural Landscape);
9. Site layout to be informed by heritage study and landscape and visual impact assessment to maintain the setting of the settlement character, reduce impact upon the Matfield Green Conservation Area and the setting of nearby listed buildings (see Policies EN 1: Design and other development management criteria, EN 20,: Rural Landscape, and EN 7: Heritage Assets);
10. Residential units to be sited on southern area of the site.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Highway related works including traffic calming in the settlements;
b. Improvements to bus service provision;
c. BT fibre upgrade and mobile reception upgrade.

Frittenden

Overview

	Parish	Main settlements within the parish
		Frittenden
Population (2011 Census)	Approx 888	
Relationship to other settlements (shortest distance by road)	See individual settlement	Approx 4.8 km (3 miles) from: • Sissinghurst to south west • Headcorn to north east • Staplehurst to north west
Extent in Green Belt	0%	0%
AONB	0%	0%
Landscape Character Area	Mainly Low Weald Farmland across the parish with Wooded Farmland in the south west	Low Weald Farmland
Conservation Areas	See individual settlement	Much of built up area (centre) is in CA
Flooding	Areas of Flood Zones 2 and 3 close to north, east, and southern boundaries of parish, stemming from the River Buelt	N/A
Transport - highways	The A229 cuts through the parish at its western end. All other roads are minor and form a network of designated Rural Lanes throughout the parish	Served by a minor rural road leading south to Cranbrook and north to Headcorn (designated Rural Lane)
Transport - cycleways	Not on a designated route	Not on a designated route
Transport - buses	See individual settlement	No bus services (times and services to be re-checked and updated for Regulation 19 consultation)
Transport - rail (shortest distance by road)	See individual settlement	• Headcorn approx 4.8 km (3 miles) to north east • Staplehurst approx 4.8 km (3 miles) to north west
Education facilities	See individual settlement	Primary school and nursery/ pre-school
Health facilities	See individual settlement	None
Retail	See individual settlement	• limited retail facilities (part time shop and post office) • public house
Main employment areas (taken from Parish Council response to	PC response to Role and Function survey - Fridays Egg Farm at Knoxbridge	

	Parish	Main settlements within the parish
		Frittenden
Settlement Role and Function Study survey and/or other TWBC information)	Other: • agriculture • can commute to nearby settlements of Headcorn and Staplehurst for services and railway	
Services	See individual settlement	• church • village hall
Recreational facilities	See individual settlement	Recreation ground with equipped play area, football field, and tennis courts
Other matters	Significant areas of ancient woodland, areas of archaeological potential, and ecological designations (SSSIs - northern part of Sissinghurst Park Wood; Wildlife Sites - Frittenden and Leggs Wood, Frittenden Cemetry, Brick Pitt Wood) across parish	

The Strategy for Frittenden Parish

Policy STR/FR 1

The Strategy for Frittenden Parish

At the parish of Frittenden, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Approximately 25-30 new dwellings will be delivered on one site allocated in this Local Plan in the plan period (Policy AL/FR 1);
2. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development in accordance with Policy STR 1;
3. Sites outside the AONB but within the High Weald National Character Area, or close to the boundary of the designated AONB landscape, will have similar characteristics and are likely to contribute to the setting of the designated landscape. The AONB Management Plan and any supporting guidance will be a material consideration for these sites (see Policy EN 20: Rural Landscape and EN 21: High Weald AONB);
4. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network in accordance with Policy TP 2 Transport Design and Accessibility;
5. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Primary and secondary education;
b. Health and medical facilities;
c. The provision of buildings and spaces to provide cultural infrastructure;

d. Provision of improvements to broadband connectivity (see criterion 10 of Policy EN 1: Design and other development management criteria and Policy ED 3: Digital Communications and Fibre to the Premises);
e. Provision of additional public parking;
f. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space;
g. Other mitigation measures identified through the pre-application process and planning application.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floor space, to be discussed with the Local Planning Authority and Frittenden Parish Council through pre-application discussions.

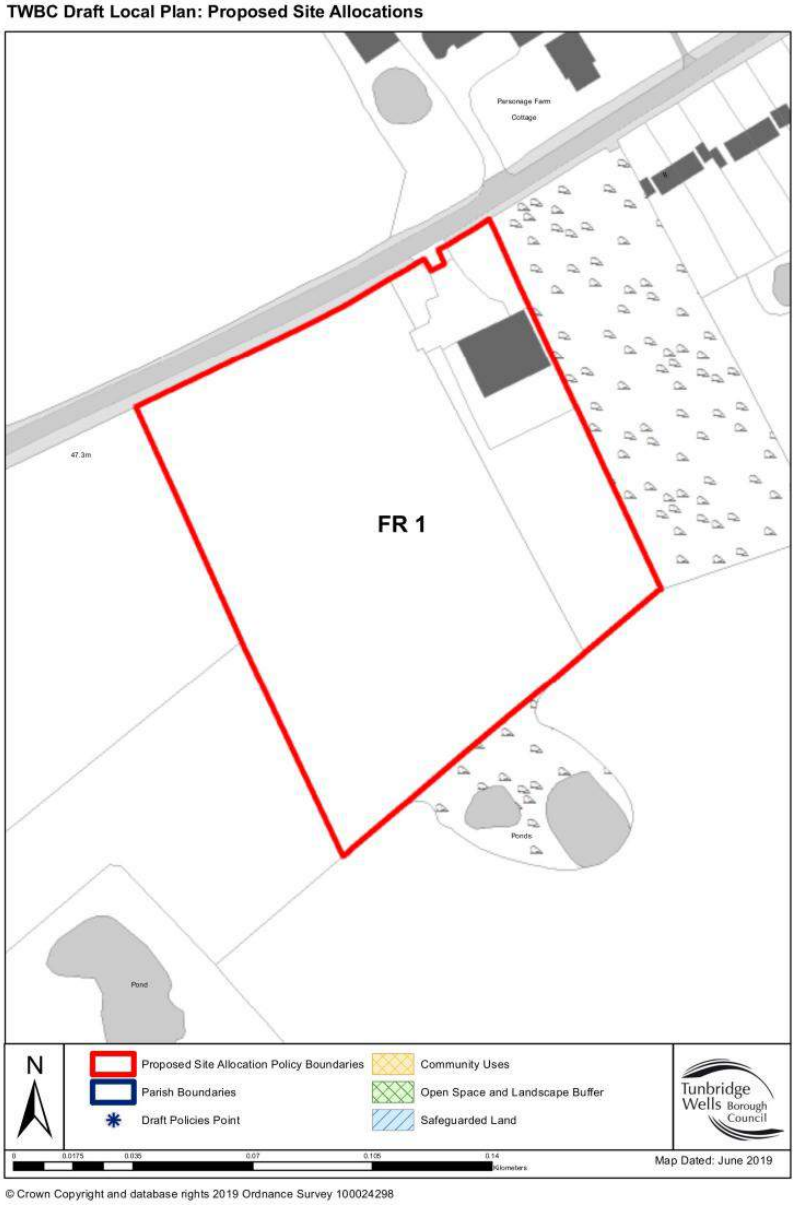
Very minor changes are proposed to the Limits to Built Development at Frittenden as identified in the Topic Paper at Policy STR 10 above.

Allocation policies for Frittenden Parish

5.115 The following policies set out the allocations that will deliver the above approach to development within Frittenden parish over the plan period. These must also be considered alongside the relevant Local Plan strategic and development management policies, and development proposals will be expected to comply with all relevant national and local policies, and with any specific requirements as set out within the policy.

Land at Cranbrook Road

Map 79 Policy AL/FR 1



5.116 This site:

- Is located in proximity of the existing Limits to Built Development at Frittenden. It contains a single building of agricultural appearance along its eastern boundary, with the remainder comprising a field enclosed by hedgerows adjacent to fields and with trees;
- The site lies to the south of Cranbrook Road to the west of the settlement centre;
- There is an existing vehicular access into the site from Cranbrook Road and footpaths close by.

Policy AL/FR 1

Land at Cranbrook Road (CfS reference: Late Site 28)

This site, as defined on the Frittenden draft Policies Map, is allocated for residential development (C3) providing approximately 25-30 dwellings.

Development on the site shall accord with the following requirements:

1. Provision of a single point of vehicular access into the site from Cranbrook Road;
2. Extension of 30mph speed limit to include the site, with associated gateway features;
3. The layout and design of the scheme to give full consideration to the site's location on the edge of the settlement and to provide a scheme that is sensitively designed in relation to heritage assets and provides a suitable urban edge to the settlement (see Policies EN 1: Design and other development criteria, EN 7: Heritage Assets and EN 20: Rural Landscape);
4. Retention of hedgerows to the Cranbrook Road frontage as far as possible (notwithstanding the need to provide visibility splays) (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
5. Loss of other boundary hedging to be minimised (again see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
6. Ecological mitigation (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats);
7. Provision of on-site amenity/natural green space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
8. Provision of improvements to existing allotments, parks and recreation grounds, children’s play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Frittenden;
b. Any other highways related works as may be required;
c. Measures to enhance bus travel.

Goudhurst

Overview

	Parish	Main settlements within the parish		
		Goudhurst	Kilndown	Curtisden Green
Population (2011 Census)	Approx. 3,327			
Relationship to other settlements (shortest distance by road)	See individual settlements	• Approx 3.7 km (2.3 miles) from Kilndown to the south west • Approx 4.3 km (2.7 miles) from Curtisden Green to the north east • Approx 4.8 km (3 miles) from Horsmonden to the north west • Approx 8 km (5 miles) from Cranbrook to the south east	• Approx 4.3 km (2.7 miles) from Lamberhurst to the north west • Approx 3.7 km (2.3 miles) from Goudhurst to the north east • Approx 8 km (4.9 miles) from Curtisden Green to the north east	• Approx 4.3 km (2.7 miles) from Goudhurst to the south west • Approx 4.8 km (3 miles) from Marden to the north • Approx 8 km (4.9 miles) from Kilndown to the south west
Extent in Green Belt	0%	0%	0%	0%
AONB	80% (north eastern and north western sections of parish not in AONB)	Within	Within	West of Jarvis Lane within, east of Jarvis Lane outside AONB
Landscape Character Area	Wooded Farmland in the southern section of the parish around Kilndown and in the north eastern section of the parish. There is as a strip of River Valleys adjacent to the western boundary. Large central strip of Fruit Belt around Goudhurst, Curtisden Green, and up to the northern parish boundary. There is also Forest Plateau in the south eastern section of the parish	Fruit Belt	Wooded Farmland	Fruit Belt
Conservation Areas	See individual settlements	Large CA, including the historic village centre, village pond and open amenity/recreation areas outside of the LBD	CA located at northern end of settlement, includes listed church and public house	No CA
Flooding	Flood Zones 2 and 3 along course of River Teise north of the parish	N/A	N/A	N/A

	Parish	Main settlements within the parish		
		Goudhurst	Kilndown	Curtisden Green
Transport - highways	B2079 runs north-south through the parish and through the main settlement of Goudhurst. The A262 intersects this, running east-west across the parish, again through the settlement of Goudhurst. The A21 Hastings Road cuts through the southern section of the parish. A significant number of the roads linking the rural settlements and hamlets in the parish are designated Rural Lanes	As previous, the B2079 and A262 intersect through the village of Goudhurst	Located in close proximity to the A21, which lies approx 1.6 km (1 mile) south of Kilndown	B2079 approx 1 km (less than a mile) to the north west of Curtisden Green
Transport - cycleways	National Cycle Route (Sustrans) 18 from Canterbury-Tunbridge Wells (using existing highways) runs through parish	Runs along Ranters Lane and Lidwells Lane to west of settlement	Runs along Rogers Rough Road from the south and Ranters Lane to the north	Not on this route
Transport - buses	See individual settlements	Two-hourly bus service (Monday-Saturday) to Tunbridge Wells and Maidstone (times and services to be re-checked and updated for Regulation 19 consultation)	Limited bus service - one a day (three days a week) to Benenden and Tunbridge Wells, once a week to Maidstone and Rye (times and services to be re-checked and updated for Regulation 19 consultation)	School bus service to Tunbridge Wells and Maidstone (times and services to be re-checked and updated for Regulation 19 consultation)
Transport - rail (shortest distance by road)	See individual settlements	• Marden Station is approx 7.2 km (4.5 miles) to the north • Staplehurst Station is approx 11.6 km (7.2 miles) to the north east • Frant Station is approx 14 km (9 miles) to the south west • Etchingham Station is approx 14.6 km (9.1 miles) to the south	• Frant Station is approx 11 km (6.8 miles) to the west • Marden Station is approx 12 km (7.3 miles) to the north • Etchingham Station is approx 13 km (8 miles) to the south • Staplehurst Station is approx 15 km (9.5 miles) to	• Marden Station is approx 4.8 km (3 miles) to the north • Staplehurst Station is approx 7.6 km (4.7 miles) to the north west • Frant Station is approx 18.7 km (11.6 miles) to the south west • Etchingham Station is approx 18.8 km (11.7 miles) to the south

	Parish	Main settlements within the parish		
		Goudhurst	Kilndown	Curtisden Green
			the south west	
Education facilities	See individual settlements	• primary school • nursery/ pre-school	Nursery/ pre-school (no primary school)	Bethany School and nursery school (private) close by on Summer Hill
Health facilities	See individual settlements	• doctors surgery • pharmacy	None	None
Retail	See individual settlements	• post office • convenience store • several food/drink outlets, including several public houses • several specialist shops	• no shops (Saturday morning shop in Quarry Centre only) • one public house	None
Main employment areas (taken from Parish Council response to Settlement Role and Function Study survey and/or other TWBC information)	Response to Role and Function survey: • No major sources of employment. Generally small scale (working at home on the increase) <u>Other:</u> • agriculture • retail • known that 80% of local residents work outside the parish			
Services	See individual settlements	• two churches • village hall	• church • village hall and Quarry Centre (community building)	None
Recreational facilities	See individual settlements	• recreation ground • equipped children's play area • tennis club located at Branfold	• recreation ground with equipped children's play area • cricket club	All owned by Bethany School
Other matters	Significant areas of ancient woodland, areas of archaeological potential, Historic Parks and Gardens (e.g.			

	Parish	Main settlements within the parish		
		Goudhurst	Kilndown	Curtisden Green
	Bedgebury Park and Pinetum, Finchcocks, Ladham House, western area of Glassenbury Park); and ecological designations (SSSIs - Combwell Wood and eastern area of Scotney Castle Estate; Wildlife Sites - Old Park Wood Iden Green, Bedgebury Forest, Bedgebury Park School, Chingley Wood, Goudhurst Pasture) across the parish			

The Strategy for Goudhurst Parish

Policy STR/GO 1

The Strategy for Goudhurst Parish

At the parish of Goudhurst, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Approximately 21-26 new dwellings will be delivered on two sites* allocated in this Local Plan in the plan period (Policies AL/GO 1-2). * Of these sites, the following already have planning permission: AL/GO 2 for 11 dwellings;
2. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development in accordance with Policy STR 1;
3. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape (see Policy EN 21: High Weald AONB);
4. Sites outside the AONB but within the High Weald National Character Area, or close to the boundary of the designated AONB landscape, will have similar characteristics and are likely to contribute to the setting of the designated landscape. The AONB Management Plan and any supporting guidance will be a material consideration for these sites (see Policy EN 21: High Weald AONB);
5. The following public car park within Goudhurst, and as defined on the draft Policies Map, will also be retained in accordance with Policy TP 4: Public Car Parks:

    - Balcombes Hill

6. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network in accordance with Policy TP 2: Transport Design and Accessibility;
7. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary to mitigate the impact of the development:

a. Primary and secondary education;
b. Health and medical facilities;
c. The provision of buildings and spaces to provide cultural infrastructure;
d. Provision of community facilities (including Scout Hut) and expansion of village hall;
e. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space;
f. Other mitigation measures identified through the pre-application process and planning application.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floor space, to be discussed with the Local Planning Authority and Goudhurst Parish Council through pre-application discussions.

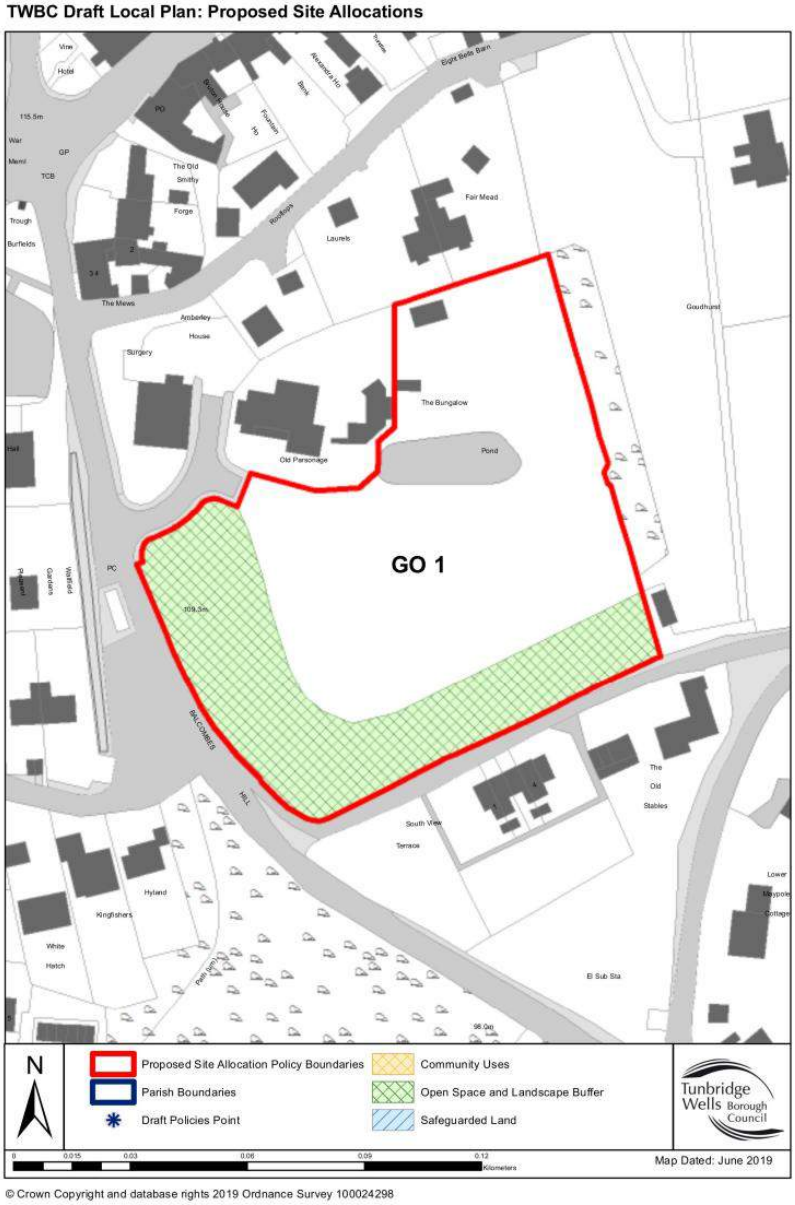
The Limits to Built Development (LBD) around Goudhurst are defined on the draft Policies Map. The LBD now includes the sites/part sites to be allocated at Policies AL/GO 1 (part) and 2 (part). As above at Policy STR 10, the LBD at Kilndown has been removed.

Allocation policies for Goudhurst Parish

5.117 The following policies set out the allocations that will deliver the above approach to development within Goudhurst parish over the plan period. These must also be considered alongside the relevant Local Plan strategic and development management policies, and development proposals will be expected to comply with all relevant national and local policies, and with any specific requirements as set out within the policy.

Land east of Balcombes Hill and adjacent to Tiddymotts Lane

Map 80 Policy AL/GO 1



5.118 This site:

- Is an undeveloped site adjacent to the existing Goudhurst Limits to Built Development, located within the AONB;
- It is sited within the Goudhurst Conservation Area;
- Part of the site has archaeological potential;
- There are pockets of trees on the site and trees along the western boundary with Balcombes Hill;
- The site lies east of Balcombes Hill and north of Tiddymotts Lane;
- There is currently a lack of vehicular access serving the site;
- There is a current planning application (19/00280) for 14 dwellings at the base date (April 2019). Dependent on the outcome of this application and, if approved, progress on site, the allocation may be reviewed for the Pre-submission version of the Local Plan.

Policy AL/GO 1

Land east of Balcombes Hill and adjacent to Tiddymotts Lane (CfS reference: Site 124)

This site, as defined on the Goudhurst draft Policies Map, is allocated for residential development (C3) providing approximately 10-15 dwellings.

Development on the site shall accord with the following requirements:

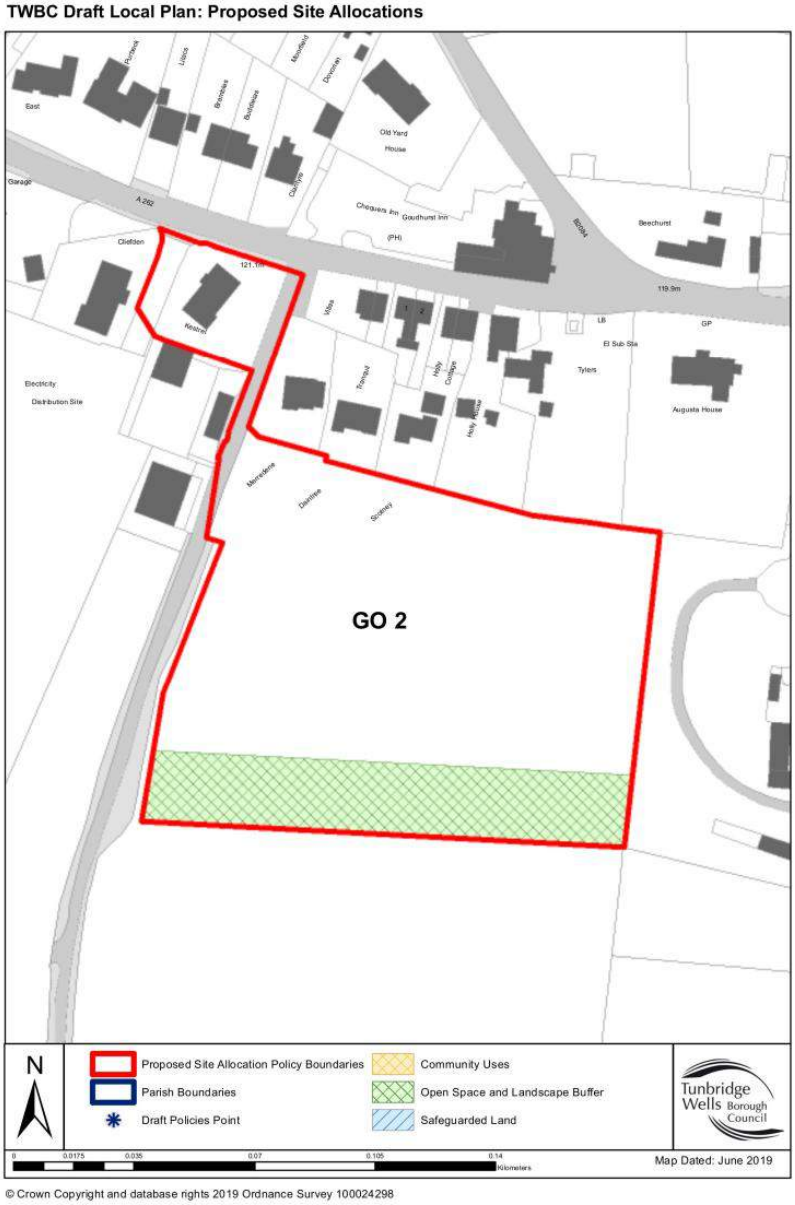
1. Provision of a single point of access from Balcombes Hill utilising the existing access located to the north of the site, having regard to the significant level changes; the point of access to be informed by highway, heritage, and landscape assessments, including a landscape and visual impact assessment (see Policy EN 1: Design and other development management criteria, Policy TP 2: Transport Design and Accessibility and Landscape Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
2. Opportunities for delivering additional public parking for the village to be explored and planned for within the layout and design of the scheme;
3. Location and design of pedestrian access to reflect the significant level changes into the site;
4. Submission of heritage assessment (see Policy EN 7: Heritage Assets);
5. Proposal to be supported by a tree survey, which shall inform the layout and design of the scheme. The scheme to take account of significant trees (see criterion 3 of Policy EN 1: Design and other development management criteria and EN 14: Trees, Woodlands, Hedges, and Development);
6. Submission on an ecology assessment, which shall inform the scheme. The pond to be protected and enhanced in accordance with the findings of the ecology assessment (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats);
7. Layout and design of the scheme to take account of, and respect, the character and appearance of the Goudhurst Conservation Area and setting of nearby listed buildings (see Policy EN 7: Heritage Assets);
8. The scheme shall take account of landscaping on the site and ensure provision of landscape buffers (see criterion 3 of Policy EN 1: Design and other development management criteria);
9. Scheme to include provision of areas of open space adjacent to all site boundaries and respect the landscape approach to village (again see criterion 3 of Policy EN 1: Design and other development management criteria);
10. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Goudhurst;
b. Any other highways related works;
c. Measures to enhance bus travel.

Land at Triggs Farm, Cranbrook Road

Map 81 Policy AL/GO 2



5.119 This site:

- Is a mostly undeveloped, but partly developed (to the west) site, part within and mostly adjacent to the existing Goudhurst Limits to Built Development;
- It is located within the AONB, located mostly south of residential properties located along Cranbrook Road to the north of the site;
- Located east of Goudhurst and Kilndown Primary School;
- Vehicular access into the site off Cranbrook Road;
- Located within a larger Biodiversity Opportunity Area;
- Has permission for 12 (net 11) dwellings, but is allocated as there have been no completions as at April 2019. The allocation may be reviewed for the Regulation 19 Pre-submission version of the Local Plan if substantive progress on development has occurred in the meantime.

Policy AL/GO 2

Land at Triggs Farm, Cranbrook Road (CfS reference: Site 174)

This site, as defined on the Goudhurst draft Policies Map, is allocated for residential development (C3) providing approximately 12 (11 net) dwellings.

Development on the site shall accord with the following requirements:

1. Provision of vehicular access onto Cranbrook Road (see criterion 5 of Policies EN 1: Design and other development management criteria and TP 2: Transport Design and Accessibility);
2. Regard to 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 (see criterion 3 of Policy EN 1: Design and other development management criteria and Policy EN 14: Trees, Woodlands, Hedges, and Development);
3. Demonstration through the submission of relevant and proportionate archaeological investigations (as part of any planning application) that the proposal will not have a materially harmful impact on the archaeological environment (see Policy EN 7: Heritage Assets);
4. Submission of an ecology assessment, which shall inform the scheme; Biodiversity Opportunity Area (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats);
5. The scheme shall take account of landscaping on site and ensure provision of landscape buffers as defined on the site allocation plan (see criterion 3 of Policy EN 1: Design and other development management criteria and Policy EN 14: Trees, Woodlands, Hedges, and Development);
6. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Goudhurst;
b. Any other highways related works;
c. Measures to enhance bus travel.

Horsmonden

Overview

	Parish	Main settlements within the parish
		Horsmonden
Population (2011 Census)	Approx 2,435	
Relationship to other settlements (shortest distance by road)	See individual settlement	• Approx 3.2 km (2 miles) from Brenchley to the north west • Approx 4.8 km (3 miles) from Goudhurst to the south east
Extent in Green Belt	0%	0%
AONB	39% (southern part of parish)	Outside (western edge of settlement in close proximity to AONB)
Landscape Character Area	Majority of parish is Fruit Belt. Low Weald Farmland in north western corner of parish. River Valleys along full eastern edge of parish (from the full northern boundary running all the way to the south) and area of Wooded Farmland in the south	Fruit Belt
Conservation Areas	See individual settlement	CA located in the central area of settlement around the Heath
Flooding	Flood Zones 2 and 3 in the north and along full eastern edge of parish - River Teise. Tributaries from it to north east of settlement of Horsmonden and across southern part of parish	Tributary from Teise runs north east of settlement
Transport - highways	B2162 runs north-south through parish and main settlement of Horsmonden. All other roads leading from it are minor and form a network of designated Rural Lanes throughout the parish	B2162 runs north-south through settlement providing links to Yalding (and Maidstone beyond to the north), and Lamberhurst and the A21 to the south
Transport - cycleways	National Cycle Route (Sustrans) 18 from Canterbury to Tunbridge Wells (using existing highways) runs through parish (east-west through Hazel Street, to south of main settlement of Horsmonden)	Not on designated route
Transport - buses	See individual settlement	Two hourly bus service (Monday to Saturday) to Tunbridge Wells and Tenterden. Several buses three days a week to Paddock Wood and one bus a week to Maidstone (times and services to be re-checked and updated for Regulation 19 consultation)

	Parish	Main settlements within the parish
		Horsmonden
Transport - rail (shortest distance by road)	See individual settlement	Paddock Wood Station approx 7.2 km (4.5 miles) to the north west
Education facilities	See individual settlement	• primary school • nursery/pre-school
Health facilities	See individual settlement	• doctors surgery • pharmacy
Retail	See individual settlement	• post office and village store • public house
Main employment areas (taken from Parish Council response to Settlement Role and Function Study survey and/or other TWBC information)	Response to Role and Function Survey: • Shops in the village centre • The Apple Growers Association and businesses located there • Noakes Cold Stores and Business Centre • Southern Asbestos (located at Orchard Place Farm) • August Pitts, Churn Lane • Various other farms with light industry, etc Other: Heath Business Centre in Horsmonden	
Services	See individual settlement	• two churches (one outside of settlement) • two village halls
Recreational facilities	See individual settlement	• sports ground (football and cricket) • tennis club • equipped children's play area and sports field
Other matters	Significant areas of ancient woodland, areas of archaeological potential, Historic Park and Gardens (Rectory Park and Sprivers) and ecological designations (Wildlife Sites - Brenchley Woods, Shirrenden Woods, western edge of Bayham Woods, northern edge of Old Swan Farm, Horsmonden Churchyard) across parish	

The Strategy for Horsmonden Parish

Policy STR/HO 1

The Strategy for Horsmonden Parish

At the parish of Horsmonden, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Approximately 225-305 new dwellings will be delivered on three sites allocated in this Local Plan in the plan period (Policies AL/HO 1-3);
2. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development in accordance with Policy STR 1;
3. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape (see Policy EN 21: High Weald AONB);
4. Sites outside the AONB but within the High Weald National Character Area, or close to the boundary of the designated AONB landscape, will have similar characteristics and are likely to contribute to the setting of the designated landscape. The AONB Management Plan and any supporting guidance will be a material consideration for these sites (see Policy EN 21: High Weald AONB);
5. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network in accordance with Policy TP 2: Transport Design and Accessibility;
6. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
7. Provision of public electric vehicle charging points and car share facilities in accordance with Policy TP 2: Transport Design and Accessibility.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Primary and secondary education;
b. Health and medical facilities;
c. The provision of buildings and spaces to provide cultural infrastructure;
d. Provision of a new community centre;
e. 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 Ways;
f. 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;
g. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space;
h. Other mitigation measures identified through the pre-application process and planning application.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floor space, to be discussed with the Local Planning Authority and Horsmonden Parish Council through pre-application discussions.

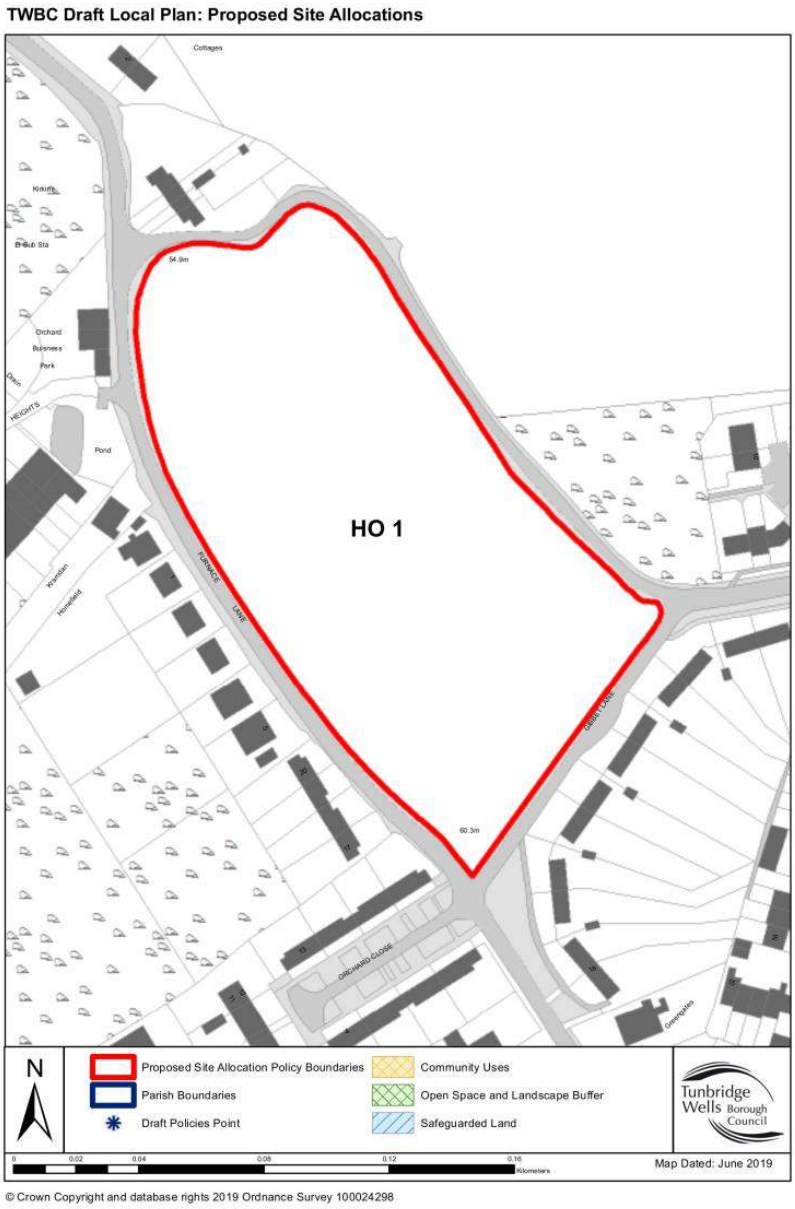
The Limits to Built Development around Horsmonden are defined on the draft Policies Map. The LBD now include the sites/part sites to be allocated at Policies AL/HO 1, 2 (part), and 3 (part).

Allocation policies for Horsmonden Parish

5.120 The following policies set out the allocations that will deliver the above approach to development within Horsmonden parish over the plan period. These must also be considered alongside the relevant Local Plan strategic and development management policies, and development proposals will be expected to comply with all relevant national and local policies, and with any specific requirements as set out within the policy.

Land adjacent to Furnace Lane and Gibbet Lane

Map 82 Policy AL/HO 1



5.121 This site:

- Is an undeveloped site adjacent to the existing Limits to Built Development at Horsmonden and is in close proximity to existing residential development;
- It adjoins the Public Highway on all four sides: Gibbet Lane and Furnace Lane;

- There is an existing gate into the site from Gibbet Lane, which is narrow;
- There is a current planning application (18/01976/FULL) for 49 units at the base date (April 2019). Dependent on the outcome of this application and, if approved, progress on site, the allocation may be reviewed for the Regulation 19 Pre-submission version of the Local Plan.

Policy AL/HO 1

Land adjacent to Furnace Lane and Gibbet Lane (CfS reference: Site 31)

This site, as defined on the Horsmonden draft Policies Map, is allocated for residential development (C3) providing approximately 45-55 dwellings.

Development on the site shall accord with the following requirements:

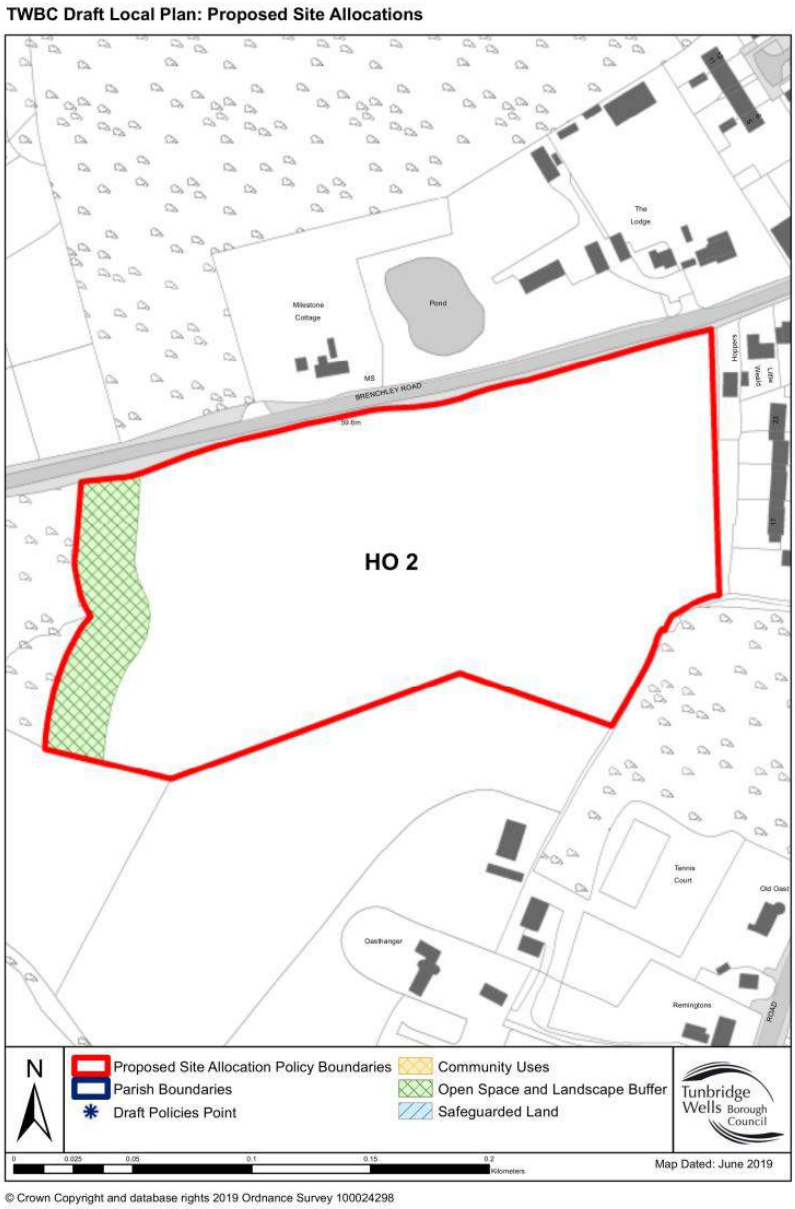
1. Provision of a pedestrian link from the site to join up with the existing footway network;
2. Consideration of the feasibility of providing a pedestrian crossing on the Maidstone Road and, if feasible, to provide this crossing;
3. Regard shall be given to existing hedgerows on site, with the layout and design of the development protecting those of most amenity value, as informed by an arboricultural survey and a landscape and visual impact assessment (see criterion 3 of Policy EN 1: Design and other development management criteria and Policy EN 14: Trees, Woodlands, Hedges, and Development);
4. Retention of hedgerows, except where required by highways (again see criterion 3 of Policy EN 1: Design and other development management criteria and Policy EN 14: Trees, Woodlands, Hedges, and Development);
5. The layout and design of the scheme to give full consideration to the site's location on the edge of the settlement and to provide a scheme that is sensitively designed and provides a suitable urban edge to the settlement (see Policy EN 1: Design and other development management criteria and Policy EN 20: Rural Landscape);
6. Provision of on-site amenity/natural green space and children's play space and improvements to existing allotments, parks and recreation grounds and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Horsmonden;
b. Any other highways related works;
c. Measures to enhance bus travel.

Land south of Brenchley Road and west of Fromandez Drive

Map 83 Policy AL/HO 2



5.122 This site:

- Is an undeveloped site adjacent to the existing Limits to Built Development at Horsmonden, adjacent to some existing residential development;
- The site is adjacent to Shirrenden Woods Local Wildlife Site, Ancient Woodland and lies within a larger Biodiversity Opportunity Area;
- It lies within proximity of historic farmsteads and to the north, along Brenchley Road is a listed building;
- Part of the site has archaeological potential;
- There is access into the site via a field gate located towards the north west corner of the site, adjacent to Brenchley Road;
- The site is adjacent to the Sprivers Historic Park and Garden.

Policy AL/HO 2

Land south of Brenchley Road and west of Fromandez Drive (CfS reference: Site 162)

This site, as defined on the Horsmonden draft Policies Map, is allocated for residential development (C3) providing approximately 80-100 dwellings.

Development on the site shall accord with the following requirements:

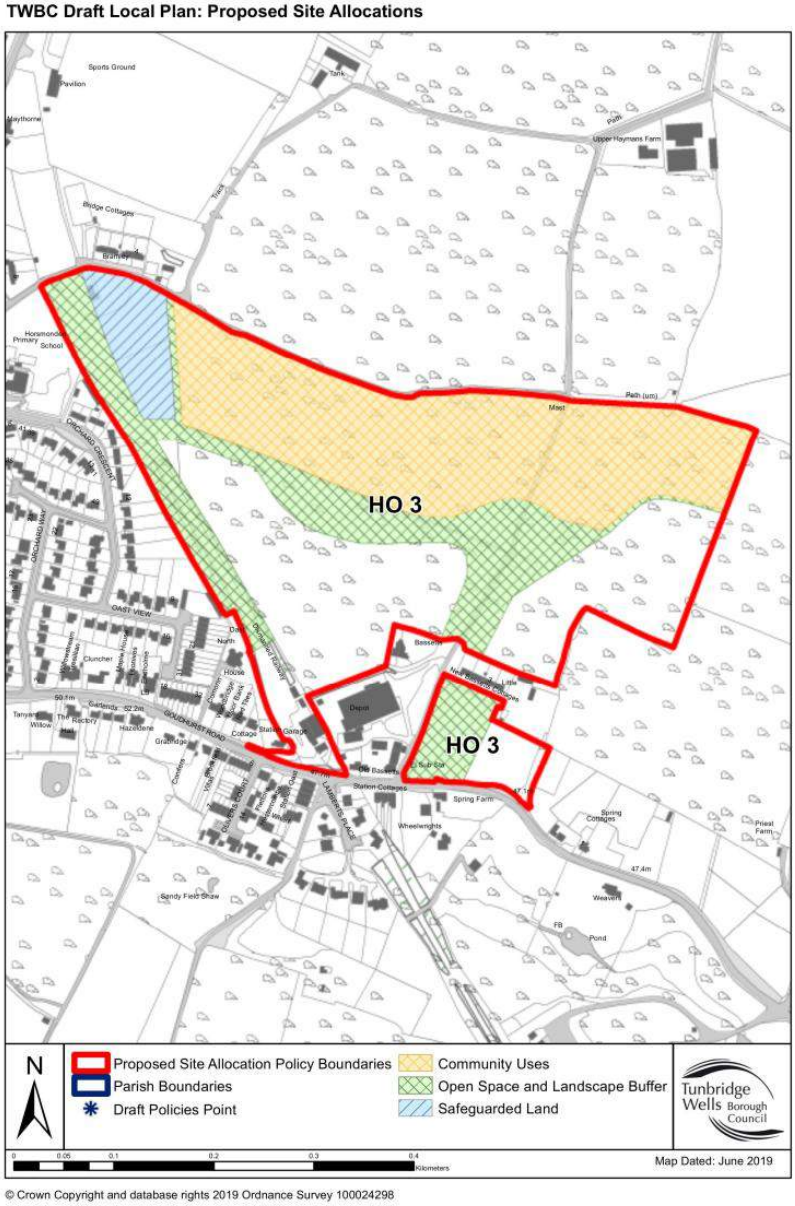
1. The overall design of development, including vehicular access into the site (including the design of visibility splays), should reflect the location of this site within the rural approach into Horsmonden. Details of vehicular access into the site to be informed by a highways assessment and by a landscape and visual impact assessment (see Policy EN 1: Design and other development management criteria and Policy EN 20: Rural Landscape);
2. Opportunities to be explored for extending the 30mph speed limit westwards along Brenchley Road to include the site, and provision of associated gateway features;
3. Provision of pedestrian access from the site to link with the wider footway network, to include consideration of opportunities for pedestrian access only from the site via Fromandez Drive;
4. Provision of a buffer to Ancient Woodland on the western part of the site, as defined on the site allocation plan (see Policy EN 15: Ancient Woodland and Veteran Trees);
5. Regard shall be given to existing hedgerows on site, with the layout and design of the development protecting those of most amenity value, as informed by an arboricultural survey and a landscape and visual impact assessment (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
6. Reinforcement of southern landscape boundary. It is expected that any built development is set away, northwards, from this boundary;
7. Development proposals will need to demonstrate, where appropriate, a positive contribution to Biodiversity Opportunity Area targets (See Policy EN 11: Net Gains for Nature: biodiversity);
8. Scheme to give consideration to, and take account of, adjacent historic farmstead (Oasthanger), the Conservation Area and Historic Park and Garden (see Policy EN 7: Heritage Assets);
9. Opportunities to be explored for providing additional public parking within the site in circumstances that a pedestrian link through Fromandez Drive from the site could be achieved (see Policy TP 3: Parking Standards);
10. Opportunities to be explored for providing a replacement village hall and associated parking within the site (see Policy EN 1: Design and other development management criteria);
11. Provision of suitable employment floorspace (N.B. This element of the policy will be further refined before the Regulation 19 Pre-submission version of the Local Plan);
12. Provision of on-site amenity/natural green space and children's play space and improvements to existing allotments, parks and recreation grounds and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Horsmonden;
b. Any other highways related works;
c. Measures to enhance bus travel.

Land to the east of Horsmonden

Map 84 Policy AL/HO 3



5.123 This site:

- Comprises mostly undeveloped land, although there is some built development in places, located adjacent to the Limits to Built Development on the east side of Horsmonden;
- The site includes an area of archaeological potential (which runs along the Hop Pickers railway line);
- It has boundaries with Goudhurst Road to the south and with Back Lane, a track road to the north. There are existing points of access to the site off Goudhurst Road;
- The eastern part, to be developed at a lower density than the rest of the site (as informed by a landscape assessment), is not included in the new LBD for Horsmonden.

Policy AL/HO 3

Land to the east of Horsmonden (CfS reference: Sites 82, 108, 297, 324 and Late Site 42)

These sites, as defined on the Horsmonden draft Policies Map, are allocated for a mixed use scheme, providing approximately 100-150 residential (C3) dwellings, and safeguarding of land for future expansion of Horsmonden Primary School and new health centre/doctors surgery.

Development on the site shall accord with the following requirements:

1. A highways assessment will inform the location of vehicular access into the site allocation area (see criterion 5 of Policies EN 1: Design and other development management criteria and TP 2: Transport Design and Accessibility);
2. Provision of pedestrian links into the village centre, including improvement of footway located on the north side of Goudhurst Road;
3. Provision of pedestrian links between western part of site and Bassetts Farm to be explored;
4. Provision of link to, and preserve amenity of, Public Rights of Way WT340a and WT341 (see criterion 4 of Policy TP 2: Transport Design and Accessibility);
5. No built development on the route of the Hop Pickers' Line unless it can be demonstrated that the route can be maintained (see Policy TP 5: Safeguarding Railway Land);
6. Archaeological assessment required (see Policy EN 7: Heritage Assets);
7. Built development on the eastern area of the site to be a lower density informed by a landscape assessment (see Policies EN 1: Design and other development management criteria and Policy EN 20: Rural Landscape);
8. Provision of on-site amenity/natural green space and children's play space and improvements to existing allotments, parks and recreation grounds and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation. To include the provision of a community orchard;
9. Safeguarding of land to north for future school expansion, as defined on the site allocations plan;
10. Safeguarding of land within the site for the provision of a new health centre/doctors surgery;
11. Scheme to take account of, and respect, the setting of New Bassetts cottages;
12. Demonstration through the submission of relevant and proportionate archaeological investigations (as part of any planning application) that the proposal will not cause a materially harmful impact on the archaeological environment (see Policy EN 7: Heritage Assets).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Horsmonden;
b. Any other highways related works;
c. Measures to enhance bus travel.

Lamberhurst

Overview

	Parish	Main settlements within the parish
		Lamberhurst
Population (2011 Census)	Approx 1,706	
Relationship to other settlements (shortest distance by road)	See individual settlement	• Approx 4 km (2.5 miles) from Kilndown to the south east • Approx 5.6 km (3.5 miles) from Horsmonden to the north east • Approx 7 km (4.3 miles) from Wadhurst to the south west
Extent in Green Belt	0%	0%
AONB	100%	Within
Landscape Character Area	Mainly Wooded Farmland across parish with exception of strip of Fruit Belt along northern boundary and River Valleys from the north-east running into the centre of the parish	Wooded Farmland and River Valleys
Conservation Areas	See individual settlement	Large linear CA running north-south through the settlement with the later designated The Down CA attached at its southern end
Flooding	Flood Zones 2 and 3 run east-west along the River Teise through the parish and cut through the built up area of Lamberhurst	As previous
Transport - highways	A21 runs north west-south east through the parish and by-passes the eastern edge of the main settlement of Lamberhurst. B2162 runs north (to A21) - south (to Wadhurst) through the parish and is intersected by the B2169, which runs east (to Bells Yew Green) - west (to A21). There are a number of other minor roads throughout the parish, which are designated as Rural Lanes	B2162 and B2169 intersect to the south of the settlement through The Down
Transport - cycleways	Not on a designated cycle route	Not on a designated cycle route
Transport - buses	See individual settlement	Four/five buses per day (Monday-Friday) to Tunbridge Wells and Wadhurst. One bus a week to Benenden, Kilndown, Maidstone, and Tenterden (times

	Parish	Main settlements within the parish
		Lamberhurst
		and services to be re-checked and updated for Regulation 19 consultation)
Transport - rail (shortest distance by road)	See individual settlement	• Frant Station approx. 7.6 km (4.7 miles) to the west • Wadhurst Station approx. 8 km (5 miles) to the south west
Education facilities	See individual settlement	• primary school • nursery school nearby (Lamberhurst Vineyard)
Health facilities	See individual settlement	Doctors surgery at The Down
Retail	See individual settlement	• post office and convenience store • several food/drink outlets, including several public houses
Main employment areas (taken from Parish Council response to Settlement Role and Function Study survey and/or other TWBC information)	No response to Role and Function Study Other: • local shops/services • vineyard • agriculture	
Services	See individual settlement	• two churches • village hall
Recreational facilities	See individual settlement	• large recreation ground with playing pitches • equipped children's play area • golf course • allotments • bowls club (at Hook Green nearby)
Other matters	Significant areas of ancient woodland, areas of archaeological potential, Historic Parks and Gardens (The Owl House, Scotney Castle); and ecological designations (SSSIs at Scotney Castle and Brookland Wood. Wildlife Sites - Chingley Wood, The Down, Lamberhurst - various Woods and Pasture near River Tiese, Bayham Woods, Old Swan Farm) across the parish; Groundwater Source Protection Zones	

The Strategy for Lamberhurst

Policy STR/LA 1

The Strategy for Lamberhurst Parish

At the parish of Lamberhurst, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Approximately 50-60 new dwellings will be delivered on two sites allocated in this Local Plan in the plan period (Policies AL/LA 1-2);
2. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development in accordance with Policy STR 1;
3. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape (see Policy EN 21: High Weald AONB);
4. The following public car park within Lamberhurst, as defined on the draft Policies Map, will also be retained in accordance with Policy TP 4: Public Car Parks:

    - The Broadway

5. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network in accordance with Policy TP2: Transport Design and Accessibility;
6. Development proposals will need to demonstrate, where appropriate, a positive contribution to Biodiversity Opportunity Area targets (See Policy EN 11: Net Gains for Nature: biodiversity);
7. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary to mitigate the impact of the development:

a. Primary and secondary education;
b. Health and medical facilities;
c. The provision of buildings and spaces to provide cultural infrastructure;
d. Improvements to Lamberhurst Village Hall;
e. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space;
f. Other mitigation measures identified through the pre-application process and planning application.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floor space, to be discussed with the Local Planning Authority and Lamberhurst Parish Council through pre-application discussions.

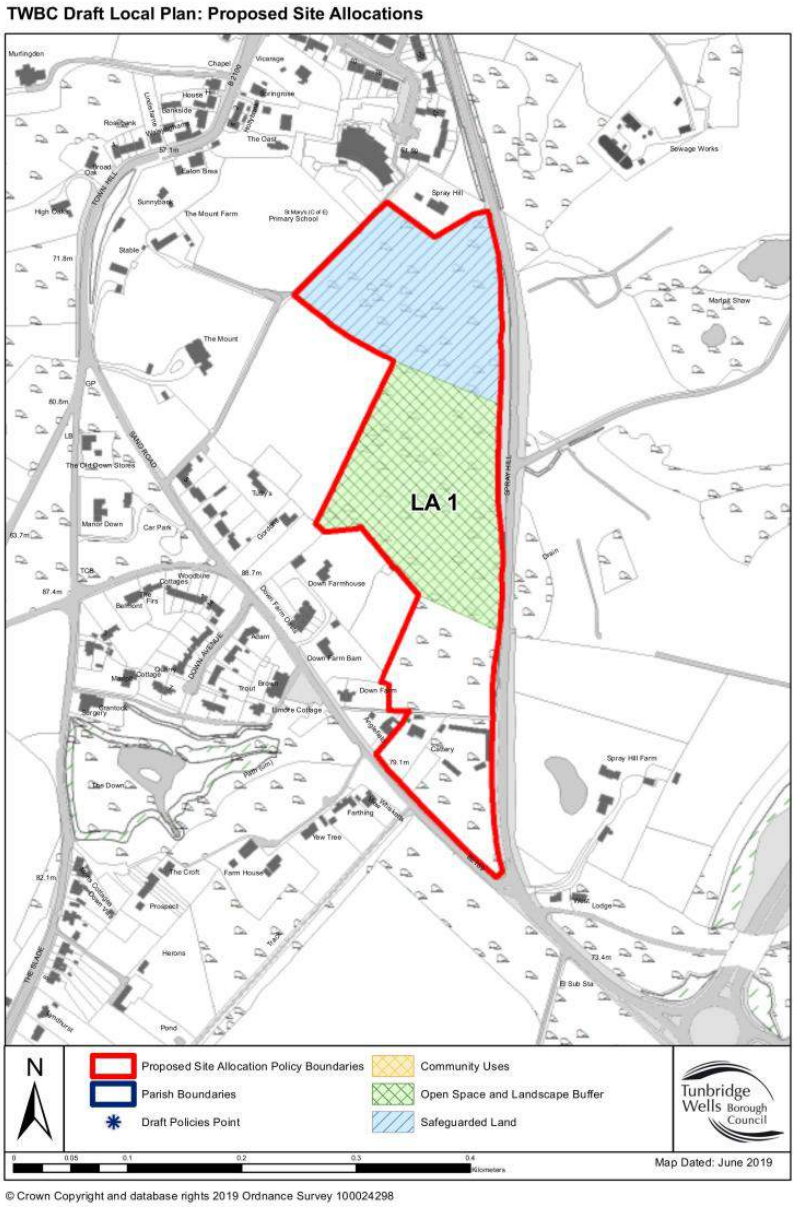
Minor changes are proposed to the Limits to Built Development at Lamberhurst as set out in the Topic Paper referred to in Policy STR 10 above.

Allocation policies for Lamberhurst Parish

5.124 The following policies set out the allocations that will deliver the above approach to development within Lamberhurst parish over the plan period and are considered to be suitable for development to deliver the needs identified above. These must also be considered alongside the relevant strategic and development management policies, and development proposals will be expected to comply with all relevant national and local policies and with any specific requirements as set out within the policy.

Land to the west of Spray Hill

Map 85 Policy AL/LA 1



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5.125 This site:

- Is detached from the existing Lamberhurst Limits to Built Development, although in close proximity to existing built Development at Lamberhurst Down;
- It comprises mostly undeveloped land, with a property and cattery at the southern end of the site. The site is located within the AONB;

- The site is adjacent to the Lamberhurst Down Conservation Area and in close proximity to listed buildings;
- The site is part of a larger Biodiversity Opportunity Area;
- There is an existing access from B2169.

Policy AL/LA 1

Land to the west of Spray Hill (CfS reference: Site 279)

This site, as defined on the Lamberhurst draft Policies Map, is allocated for residential development (C3) providing approximately 25-30 residential dwellings and safeguarding of land for future expansion of Lamberhurst Primary School (as indicated by the blue hatching on the draft Policies Map). The central area is to be retained as a landscape buffer to prevent coalescence between the main settlement of Lamberhurst and The Down and can provide landscape and ecological mitigation for built development on the other parts of the allocation.

Development on the site shall accord with the following requirements:

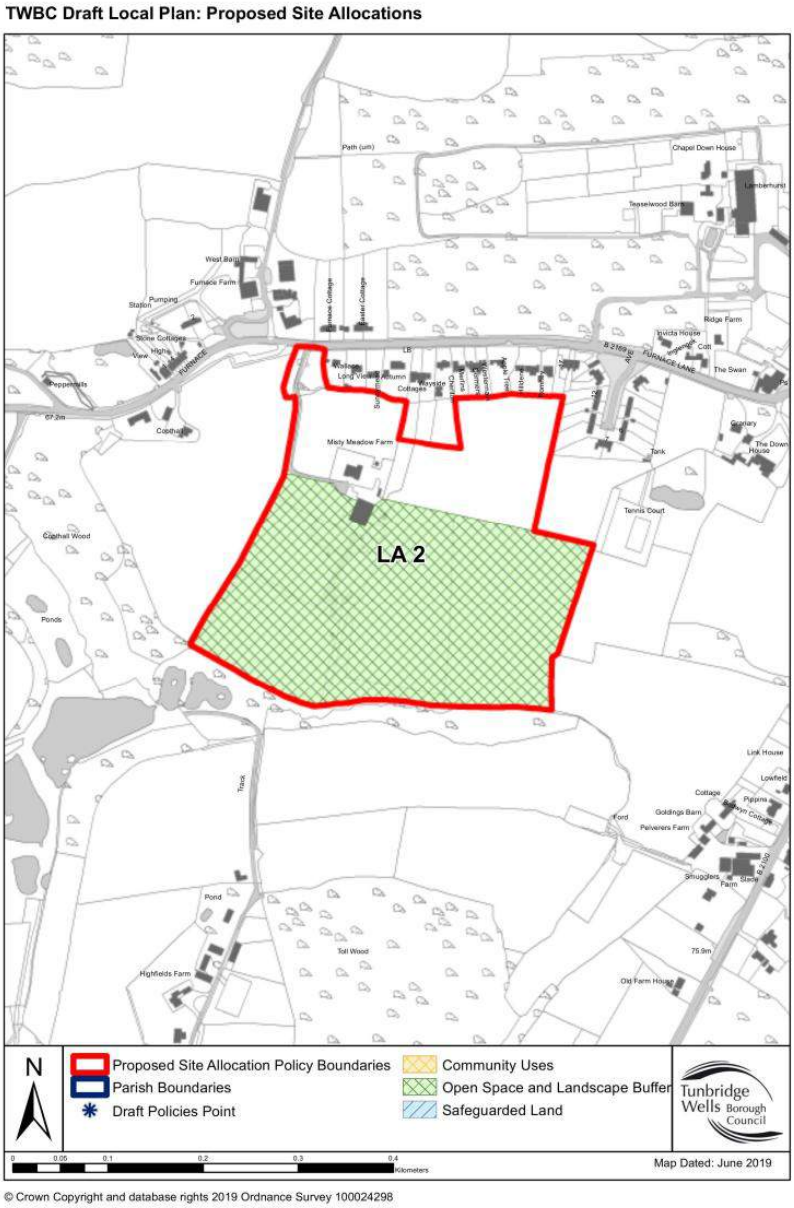
1. The provision of a pedestrian footway from the site westwards along Sand Road to link into the wider footway network;
2. The provision of pedestrian and cycle linkages to Public Rights of Way WT387 and WT388 to include sensitive lighting and surfacing of footpath (see Policy TP 2: Transport Design and Accessibility and Policy EN 10: Outdoor Lighting and Dark Skies);
3. The provision of pedestrian/cycle links to Scotney Castle estate, taking account of the buildings at West Lodge at the entrance into the Scotney Estate (see Policy EN 7: Heritage Assets);
4. Residential development to be located on the southern part of the site only;
5. Land at the northern part of the site to be safeguarded for future school expansion, as defined on the site allocation plan (this could include parking to serve the school, subject to highway considerations);
6. The layout and design of the scheme to give full consideration to the site's location on the edge of the settlement and to provide a scheme that is sensitively designed in relation to heritage assets, and the location of the PROW that runs through the site and provides a suitable urban edge to the settlement (see Policies EN 1: Design and other development management criteria and Landscape Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
7. Regard shall be given to existing hedgerows and mature trees on the 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 (see Policy EN 1: Design and other development management criteria and Policy EN 14: Trees, Woodlands, Hedges, and Development);
8. This site lies within, or very close to, the relevant impact risk zone for Scotney Castle SSSI, and so an assessment of potential adverse effects on the SSSI as a result of the development will be required as part of any application, and if required the proposal shall include adequate mitigation measures, both during construction and on completion, to the satisfaction of Natural England to ensure no adverse effects on the SSSI as a result of the proposed development (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats);
9. Development proposals will need to demonstrate, where appropriate, a positive contribution to Biodiversity Opportunity Area targets (see Policy EN 11: Net Gains for Nature: biodiversity);
10. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children’s play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
11. Regard to be given to the Groundwater Source Protection Zone affecting the site, in consultation with the Environment Agency.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The Down wildlife site, including delivery of improved access and footpaths;
b. Improvements towards existing play areas;
c. Any other highways related works;
d. Improvements to bus services.

Misty Meadow, Furnace Lane

Map 86 Policy AL/LA 2



5.126 This site:

- Is detached from the existing Lamberhurst Limits to Built Development, although in close proximity to existing built Development at Lamberhurst Down;
- It is located within the AONB and lies adjacent to Ancient Woodland. It lies within a larger Biodiversity Opportunity Area;

- It is mostly an undeveloped site, to the south of residential properties located along Furnace Lane;
- There is existing vehicular access into the the site from Furnace Lane, to the north west corner of the site;
- Contains a Groundwater Source Protection Zone.

Policy AL/LA 2

Misty Meadow, Furnace Lane (CfS reference: Site 285)

This site, as defined on the Lamberhurst draft Policies Map, is allocated for residential development (C3) providing approximately 25-30 residential dwellings. Land to the south (indicated by green hatching on the draft Policies Map) shall be used for agricultural purposes.

Development on the site shall accord with the following requirements:

1. A single point of access onto Furnace Lane using the existing track leading into western edge of site (see criterion 5 of Policy EN 1: Design and other development management criteria);
2. Provision of adequate visibility splays within site and/or highway land (again see criterion 5 of Policy EN 1: Design and other development management criteria);
3. Consideration of whether there is a requirement for additional traffic calming measures along Furnace Lane (see criterion 7 of Policy TP 2: Transport Design and Accessibility);
4. Proposals to protect and enhance the amenity of Public Right of Way WT383 to the west (see criterion 4 of Policy TP 2: Transport Design and Accessibility);
5. Site layout to be informed by landscape and visual impact assessment to respect the site's location in the AONB on a ridgeline (see Policies EN 1: Design and other development management criteria, and Landscape Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
6. Built development to be located on the northern part of the site only,with the existing riding arena, areas of hardstanding (but not agricultural tracks) and other associated built form on the southern part of the site (i.e. indicated by the green hatching) to be removed and made good, so that the land can be used for agricultural purposes (prior to the first occupation of any of the dwellings);
7. Built development to be set back from the east and west boundaries of the site, to protect the ridgeline and to take account of, and respond to, the site's topography (see criterion 1 of Policy EN 1: Design and other development management criteria);
8. The provision of a landscape scheme for restoring the southern part of the site (that is not being built upon), to take account of, and respond to, the site's topography (see criterion 3 of Policy EN 1: Design and other development management criteria);
9. The layout and design of the scheme to give full consideration to the site's location on the edge of the settlement and to provide a scheme that is sensitively designed and provides a suitable urban edge to the settlement, to take account of, and respond to, the site's topography (again see Policies EN 1: Design and other development management criteria, and Landscape Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
10. Development proposals will need to demonstrate, where appropriate, a positive contribution to Biodiversity Opportunity Area targets (See Policy EN 11: Net Gains for Nature: biodiversity);
11. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
12. Regard to be given to the Groundwater Source Protection Zone affecting the site, in consultation with the Environment Agency.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The Down wildlife site to include delivery of improved access and footpaths;
b. Improvements towards existing play areas;
c. Any other highways related works;
d. Improvements to bus services.

Pembury

Overview

	Parish	Main settlements within the parish
		Pembury
Population (2011 Census)	Approx. 6,128	
Relationship to other settlements (shortest distance by road)	See individual settlement	• Approx 4.5 km (2.8 miles) from Matfield to the east • Approx 5.5 km (3.4 miles) from Tunbridge Wells to the south west • Approx 8 km (5 miles) from Southborough to the north west
Extent in Green Belt	90%	Outside (LBD enveloped by Green Belt)
AONB	89%	Outside (LBD enveloped by AONB)
Landscape Character Area	The majority of the parish is Forested Plateau with a small section of Fruit Belt in the east, a small section of Wooded Farmland in the south-east, and a small section of Open Farmland in the south.	Forested Plateau
Conservation Areas	See individual settlement	CA lies to south of settlement and includes The Green
Flooding	Flood Zones 2 and 3 along the parish boundary to the south west following the Alder Stream	N/A
Transport - highways	A21 cuts through the parish east-west to the south of the main settlement of Pembury. The A228 runs north east (to East Peckham) - south west (to Tunbridge Wells) through the parish, by-passing the main settlement of Pembury to the north west. All other minor roads form a network of designated Rural Lanes throughout the parish	As previous
Transport - cycleways	National Cycle Route (Sustrans) 18 from Canterbury – Tunbridge Wells (using existing highways) runs through parish, north of the A21	Cycle Route 18 runs through the southern part of the settlement along Hastings Road and High Street
Transport - buses	See individual settlement	Eight daily (one/two hourly) bus services to Tunbridge Wells, Tenterden, East Peckham, and Maidstone. Other less frequent services (once/twice a week) to Paddock Wood, Rye, Benenden, Tonbridge (times and services to be re-checked and updated for Regulation 19 consultation)

	Parish	Main settlements within the parish
		Pembury
Transport - rail (shortest distance by road)	See individual settlement	• Tunbridge Wells Station approx 5.6 km (3.5 miles) to south west • High Brooms Station also approx 5.6 km (3.5 miles) to north west
Education facilities	See individual settlement	• primary school • two nurseries/pre-schools • Kent College nearby (private school ages 3-18 years)
Health facilities	See individual settlement	• doctors surgery • dentist • pharmacy • Pembury Hospital nearby
Retail	See individual settlement	• numerous convenience and comparison shops, including a supermarket, post office, and petrol station • number of food and drink outlets, including two public houses
Main employment areas (taken from Parish Council response to Settlement Role and Function Study survey and/or other TWBC information)	No response to Role and Function survey Other: • Hospital • Local shops and services • Kent College and Pembury Primary School	
Services	See individual settlement	• three churches • village hall • library
Recreational facilities	See individual settlement	• recreation ground - mixed children's play equipment, sports field, basketball court, sports pavilion, bowling, football, tennis courts, outdoor gym area • cricket club • allotments
Other matters	Significant areas of ancient woodland (including large areas of replanted ancient woodland to the north west of the parish), areas of archaeological potential and ecological designations (Wildlife Sites - Bayham Woods, Greggs Wood and Marshley Harbour Wood, Pembury Walks, St Peter's Old Church,	

	Parish	Main settlements within the parish
		Pembury
	Brenchley Wood, Snipe Wood) across parish; Ground Water Source Protection Zone	

The Strategy for Pembury Parish

Policy STR/PE 1

The Strategy for Pembury Parish

At the parish of Pembury, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Approximately 294-304 new dwellings will be delivered on five sites* allocated in this Local Plan in the plan period (Policies AL/PE 1-5). * Of these sites, the following already have planning permission: AL/PE 5 for 19 dwellings;
2. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development in accordance with Policy STR 1;
3. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape;
4. Sites outside the AONB but within the High Weald National Character Area, or close to the boundary of the designated AONB landscape, will have similar characteristics and are likely to contribute to the setting of the designated landscape. The AONB Management Plan and any supporting guidance will be a material consideration for these sites;
5. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network in accordance with Policy TP 2: Transport Design and Accessibility. To include development of cycle route along Pembury High Street to link in with cycle route on Pembury Road (A264) and the wider cycle network, including the cycle/pedestrian route along the dualled part of the A21. To include improvements to the Tunbridge Wells Circular Footpath, including opportunities for its improvement and creation of additional linkages into this route;
6. The provision of the offline A228 strategic transport link;
7. Measures to be taken to reduce the impact of proposed development on the A21/Henwood Green Road junction and A21/A264 junction;
8. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
9. Provision of public electric vehicle charging points and car share facilities in accordance with Policy TP 2: Transport Design and Accessibility.

It is expected that contributions will be required towards the following if necessary to mitigate the impact of the development:

a. Primary and secondary education;
b. Health and medical facilities; to include reconfiguration and/or extension to existing facilities;
c. The provision of buildings and spaces to provide cultural infrastructure;

d. A new sports hub at Hawkenbury recreation ground, to include standing/seating for supporters and other ancillary structures, and other sports and recreation grounds and built facilities, open space and children's play space;
e. The provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space;
f. Improvements to public transport provision;
g. Improvements to public woodlands: Marshley Harbour Wood, and Snipe and Bassetts Wood;
h. Other mitigation measures identified through the pre-application process and planning application.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floor space, to be discussed with the Local Planning Authority and Pembury Parish Council through pre-application discussions.

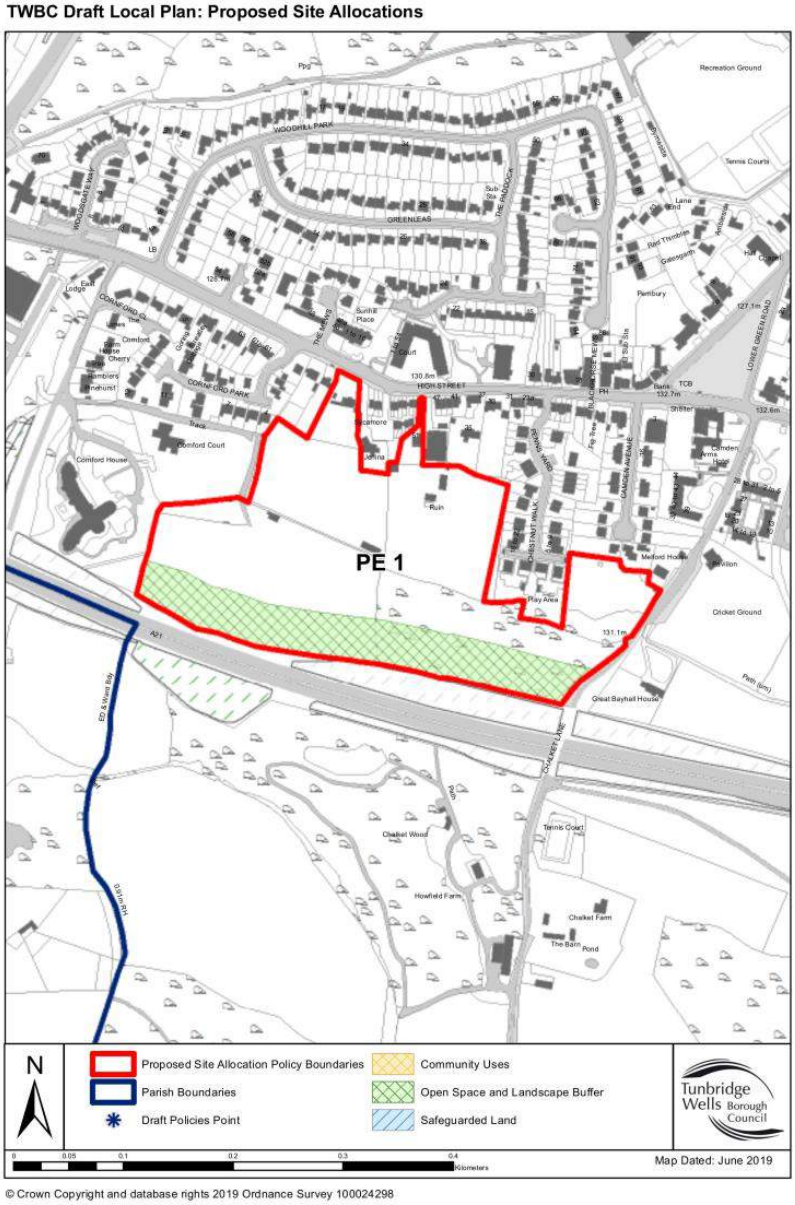
The Limits to Built Development (LBD) around Pembury are defined on the draft Policies Map. The LBD now includes the sites to be allocated at Policies AL/PE 1 -5 and 7. It does not include any land allocated under Policy AL/PE 6.

Allocation policies for Pembury Parish

5.127 The following policies set out the allocations that will deliver the above approach to development within Pembury parish over the plan period. These must also be considered alongside the relevant Local Plan strategic and development management policies, and development proposals will be expected to comply with all relevant national and local policies, and with any specific requirements as set out within the policy.

Land rear of High Street and west of Chalket Lane

Map 87 Policy AL/PE 1



5.128 This site:

- Is located north of the A21, a major Public Highway controlled by Highways England, and is largely to the rear of existing development along Pembury High Street, although includes some land that fronts onto this;
- Is mostly undeveloped, although includes two residential properties that are located along the High Street, within the existing Limits to Built Development at Pembury. The remainder of the site lies adjacent to the existing Limits to Built Development. One of the properties lies adjacent to the Village Hall;
- Existing access to the larger portion of the site is via a shared access with the Village Hall out onto High Street;
- Is located within the Green Belt and would be released from the Green Belt in order to facilitate development in a sustainable location. The site also lies within the AONB;
- Is part within the Pembury Conservation Area, although mostly adjacent to it;
- Has a Tree Preservation Order on the south eastern part of it.

Policy AL/PE 1

Land rear of High Street and west of Chalket Lane (CfS reference: Sites 44, 67, 368, 369 and Late Site 5)

This site, as defined on the Pembury draft Policies Map, is allocated for a mixed used scheme, including residential development (C3) providing approximately 70-80 residential dwellings, a community facility, and extended village hall public parking.

Development on the site shall accord with the following requirements:

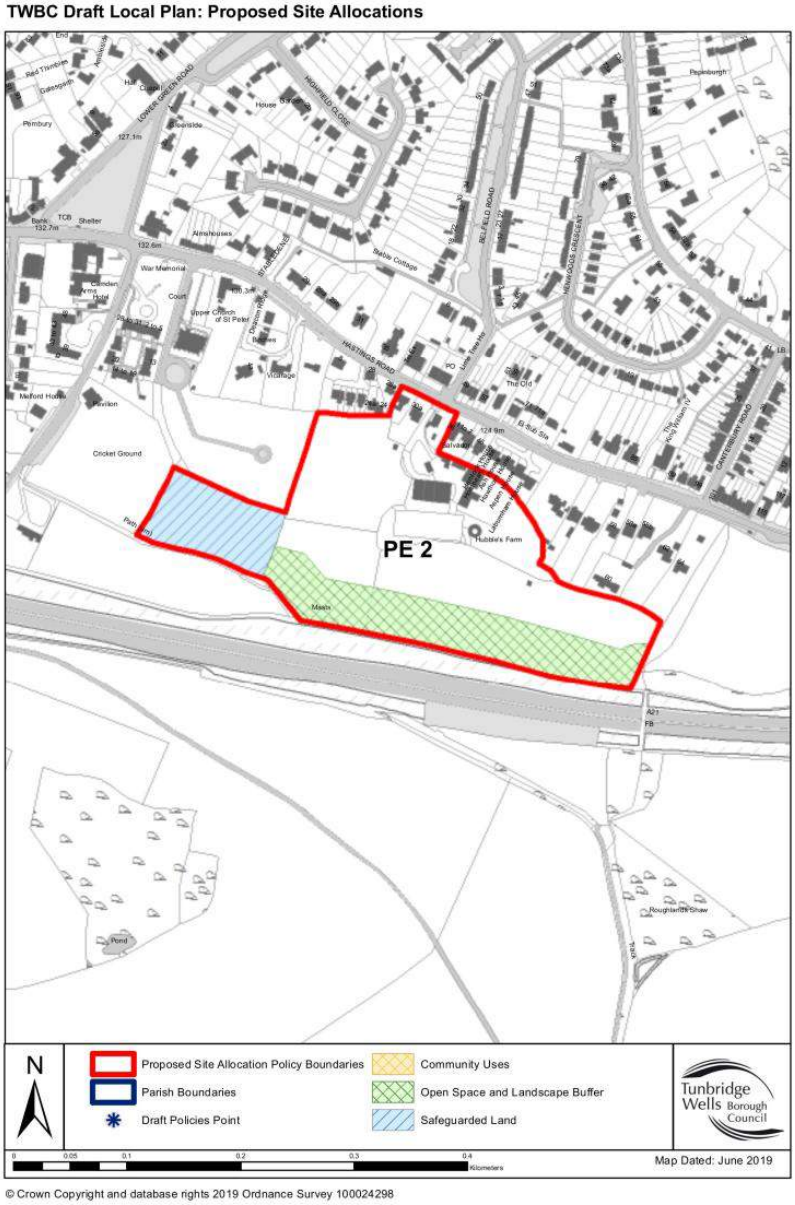
1. Improved vehicular access onto Pembury High Street;
2. Additional parking to be provided within the site to serve the adjacent village hall; this additional parking to be served by the existing village hall vehicular access (see Policy TP 3 Parking Standards);
3. Provision of links to the wider public right of way network (see Policy TP 2: Transport Design and Accessibility);
4. Opportunities for the provision of a cycle link to Royal Tunbridge Wells to be explored and if feasible, to be provided;
5. A landscape and visual impact assessment will be required to inform height of buildings and protect long range views of the site from the south (see Policy EN 1: Design and other development management criteria);
6. Proposals to consider and mitigate the impact of development on the setting of the adjacent Pembury Conservation Area (see Policy EN 7: Heritage Assets);
7. Provision of noise buffer, with no built development along southern edge of site adjacent to A21. To comprise of a landscape buffer of approximately 40m depth to the A21 in addition to the existing vegetation along the A21, as defined on site allocation plan (see Policy EN 30: Noise);
8. A noise barrier to be incorporated within landscape buffer (see Policy EN 30: Noise);
9. Retain/improve existing hedges within parcel (see criterion 3 of Policy EN 1: Design and other development management criteria);
10. Attenuation ponds;
11. Provision of on-site amenity/natural green space and children's play space and improvements to existing allotments, parks and recreation grounds, to include enhancements to the facilities provided at the cricket club, and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Pembury;
b. Any other highways related works;
c. Measures to enhance bus travel;
d. An assessment of traffic along Pembury High Street and Hastings Road to inform a scheme of potential traffic calming measures, and contributions towards these measures;
e. Improvements to pedestrian access serving village hall.

Land at Hubbles Farm and south of Hastings Road

Map 88 Policy AL/PE 2



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5.129 This site:

- Includes residential properties that front onto Hastings Road, which lies to the north of the site. The site includes Hubbles Farm and associated buildings, and land, which has an existing vehicular and pedestrian access off Hastings Road. The A21 major Public Highway, controlled by Highways England, lies adjacent to the sites southern boundary;
- Is located within the Green Belt and would be released from the Green Belt to facilitate development in a sustainable location. The site is also located within the AONB. It lies adjacent to an area of Ancient Woodland and was part of a wider system of post-medieval fields that have been impacted by the A21 and development to the north;
- The very northern portion of the site lies inside the existing Limits to Built Development of Pembury, with the remainder of the site lying adjacent to the existing Limits to Built Development;
- The north west part of the site lies within the Pembury Conservation Area, with the site in part lying adjacent to the Conservation Area.

Policy AL/PE 2

Land at Hubbles Farm and south of Hastings Road (CfS reference: Sites 50 and 390)

This site, as defined on the Pembury draft Policies Map, is allocated for residential development (C3) providing approximately 90 residential dwellings.

Development on the site shall accord with the following requirements:

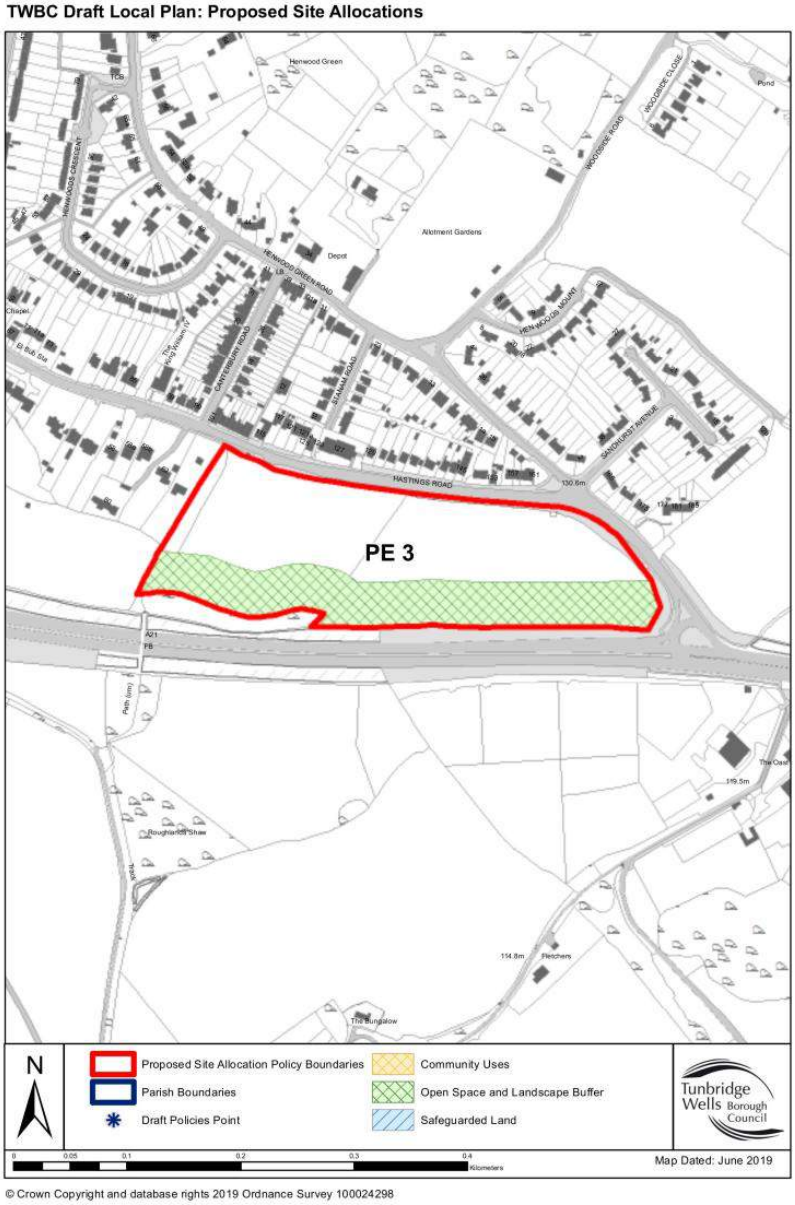
1. Vehicular access to be provided onto Hastings Road;
2. Contributions towards an assessment of traffic along Pembury High Street and Hastings Road to inform a scheme of potential traffic calming measures, and contributions towards these measures (for Parcel 1, 2,3);
3. Provision of pedestrian link/cycle to west to join existing Public Right of Way WT240;
4. Provision of pedestrian link/cycle to south Public Right of Way WT239 and WT237 to east;
5. Opportunities for the provision of a cycle link to Royal Tunbridge Wells to be explored and if feasible, to be provided;
6. A landscape and visual impact assessment will be required. Long range views from south to inform height of buildings (see Policy EN 1: Design and other development management criteria and EN 20: Rural Landscape);
7. Scope to enhance tree coverage along southern edge (Tree Preservation Orders) (see Policy EN 14: Trees, Woodlands, Hedges, and Development);
8. Development proposals shall avoid demolition wherever possible (see Policy EN 2: Sustainable Design and Construction and consider retention of 30 Hastings Road (a non-designated heritage asset) (see Policy EN 7: Heritage Assets);
9. Proposals to consider and protect the impact of development on the setting of the adjacent Pembury Conservation Area (see Policy EN 7: Heritage Assets);
10. Provision of noise buffer, with no built development along southern edge of site adjacent to A21. To comprise of a landscape buffer of approximately 40m depth to the A21 in addition to the existing vegetation along the A21, as defined on site allocation plan (see Policy EN30: Noise);
11. Noise barrier to be incorporated within landscape buffer (see Policy EN 30: Noise);
12. Retain/improve existing hedges within parcel see criterion 3 of Policy EN 1: Design and other development management criteria);
13. No built development to be located south of cemetery; this land to be safeguarded for future cemetery expansion;
14. Provision of on-site amenity/natural green space and children's play space and improvements to existing allotments, parks and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
15. Regard to be given to the Groundwater Source Protection Zone affecting the site, in consultation with the Environment Agency.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Pembury;
b. Any other highways related works;
c. Measures to enhance bus travel.

Land north of the A21, south and west of Hastings Road

Map 89 Policy AL/PE 3



5.130 This site:

- Comprises undeveloped land, located north of the A21, a major Public Highway controlled by Highways England and to the west of the Hastings Road and its junction with the A21. It includes an electricity sub station sited towards the north east corner of the site;
- Is sited adjacent to the existing Limits to Built Development to the west of the settlement centre;
- Is located within the Green Belt and would be released from this in order to facilitate development in a sustainable location. It also lies within the AONB and was part of a wider system of post-medieval fields that were severed by the A21;
- Includes an area of Ancient Woodland and a Tree Preservation Order.

Policy AL/PE 3

Land north of the A21, south and west of Hastings Road (CfS reference: Site 189)

This site, as defined on the Pembury draft Policies Map, is allocated for residential development (C3) providing approximately 90 residential dwellings.

Development on the site shall accord with the following requirements:

1. Vehicular access into site to be informed by a highways assessment (see criterion 5 of Policy EN 1: Design and other development management criteria);
2. Crossing point on Hastings Road to be informed by highways assessment;
3. Provision of links to the wider public right of way network (see Policy TP 2: Transport Design and Accessibility);
4. Opportunities for the provision of a cycle link to Royal Tunbridge Wells to be explored and if feasible, to be provided;
5. A landscape and visual impact assessment will be required. *Historic field boundaries to be maintained and* long range views from south to inform height of buildings (see Policies EN 1: Design and other development management criteria, EN 7: Heritage assets and EN 20: Rural Landscape);
6. Regard to be given to existing hedgerows on site, with the layout and design of the development protecting those of most amenity value, as informed by an arboricultural survey and a landscape and visual impact assessment (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
7. Opportunities to be explored to increase the tree coverage along southern edge (Tree Preservation Orders) (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
8. Noise buffer, with no built development along southern edge of site adjacent to A21; approximately 40m landscape buffer to A21 in addition to existing vegetation along A21 (see Policy EN 30: Noise);
9. Noise barrier to be incorporated within landscape buffer, as defined on the allocation plan (see Policy EN 30: Noise);
10. Provision of on-site amenity/natural green space and children's play space and improvements to existing allotments, parks and recreation grounds, and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation. To include the provision of publicly accessible informal open space to be provided within eastern part of site to create attractive gateway into the village;
11. Consideration to be given for the scheme to include the provision of small business units (B1/B2/B8) subject to highway considerations;
12. Regard to be given to the Groundwater Source Protection Zone affecting the site, in consultation with the Environment Agency.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Pembury;
b. Any other highways related works;
c. Measures to enhance bus travel.

Land at Downingbury Farm, Maidstone Road

Map 90 Policy AL/PE 4

5.131 This site:

- Currently forms part of Downingbury Farm to the south of the A228,Maidstone Road and west of Maidstone Road. It is adjoined by existing residential development to the south and by the Hospice in the Weald. Church Road and Rowley Hill are located west of the site;
- Is located within the Green Belt and the western part of the site would be released from this in order to facilitate development in a sustainable location whilst the part north of the Hospice in the Weald would remain within the Green Belt. It is largely sited within the AONB - a small part of the site located to the south east corner is not AONB;
- Lies adjacent to Ancient Woodland;
- Lies adjacent to listed buildings and an Historic Farmstead. The western part of the site lies adjacent to the existing Limits to Built Development at Pembury, to the north of the settlement centre;
- Has existing vehicular and pedestrian access off Maidstone Road.

Policy AL/PE 4

Land at Downingbury Farm, Maidstone Road (CfS reference: Sites 375 and 420)

This site, as defined on the Pembury draft Policies Map, is allocated for a mixed use scheme consisting of residential development (C3) providing approximately 25 residential dwellings, economic use (B1/B2/B8), and safeguarding of land for potential expansion of the Hospice in the Weald.

Development on the site shall accord with the following requirements:

1. Vehicular access to the business units to be from Maidstone Road;
2. Vehicular access to the residential units to be accessed from Church Road. The design of the access should respect the rural character of Church Road (see Policy EN 1: Design and other development management criteria) ;
3. Retention and enhancement to the Public Right of Way WT218 that runs through, and is also adjacent to, the site;
4. Provision of links to the wider public right of way network (see Policy TP 2: Transport Design and Accessibility);
5. Provision of on-site amenity/natural green space, and improvements to existing allotments, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
6. Safeguarding of land to the north of the Hospice in the Weald for future hospice-related uses; proposals for development within this area, which is to remain within the Green Belt, would need to demonstrate that there are very special circumstances for the development proposals;
7. Small business units to be located on the north western part of site (subject to evidence of demand);
8. Design proposals to consider and minimise the impact on the listed farmhouses and buildings within the sites;
9. Ecological mitigation to include a scheme for the enhancement of biodiversity on the site (see Policy EN 11: Net Gains for Nature: biodiversity);
10. Regard to be given to the Groundwater Source Protection Zone affecting the site, in consultation with the Environment Agency.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Pembury;
b. Any other highways related works;
c. Measures to enhance bus travel.

Land at Sturgeons fronting Henwood Green Road

Map 91 Policy AL/PE 5

5.132 This site:

- comprises an employment site, and contains a number of buildings in residential and commercial use and bays containing aggregate and other ancillary structures. The majority of the site is covered in hardstanding;
- the site is largely in the existing LBD: a small proportion of the northern part of the site is located outside the LBD and within the Metropolitan Green Belt. The AONB abuts the eastern boundary of the application site;
- The site falls within an aquifer protection zone and is identified as being potentially contaminated. There are three listed buildings in the vicinity of the site;
- The site has planning permission (17/00756/FULL) for 19 units;
- If the planning permission has been substantially completed by the publication of the Regulation 19 Pre-submission Local Plan, then this policy will be deleted.

Policy AL/PE 5

Land at Sturgeons fronting Henwood Green Road)

This site, as defined on the Pembury draft Policies Map, is allocated for residential development (C3) providing approximately 19 residential dwellings.

Development on the site shall accord with the following requirements:

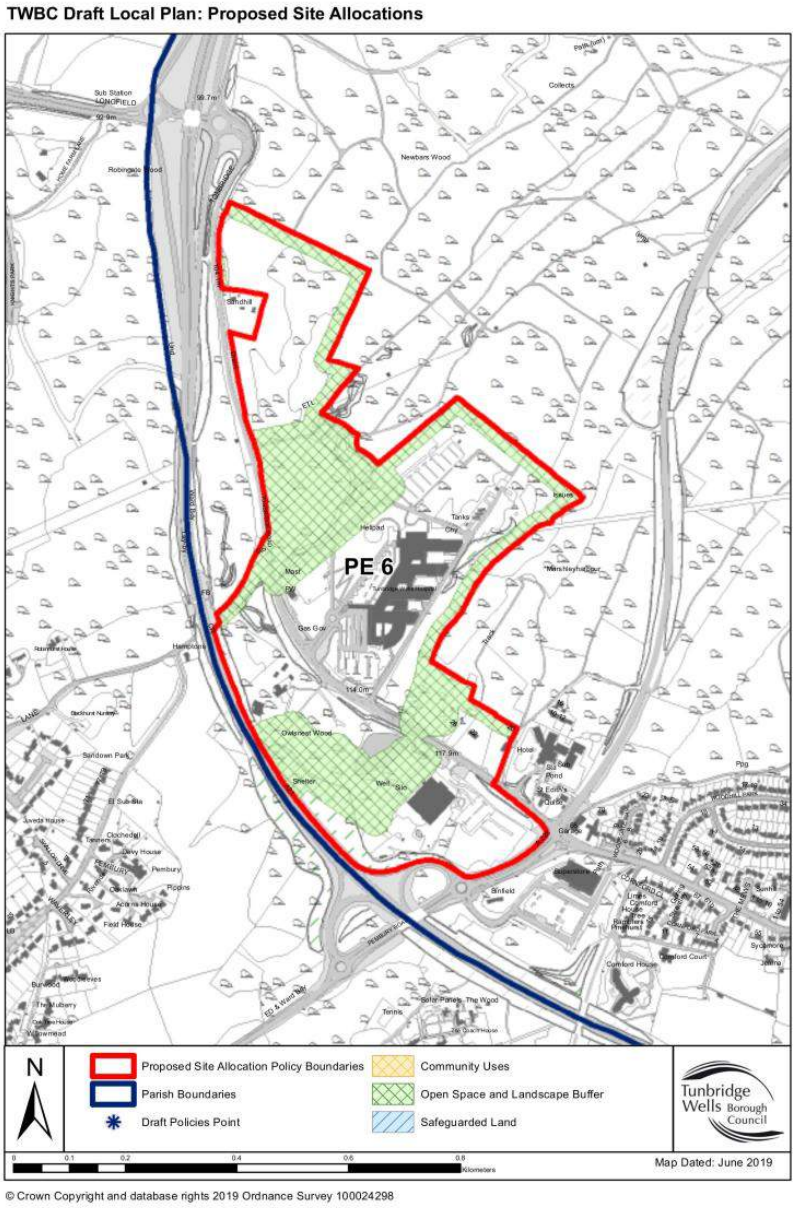
1. Vehicular access to be provided from Henwood Green Road, with a pedestrian footway to be provided across the frontage of the site;
2. Development proposals shall avoid demolition wherever possible (see Policy EN 2: Sustainable Design and Construction);
3. Proposals to consider and protect the impact of development on the setting of near by Listed Buildings (see Policy EN 7: Heritage Assets);
4. Retain/improve existing hedges and brick boundary walls to site wherever possible, but if need to be removed then suitable replacements to be provided (see criterion 3 of Policy EN 1: Design and other development management criteria);
5. Regard to be given to the Groundwater Source Protection Zone affecting the site, in consultation with the Environment Agency;
6. Investigation and remediation of contaminated land (see Policy EN 31: Land Contamination).

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Pembury;
b. Any other highways related works;
c. An assessment of traffic along Pembury High Street and Hastings Road to inform a scheme of potential traffic calming measures, and contributions towards these measures (for Parcel 1, 2, 3);
d. Measures to enhance bus travel;
e. Off-site amenity/natural green space and children's play space and improvements to existing allotments, parks and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

Land at Tunbridge Wells Hospital, Pembury and adjacent to Tonbridge Road

Map 92 Policy AL/PE 6



5.133 This site:

- Is located in the Green Belt and would remain designated Green Belt (including any future built development). It is detached from the existing Limits to Built Development;
- Comprises Tunbridge Wells Hospital and land adjacent to this, as well as land to the south of this, including Nottcutts garden centre and Owls Nest;
- Is considered a key strategic element in delivering current and future health provision for West Kent;
- Is part within the AONB and the area at the hospital has archaeological potential;
- Tonbridge Road crosses through the site, linking the settlement of Pembury with the A21, a major Public Highway controlled by Highways England;
- Includes and lies adjacent to Ancient Woodland and includes a SSSI;
- Part of the site is a Biodiversity Opportunity Area and includes a designated Local Wildlife Site;

- Includes a listed building;
- Is served by existing vehicular and pedestrian access points off Tonbridge Road.

Policy AL/PE 6

Land at Tunbridge Wells Hospital, Pembury and adjacent to Tonbridge Road (CfS reference: Sites 444, Late Site 13, 136 and other land not put forward under CfS)

This site, as defined on the Pembury draft Policies Map, is allocated for use as a key medical facility, to include the following uses:

i. Proposed development to have a direct functional link with the hospital or any emergency services associated with it; for example, uses that involve significant levels of hospital staff working at the site to provide, for example, rehabilitation or training, or a 'blue light hub';
ii. Key worker housing for hospital and/or emergency service staff;
iii. Hospital expansion;
iv. Clinical facilities;
v. Medical research/education;
vi. Potential for additional hospital parking (see Policy TP 3: Parking Standards);
vii. Potential for public transport interchange facilities (see Policy TP 2: Transport Design and Accessibility).

Development on the site shall accord with the following requirements:

1. Ensure permeability through the site by providing pedestrian/cycle links with the hospital and wider public right of way network (see Policy TP 2: Transport Design and Accessibility);
2. Opportunities for the provision of a cycle link to Royal Tunbridge Wells to be explored and if feasible, to be provided;
3. Scheme(s) to consider and respond appropriately to the SSSI (Site of Special Scientific Interest) on part of the parcel (see Policy EN 11: Net Gains for Nature: biodiversity and EN 12 : Protection of designated sites and habitats);
4. Parcel located within Green Belt and will remain so. All proposed development to demonstrate exceptional circumstances supported by evidence of need within this location;
5. Minimise harm to visual amenities of the area. A landscape and visual impact assessment will be required (See Policy EN 1: Design and other development management criteria and Policy EN 20: Rural Landscape);
6. Proposals to minimise harm to watercourses and sandstone outcrop within the parcel;
7. Design proposals to consider and minimise the impact on the listed farmhouses and buildings within the sites (see Policy EN 7: Heritage Assets);
8. Ecological mitigation to include a scheme for the enhancement of biodiversity on the site; Biodiversity Opportunity Area (see Policy EN 11: Net Gains for Nature: biodiversity);
9. Regard will 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 a landscape and visual impact assessment (see Policy EN 14:Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
10. Avoidance of demolition wherever possible (see Policy EN 2: Sustainable Design and Construction);
11. The design and layout to be informed by a comprehensive energy and climate change strategy (see Policies EN 4: Energy Reduction in New Buildings and EN 5: Climate Change Adaptation);
12. Regard to be given to the Groundwater Source Protection Zone affecting the site, in consultation with the Environment Agency.

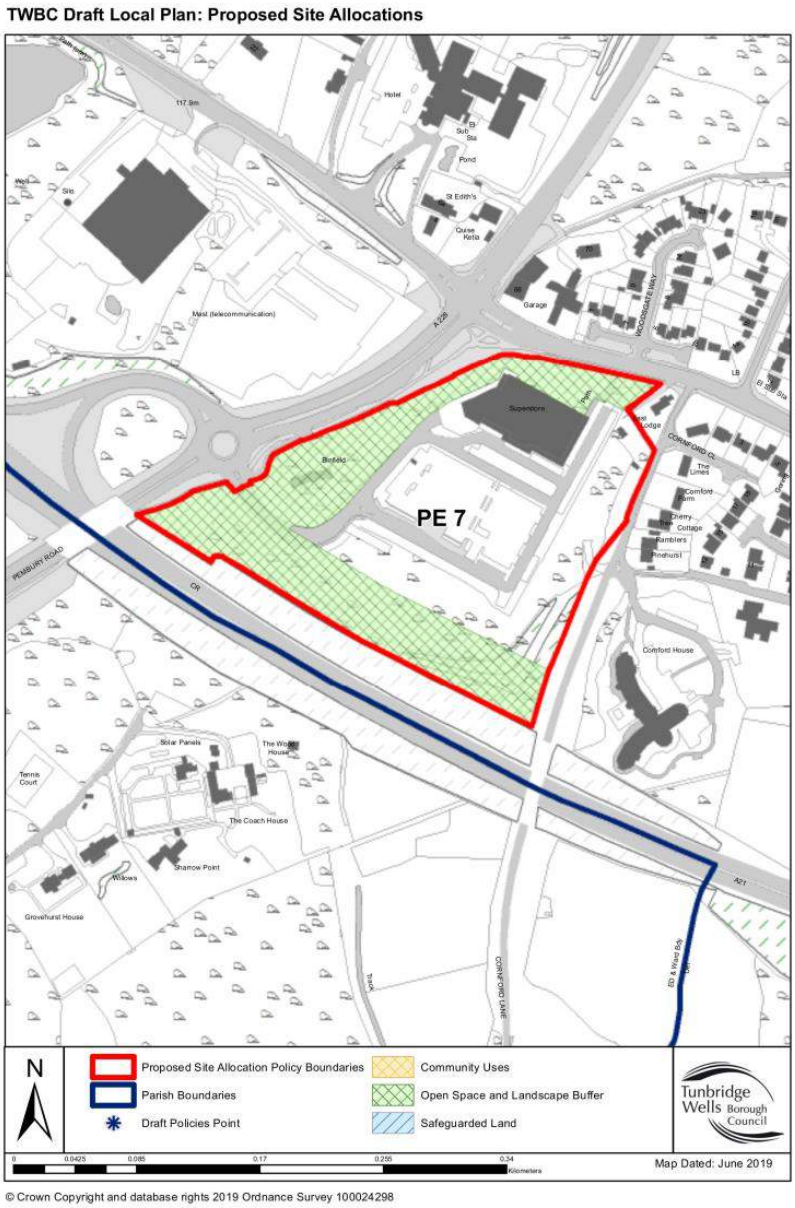
It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Pembury;
b. Any other highways related works;
c. Measures to enhance bus travel.

NOTE: it is not intended that this policy would preclude Notcutts Garden Centre, which is located within this parcel, from carrying out garden centre related development that would otherwise be acceptable.

Woodsgate Corner

Map 93 Policy AL/PE 7



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5.134 This site:

- Lies east of the A228, Pembury Road, a main distributor road into Tunbridge Wells, from which there is existing vehicular and pedestrian access;

- Comprises existing built development consisting of a retail supermarket and associated development including car park and land currently undeveloped. The site is partly within, and mostly adjacent to the existing Limits to Built Development at Pembury;
- The remainder of the site is Green Belt and would be released from this in order to facilitate development in this sustainable location. The site is located mostly within the AONB - there is a small part of the site at the north east corner that is not AONB;
- Includes a Tree Preservation Order and SSSI;
- Planning application received 2019.

Policy AL/PE 7

Woodsgate Corner (CfS reference: Site 395)

This site, as defined on the Pembury draft Policies Map, is allocated for car showrooms and associated uses/employment.

Development on the site shall accord with the following requirements:

1. Provision of car showroom and associated uses/employment;
2. Ecological survey to inform ecological mitigation that will include a scheme for the enhancement of biodiversity on the site (see Policy EN 11: Net Gains for Nature: biodiversity);
3. Opportunities to be explored to increase the tree coverage along boundaries of the site (Tree Preservation Orders) (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
4. Landscape and visual impact assessment (see Policy EN 1: Design and other development management criteria and EN 20: Rural Landscape);
5. A robust and thorough assessment as to the impact of the proposal on transport and highways, and the provision of contributions to mitigate any impact that is considered to be severe;
6. Avoidance of demolition wherever possible (see Policy EN 2: Sustainable Design and Construction);
7. Regard to be given to the Groundwater Source Protection Zone affecting the site, in consultation with the Environment Agency.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Pembury;
b. Any other highways related works;
c. Measures to enhance bus travel.

Rusthall

Overview

	Parish	Main settlements within the parish
		Rusthall
Population (2011 Census)	Approx 4,976	
Relationship to other settlements (shortest distance by road)	See individual settlement	• Merges with nearby settlement of Langton Green to the west • Approx 2.7 km (1.7 miles) south east of Speldhurst • Approx 3.2 km (2 miles) west of Tunbridge Wells
Extent in Green Belt	56%	Settlement enveloped by LBD
AONB	7%	AONB adjoins western edge of LBD
Landscape Character Area	Centre area Urban with surrounding areas Wooded Farmland	Urban
Conservation Areas	See individual settlement	Large CA south east of settlement including Rusthall Common
Flooding	N/A	N/A
Transport - highways	A264 runs east (to Tunbridge Wells) - west (to Ashurst) along southern boundary of parish. Rusthall Park to the east of the parish is designated as a Rural Lane	Lower Green Road, which runs north-south through the village, is a designated Rural Lane
Transport - cycleways	Not on a designated cycle route	Not on a designated cycle route
Transport - buses	See individual settlement	Frequent bus service to Tunbridge Wells and High Brooms (approx every 20 minutes) Monday-Saturday and every 30 minutes on Sundays (Times and services to be re-checked and updated for Regulation 19 consultation)
Transport - rail (shortest distance by road)	See individual settlement	• Tunbridge Wells Station approx 3.2 km (2 miles) to the south east • High Brooms Station approx 4.8 km (3 miles) to the north east
Education facilities	See individual settlement	• primary school • two nursery/pre-schools
Health facilities	See individual settlement	• doctors surgery • two dental surgeries • pharmacy

	Parish	Main settlements within the parish
		Rusthall
Retail	See individual settlement	Numerous convenience and comparison shops, including post office and two large convenience stores, food and drink outlets, including three public houses
Main employment areas (taken from Parish Council response to Settlement Role and Function Study survey and/or other TWBC information)	No response from PC re employment in role and function survey Other: • local shops/services • short commute to Tunbridge Wells and railway stations; therefore likely to work in Tunbridge Wells and/or commute to London	
Services	See individual settlement	• two churches • village hall and other community rooms/facilities • library • children's sure start centre
Recreational facilities	See individual settlement	• large recreation ground with mix of children's play equipment, sports pitches and pavilion • additional children's playground • allotments • cricket ground and pavilion • football club
Other matters	Areas of ancient woodland on east and western boundaries of parish, areas of archaeological potential and ecological designations (Rusthall Common SSSI, Wildlife Sites - Tunbridge Wells and Rusthall Common and part of Broomhill and Reynolds Lane Pastures) across parish; parish is in an Area of Income Deprivation.	

The Strategy for Rusthall Parish

Policy STR/RU 1

The Strategy for Rusthall Parish

At the parish of Rusthall, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Approximately 15 new dwellings will be delivered on one site allocated in this Local Plan in the plan period (Policy AL/RU 1);

2. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development in accordance with Policy STR 1;
3. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape (see Policy EN 21: High Weald AONB);
4. Sites outside the AONB but within the High Weald National Character Area, or close to the boundary of the designated AONB landscape, will have similar characteristics and are likely to contribute to the setting of the designated landscape. The AONB Management Plan and any supporting guidance will be a material consideration for these sites (see Policy EN 21: High Weald AONB);
5. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network in accordance with Policy TP 2: Transport Design and Accessibility;
6. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
7. Provision of public electric vehicle charging points and car share facilities in accordance with Policy TP 2: Transport Design and Accessibility.

It is expected that contributions will be required towards the following if necessary to mitigate the impact of the development:

a. Primary and secondary education;
b. Health and medical facilities;
c. The provision of buildings and spaces to provide cultural infrastructure;
d. The provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space;
e. A new sports hub at Rusthall Recreation Ground;
f. Other mitigation measures identified through the pre-application process and planning application.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floor space, to be discussed with the Local Planning Authority and Rusthall Parish Council through pre-application discussions.

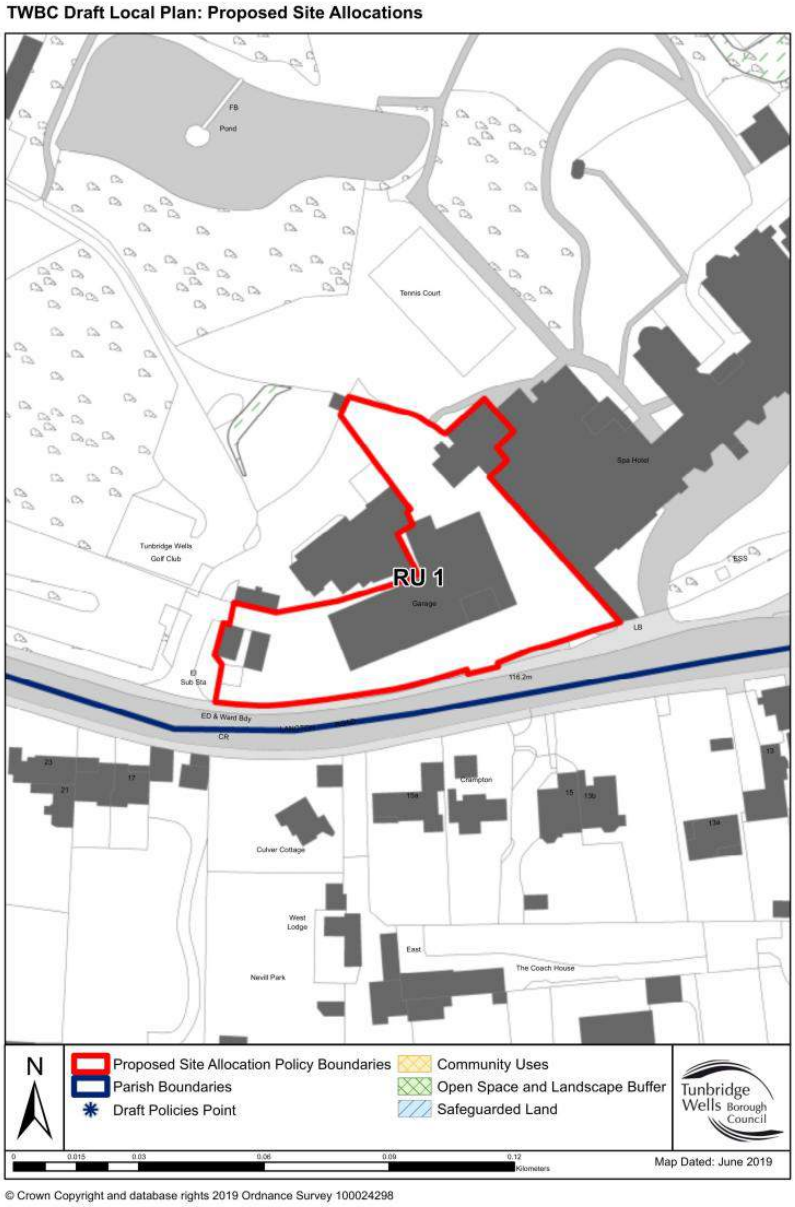
No changes are proposed to the Limits to Built Development at Rusthall.

Allocation policies for Rusthall Parish

5.135 The following policies set out the allocations that will deliver the above approach to development within Rusthall parish over the plan period. These must also be considered alongside the relevant Local Plan strategic and development management policies, and development proposals will be expected to comply with all relevant national and local policies, and with any specific requirements as set out within the policy.

Lifestyle Motor Europe, Langton Road

Map 94 Policy AL/RU 1



5.136 This site:

- Currently comprises a car showroom. Although the car showroom is not run by 'Lifestyle' anymore, the site will still be referred to as such, given it is listed under this term in other planning documents;
- The site lies within the Tunbridge Wells Conservation Area;
- There is an existing vehicular and pedestrian accesses into the site from the A264, Langton Road, a main distributor road into Tunbridge Wells;
- The club house for the golf club lies immediately adjacent to this allocation. It has been reported that the golf club will close in late 2019. If so, there is the potential that this allocation may be reviewed (to potentially include this additional land) at Regulation 19 stage.

Policy RU 1

Lifestyle Motor Europe, Langton Road

This site, as defined on the Rusthall draft Policies Map, is allocated for residential (C3) development providing approximately 15 dwellings.

Development on the site shall accord with the following requirements:

1. Vehicular access shall be taken from the existing accesses onto Langton Road (see Criterion 5 of Policy EN 1: Design and other development management criteria);
2. Pedestrian linkages shall be provided into wider network (see Policy TP 1: Transport Design and Accessibility);
3. Consideration of the setting and amenities of the nearby Spa Hotel;
4. Proposals to conserve and enhance the Conservation Area (see Policy EN 7: Heritage Assets);
5. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to public realm;
b. Any other highway related works;
c. Improvements to bus services.

Sandhurst

Overview

	Parish	Main settlements within the parish
		Sandhurst
Population (2011 Census)	Approx 1,478 (2011 Census)	
Relationship to other settlements (shortest distance by road)	See individual settlement	• Approx 4.6 km (2.9 miles) from Hawkhurst to the north west • Approx 6 km (3.6 miles) from Benenden to the north • Approx 6.6 km (4.1 miles) to Northiam to the south east
Extent in Green Belt	0%	100%
AONB	100%	100%
Landscape Character Area	Majority of parish is Wooded Farmland with a strip of River Valleys running along the southern boundary of the parish	Wooded Farmland
Conservation Areas	See individual settlement	Large Conservation Area, which runs along the A268 and includes The Green at its western end
Flooding	Flood Zones 2 and 3 run along northern boundary (Hexden Channel) and along the southern boundary of parish - River Rother	N/A
Transport - highways	The A268 runs east (to Northiam and Peasmarsh) - west (to Hawkhurst) through the parish. All other minor roads leading from it are minor and form a network of designated Rural Lanes throughout the parish	As previous the A268 runs east-west through the settlement
Transport - cycleways	Not on a designated cycle route	Not on a designated cycle route
Transport - buses	See individual settlement	Hourly bus service (Monday-Saturday) to Hawkhurst and Maidstone. Two hourly bus service (Monday-Saturday) to Hastings. One bus a day to Tunbridge Wells on Wednesday/Friday/Saturday (times and services to be re-checked and updated for Regulation 19 consultation)

	Parish	Main settlements within the parish
		Sandhurst
Transport - rail (shortest distance by road)	See individual settlement	• Approx 11.4 km (7.1 miles) to Etchingham Station • Approx 19 km (11.7 miles) to Stonegate Station
Education facilities	See individual settlement	• primary school • nursery/pre-school
Health facilities	See individual settlement	None
Retail	See individual settlement	• post office and general store • petrol station • public house
Main employment areas (taken from Parish Council response to Settlement Role and Function Study survey and/or other TWBC information)	No response to Role and Function survey Other: • local shops and services • school • agriculture	
Services	See individual settlement	• two churches • village hall
Recreational facilities	See individual settlement	• recreation ground with equipped children's play area • allotments
Other matters	Significant areas of ancient woodland, areas of archaeological potential including a roman road and ecological designations (Wildlife Sites - Downgate Wood and Roughland Wood, Apple Orchard Standen Street, St Nicholas Churchyard) across parish. Parish is in an Area of Income Deprivation	

The Strategy for Sandhurst Parish

Policy STR/SA 1

The Strategy for Sandhurst Parish

At the parish of Sandhurst, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Approximately 20-27 new dwellings will be delivered on two sites allocated in this Local Plan in the plan period (Policies AL/SA 1-2);

2. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development in accordance with Policy STR 1;
3. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape (see Policy EN 21: High Weald AONB);
4. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network, including provision of safer pedestrian routes along Back Road and Rye Road in accordance with Policy TP 2: Transport Design and Accessibility;
5. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary to mitigate the impact of the development:

a. Primary and secondary education;
b. Health and medical facilities;
c. The provision of buildings and spaces to provide cultural infrastructure;
d. Other mitigation measures identified through the pre-application process and planning application;
e. Speed reduction on roads through Sandhurst, to include changes to speed limits (20mph limits on Back Road, 40mph limits on Megrims Hill, and 30mph limit on Bodiam Road), and traffic calming measures, including within the central village area;
f. Improvements to bus services including provision of bus turning facility and, where possible, bus stops on the east side of the village;
g. A feasibility study to investigate options for the provision of a public car park to serve the primary school;
h. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space, to include improvements to drainage for the football pitch.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floor space, to be discussed with the Local Planning Authority and Sandhurst Parish Council through pre-application discussions.

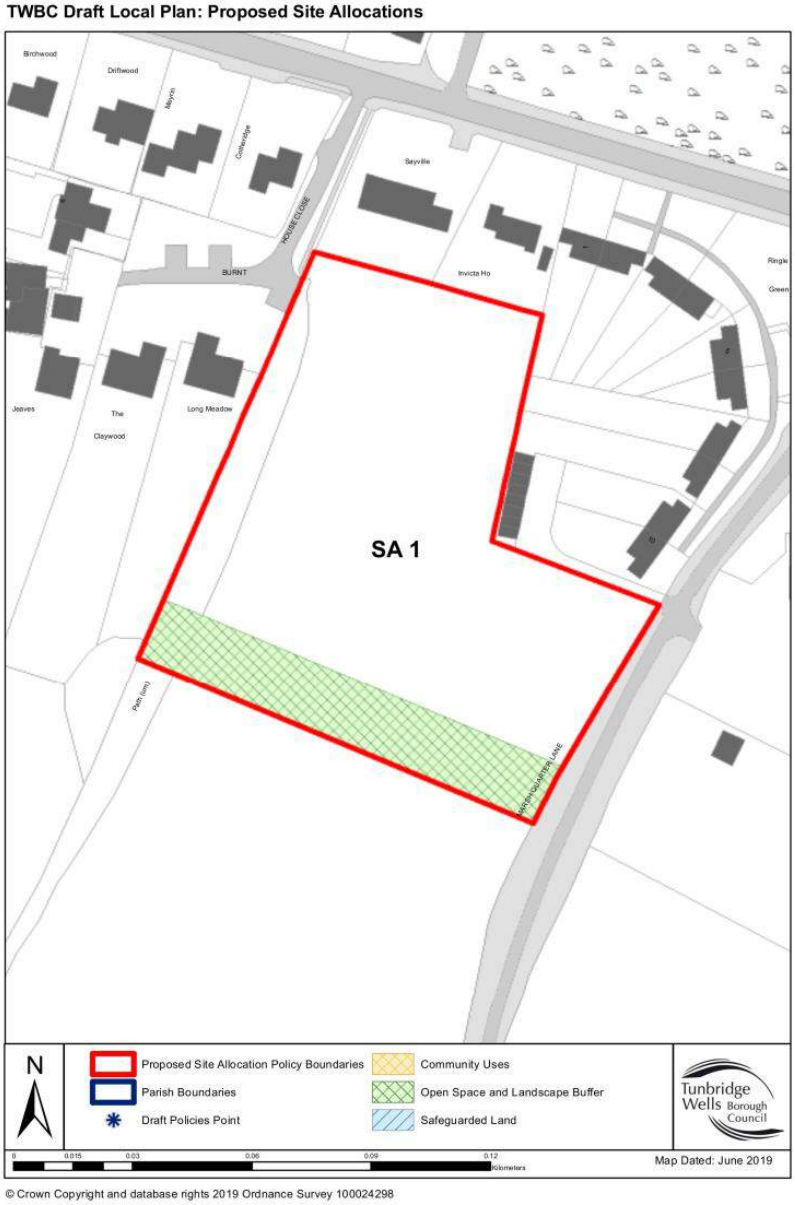
The Limits to Built Development (LBD) around Sandhurst are defined on the draft Policies Map. The LBD now includes the sites/part sites to be allocated at Policies AL/SA 1 (part) and 2 (part).

Allocation policies for Sandhurst Parish

5.137 The following policies set out the allocations that will deliver the above approach to development within Sandhurst parish over the plan period. These must also be considered alongside the relevant Local Plan strategic and development management policies, and development proposals will be expected to comply with all relevant national and local policies, and with any specific requirements as set out within the policy.

Land on the south side of Sayville, Rye Road and west of Marsh Quarter Lane

Map 95 Policy AL/SA 1



5.138 This site:

- Is an undeveloped site located adjacent to the existing Limits to Built Development at Sandhurst, located within the AONB;
- It lies adjacent to the western side of Marsh Quarter Lane and to the rear of Sayville, Rye Road. Burnt House Close abuts the north west corner of the site, which accesses off Rye Road, the main Public Highway through the settlement. There is an existing access to the site off Burnt House Close.

Policy AL/SA 1

Land on the south side of Sayville, Rye Road and west of Marsh Quarter Lane (CfS Reference: Sites 149, 227 - duplicate sites)

This site, as defined on the Sandhurst draft Policies Map, is allocated for residential development (C3) providing approximately 10-15 dwellings.

Development on the site shall accord with the following requirements:

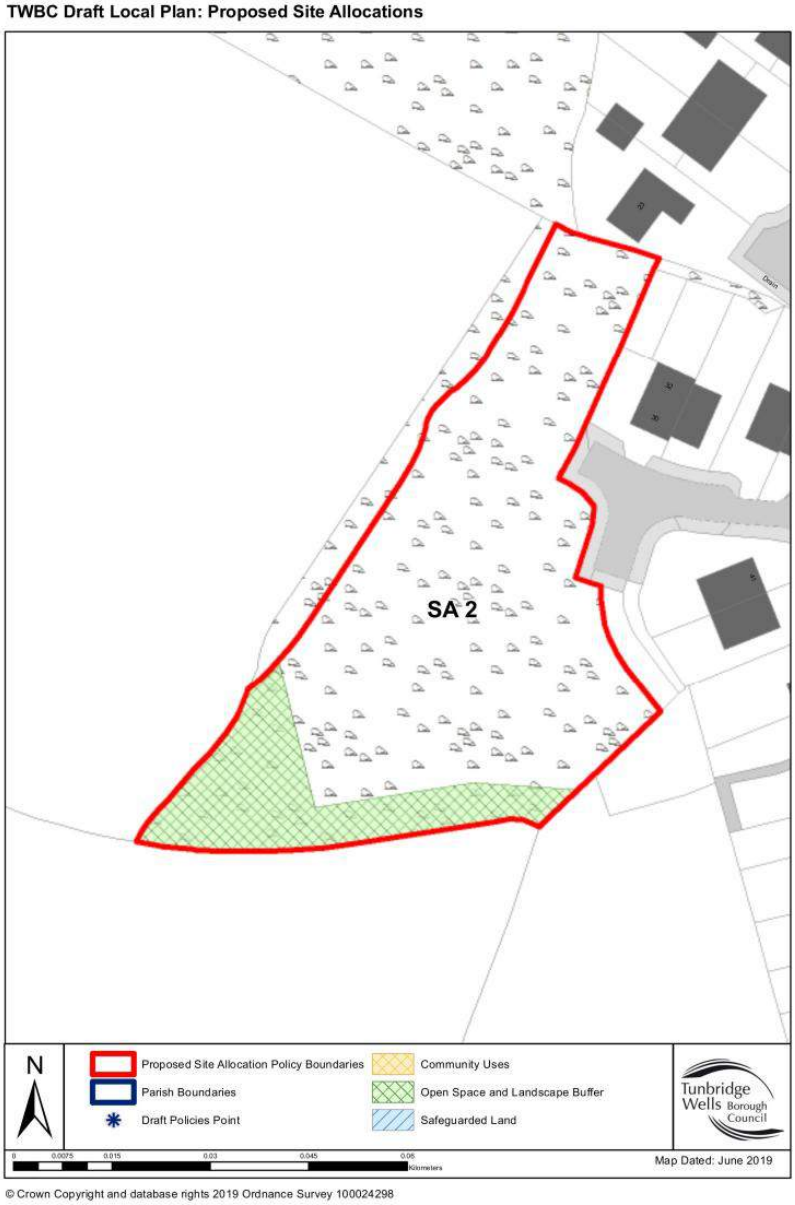
1. Provision of vehicular access informed by highways assessment and landscape and visual impact assessment (see Policy EN 1: Design and other development management criteria and Policy TP 2: Transport Design and Accessibility and Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
2. Provision of new crossing on Rye Road;
3. Provision of improvements to footways along the Rye Road;
4. Provision of new public pedestrian link from the Public Right of Way that runs along the western boundary of the site to the eastern part of the site and onto Marsh Quarter Lane (to provide a new public pedestrian access from the village to the recreation ground located to the east of Marsh Quarter Lane) (see criterion 4 of Policy TP 2: Transport Design and Accessibility);
5. Regard to 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 (see criterion 3 of Policy EN 1: Design and other development management criteria and Policy EN 14: Trees, Woodlands, Hedges, and Development);
6. Submission of an ecology assessment, which shall inform the scheme (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats);
7. The scheme shall take account of landscaping on site and ensure provision of landscape buffers, as defined on the site allocation plan (again see criterion 3 of Policies EN 1: Design and other development management criteria and Policy EN 14: Trees, Woodlands, Hedges, and Development, as well as Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
8. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation;
9. Design sensitive to local historic assets.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. The public realm at the centre of Sandhurst;
b. Any other highways related works;
c. Measures to enhance bus travel in accordance with Policy STR/SA 1.

Land adjacent to Old Orchard and Stream Pit Lane

Map 96 Policy AL/SA 2



5.139 This site:

- Is an undeveloped site located adjacent to the existing Limits to Built Development of Sandhurst, located within the AONB. The site comprises an overgrown field;
- It is sited at the western end of Old Orchard, adjacent to a hammerhead at which point there is a field gate;
- There is currently a lack of vehicular access into the site.

Policy AL/SA 2

Land adjacent to Old Orchard and Stream Pit Lane (CfS Reference: Site 147)

This site, as defined on the Sandhurst draft Policies Map, is allocated for residential development (C3) providing approximately 10-12 dwellings.

Development on the site shall accord with the following requirements:

1. Regard to 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 (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
2. Layout of scheme to take account of, and not compromise, the existing access to the allotments adjacent to the site;
3. Scheme to demonstrate (or provide for) pedestrian connectivity between the site and Sandhurst Primary School;
4. Submission on an ecology assessment, which shall inform the scheme (see Policies EN 11: Net Gains for Nature: biodiversity and EN 12: Protection of designated sites and habitats);
5. The scheme shall take account of landscaping on site and ensure provision of landscape buffers, as defined on the site allocation plan (see criterion 3 of Policy EN 1: Design and other development management criteria, Policy EN 14: Trees, Woodlands, Hedges, and Development, as well as Policies EN 20: Rural Landscape and EN 21: High Weald AONB);
6. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm at the centre of Sandhurst;
b. Any other highways related works;
c. Measures to enhance bus travel.

Speldhurst

Overview

	Parish	Main settlements within the parish			
		Speldhurst	Langton Green	Ashurst	Old Groombridge
Population (2011 Census)	Approx 4,978				
Relationship to other settlements (shortest distance by road)	See individual settlements	• Approx 2.4 km (1.5 miles) from Langton Green to the south • Approx 3.5 km (2.2 miles) from Southborough to the north east • Approx 4 km (2.5 miles) from Fordcombe to the south west	• Approx 2.4 km (1.5 miles) from Speldhurst to the north • Approx 4.3 km (2.7 miles) from Ashurst to the west • Approx 3.2 km (2 miles) from Groombridge to the south west • Approx 4 km (2.5 miles) from Tunbridge Wells to the east Eastern edge of settlement of Langton Green merges with Rusthall	• Approx 4.3 km (2.7 miles) from Langton Green to the east • Approx 15 km (9.6 miles) from East Grinstead to the west	• Approx 3.2 km (2 miles) from Langton Green to the north east • Approx 6.8 km (4.2 miles) from Hartfield to the south west
Extent in Green Belt	90%	Outside (LBD enveloped by Green Belt)	Outside (LBD enveloped by Green Belt)	Within	Within
AONB	90%	Within	Outside (LBD enveloped by AONB)	Within	Within
Landscape Character Area	The south east of the parish is Urban. The remaining area of the parish is Wooded Farmland	Wooded Farmland	Urban	Wooded Farmland	Wooded Farmland
Conservation Areas	See individual settlements	CA south east of settlement	CA on western side of settlement part Langton Road/part The Green	No CA	Large CA including village green and Groombridge Place and grounds
Flooding	Flood Zones 2 and 3 north of settlement of Speldhurst, which then tail eastwards; and Flood Zones 2 and 3 running along the	As previous	N/A	N/A	As previous

	Parish	Main settlements within the parish			
		Speldhurst	Langton Green	Ashurst	Old Groombridge
	southern boundary of the parish through Groombridge (River Grom)				
Transport - highways	A264 runs east (to Tunbridge Wells) - west (to Ashurst and towards East Grinstead beyhond) through southern part of parish through Langton Green. To the west of Langton Green the B2188 adjoins the A264 running north to Fordcombe and south to Groombridge. The remaining minor roads form a network of designated Rural Lanes throughout the parish	Served by minor roads leading from Southborough to the east, Langton Green to the south, Rusthall to the east, and Bidborough/ Tonbridge further north	As previous - A264 cuts through centre of settlement (Langton Road)	A264 cuts through centre of settlement	B2188 cuts through settlement, alongside the village green
Transport - cycleways	Not on designated route. National Cycle Route (Sustrans) 18 from Canterbury-Tunbridge Wells (using existing highways) by-passes parish to south	Not on designated route	Not on designated route	Not on designated route	Link to Sustrans Route 18 south of settlement on Station Road (outside of TW borough)
Transport - buses	See individual settlements	One-two hourly bus service (Monday-Friday) to Tunbridge Wells and two daily school services (times and services to be re-checked and updated for Regulation 19 consultation)	Hourly bus service (Monday-Saturday) to Tunbridge Wells and Crawley; other regular services to Lingfield and Edenbridge (times and services to be re-checked and updated for Regulation 19 consultation)	Times and services to be checked and updated for Regulation 19 consultation)	Times and services to be checked and updated for Regulation 19 consultation)
Transport - rail (shortest distance by road)	See individual settlements	• High Brooms Station approx 4.7 km (2.9 miles) away to north east • Tunbridge Wells Station approx 5.6 km (3.5	• Tunbridge Wells Station approx 4 km (2.4 miles) away to east • Ashurst Station approx 4.7 km (2.9 miles) away to west • High Brooms approx 5.8 km	Has its own train station	• Ashurst Station approx 5.6 km (3.5 miles) away to the north west • Tunbridge Wells Station approx 7.4

	Parish	Main settlements within the parish			
		Speldhurst	Langton Green	Ashurst	Old Groombridge
		miles) away to south east • Tonbridge Station approx 6.9km (4.3 miles) to the north east	(3.6 miles) away to north east • Tonbridge Station approx 9.5km (5.9 miles) to the north east		km (4.6 miles) away to the north west • Crowborough Station approx 9 km (5.8 miles) away to the south
Education facilities	See individual settlements	• primary school • nursery/ pre-school	• primary school • nursery/ pre-school	None	Primary school and nursery/pre-school both outside borough/parish boundary
Health facilities	See individual settlements	Doctors surgery	• no - medical centre in Nellington Road, Rusthall nearby • dentist	None	Doctors surgery outside borough/parish boundary
Retail	See individual settlements	• post office and general store • public house	• several shops including bakery and petrol station with shop • public house and other food outlets	None	• public house within parish • other village shops outside of parish and borough boundary
Main employment areas (taken from Parish Council response to Settlement Role and Function Study survey and/or other TWBC information)	Role and Function survey: None identified Other: • local shops and services • schools • agriculture • Went Farm Business Park, Speldhurst				
Services	See individual settlements	• two churches • village hall	• church • village hall	• church • village hall	• church within parish • village hall outside borough/parish boundary
Recreational facilities	See individual settlements	• recreation ground with pavilion and bowling green	• playing fields with pavilion (football and cricket) • equipped children's play	Sports ground and pavilion	Outside borough/parish boundary: • recreation ground with equipped

	Parish	Main settlements within the parish			
		Speldhurst	Langton Green	Ashurst	Old Groombridge
		• equipped children's play area • allotments	areas (infant and youth)		children's play area • tennis club
Other matters	Significant areas of ancient woodland, areas of archaeological potential: Historic Parks and Gardens (Broomlands, Ashurst Park, Danemore Park (Groombridge Place not shown as designated) and ecological designations (Wildlife Sites - Priestwood, Avery's Wood, St Mary's Churchyard, Bidborough Woods and Pastures) across parish				

The Strategy for Speldhurst Parish

Policy STR/SP 1

The Strategy for Speldhurst Parish

At the parish of Speldhurst, as defined on the draft Policies Map, proposals shall accord with the following requirements:

1. Approximately 15-20 new dwellings will be delivered on one site allocated in this Local Plan in the plan period (Policy AL/SP 1);
2. Additional housing may be delivered through the redevelopment of appropriate sites and other windfall development in accordance with Policy STR 1;
3. Where a site is within the AONB, it should be demonstrated that the proposal will make a positive contribution towards achieving the objectives of the most recent AONB Management Plan and show how relevant guidance from the AONB Joint Advisory Committee has been considered to meet the high standards required of the other policies in this Plan for the High Weald AONB landscape (see Policy EN 21: High Weald AONB);
4. Sites outside the AONB but within the High Weald National Character Area, or close to the boundary of the designated AONB landscape, will have similar characteristics and are likely to contribute to the setting of the designated landscape. The AONB Management Plan and any supporting guidance will be a material consideration for these sites (see Policy EN 21: High Weald AONB);
5. Maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network in accordance with Policy TP 2: Transport Design and Accessibility;
6. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Primary and secondary education;
b. Health and medical facilities;
c. The provision of buildings and spaces to provide cultural infrastructure;
d. Provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space to include upgrading the Speldhurst Recreation Ground, including provision of new showers and new fixed nets for cricket;
e. A new sports hub at Rusthall Recreation Ground;
f. Other mitigation measures identified through the pre-application process and planning application.

Any major development larger than approximately 100 residential units on greenfield windfall sites is expected to provide suitable employment floor space, to be discussed with the Local Planning Authority and Speldhurst Parish Council through pre-application discussions.

The Limits to Built Development (LBD) around Speldhurst are defined on the draft Policies Map. The LBD now includes the site to be allocated at Policy AL/SP 1, but excludes Policies AL/SP 2 (safeguarded land) and 3 (open space gap between the site allocation and the existing LBD).

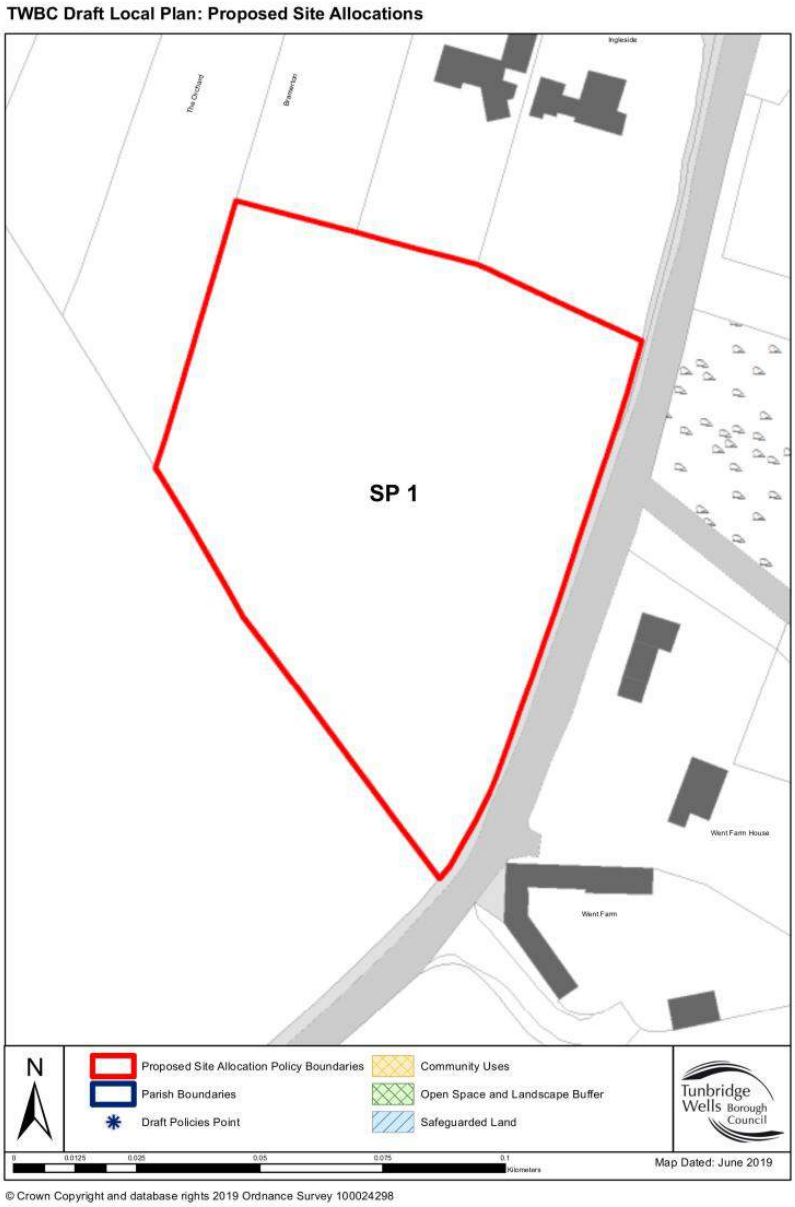
Allocation policies for Speldhurst Parish

5.140 The following policies set out the allocations that will deliver the above approach to development within Speldhurst parish over the plan period. These must also be considered alongside the relevant Local Plan strategic and development management policies, and development proposals will be expected to comply with all relevant national and local policies, and with any specific requirements as set out within the policy.

Speldhurst Village

Land to the west of Speldhurst Road and south of Ferbies

Map 97 Policy AL/SP 1



5.141 This site:

- Consists of an undeveloped green field located adjacent to the existing Limits to Built Development at Speldhurst, within the AONB and adjacent to an Area of Landscape Importance;
- Is in the Green Belt and would be released from the Green Belt to facilitate development in a sustainable location;
- Is located adjacent to the western side of Speldhurst Road to the south of residential properties in Ferbies;
- There is currently no direct access into the site from Speldhurst Road.

Policy AL/SP 1

Land to the west of Speldhurst Road and south of Ferbies (CfS reference: Site 231)

This site, as defined on the Speldhurst draft Policies Map, is allocated for residential development (C3) providing approximately 15-20 dwellings.

Development on the site shall accord with the following requirements:

1. The provision of vehicular access from the site onto Speldhurst Road informed by a highways assessment, including provision of adequate visibility splays (see criterion 5 of Policies EN 1: Design and other development management criteria and TP 2: Transport Design and Accessibility);
2. An assessment of the feasibility of extending the 20mph speed limit southwards of the site and/or proposals for creating a new 30 mph limit in the wider southern vicinity of the site, as informed by highway assessments, and associated gateway features (see criterion 7 of Policy TP 2: Transport Design and Accessibility);
3. Contributions to traffic calming measures, as informed by the outcomes of the highway assessment;
4. The retention of hedges and trees along site boundaries with minimal loss for the creation of a vehicular and pedestrian access from Speldhurst Road (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
5. The site is to contain significant areas of undeveloped green spaces, including appropriate landscape buffers to site boundaries;
6. The layout and design of the scheme to give full consideration to the historic environment and the site's location on the edge of the settlement, and to provide a scheme that is sensitively designed and provides a suitable urban edge to the settlement (see Policy EN 1: Design and other development management criteria, Policies EN 7: Heritage Assets, EN 20: Rural Landscape, and EN 21: High Weald AONB;
7. Improvements to existing allotments, amenity/natural green space, parks and recreation grounds, children’s play space and youth play space in accordance with the requirements of Policy OSSR 2: Provision of publicly accessible open space and recreation.

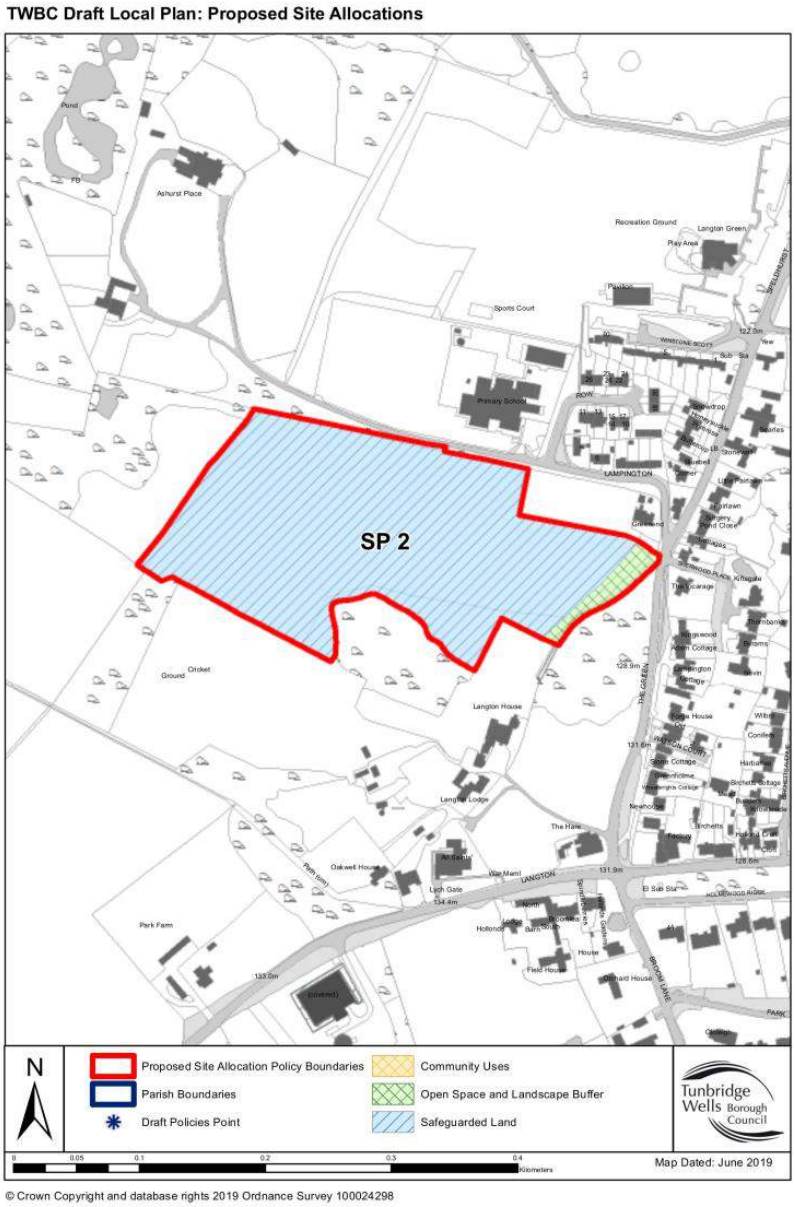
It is expected that contributions will be required towards the following if necessary, to mitigate the impact of the development:

a. Improvements to the public realm;
b. Any other highways related works;
c. Improvements to bus services.

Langton Green

Land north of Langton House

Map 98 Policy AL/SP 2



5.142 This site:

- Is an undeveloped site located adjacent to the existing Limits to Built Development at Langton Green, in the AONB;
- Lies within the Green Belt;
- Is located west of Speldhurst Road and south of Lampington Row, which is narrow;
- There is a Tree Preservation Order at the western side of the site, where the site also forms part of the Langton Green Conservation Area. The site is in proximity of listed buildings;
- There is archaeological potential on some of the site;
- Lies within a larger Biodiversity Opportunity Area.

Policy AL/SP 2

Land north of Langton House (CfS reference: Site 416)

This site, as defined on the Speldhurst draft Policies Map, is allocated for the safeguarding of the site for future school expansion, and a range of community uses; for example, allotments and children's play space.

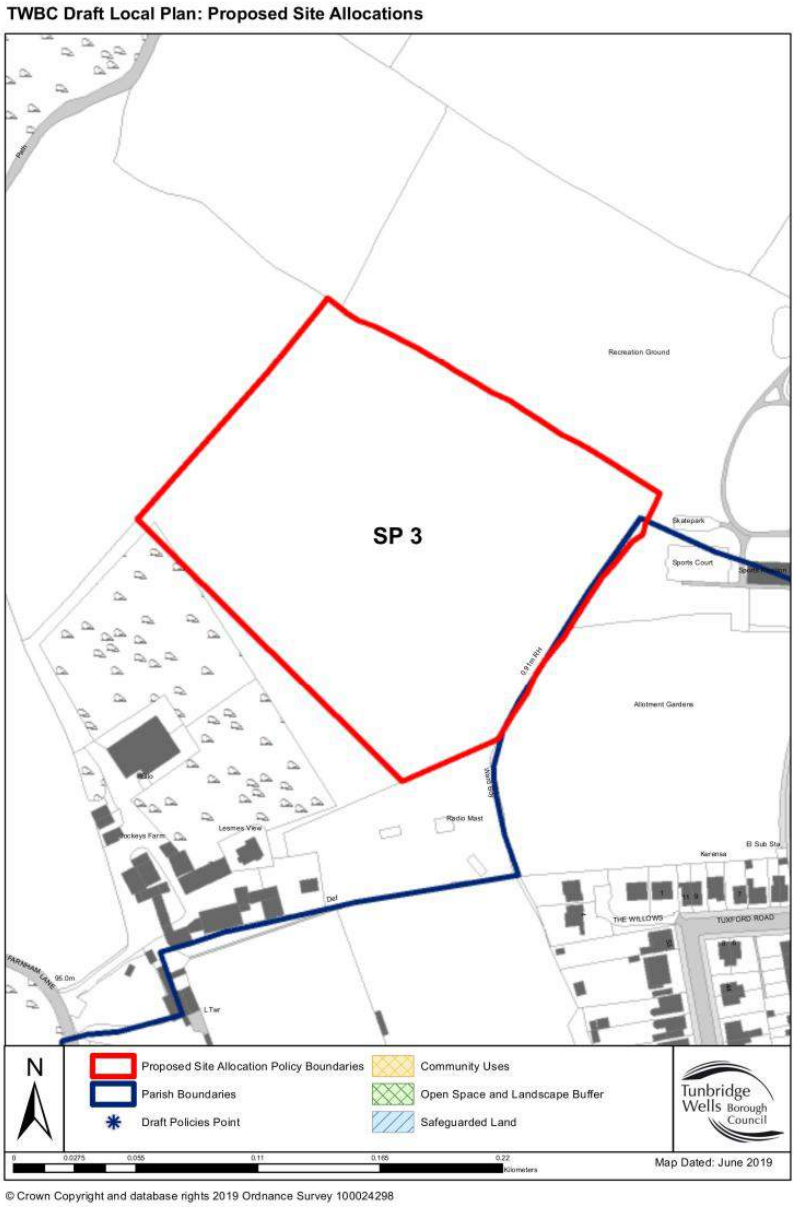
Development on the site shall accord with the following requirements:

1. The provision of pedestrian access into the site;
2. The retention of existing trees and hedgerows along the site boundaries together with the strengthening of site boundaries (see Policy EN 14: Trees, Woodlands, Hedges, and Development and criterion 3 of Policy EN 1: Design and other development management criteria);
3. The provision of a woodland buffer;
4. The provision of a scheme for biodiversity and ecological protection and enhancement; Biodiversity Opportunity Area (see Policy EN 11: Net Gains for Nature: biodiversity);
5. An assessment of the site's archaeological potential and provision of a scheme for its protection (see Policy EN 7: Heritage Assets).

Speldhurst Parish

Land adjacent to Rusthall recreation ground, Southwood Road

Map 99 Policy AL/SP 3



5.143 This site:

- Is an undeveloped site located within proximity of the existing Limits to Built Development of Rusthall in Rusthall parish, although the site itself lies within the parish of Speldhurst;
- It is located in the Green Belt and AONB;
- It lies adjacent the Southwood Road Recreation Ground and allotments;
- There is no vehicular access onto the site, which itself is landlocked. There is, however, vehicular access and car parking to the adjacent recreation ground off Southwood Road;
- The site lie within a larger Biodiversity Opportunity Area;
- Planning permission was granted under reference 17/03403 for the change of use of land to expand existing recreational facilities through provision of additional sports pitches, together with associated additional car parking provision, 'ball stop' fencing, and other

works. This has not yet been implemented, but the planning permission does not expire until late 2020.

Policy AL/SP 3

Land adjacent to Rusthall recreation ground, Southwood Road (CfS reference: Site 239)

This site, as defined on the Speldhurst draft Policies Map, is allocated for additional recreation provision.

Development on the site shall accord with the following requirements:

1. The provision of details of any new vehicular and pedestrian/cycle accesses and linkages, including those located within the site (see Policy EN 1: Design and other development criteria and Policy TP 2: Transport Design and Accessibility);
2. The provision of details for any additional on-site car parking (see Policy TP 3: Parking Standards);
3. The provision of a Travel Plan (see Policy TP 1: Transport Assessments, Travel Plans, and Mitigation);
4. Regard being 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 a landscape and visual impact assessment (see criterion 3 of Policy EN 1: Design and other development management criteria and Policy EN 14: Trees, Woodlands, Hedges, and Development);
5. The provision of details for all proposals of external lighting (see Policy EN 10: Outdoor Lighting and Dark Skies);
6. The provision of details for proposed ground level changes throughout site;
7. The provision of details for proposed ball-stop fencing, including any height increases;
8. Details of relocation of any existing facilities on the site;
9. Development proposals will need to demonstrate, where appropriate, a positive contribution to Biodiversity Opportunity Area targets (see Policy EN 11: Net Gains for Nature: biodiversity);
10. An assessment of the site's archaeological potential and provision of a scheme for its protection (see Policy EN 7: Heritage Assets);
11. The provision of a noise impact assessment of the proposed uses to inform design of, and management of, any noise mitigation measures that may be required to reduce noise to nearby residential areas (see Policy EN 30: Noise);
12. Provision of cycle storage facilities.

Section 6: Development Management Policies

6.1 The Local Plan sets out of a number of strategic, place-based and allocation policies to guide future development in the borough. The development management policies contained in this section also form part of the policy framework, which aims to achieve the Vision for Tunbridge Wells borough and the Strategic Objectives of the Local Plan. They provide more detail for decision making in relation to particular issues and for assessing the acceptability of certain types of development.

6.2 Development management is not intended to hinder or prevent sustainable development. Rather, it is a positive and proactive approach to shaping, considering, determining, and delivering development proposals in support of the Local Plan strategy.

6.3 The policies set out in this section do not cover all policy areas and, where principles for development are addressed by national policies or Local Plan strategic and place-based policies, they are not repeated.

6.4 The development management policies deal with a range of issues, such as:

Environment:

- Environment and Design;
- Natural Environment;
- Air, Water, Noise, and Land;

Housing:

- Delivery of Housing;
- Types of housing delivery;

Economic Development:

- Employment Provision;
- Town, Rural Service, Neighbourhood, and Village Centres.

Transport and Parking;

Open Space, Sport, and Recreation.

6.5 A number of policies relate to proposals for development in the countryside (i.e. outside the defined Limits to Built Development) where a general policy of restraint applies.

6.6 The Council will continue to produce Supplementary Planning Documents (SPDs) where it considers them necessary to provide more details on the policies in the Local Plan. SPDs are not part of the statutory development plan and do not therefore have the same status; however, once adopted they are capable of being treated as material considerations in the determination of planning applications.

Environment

Environment and Design

Design and other development management criteria

6.7 The borough contains an outstanding heritage of high quality buildings, townscapes, and countryside, and it is essential that new development proposals respect the immediate context of a site, as well as its wider setting. Control of external appearance and layout is of great importance in this environmentally sensitive borough, and strong emphasis will be placed on high quality design for all new development.

6.8 Good design can help promote sustainable development, improve the quality of the existing environment, attract business and investment, and reinforce civic pride and a sense of place.

6.9 The NPPF seeks to raise the quality of the built, natural, and historic environment, and quality of life in general, by securing high quality design and ensuring all development contributes to making places better for all.

6.10 Policies EN 1: Design and other development management criteria and EN 2: Sustainable Design and Construction both aspire to achieve high quality design throughout the borough and will be used to assess all development requiring planning permission. Building for Life 12 [(32)] is a nationally recognised industry standard for assessing whether development will be successful and well designed. It provides questions to assist in ensuring that the different aspects of good design are considered. The Local Planning Authority will use it to assess proposals for major developments, and applicants for larger housing schemes will be expected to set out in a supporting statement how these have been addressed.

6.11 The key elements that make up good design relate to scale, height, external appearance, materials, detailing, layout and orientation, mass, bulk, roofscape, site coverage, sustainability, energy efficiency, tree planting, and landscaping. These elements should respect the context of the site in which they are seen. Local distinctiveness should be reinforced, and natural features worthy of retention sensitively incorporated.

6.12 In order to integrate well into the existing built, natural, and historic environment, new development should respect the existing urban grain and address the connections between people, places, and nature (including vehicle, cycle, and pedestrian movement, and access to public facilities and amenity open space). It should also create safe, inclusive, and attractive environments that meet the needs of users, incorporate principles of sustainable development (including reuse and upgrading of existing buildings), and maintain and enhance landscape connectivity, and biodiversity and geodiversity features. New development must also be designed to promote healthy living opportunities, including both mental and physical wellbeing.

6.13 Landscaping (both soft and hard) and tree planting should be integral to the overall design of a scheme and should be considered at the beginning of the design process in establishing the use, layout, and site coverage of the development.

6.14 In assessing the appropriateness of design, as well as other policies in the Local Plan and any applicable Neighbourhood Development Plans, the Council will have regard to the following guidance (or any successive guidance):

- Tunbridge Wells Conservation Area Appraisals
- Tunbridge Wells Alterations and Extensions SPD
- Tunbridge Wells Historic Environment Review

32 http://www.builtforlifehomes.org/go/building-for-life-12

- Royal Tunbridge Wells Urban Design Framework SPD (once adopted)
- Tunbridge Wells Landscape Strategy and Practice Note
- Trees and Design Action Group (TDAG) publications
- Building for Life 12
- Kent Design Guide
- BREEAM
- Lifetime Homes
- Homes England guidelines
- Manual for Streets
- High Weald AONB Joint Advisory Committee advice and Management Plan
- Design for Crime Prevention – A Kent Design Guide for Developers, Designers and Planners

6.15 Proposals that fail to take opportunities to secure high quality design that respects local distinctiveness will be resisted.

Policy EN 1

Design and other development management criteria

All proposals for development within the borough will be required to satisfy all of the following criteria, and consideration of the criteria should be demonstrated in any supporting statement submitted with an application. It is expected that any departure from this policy, including individual criterion, must be robustly justified in information submitted in support of this application.

The key questions and checks should not be read as an exhaustive list but as an indicative guide to the main issues that need to be considered and addressed when submitting proposals for development.

Additionally, the 'Planning Advice Note for Applicants/Agents: Information required when submitting a Planning Application', which is available on the Council's website [(33)], provides information and guidance about the type of information that should be submitted to support planning application proposals.

Design Aspect	Design Criteria
1. Character and site context	1. The proposal should firstly seek to avoid the loss of buildings that contribute positively to the locality and street scene, heritage assets, open spaces, trees/vegetation, features of biodiversity/geodiversity, or other features important to the built or landscape character of the area, unless the proposed development is demonstrably improved overall; and For any new development proposals: 2. The siting, layout, density, spacing, orientation, and landscaping must respect the characteristics of the site, including its topography and any natural features, its relationship with immediate surroundings, and where appropriate, views into and out of the site; and 3. The scale, form, height, massing, proportions, external appearance, and materials should be compatible with existing buildings, building lines, landscape and treescape, roofscapes, and skylines. (See also Policies EN 6: Historic Environment, EN 7: Heritage Assets, Biodiversity/Geodiversity and Protection of Habitats, Policies EN 11 to

33 http://www.tunbridgewells.gov.uk/__data/assets/pdf_file/0007/66940/Local_Validation_Checklist.pdf

Design Aspect	Design Criteria
	EN 13, Policy EN 14: Trees, Woodlands, Hedges, and Development and Landscape Policies EN 18 to EN 21); and 4. Maximise the use of renewable energy technologies and other sustainable design measures, reducing the reliance upon less sustainable energy sources. (See also Policies EN 2: Sustainable Design and Construction, EN 4: Energy Reduction in New Buildings, EN 27: Conservation of Water Resources and EN 29: Sustainable Drainage).
Key questions/checks	*a. Does the proposal make best use of, and provide, mitigation where required to existing topography, site orientation, existing buildings, landscape features, trees and vegetation, and wildlife habitats?* *b. Are there any distinctive characteristics within the area, such as building form, styles, colours, and materials, or the character of streets and spaces, that the development should draw inspiration from?* *c. Does the scheme reinforce existing access and connections and create new ones, and integrate into its surroundings by respecting existing buildings and land uses close by?*
2.Water/Flooding Features	The proposal should: 1. Ensure there is adequate drainage provision. This will ensure that surface water is appropriately controlled within the development site, flood risk is managed on-site and off-site, and any existing flood risk in the locality is not exacerbated; and 2. Avoid inappropriate[34] new development within areas at risk from flooding, or mitigate any potential impacts of new development within such areas whereby mitigation measures are integral to the design of buildings. (See also Policies EN 28: Flood Risk and EN 29: Sustainable Drainage).
Key questions/checks	*a. How has surface water runoff been considered in the scheme?* *b. Have areas at risk of flooding been avoided before mitigation measures have been considered?*
3. Landscaping, Trees, and Amenity	1. Existing individual trees, or groups of trees, that contribute positively to the area shall be retained. In accordance with Policy EN 14: Trees, Woodlands, Hedges, and Development, appropriate tree protection measures and provision for their long term management will be required; and 2. The proposal should be accompanied by an integral landscaping (both hard and soft) scheme, which contributes to, and enhances, the natural and local environment, including sympathetic boundary treatments; and 3. In rural areas, particular attention should be paid to the retention and addition of native vegetation appropriate to the local landscape character to help assimilate development into its rural setting, while in urban areas tree planting and soft landscaping, including green roofs and living walls,

34 See PPG: Planning and flood risk https://www.gov.uk/guidance/flood-risk-and-coastal-change#planning-and-flood-risk

Design Aspect	Design Criteria
	should be used where appropriate to green the urban environment and as part of any surface water drainage system; and 4. Any proposed new landscaping, and any existing landscaping to be retained, shall include adequate capacity for future tree growth where appropriate. (See also Policies EN 14: Trees, Woodland, Hedges, and Development, and EN 15: Ancient Woodland and Veteran Trees).
Key questions/checks	*a. Is a tree survey to BS:5837 required to be submitted with the application?* *b. Has the use of hard and soft landscaping to define the difference between public and private areas been considered?* *c. Does the proposal respond to the Borough Landscape Character Area Assessment and the High Weald AONB Management Plan?*
4. Biodiversity and Geodiversity	1. Within the design, the proposal must incorporate opportunities for increasing biodiversity potential, and retaining and enhancing blue/green infrastructure features, including sustainable drainage systems; and 2. Proposals that affect the existing biodiversity, geodiversity, and blue/green infrastructure of a site must be designed in a way that avoids or mitigates any potential harm, resulting in a net gain. (See also Policy EN 11: Net Gains for Nature: biodiversity, and Protection of Habitats Policies EN 12 and EN 13, Policy EN 16: Green, Grey, and Blue Infrastructure, Policy EN 28: Flood Risk, and Policy EN 29: Sustainable Drainage).
Key questions/checks	*a. Have the necessary and up to date surveys been undertaken?* *b. Does the scheme retain existing habitats and incorporate new ones?* *c. Is any mitigation or compensation required?* *d. Does the development proposal result in net gain of biodiversity?*
5. Highway Safety and Access	1. Vehicular access, parking provision, and pedestrian movement should be safely accommodated and the new development should not significantly increase traffic to cause material harm to the safety of the local highway network in accordance with Policies TP 2: Transport Design and Accessibility and TP 3: Parking Standards; and 2. Any car parking or servicing should be appropriate to the context of the site, and designed and located so as not to cause material harm to visual amenity and dominate the street scene and public realm; and 3. The proposal shall include cycle storage and/or parking provision in accordance with Policy TP 3: Parking Standards.
Key questions/checks	*a. Where should vehicles come in and out of the development?* *b. Is access to cycle and other vehicle storage convenient and secure?* *c. Are streets designed in a way that encourage low vehicle speeds and allow them to function as shared social spaces?* *d. How do the proposals enable active travel?*
6. Residential Amenity	The proposal should not cause significant harm to the amenities of occupiers of neighbouring properties and uses, and should provide adequate residential amenities for future occupiers of the development by ensuring:

Design Aspect	Design Criteria
	1. That development does not result in, or is exposed to, excessive noise, vibration, odour, air pollution, activity, or vehicular movements, or overlooking; and 2. That the built form does not create an unacceptable loss of privacy and overbearing impact, outlook, or daylight and sunlight enjoyed by the occupiers of adjacent/nearby properties. (See also Policies H 15: Residential Extensions, alterations, outbuildings and annexes inside the Limits to Built Development and H 16: Residential Extensions, alterations, outbuildings and annexes in the Green Belt and outside the Limits to Built Development).
Key questions/checks	*a. Is the spacing between buildings adequate, and would there be any overlooking between, or loss of daylight/sunlight to, habitable room windows, resulting in an overbearing impact to any neighbouring properties?*
7. Inclusivity and access for all	New development should create designs and layouts that are accessible to all, and maintain and maximise opportunities for permeability and linkages to the surrounding area, existing public rights of way, local services, and access to amenity open space, including through public transport and opportunities for cycling.
Key questions/checks	*Is the development easy to navigate and does it provide easy access for all?*
8. Internal and External Storage	New development should incorporate measures for the adequate storage of waste, including provision for recyclable waste, as well as for bicycles and domestic paraphernalia.
Key questions/checks	*a. Is there adequate external storage, or easily accessible internal storage space, for waste, so it is less likely to be left out on the street?* *b. Does the design, positioning and screening of bin areas provide a safe and acceptable location for bin collections?*
9. Access to public and private spaces and crime reduction	The proposal should create a safe and secure environment, and incorporate adequate security measures and features to deter crime, fear of crime, disorder, and anti-social behaviour.
Key questions/checks	*a. Are public and private spaces clearly defined and designed with appropriate access, which is able to be well managed and safe to use?* *b. What types of amenity space would be provided within the development and how will they be looked after?* *(See also Policy OSSR 2: Provision of publicly accessible open space and recreation).*
10. New technologies	New developments must include infrastructure that meets modern communication and technology needs, and restricts the need for future retrofitting. Such infrastructure should include broadband, fibre to the premises (FTTP) where possible, high speed internet cabling/ducting, and provision of a power supply and infrastructure that would support green technology initiatives, such as electric car charging points.

Design Aspect	Design Criteria
	(See also Policies EN 2: Sustainable Design and Construction, ED 3: Digital Communications and Fibre to the Premises and TP 2: Transport Design and Accessibility).
Key questions/checks	*Is there appropriate broadband infrastructure and would FTTP be possible?*
11. Design Guidance	Account must be taken of the guidance documents (and any successive guidance) listed above in paragraph 6.14, where relevant, including Supplementary Planning Documents, the Kent Design Guide, Building for Life 12, Conservation Area Appraisals, the High Weald AONB Management Plan, the High Weald AONB Design Guidance, and related supporting guidance.
Key questions/checks	*How has the relevant guidance been used to determine and assess the distinctive character and identity of the scheme and how it relates to the existing character of the borough?*
12. Early engagement with the community and other relevant stakeholders	New development should be informed by effective engagement between applicants, communities, neighbours of sites, local planning authorities, infrastructure providers and other interests throughout the planning process. Applications that can demonstrate early, proactive, and effective engagement with the community will be looked on more favourably than those that cannot.
Key questions/checks	a. *Can the applicant demonstrate early, proactive, and effective engagement with the community, stakeholders, planning and infrastructure authorities/organisations, etc?* b. *How has the proposed design evolved to take account of views expressed through engagement, and to reconcile local and commercial interests?*

Sustainable Design and Construction

6.16 Sustainable development is an integral theme throughout the NPPF and a development designed with sustainability principles in mind can bring significant benefits to local communities, the environment, and the economy. The reasons for this are outlined in Sections 2 and 4, and include the fundamental importance of ensuring that future generations can meet their needs.

6.17 The principles underlying sustainable design and construction reflect a number of policies in this Plan. Together, the policies seek to reduce the ecological and carbon footprint of development, and promote wellbeing. Measures for doing this include designing development to use resources efficiently; protect the environment; recognise the distinctive character of locations; provide adaptable buildings that promote good health; and make the most of natural systems, including, for example, the use of passive solar design or local ecosystems.

6.18 Many sustainable design features have multiple benefits; for example, green roofs that enhance biodiversity, absorb rainfall, improve the thermal and acoustic performance of the building, reduce the urban heat island effect, and improve the appearance of a development. A further example is biomass burning, which can both help support the local economy and provide a renewable energy source with lower carbon emissions than some fossil fuels. Similarly, the use

of appropriate construction materials is also key and, where practicable, those sourced locally and with low embodied energy should be prioritised in order to both support the local economy and reduce emissions from both manufacturing and transport.

6.19 Frequently, sustainable solutions will help support the ability of the natural environment to contribute vital goods and services to people and society. Such 'ecosystem services' include flood mitigation, crop pollination, freshwater filtration, and climate stability. Since the publication of the National Ecosystem Assessment (2011), it has been clear that ecosystem services are often undervalued in conventional economic analyses and decision making. Paragraph 170 of the NPPF seeks to address this by encouraging the planning system to recognise these critical services, and it is the intention of Policies EN 2 and EN 3 to implement the necessary design and construction measures to protect and enhance ecosystem services.

6.20 In general, development should be designed to complement the character of a particular place. It should equally be recognised, however, that exceptional design does not simply replicate the form and appearance of existing development, but rather responds appropriately to it. Where opportunities exist for positive improvements (for example, reduced energy demands and improvements to occupiers' wellbeing), they will be supported where feasible. Underground waste storage facilities for large developments are a further example of a useful method for reducing lorry movements, as collections can be targeted to bins that are near full capacity. Likewise, more modern methods of construction such as off-site manufacturing, modular construction, and prefabricated materials and components are an excellent way to reduce the carbon footprint of a development.

6.21 Sustainable design should also recognise that demolition and rebuild is not always appropriate, and that structurally sound buildings should be reused in preference to demolition.

6.22 With large proportions of a building's carbon footprint and environmental impact being created before occupation begins, sustainable construction methods are a key consideration. For this reason, it is important that the environmental assessment of a development includes not only the operational stage of a building's life when it is in use, but also considers construction activities such as the production and transportation of materials. This is commonly carried out via the preparation of a Construction Environmental Management Plan, which reviews the impact of the construction phase and proposes measures to reduce these impacts; for example, reducing emissions from vehicle and plant emissions, or diverting waste from landfill. Indeed, construction, demolition, and excavation activities contribute to over half of the total waste generated in the UK each year and thus must not be overlooked. The Waste and Resources Action Programme (WRAP) and the Construction Information Research and Information Association (CIRIA) should be referred to for further details on reducing construction waste and implementing Demolition Protocols.

6.23 Policy EN 2 below details the wide range of sustainable development issues relevant to the borough that need to be considered by developers. This policy should be considered alongside Policy EN 1: Design and other development management criteria, as well as other policies such as transport Policies TP 1 and TP 2, climate change Policies EN 4 and EN 5, and Policy EN 11: Net Gains for Nature: biodiversity.

Policy EN 2

Sustainable Design and Construction

All development proposals must demonstrate that sustainable development is integral to the design, construction, and operation of the proposal, and considered from the beginning of the design process. To do this, developers must follow the 12 steps below:

Site Location and Layout	1. Prioritise development in locations with frequent and easily accessible public transport services that provide useful links to key facilities such as GP surgeries, train stations, shopping areas, and schools. Where necessary, enhanced public transport services should be provided through contributions.
	2. Prioritise development in locations that encourage active travel, such as walking and/or cycling, to key facilities such as local GP surgeries, train stations, shopping areas, and schools. This includes consideration of local topography and the Chartered Institute for Highways and Transportation's 'Desirable Walking and Cycling Distances' (or an evidence based equivalent). Where necessary, enhanced pedestrian and cycling links should be provided through contributions.
	3. Design the site layout to make the most efficient use of land and re-use existing buildings where feasible.
	4. Preserve, and where possible enhance, heritage assets, ecosystem services, biodiversity, and green infrastructure, including food growing facilities. See Policies EN 6, EN 7, EN 11, and EN 16.
Development Design	5. Minimise carbon dioxide emissions through energy efficiency improvements and facilitating low and zero carbon technology. See Policies EN 4, EN 5, TP 1, and TP 2.
	6. Ensure development can adapt to the needs of changing uses over its lifetime.
	7. Ensure development encourages positive behaviour change, such as provision of drinking fountains to discourage purchase of single use plastic.
	8. Provide sufficient public and private outdoor and recreational space. See Policy OSSR 2.
	9. Use water efficiently by meeting or exceeding the highest national water efficiency standards and incorporating facilities to recycle, harvest, and conserve water resources. See Policy EN 27.
	10. Adapt to impacts from climate change. See Policies EN 5 and EN 29, which includes information on SUDs.
Development Construction	11. Wherever possible, procure materials that: i. Are sustainably sourced materials by using local suppliers and choosing materials with low embodied carbon such recycled or secondary aggregates; ii. Can be easily reused or recycled at the end of their life.
	12. Follow the waste hierarchy by first minimising the generation of waste and then maximising re-use or recycling. For all development, sending waste to landfill must be a last resort.

These requirements should be clearly demonstrated within a Design and Access Statement containing detail proportionate to the size of the development. For development proposals of over 20 units or 2,000sqm floorspace new build or conversion, a Construction Environmental Management Plan will be required that provides details on all applicable topics above. Targets for diversion of waste from landfill and responsible procurement should be set by developers wherever possible.

Registration with the Considerate Constructors Scheme (or equivalent) is strongly encouraged.

Sustainable Design Standards

6.24 The NPPF (2019) directs planning authorities to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme, and advocates the use of assessment frameworks (paragraph 129) such as sustainability standards.

6.25 Many international and national standards are available for use, the best known of which is the Building Research Establishment Environmental Assessment Method or BREEAM. The BREEAM family of standards include standards for:

- The build, refurbishment and operation of non-residential development;
- The masterplanning of major development (BREEAM Communities);
- Public realm works (CEEQUAL);
- The build, refurbishment and operation of residential development (Home Quality Mark).

6.26 Further standards include Passivhaus and Building for Life (see detailed guidance by the Design Council[35]).

6.27 All these standards allow some flexibility in meeting the sustainability policy requirements, which would be assessed on a site by site basis. This may apply, for example, if a developer can demonstrate that the standards would restrict their ability to achieve a truly exceptional or innovative design (as set out in para 79 of the NPPF).

6.28 Policy EN 3 below details the circumstances under which sustainable design standards are expected to be met in the borough. The expectations are gradually increased throughout the timescale of the Local Plan in order to drive up standards. This progression is consistent with the Government's approach of producing more rigorous carbon budgets over time. Standards begin at a relatively achievable level in order to allow developers time to adjust. However, development proposals that exceed the expectations in the initial period from 2020 will be strongly encouraged, subject to all other material considerations being acceptable.

6.29 The Council is aware that design standards are occasionally updated in order to drive up standards. If a developer's chosen design standard undergoes a nationwide uplift in expectations at a similar time to the Council's uplift described above, allowances will be made.

Policy EN 3

Sustainable Design Standards

The following minimum design standards must be achieved for all major non-residential developments in the time frames shown. For residential developments, achieving the following minimum design standards will be strongly encouraged until national policy allows otherwise.

		YEAR		
		2021-2025	**2026-2030**	**2031 onwards**
Residential	**10-150 dwellings**	HQM* 3 Stars	HQM 4 Stars	
	> 150 dwellings	HQM 4 Stars		
Non-Residential	**1000-5000m²**	BREEAM* Very Good	BREEAM Excellent	

35 https://www.designcouncil.org.uk/

	> 5000m²	BREEAM Excellent

* Where HQM is the 'Home Quality Mark' and BREEAM is the 'Building Research Establishment Environmental Assessment Method'.

Developers must begin work to obtain the required design standard at an early stage in the design process so that benefits can be maximised, and this should be demonstrated in a Design and Access Statement.

Compliance with this policy should be demonstrated via:

1. 'Pre-assessment estimator' at application stage;
2. 'Interim design' (HQM) or 'design stage' certificates prior to construction;
3. Final certificates for all schemes six months post completion.

Developers implementing an alternative standard should submit equivalent certificates for each of these stages.

Climate Change Mitigation

6.30 The Intergovernmental Panel on Climate Change[(36)] (IPCC), representing a large body of reputable, international scientists, has reported for several decades that the global climate is changing. The effects of this change include rising temperatures and sea levels, retreating ice, and increases in the number of severe weather events, including droughts and heavy rainfall. The consequences of such changes for both the UK and the borough include dangerous flood events, increased deaths due to high summer temperatures, migration of native and invasive species, and habitat loss (UK Climate Projections 2018 (UKCP18)). The geographical location of the borough and population density means that, alongside the rest of the South East, it is likely to suffer from some of the severest impacts of climate change in the UK.

6.31 Reducing greenhouse gas emissions such as carbon dioxide (CO_2) is critical in limiting the impacts of climate change. In 2008, the Climate Change Act set a legally binding target for reducing UK CO_2 emission by at least 80 per cent by 2050. It also allowed for a Committee on Climate Change to be set up to create binding carbon budgets for five year periods.

6.32 The first three carbon budgets aimed to achieve a 34% reduction by 2020. This target represented an appropriate UK contribution to global emission reductions consistent with limiting global temperature rise to as little as possible above 2°C, and is reflected in similar regional and local targets (see Kent Environment Strategy, 2016, adopted by the Local Authority). However, the findings of the 2018 'Special Report: Global Warming of 1.5°C' from the IPCC concluded global temperature rise should be limited by 1.5, not 2°C. In addition, in the 2015 progress report to Parliament, the Committee on Climate Change acknowledged for the first time that the country was not doing enough to meet its carbon targets and that new, stronger policies would be needed to meet the existing fourth carbon budget and to stay on track for the 2050 target.

6.33 With this in mind, and the knowledge that the NPPF states that places should be shaped in ways that contribute to "*radical reductions in greenhouse gas emissions*", the urgency for action becomes clear. As a borough, the Council has produced a Climate Local declaration[(37)] (2014), and is assisting in the preparation of the Kent and Medway Local Emissions Strategy. However, the planning system has a key role to play in meeting the challenge of reducing CO_2 emissions, and must do more.

36 https://www.ipcc.ch/
37 http://www.tunbridgewells.gov.uk/__data/assets/pdf_file/0007/48850/Climate-Local-Tunbridge-Wells.pdf

6.34 Emissions associated with energy use and transport are by far the two largest contributors to CO_2 emissions in Tunbridge Wells borough (and the UK as a whole), and thus form the focus for the climate change mitigation policy in this Local Plan. For details on how transport emissions will be reduced, refer to Policies TP 1 and TP 2 on Transport, EN 23 on Air Quality, and EN 2 on Sustainable Design. Policy EN 4 below describes how emissions from domestic and non-domestic energy use will be reduced. See the Energy Topic Paper for full details. (*add link*)

6.35 Policy EN 4 below follows the energy hierarchy whereby the fabric and heating/cooling of the building is given priority over the installation of renewable technology. This is commonly known as the 'fabric first' approach. Following this method has multiple benefits: it is in accordance with the Government's 2017 Clean Growth Strategy; it ensures that inefficient buildings are not constructed with renewable energy technology bolted on; and it avoids the construction of homes that require retrofitting in the future. Instead, developers are required to begin with reducing their building emissions by 10% below current Building Regulation requirements. This figure is in accordance with the preparations government and industry have made over the past decade to meet the EU Energy Performance of Buildings Directive, which mandates all new buildings must be nearly zero energy after 2021. Despite changes proposed to the Planning and Energy Act 2008 in 2015, there remains provision for local planning authorities to impose requirements to this effect.

6.36 The Local Authority expects developers to undertake a 'fabric first' approach to reduce overall CO_2 emissions from buildings. Following this, major developments are required to install renewable energy technology on site that is capable of reducing CO_2 emissions by an additional 15%. This figure was determined following detailed legal advice, and is in accordance with government targets for the UK to generate 15% of its energy needs from renewable energy technology by 2020. Viability assessments for these uplifts in targets have been appraised through viability studies.

Policy EN 4

Energy Reduction in New Buildings

Proposals for zero carbon and low emission development are strongly supported, subject to all other material considerations being acceptable.

The Local Authority requires new development to incorporate design features that help deliver radical reductions in greenhouse gas emissions, particularly CO_2 emissions, and thus help mitigate climate change impacts. This will be achieved using the measures set out below unless superseded by national policy or legislation:

1. A 'fabric first' approach in which all new development is required to reduce CO_2 emissions by at least 10% reduction over the Target Emission Rate (TER) as set out in Building Regulations Part L (2013); and
2. Requirement for major development to reduce site-wide CO_2 emissions by 15% using renewable energy generating technology, which would be installed on site. The 15% reduction would be calculated only after the 'fabric first' approach has been applied.

The 'fabric first' approach should be based upon a consideration of U-values, thermal bridging, air permeability, and thermal mass, and also features that affect lighting and solar gains, such as building orientation and layout.

Renewable energy generating technology includes photovoltaics, solar hot water, air source heat pumps, ground source heat pumps, wind turbines, hydropower, and biomass boilers. Low carbon technology presented as an alternative to renewable energy generating technology, such as Combined

Heat and Power (CHP), will be considered on a case by case basis. The choice of technology to be installed will have consideration for site constraints such as shading, local air quality, and sensitive features such as the landscape and historic environment.

All energy calculations should be made using recognised calculators such as the Standard Assessment Procedure (SAP) or Home Quality Mark method for residential buildings, or the Simplified Building Energy Model (SBEM) for non-residential buildings. The calculations should include all regulated emissions such as fixed heating, lighting, hot water, and ventilation. Unregulated emissions from appliances such as white goods are considered to be outside of the scope of the Local Planning Authority.

Compliance with this policy should be demonstrated with a design stage Energy Strategy Report (major development) or Energy Statement (minor development), which is revisited during the construction phase to confirm its predictions are still valid and thus help avoid a 'performance gap'. Both submissions should contain adequate information to demonstrate how the energy hierarchy has been followed and how the 10% 'fabric first' energy reduction target (all development) and 15% renewable energy target (major development only) will be achieved. The level of detail provided should be proportionate to the size of the development.

6.37 In the borough, approximately one third of carbon emissions come from residential property and the majority of these residential properties have already been built. Indeed, this is a source of emissions where not only have reductions stalled, but emissions have been increasing in recent years (Committee for Climate Change, 2019). Therefore, retrofitting the existing building stock presents an opportunity to help meet the carbon reduction targets for the borough. The Local Plan supports sustainable retrofitting measures for existing buildings, subject to all other material considerations being acceptable. Such measures can range from low cost measures, such as loft and cavity wall insulation, to complete refurbishment of buildings and their systems. Improving the energy efficiency of existing housing stock in the borough will help reduce fuel bills and create a better environment for occupiers, which will be particularly important for the most vulnerable groups, including those living in fuel poverty.

6.38 The listed buildings and traditional buildings in the borough, including those in conservation areas, present a challenge as well as an opportunity when considering how on-site renewables can be incorporated and carbon emissions reduced. The Local Authority supports all measures to retrofit listed and other historical buildings in an appropriate manner in accordance with best practice advice from Historic England. The Local Authority also has an Energy Efficiency and Historic Buildings Guidance Note[38] (2018) to provide historic building owners with information on how to maximise the opportunities available for improving energy efficiency.

6.39 When developers are attempting to discharge conditions, final calculations, with full consideration of amendments following permission and in construction phase, must be provided prior to commencement. In the case of Passivhaus, BREEAM, or equivalent standards, a final certificate will be required.

6.40 The Energy Strategy Report, Energy Statements, and the Authority Monitoring Report (AMR) will be used to assess planning applications, and monitor the effectiveness of this policy. See the Energy Topic Paper for full details.

6.41 Where the energy required to heat buildings is being considered, the Council will undertake a proactive approach in accordance with the NPPF (paragraph 151). Heating for homes, business, and industrial processes accounts for approximately 50% of total UK energy demand and CO_2 emissions and so, if the UK is to deliver on its climate change targets, a substantive change to

38 http://www.tunbridgewells.gov.uk/Energy Efficiency Guidance January_2019

the efficiency of heat consumption and associated production is needed. Currently, 70% of heating in the UK is produced from natural gas, a fossil fuel increasingly imported, and long term trends are for the rising costs of heating, particularly off the gas grid. For this reason, the government is formulating plans to move away from fossil fuel-sourced domestic heating. The Council supports this model and will also support district or community heating networks wherever possible. District heating in combination with heat pump technology can improve the efficiency of energy use (especially in combination with a Combined Heat and Power engine) and has the flexibility to accommodate heat from a variety of sources, including biomass, allowing for secure energy supply, low cost energy, and reduced CO_2 emissions.

6.42 In general, renewable and low carbon technology proposals (community led or otherwise) will be supported wherever possible. Reference should be made to the Delta Energy and Environment study (2009), which determines the capacity of different areas of the borough to accommodate renewable and low carbon energy solutions. As site filtering was undertaken, one site (see Policy AL/RTW 14) is identified as having potential for a solar farm.

Climate Change Adaptation

6.43 In addition to mitigation, climate change adaptation is an important consideration for Local Plans as, even if all emissions are immediately discontinued, the UK is still committed to a certain amount of climate change from a legacy of past emissions. Rising temperatures and overheating, for example, will have impacts on human health and wellbeing. Given these long-term implications, a proactive approach to minimising vulnerability and improving resilience to the effects of climate change must be undertaken in accordance with the recommendations in the Government's 2017 Housing White Paper (or equivalent) and the findings of the Committee for Climate Change's Housing Fit for the Future Report (2019). Policy EN 5 below details how the Local Planning Authority will ensure this takes place.

Policy EN 5

Climate Change Adaptation

The Local Planning Authority will support proposals that allow communities, infrastructure, businesses, and the natural environment to adapt to the impacts of climate change, subject to all other material considerations being acceptable. These include, but are not limited to, the following measures:

1. Protection, and provision, of well connected, green infrastructure that facilitates native species' movements, facilitates sustainable drainage, provides natural shading, and is well adapted to summer drought and increased winter rainfall (refer to Policy EN 16: Green, Grey, and Blue Infrastructure);
2. Reduction in flood risk and provision of infrastructure to protect vulnerable communities and habitats, and minimisation of water consumption. Refer to Water Policies EN 27, EN 28, and EN 29;
3. Reduction in the urban heat island effect by consideration of road and building surface materials and the role of green infrastructure;
4. Support for proposals that allow for more resilient forestry and agricultural practices;
5. Buildings designed and built to avoid overheating, especially those for vulnerable users such as hospitals, schools, and elderly care homes, by following the cooling hierarchy below, in order of greatest preference:

    a. Minimise internal heat generation through energy efficient design;
    b. Reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation, and green roofs and walls;
    c. Manage the heat within the building through exposed internal thermal mass and high ceilings;

d. Passive ventilation;
e. Mechanical ventilation; and
f. Active cooling systems (ensuring they are the lowest carbon options).

The latest strategy published by the National Adaptation Programme should be referred to for advice.

6.44 Developers should note that the requirements of Policies EN 4 and EN 5 will need to be considered in unison so that they do not contradict each other; for example, when designing insulation, cooling, and ventilation measures. Likewise, improved air tightness designed in response to Policy EN 4 must not present an indoor air quality risk.

Historic Environment and Heritage Assets

Historic Environment

6.45 The historic environment of the borough is a valuable asset, which is a material planning consideration and contributes to wider strategic objectives, such as economic development, urban regeneration, high quality urban design and planning, tourism, leisure, education, sustainability, and health and wellbeing. The Council recognises that the built, natural, and landscape heritage of the borough is a valuable resource, which is important not only for its cultural and social value, but also its economic potential. The borough has a distinctive heritage, which can be easily identified through the diversity of its heritage assets, including:

- Isolated farmsteads;
- Post medieval villages, often formed around ancient farmsteads and linked by ancient routeways;
- Distinctive oast kilns and hoppers huts seen throughout the borough;
- The high number of ancient woodlands and veteran trees characterising the historic landscape;
- Undulating ridgelines emphasising distinctive trees and spires on the skyline;
- The urban grain and architecture of the early spa town of Royal Tunbridge Wells.

6.46 In order to ensure the effective integration of the heritage of the borough into policy and decision making, development management policies relating to the historic environment should be considered in conjunction with other policies in the Plan, such as those relating to design, heritage assets, landscape character, trees, biodiversity, transport, and sustainability, and any related Supplementary Planning Documents (SPDs). Also, where development is within, or close to, the High Weald Area of Outstanding Natural Beauty (AONB), consideration will be given to the High Weald AONB Management Plan.

6.47 It is important that planning decisions consider heritage assets in the borough in the round, alongside wider objectives as set out in this Plan. National planning policy (the NPPF) and legislation in relation to all aspects of planning, not just the management of the historic environment, recognises the role of our surroundings in contributing to our economy, social life, and environment, and therefore our wellbeing. This includes the many layers of history in all its forms that are evident in our surroundings. They are a shared resource, which should be managed well to ensure that the meaning is not lost to future generations.

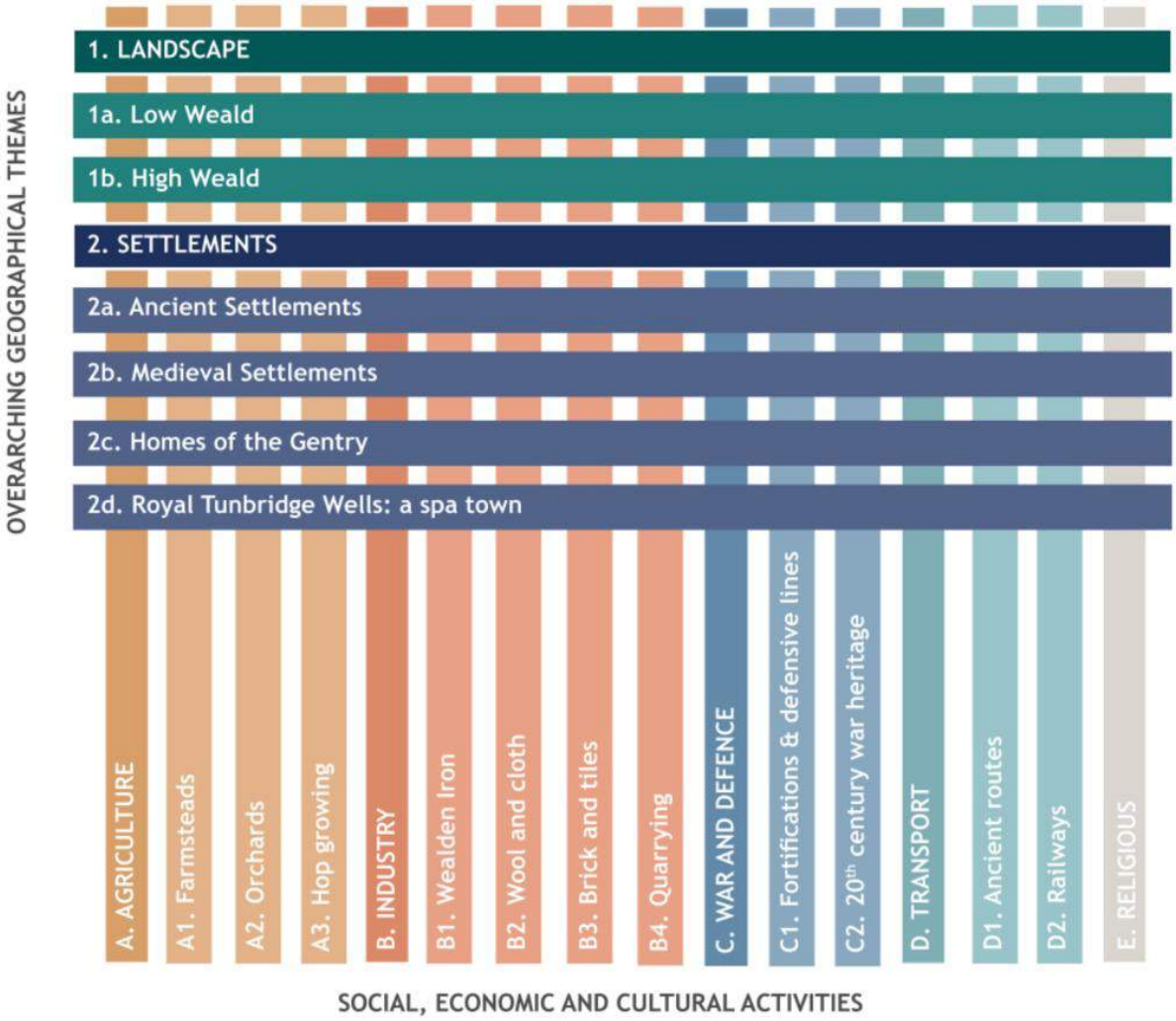
6.48 The Historic Environment Review for Tunbridge Wells Borough Council[39] examines the historic environment of the borough to form the basis for heritage local planning, providing an accessible summary of the historic landscape character and heritage assets in the borough. A Historic

39 The Historic Environment Review

Environment SPD based on the Review will be produced, and this will be taken into consideration in decision making when adopted. The SPD will form part of the evidence base for the Historic Environment Framework, which will contain a mission statement and suite of practical strategies for managing decision making that demonstrates a positive approach for the conservation, enjoyment, and enhancement of the historic environment.

6.49 The Historic Environment Review identifies a number of vulnerabilities and opportunities for heritage assets based on various factors, including significant pressure for new development. As well as focusing on specific assets, it is important to consider the main themes and characteristics that help to form the local distinctiveness of the borough, and which make a significant contribution to its heritage, as summarised in the Historic Environment Review and the heritage themes that it identifies in the following matrix:

Figure 5 Matrix of Heritage Themes



6.50 Proposals for development will be required to reflect the local distinctiveness, condition (state of repair), and sensitivity to change of the historic environment, as defined in the following guidance (all documents are those of Tunbridge Wells Borough Council, unless indicated otherwise):

- Historic Environment Review
- Findings as set out in the Historic Landscape Characterisation 2014-2017

- Conservation Area Appraisal SPDs
- Local Heritage Assets SPD
- List of Local Heritage Assets, including Historic Parks and Gardens
- Borough Landscape Character Assessment SPD
- Rural Lanes SPG
- Farmsteads Assessment Guidance SPD
- Landscape Sensitivity Assessments
- Urban Design Framework (when adopted)
- Review of the Kent Compendium's list of Historic Parks and Gardens for Tunbridge Wells Borough
- Kent Design SPD
- High Weald AONB Management Plan

Policy EN 6

Historic Environment

Proposals for development will be required to reflect the local distinctiveness, condition (state of repair), and sensitivity to change of the historic environment as defined in the guidance listed above in paragraph 6.50.

All new development shall commit to the overall conservation and, where possible, enhancement, of the historic environment of the borough, by demonstrating how it has regard to the advice set out in current government historic environment policy and guidance, including Historic England Good Practice Advice Notes and Historic Environment Advice Notes, and the themes in the Historic Environment Review.

All proposals shall demonstrate:

1. How the development proposal would preserve or enhance the historic environment;
2. A clear consideration of the relationship of the proposal with the historic evolution of the borough;
3. An assessment of the historic character of the local area, including current conditions; and
4. An understanding of the presence of heritage assets and their setting and associated significance, vulnerabilities, and opportunities.

Heritage Assets

6.51 Heritage assets are buildings, monuments, structures, sites, places, areas, whole landscapes, or elements of landscapes, identified nationally and locally as valued components of the historic character of the borough. They can include designated heritage assets and non-designated heritage assets identified by the Council as being of local historic importance (including local heritage assets or those identified during the determination of planning applications).

6.52 Designated heritage assets are protected by national policy and legislation, and in the borough and these include:

- Listed buildings;
- Conservation areas;
- Scheduled monuments;
- Archaeological sites;
- Registered historic parks and gardens;
- Ancient semi-natural woodland;
- Veteran trees.

6.53 Tunbridge Wells borough has a rich and diverse built heritage, including a large number of heritage assets, all set within its historic towns and villages, a well preserved medieval and pre-medieval landscape (dating back to Palaeolithic, Mesolithic, and Neolithic periods) of dispersed settlements, ancient routeways, ancient woodland, veteran trees, farmland, and farmsteads. A high percentage of the borough falls within the High Weald Area of Outstanding Natural Beauty (AONB), which is recognised as an important Medieval landscape. Many of the heritage assets are identified as components of the natural beauty of the AONB.

6.54 As set out in the NPPF, heritage assets are an irreplaceable resource that should be conserved or enhanced in a manner appropriate to their significance. Any harm or loss will require a clear and convincing justification. Substantial harm to, or loss of, heritage assets of the highest significance, such as scheduled monuments, grade I and II* listed buildings, grade I and II* registered parks and gardens, will be wholly exceptional. The Vision and Strategic Objectives of the Local Plan set out that the high quality natural, built, and historic environment will be conserved or enhanced. Policy STR 8 relating to the natural, built, and historic environment sets out the aims of the Council for each type of heritage asset that features within the borough, and states that a positive approach will be taken for the management of heritage assets in the delivery of new development, ensuring that the distinctiveness of the natural, built, and historic environment of the borough is conserved or enhanced.

6.55 Local heritage assets are those that appear on the local list of heritage assets and those that may be identified through the development management process as non-designated heritage assets. Non-designated heritage assets have no statutory protection, but are protected by national policy and guidance. They can include many different types of assets, such as structures, pavements and road surfaces, ancient trees, and other landscape features, which are considered to have a degree of local heritage significance and merit consideration in planning decisions.

6.56 The complex history of the landscape also means that there are many sites and features that do not have a specific statutory designation, and in some cases are yet to be discovered. These include archaeological remains, sites of archaeological interest, and sites featured in the Kent Historic Environment Record. Nevertheless, these should also be conserved or enhanced because of their contribution to the wider landscape, and to the wider social, cultural, economic, and environmental benefits that conservation of the historic environment can bring.

6.57 For any development proposal affecting a heritage asset, the submission of a heritage statement will be required with the planning application. This statement should describe the significance of the heritage asset based on historic research and the impact of the proposal on the significance. It should be proportional to its importance and clearly show the context of the proposal. The application should also include accurate site surveys and drawings showing surrounding buildings and spaces.

Listed Buildings

6.58 The borough contains 2,248 buildings of architectural or historic interest, which make a significant contribution to the quality and distinctiveness of the local environment. Listed buildings are protected by national legislation under the Planning (Listed Buildings and Conservation Areas) Act 1990.

6.59 There is a presumption in favour of preserving listed buildings, and consent will only be given in very exceptional circumstances for their demolition. Poor condition is no justification for demolition, and where a building is redundant, every effort must be made to find an optimum viable new use, which should be consistent with the character, appearance, and fabric of the building.

6.60 Alterations, repair, renovation, and extensions to listed buildings and development affecting the setting of listed buildings should preserve or enhance their character and appearance and the special features for which they are designated. These features can include curtilage buildings, structures, spaces and the landscape setting that are integral to their character, and important views within, of, into, and out of, the area or site. Development that would have an adverse impact on their special historic or architectural interest, or their formal or natural landscape setting, will not normally be permitted.

6.61 The setting, significance, and importance of historic buildings can be seriously harmed by inappropriate neighbouring developments and/or uses. Therefore, for any proposals that would have an impact on the setting of a listed building, applicants will be required to submit technical and illustrative information about the proposed development and its relationship to its setting as part of a heritage statement and/or design and access statement.

Conservation Areas

6.62 Conservation areas are designated by the Local Planning Authority as areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance[40]. The borough contains 27 conservation areas, within which the combination of the buildings, spaces, and landscape is of great importance in creating the distinctive character of the area. The strong pressures for redevelopment within, or adjoining, conservation areas could, if not controlled sensitively, lead to an erosion of that character. Conservation area boundaries are defined on the draft Policies Map[41].

6.63 In designating or reviewing conservation area boundaries, the Council must have regard to advice set out in the NPPF, or any subsequent guidance. The principal concern is whether the area is, or remains, of special architectural or historic interest worthy of preservation or enhancement. The definition of an area's special interest derives from an assessment of the elements that contribute to, and detract from, its character. Such elements include: historical development; the topography; the quality and relationship of buildings in the area; and also the trees, other vegetation, and open spaces; the character and hierarchy of spaces; the prevalent building materials; the mix of uses; and the quality of street furniture and hard and soft surfaces.

6.64 The Council is aware that many conservation area appraisals in the borough were prepared more than a decade ago, and review is therefore required. The review of appraisals and management plans will be prioritised to cover areas of vulnerability or development pressure and consideration.

6.65 New development in conservation areas should aim to preserve or enhance the character and local distinctiveness of the historic environment and respect its surroundings in terms of:

- design
- layout
- height
- massing
- volume
- scale
- form
- materials
- external detailing/ornate features
- roofscape

40 Planning (Listed Buildings and Conservation Areas) Act 1990 section 69 (1)

41 Please note, the Warwick Park and Madeira Park Conservation Area Appraisal is currently in the process of being adopted, and the draft boundaries are shown on the draft Policies Map.

- plot width
- landscaping and
- design of any new pedestrian, cycle or vehicular access

6.66 In order to assess the impact of a proposal in a conservation area, an appropriate level of detail should be submitted, including drawings other visual material, and a full application rather than an outline application submitted.

Scheduled monuments

6.67 The following is a list of Scheduled Ancient Monuments to be found in the borough:

Royal Tunbridge Wells - High Rocks: Earthworks, Iron Age Hill Fort
Royal Tunbridge Wells - Moat Farm: Medieval Moated Site
Benenden - Iden Green: Paved Ford crossing line of Roman Road
Brenchley - Castle Wood Castle: Iron Age Hill Fort
Capel - Castle Hill: Earthworks, Iron Age Hill Fort
Cranbrook - Little Farningham Wood: Roman Site
Cranbrook - Bedgebury Furnace: Tudor Iron Furnace
Cranbrook - Furnace Farm: Moated site to the west of it
Horsmonden - Share Farm: Moated Site
Lamberhurst - Scotney Castle: Medieval and later Castle
Lamberhurst - Bayham Abbey: scheduled area is outside the borough (in Wealden) but its setting is within
Speldhurst - Groombridge Place: Medieval Moated Site

6.68 These sites are, by definition, of national importance and are afforded a high level of protection from disturbance. There will be a presumption against development proposals that would be likely to cause damage to the sites themselves or their settings.

6.69 The consent of the Secretary of State is required for any works affecting an Ancient Monument, but planning permission for any accompanying development is required from the Local Planning Authority.

Archaeological sites

6.70 The borough is mainly embraced by undulating high ground, which rises from the clays of the Low Weald. The area, certainly until the growth of Royal Tunbridge Wells as a spa town in the 17th century, was never densely settled, and in medieval times was still largely wooded, as is evidenced by the '-hurst' and '-den' place names, signifying woodland and woodland swine pasture respectively.

6.71 Prehistoric occupation is represented by a number of flint scatters and other finds of Mesolithic, Neolithic, and Bronze Age date, and the earthworks of probable Iron Age hill forts survive at High Rocks, Royal Tunbridge Wells; Castle Wood, Brenchley; and Castle Hill, Capel.

6.72 Apart from some evidence of Roman iron working, there is currently little archaeological evidence of activity in the Roman and Saxon periods.

6.73 In the later medieval period, Cranbrook developed as a medium-sized town based on the cloth industry, which also flourished in a number of surrounding villages. Several medieval moated sites have been identified, and various sites are known from earthworks and place name evidence to relate to the important Wealden iron industry that developed in the later Middle Ages and reached its peak in the 16th and 17th centuries.

6.74 While limited in quantity, the archaeological remains make an important contribution to the understanding of the history of the area.

6.75 Further targeted research into archaeology is recommended, including an assessment of the contribution of standing buildings to archaeological knowledge. The Council is working closely with Kent County Council to establish priority areas for further archaeological research. Areas of greatest sensitivity to change will be agreed with a view to undertaking a focused desktop review of assets by number and by type, with reference to the Kent Historic Environment Record. This work will form the basis for new Archaeological Notification Areas, which will be in place by March 2020.

6.76 In considering any development proposals that may affect an archaeological site, applicants should consult both the Local Planning Authority and the County Archaeologist at Kent County Council at an early stage, ideally prior to submitting a formal planning application, in order to establish the possible archaeological implications of any proposals. Developers will need to demonstrate that the archaeological implications of the development have been properly assessed, and an appropriately detailed written archaeological assessment may be required to be submitted with an application for development. Planning permission may be refused without adequate assessment of the archaeological implications.

6.77 Where permission is to be granted for development resulting in the damage or destruction of archaeological remains and the developer has not entered into a planning agreement, or made equivalent arrangements for the excavation and recording of the remains, the deposition of the site archive, and the publication of the results, conditions will be attached to the permission to ensure that no development takes place until this work has been carried out.

Historic parks and gardens

6.78 Historic parks and gardens are an important heritage asset as they make a significant contribution to the character, history, and landscape setting of the area in which they are located. They also play an important part in maintaining biodiversity and environmental improvement. Proposals for new development must have careful regard to the important landscape architecture of the site, the setting of the historic buildings within the site and its visual amenity, and wider setting. Sufficient information to enable the impact of development on a historic park or garden to be properly assessed, including impact on existing trees and landscaping, and detailed landscaping proposals, shall be submitted with all planning applications. The Local Planning Authority may also ensure the conservation of the historic park and garden by requesting the submission of a management plan for the designated site and its setting to promote good land management practice and encourage best use of resources, as part of the application. Improved access to local historic parks and gardens, such as through the National Gardens Scheme, is also encouraged. Further information on the Historic Parks and Gardens of the borough is contained in 'A Review of the Kent Compendium's list of Historic Parks and Gardens for Tunbridge Wells Borough April 2010'.

6.79 Historic England maintains a Register of Parks and Gardens of Historic Interest in England. There are 16 such sites situated wholly or partly within the borough, including sites of international reputation such as Sissinghurst Castle and Scotney Castle, and a Repton designed landscape at Bayham Abbey. There is also a local list referred to as the Kent Compendium List of Historic Parks and Gardens. This list was updated by the Council with the aid of the Kent Gardens Trust through a Historic England supported project developing a robust methodology and high quality publications. The resultant list of 27 sites, as set out in the project report, 'A Review of the Kent Compendium's List of Historic Parks and Gardens for Tunbridge Wells Borough April 2010', was published by the Council in 2010, and are considered to be identified heritage assets. All Historic Parks and Gardens in the borough are defined on the draft Policies Map and listed on the Council's Historic Parks & Gardens web page [(42)].

42 http://www.tunbridgewells.gov.uk/residents/planning/conservation-and-heritage/historic-parks-and-gardens

Ancient semi-natural woodland and veteran trees

6.80 The borough is rich in ancient semi-natural woodland (ASNW) and aged and veteran trees, which are classed as heritage assets. Tunbridge Wells has the largest area of ASNW in Kent, being 16.22% of the total land area. The Local Planning Authority will seek to prevent loss of, and enhance, woodland cover, working proactively with woodland owners and relevant organisations to bring woodland back into management where possible. Where developments are proposed in, or adjacent to, ASNW, or may affect veteran trees, regard will be given to Natural England and Forestry Commission Standing Advice for Ancient Woodlands and the NPPF; seeking to ensure no loss occurs other than in wholly exceptional circumstances (such as nationally significant infrastructure projects or orders under the Transport and Works Act). Further details of specific requirements and reference guidance on these assets can be found in Policy EN 15: Ancient Woodland and Veteran Trees.

Policy EN 7

Heritage Assets

Proposals that affect a designated or non-designated heritage asset, or its setting, will only be permitted where the development conserves or enhances the character, appearance, amenity, and setting of the asset; and in the case of historic parks and gardens, provides, where possible, improvement of access to it.

Applications will be assessed with reference to the following:

1. The historic and/or architectural significance of the asset;
2. The prominence of its location and setting; and
3. The historic and/or architectural significance of any elements to be lost or replaced.

Proposals should also comply with the advice set out in the Conserving and Enhancing the Historic Environment Section of the NPPF (and any subsequent versions).

Any development that might directly or indirectly affect the significance of a listed building, conservation area, historic park and garden, scheduled ancient monument, historic landscape (including ancient woodland and veteran trees), archaeological site, or local heritage asset, will be required to submit a heritage statement, and/or where applicable, an archaeological assessment and/or management plan as above for historic parks and gardens, with any planning application, which can be included within a design and access statement. This includes development affecting their setting.

The assessment of proposals should make reference to the Tunbridge Wells Borough Historic Environment Review, the Council's List of Local Heritage Assets, which includes buildings and historic parks and gardens of local importance, and relevant guidance. Although the Council does not hold an exhaustive list of non-designated heritage assets, it should be noted that these are often identified at the application stage of any proposal.

Should permission be granted for the removal of part or all of a heritage asset, the Local Planning Authority will not permit the removal or demolition of the heritage asset until it is proven that the approved replacement development will proceed.

6.81 Development proposals affecting the historic environment or any heritage asset will also be assessed against Policies EN 1: Design and other development management criteria, Landscape Policies EN 18 to EN 21, EN 14: Trees, Woodlands, Hedges, and Development, EN 15: Ancient Woodland and Veteran Trees, EN 11: Net Gains for Nature: biodiversity, and TP 2: Transport Design and Accessibility.

Shop Fronts

6.82 The design and layout of shop fronts has evolved slowly over hundreds of years, depending on measures to attract customers, and display and store goods, the technologies available, and fashions in architecture. The basic elements, however, have remained the same, and there are good examples within the borough of surviving Georgian, Victorian, Edwardian, and early 20th century shop fronts.

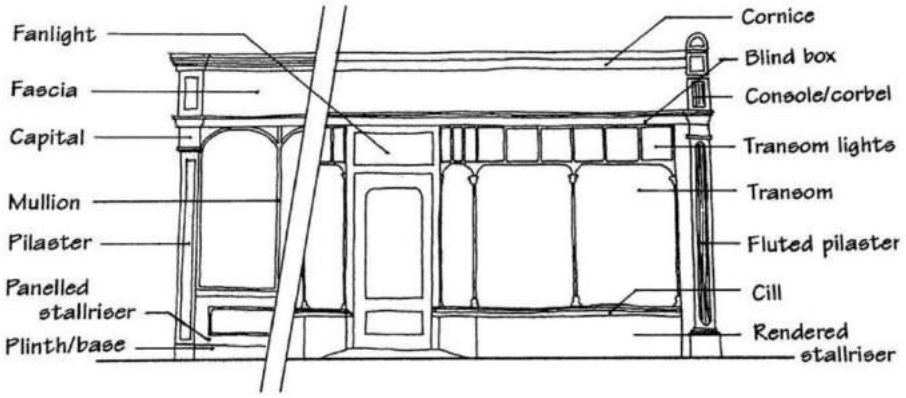
6.83 Shop fronts form an important element in the street scene, both individually and in terms of the wider street setting. They can not only enhance the vitality of a place, but also contribute to the local distinctiveness and character of the townscape.

6.84 The NPPF and supporting guidance requires that new development integrates well into the built environment. Without careful design, the use of inappropriate materials, bulky signage, lighting, and other features (including poorly replicated historic features), and where shop front proportions do not relate well to the proportions of the building, new shop fronts may be unsympathetic to the character of the individual building or the street scene.

Shop front elements and design

6.85 Elements of a traditional shop front are shown in the diagram below. They include a window display with an ornamental surround, a narrow fascia and deep cornice, side pilasters with corbelled brackets, a panelled, tiled, or rendered stall riser beneath the window, often a recessed door, and profiled glazing bars with a deep cill. All these elements form the frame of the window display.

Figure 6 A traditional shop front



6.86 All elements of the shop front are important, including the shop width and subdivisions, the height of stall riser, materials, detailing of doors, depth of fascia, and any form of illumination, and the following advice should be considered for any proposals relating to alterations to, or replacement, shop fronts:

Shop width and sub-divisions: shop front window panes should be proportionate to the width of window openings on upper floors. Large glazed areas should be divided using mullions and/or transoms. For shop fronts of two or more plot widths, the identity of each individual elevation above should be respected by a change in the shop fronts below at ground floor level. Continuity of the same retailer could be achieved by the same use of colour, lettering type, and window displays.

Height of stall riser: the stall riser provides a solid visual base, as well as raising the window display to a more convenient level. As a general rule, they should not be less than 500mm high.

Materials: for traditional shop fronts, painted timber is preferred over stained hardwood, as well as the use of dark colours: dark green, navy, black, brown. Modern materials such as aluminium or plastic should only be used where appropriate to the style of the building and surrounding location, and should be moulded to a suitably high quality.

Doors: this is an important visual focus to the shop front. Recessed doors provide depth and relief to the shop front, as well as the effect of inviting customers into the premises. The door design should reflect the design of other elements of the shop front, in particular the windows and any stall riser.

Fascia: this should be appropriate to the character and period of the building and, as a general guide, the depth of the fascia should not exceed a fifth of the shop front height or encroach above first floor level.

Illumination: where illumination is required, it should be restrained and unobtrusively sited, within the context of the appearance of the building and its setting. For further guidance on the form and direction of external illumination, applicants are advised to refer to the advice set out in the Institute of Lighting Professionals Guidance Note GN01: The Reduction of Obtrusive Light [(43)] (or any successive guidance).

6.87 An important point to remember in shop front design is that the shop front is part of a building, and the building is part of a street, and all three should respectively complement each other.

6.88 Although priority should be given to the retention of traditional shop fronts, new shop fronts, when allowed, can be successfully integrated into their setting through the use of quality materials, and by respecting the proportions of the building and character of the street scene. Sympathetic contemporary designs can be as successful as more traditional designs.

6.89 Standard corporate images may need to be adapted to meet particular circumstances, and to respect the character and appearance of the surrounding shopping area. The use of bright colours, especially in conservation areas, should be avoided, and a minor variation to a retailer's corporate colour can help to protect the historic and/or traditional character of a location.

6.90 Proposals for solid external security shutters, which completely cover a shop front, will rarely be acceptable. When closed, they have a detrimental impact on the character and visual amenity of the street scene, giving the frontage a dead appearance, presenting a hostile environment, hiding intruders, and encouraging graffiti. In certain circumstances, where it can be demonstrated that repeated criminal damage has occurred, and there is no other reasonable and practicable alternative, laminated glass and internal open grille shutters or external roller blinds may be more appropriate alternatives, subject to the shutter housing being unobtrusive and unlikely to harm the character of the building or street frontage. Such proposals should be incorporated into the shop front design.

Conservation areas

6.91 The Council will give priority to the retention of architecturally or historically interesting traditional shop fronts within conservation areas. Adapting new shop fronts to modern needs can be brought about by sensitive design, and the reinstatement of any traditional features into a new shop front is also encouraged. Proposals for replacing existing shop fronts will only be allowed where

43 https://www.theilp.org.uk/documents/obtrusive-light/

the existing shop front has no particular architectural or historic quality in itself, or does not contribute to the character of the conservation area. Where replacement is allowed, the design should not only respect the building, but also the overall character of the conservation area.

6.92 In many of the Conservation Areas there are many traditional shop fronts. For example, in Cranbrook there are shop fronts on the High Street and on Stone Street that have been unsympathetically altered in the past, including the introduction of 'Dutch style' canopies, which are not a historic canopy type, and which damage the significance of the conservation area as inappropriate additions to the shop front. These will be discouraged in this, and other, conservation areas.

Other traditional shop fronts

6.93 The Council has identified the following key groupings of traditional shop fronts outside of conservation areas, which positively contribute to the character, street scene, and visual amenities of the area. Where there is an existing shopfront within the key grouping/designation, priority will be given to its retention or reinstatement rather than complete replacement and in accordance with Policy EN 8 below, proposals will either seek to reinstate or not result in the loss of existing traditional features and/or details of architectural or historic interest. These groupings are defined on the draft Policies Map:

Camden Road, Royal Tunbridge Wells

6.94 Part of Camden Road to the north east of the junction with Garden Road and Victoria Road is located within the town centre boundary of Royal Tunbridge Wells. Much of the character of the street is derived from the large number of traditional shop front features that are still present.

St John's Road, Royal Tunbridge Wells

6.95 St John's Road contains a group of shops where almost all of the original shop fronts and features have been retained and in view of the architectural and historic integrity of this group, the Local Planning Authority considers that these traditional shop fronts should be retained.

Silverdale Road, Royal Tunbridge Wells

6.96 Silverdale Road contains a parade of shops and other uses that provide a variety of goods and services. Most of the original shop fronts have been retained, including a number of recessed doorways, and the parade contributes significantly to the local character of this part of the town.

London Road, Southborough

6.97 London Road is a principal route through the town and is defined in the Plan as the Southborough Primary Shopping Area, where there are a number of shop fronts which, either wholly or partly, retain features of architectural interest that are important to the character of the area.

6.98 The other parade of shops to the north (known as Southborough North Parade) is located in the conservation area and is afforded protection by Policies EN 6: Historic Environment and EN 7: Heritage Assets above.

6.99 All proposals will be assessed against the criteria of Policy EN 8: Shop Fronts below and, where applicable, Policies EN 6: Historic Environment and EN 7: Heritage Assets, as well as Policies EN 9: Advertisements and EN 10: Outdoor Lighting and Dark Skies.

Policy EN 8

Shop Fronts

Shop fronts that are of historic interest and architectural merit should be retained and those that have been lost should be reinstated. Proposals for new shop fronts, or alterations to existing shop fronts, will only be permitted where all of the following criteria are satisfied:

1. The shop front is correctly proportioned in relation to the width of the property (or a logical vertical sub-division created by the upper storey), in sympathy with the architectural style, materials, and form of the building(s) of which it would form part, except in cases where the building itself is architecturally incompatible with the character of the area. Where a single unit of occupation has been formed by amalgamating shop units, shop front design should relate to the original unit widths; and
2. The shop front is in sympathy with the predominant architectural style and materials of neighbouring properties and the surrounding area; and
3. Any blinds and security measures (where demonstrated to be necessary) shall be designed and sited to be unobtrusive and shall not harm the character and appearance of the building nor the street frontage; and
4. Where a fascia is to be applied, it will be of an appropriate height, in scale with the overall height of the shop front and other elements of the building, and not intrude over the first floor level; and
5. Where illumination is required, it should be restrained and unobtrusively sited, within the context of the appearance of the building and its setting in accordance with the advice set out in the Professional Institute of Lighting Engineers Guidance Note 1 relating to The Reduction of Obtrusive Light; and
6. In conservation areas and premises fronting Camden Road, St John's Road, and Silverdale Road, Royal Tunbridge Wells, and London Road, Southborough, as defined on the draft Policies Map, the proposal will not result in the loss of a traditional shop front, or features and details of architectural or historic interest.

Advertisements

6.100 Advertisements and signs, by their very nature, need to be visible in order to attract attention and convey information. If insensitively designed or positioned, however, they can appear overly dominant or incongruous within the street scene or countryside, and therefore require careful control.

6.101 Advertisements can be in many forms, such as fascia and side hanging signs on commercial premises, freestanding A-board signs, digital signs, transit, and banner signs.

6.102 The display of advertisements is subject to a separate consent process within the planning system. This is principally set out in the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (as amended). There are three categories of advertisement consent set out in the Regulations:

1. Those permitted without requiring either deemed or express consent from the local planning authority;

2. Those that have deemed consent; and

3. Those that require the express consent of the local planning authority.

6.103 Advertisements are controlled with reference to their effect on amenity and public safety only. These will be assessed within the context of the general characteristics of a particular area, such as any features of historic, architectural, cultural, or other special interest, including those on shop fronts.

6.104 In determining proposals for all illuminated advertisements, the Council will favour the use of restrained lighting from an indirect lighting source in order to ensure that the character of an area, and visual and residential amenities, are preserved. Lighting should be constant and should not involve the use of open tube discharge lights. Lighting sources will be expected to be unobtrusively sited, within the context of the appearance of the building and its setting. Proposals should be submitted in accordance with the advice set out in the Institute of Lighting Professionals Guidance Note GN01: The Reduction of Obtrusive Light (or any successive guidance). Such advertisements should only be illuminated during operative business hours.

6.105 Excessive advertising defeats its own objective by creating a clutter of signs and destroying the common asset of an attractive urban, rural and/or historic environment.

Advertisements in conservation areas and on, or affecting, listed buildings and non-designated heritage assets

6.106 In conservation areas, and for proposals on, or affecting, listed buildings and other non-designated heritage assets, advertisements should be kept to a minimum in order to maintain the character and appearance of the conservation area and to avoid harm to the fabric, character, or setting of listed buildings. The size, design, construction, materials, colouring, and any form of illumination should not detract from the character and appearance of the area.

6.107 Proposals for large, dominant signs will, in most cases, be at variance with the character of a listed building and/or the conservation area. A box sign, especially when illuminated, will usually be out of character due to its shape, lack of intricacy and detail, and use of unsympathetic materials. Standard corporate designs may need to be adapted to meet particular circumstances, while the positioning of advertisements above ground floor level is unlikely to be acceptable.

6.108 Where illumination of a sign in a conservation area is necessary and considered to be acceptable, it should be achieved by halo or other illumination to individual letters.

6.109 In the case of listed buildings, new signage should be carefully positioned in relation to the elevation of the building; painted timber fascia advertisements used and/or traditional hanging signs (hung from traditional brackets), and any illumination should be external and/or unobtrusive. Listed building consent for such proposals would also be required.

6.110 In rural areas, factors that will be assessed include the position of the proposed advertisement relative to the land form and quality of the immediate surroundings, and whether its design respects natural contours, landscape character, and background features against which it will be seen.

6.111 In addition to Policy EN 9 below, where express consent and/or listed building consent is required, advertisement proposals will also be assessed against Policies EN 1: Design and other development management criteria, EN 6: Historic Environment, EN 7: Heritage Assets, EN 8: Shop Fronts, EN 10: Outdoor Lighting and Dark Skies, and Landscape Policies EN 18 to EN 21).

Policy EN 9

Advertisements

All advertisements will be required to satisfy all of the following criteria:

1. No advertisement should be obtrusive in appearance, appear dominant or overbearing in the street scene or landscape, cause visual clutter or result in a proliferation of signs, or cause significant harm to the appearance of any building or site on which it would be displayed because of its size, design, construction, or materials;
2. Where illumination is required, lighting sources should be unobtrusively sited, within the context of the appearance of the building and its setting, and the level of illumination should not cause significant harm to visual and residential amenity, having regard to the standards set out in the Institute of Lighting Professionals Guidance Note GN01: The Reduction of Obtrusive Light (or any successive guidance);
3. Any illumination shall only be in use during business open hours;
4. No advertisement should be so distracting or confusing that it would endanger highway or public safety; and
5. In conservation areas, on listed buildings and non-designated heritage assets, the advertisement and any form of illumination shall be designed, constructed, and sited so as to preserve or enhance the special character and appearance of the building and/or conservation area.

Outdoor Lighting and Dark Skies

6.112 Lighting is an important part of good design. Appropriate types and levels of lighting can contribute positively towards a sense of place, such as increasing the safety of pedestrians and other road users, and providing security for premises.

6.113 A poorly designed scheme will result, however, in unnecessary obtrusive light or light pollution, which can present serious physiological and ecological problems.

6.114 Obtrusive light can result in sky glow, glare, and light spillage, which may harm the character of a built up area or countryside, disrupt behaviour in flora and fauna, obscure views of the night sky, impact on the amenities of adjoining occupiers, or distract passing road users.

6.115 The impact of light pollution is particularly harmful in the open countryside, where rural character is eroded and the distinction between town and country is blurred; likewise, light pollution can also compromise the architectural and historical character of conservation areas, and listed buildings or their settings. The full effects of artificial lighting on biodiversity are not fully understood, but nocturnal animals can be seriously affected by artificial light at even very low levels, adversely affecting their ability to feed and reproduce.

6.116 The Local Planning Authority will therefore seek to reduce obtrusive light, requiring that lighting schemes provide only the minimum level of light required for the situation, in the location needed, and only for the times required, and, in accordance with the NPPF, will generally seek to limit the impact of light pollution on local amenity, intrinsically dark landscapes, and wildlife.

6.117 Applicants should adhere to the guidance on lighting provided in the Institute of Lighting Professionals (ILP) Guidance Note GN01: The Reduction of Obtrusive Light (and any subsequent revisions). They should consider carefully, and provide details of, the light source and intensity being used, the luminaire design, height, and angle, adding baffles and cut-off shields where required, and details of control mechanisms to dim or switch off lighting schemes when not required.

6.118 The whole of the borough, apart from the Main Urban Area of Royal Tunbridge Wells and Southborough, and Paddock Wood, should be treated as being in Zone E1 "*intrinsically dark with natural surroundings*" (as defined by Table 1 of the Institute of Lighting Professionals' GN01 for the Reduction of Obtrusive Light), where sky glow and building luminance should be zero. Particular consideration should be given to the dark skies of the High Weald AONB, as set out in the High Weald AONB Management Plan.

6.119 Many villages are unlit and wish to remain so. The Local Planning Authority (nor the Highways Authority) does not routinely require street lighting on new developments and will be guided by the existing context, any relevant policies in neighbourhood plans, and the views of the local parish council. Any scheme approved will be expected to follow the principles set out in the Institute of Lighting Professionals guidance and take an integrated approach to street and external lighting on dwellings employing different light sources, types, and values as appropriate, and to provide for a range of switching options, including passive infra red controls and timers for dimming and switch off.

6.120 Where lighting may affect wildlife, any necessary lighting scheme will need to mitigate possible adverse effects through careful scheme design, and should adhere to the guidance set out in Bats and Artificial Lighting Guidance 08/18 (Bat Conservation Trust and Institute of Lighting Professionals 2018), which advises using LED lighting with a warm white spectrum (less than 3000kelvin), with low UV content. For major applications, and in these light-sensitive locations, a lighting impact assessment should be undertaken that clearly illustrates proposed lighting levels showing illuminance contour plots for 0.2, 0.5, 1.0, 5.0, and 10 Lux as a minimum as it would be on the day one installation. Lighting engineers should work with landscape architects and ecologists as necessary to ensure they understand the landscape and ecological sensitivities of a site.

6.121 Lighting schemes in rural areas for the purpose of a private amenity are unlikely to be acceptable.

6.122 While recognising the need to control and minimise lighting, the Local Planning Authority also recognises that floodlighting and illuminated signs permit use of sports and other facilities on those occasions when natural lighting is insufficient, is important to the activity and security of some businesses, and may contribute to local character and sense of place. Such lighting will need strong justification in rural areas and is more likely to require time restrictions and automated controls for switch off and dimming, and will need to follow the Institute of Lighting Professionals guidance above.

Policy EN 10

Outdoor Lighting and Dark Skies

In rural areas outside the Limits to Built Development there will be a presumption against outdoor lighting, except where it is for a reasonable level of safety or security, or other exceptional circumstances exist. Under such exceptional circumstances, and inside the Limits to Built Development, outdoor lighting will only be permitted where all of the following criteria are met:

1. The levels of lighting provided are the minimum amount necessary to achieve the purpose for which it is provided and is broadly consistent with the views of the local parish or town council, or otherwise justified on safety or security grounds;
2. The design and specification of lighting would minimise obtrusive light, in accordance with the Institute of Lighting Professionals Guidance Note GN01 (or any subsequent guidance) treating all rural areas as "*intrinsically dark with natural surroundings*";
3. There are suitable controls where necessary to allow automated switching and dimming;
4. The means of lighting would not cause an unacceptable level of impact on wildlife, local heritage assets, or the wider landscape;
5. Low energy LED lighting would be used; and
6. Where floodlighting of a landmark feature is proposed, the level and type of illumination would enhance the feature itself and be designed so as not to cause a nuisance.

Natural Environment

Net Gains for Nature: biodiversity

6.123 A healthy natural environment is of vital importance to people's health and wellbeing, and makes a positive contribution to the quality of life for residents, workers, and visitors. Through international conventions and national policy, recent and current governments have made a commitment to improving the natural environment and halting the loss of biodiversity, and this direction of travel is reflected in these policies. The borough has a rich and diverse range of habitats and species, many of which are threatened or endangered, and there is a high density of woodland, much of which has been identified as ancient woodland. While the borough contains no international sites for conservation, there are numerous national, regional, and local sites representing a broad range of lowland habitats representative of the High and Low Weald landscapes.

6.124 Geodiversity is represented in the numerous small-scale and historical mineral sites; in particular for clay, iron ore, and sandstone, as well as exposed sandstone outcrops, but there are few designated geological sites.

6.125 The objective will be for all development to contribute towards delivering net gains for nature so that biodiversity across the borough as a whole is improved by the end of the plan period, and the existing network of sites and habitats is protected and strengthened with the retention and creation of robust, well managed green infrastructure. Protected species will be dealt with in accordance with prevailing legislation and licensing regimes, but they must also be taken into account as part of wider biodiversity considerations and the Local Plan policies.

6.126 Almost all development, whether it is a single dwelling, industrial shed, or 250 houses, can, and will, be expected to provide enhancements for biodiversity. This may simply be the provision of bird and bat boxes on a building or, on larger schemes, the creation of significant areas of new habitats or nature reserves. Policy EN 11: Net Gains for Nature: biodiversity will apply to all applications, except for householder and advertisements applications, and other minor developments where biodiversity considerations are not appropriate, e.g. a change of use from A1 (retail) to A3 (restaurants and cafes). Those developments not covered by Policy EN 11 may still contribute to net gain through, where appropriate, the attachment of a planning condition to any consent requiring a scheme of ecological enhancements.

6.127 The Council will expect developers to provide mitigation, compensation, and enhancement measures for biodiversity on, or immediately adjacent to, a site for all major development proposals (10 dwellings plus, 1,000sqm plus of floorspace, new build, or conversion or outline proposals capable of accommodating either), and only in exceptional circumstances and in the interests of biodiversity will ‘off site’ or offsetting schemes be considered acceptable. For non-major development on site, mitigation, compensation, and enhancement measures will be the preferred option, but off site or offsetting will be considered where it offers the best outcome for biodiversity, is in reasonably close proximity to the application site, and follows the mitigation hierarchy. Only that which cannot be mitigated or compensated for on site will be permitted off site, so even where offsetting is agreed, on site measures will still be required. The Council acknowledges, however, that loss or damage to irreplaceable habitats will, by definition, entail a net loss.

6.128 Where offsetting is proposed through a scheme of biodiversity credits and/or land banking, that scheme and the location for the offsetting will need to be approved by the Council, and evidence submitted to the Council to demonstrate compliance with the policy below.

6.129 All development proposals will be expected to demonstrate, through survey, assessment, and interpretation carried out by a suitably qualified professional, a comprehensive understanding of habitats and species associated with their site and adjacent land, and to provide an assessment

of the likely effects. The assessment should be proportionate to the interests of the site and the likely effects of the proposal, and seek relevant information from the Kent and Medway Biological Records Centre (note: information from the NBN Atlas will not be accepted).

6.130 Proposals for biodiversity and landscaping should be informed by national and local guidance, including the Kent Habitat Survey, Biodiversity Action Plans, Biodiversity Opportunity Area statements, pollinator action plans, the Kent Environment Strategy, and the Kent Nature Partnership Biodiversity Strategy. As part of net gains for nature, development will be expected to provide, protect, and reinforce green infrastructure in accordance with Policy EN 16: Green, Grey, and Blue Infrastructure and to provide enhancements for biodiversity, to include where possible, but not limited to:

- bird and bat boxes selected and located in accordance with the advice of an ecologist, integrated into new development, and focused on garden and urban species, including crevice dwelling bats, swifts, house sparrows, and starlings
- wildlife friendly sustainable urban drainage (SuDs) features
- ponds and scrapes specifically designed for wildlife
- holes in fences for hedgehogs
- amphibian friendly kerbs/drains
- culverts under paths and roads for small mammals, reptiles, and amphibians
- wildlife friendly show gardens
- a scheme of wildlife talks and events for new residents
- bug boxes and bug hotels
- on-site interpretation panels of ecological features and habitats

6.131 The Council may, in due course, provide further detailed guidance on this policy in the form of a practice note or Supplementary Planning Document. In the absence of further guidance, reference will be made to the latest government guidance, Biodiversity Net Gain – Principles and Guidance for UK Construction and Developments (CIEEM, CIRIA, IEMA, 2016), and British Standard BS42020 Biodiversity - Code of Practice for Planning and Development, or subsequent revisions. Loss or damage to irreplaceable habitats cannot be offset to achieve a net gain, and this includes ancient woodland, for which there is a separate policy.

6.132 All ecological surveys and reports submitted to the Council for planning purposes will be submitted to the Kent and Medway Biological Records Centre.

Policy EN 11

Net Gains for Nature: biodiversity

Development will only be permitted where it meets all of the following criteria:

1. It can demonstrate to the satisfaction of the Council through the application of an acceptable method of measurement, or impact assessments, that completion of the development will result in a measurable long term net gain for biodiversity;
2. It can be demonstrated that the proposals have adopted a strict approach to the mitigation hierarchy (i.e. avoid, mitigate, compensate) and are able to justify all unavoidable impacts on biodiversity; and
3. The proposed measures for mitigation, compensation, and/or net gain are acceptable to the Council in terms of design and location, and are secured for the lifetime of the development with appropriate funding mechanisms that are capable of being secured by condition and/or legal agreement.

Protection of designated sites and habitats

6.133 The Council will apply a hierarchical approach to conservation of designated sites and habitats within the borough, and those outside the borough where it may be affected by development within the borough.

International Sites

6.134 These include Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites (collectively referred to as Natura 2000 sites) and form part of an international network of protected areas for nature conservation. There are no Natura 2000 sites within the borough, but possible pathways whereby development within the borough may affect these sites outside the borough have been identified for Ashdown Forest SPA and SAC, which are in Wealden district and are the subject of a separate policy (see Policy EN 13).

6.135 National, county, and locally designated sites for biodiversity are as defined on the draft Policies Map and comprise:

National Sites

Sites of Special Scientific Interest (SSSI)

6.136 These have statutory protection and are nationally recognised for their flora and fauna, geological, or physiographical (landform) features.

County Sites

Local Wildlife Sites (LWS)

6.137 With the support of local planning authorities, these are identified and monitored on a county-wide basis by the Kent Wildlife Trust according to nationally set criteria for biodiversity and local distinctiveness. The process of site identification, review, and proposed changes is overseen by the Kent Nature Partnership. Sites and designated areas are updated annually.

Regionally Important Geological Sites (RIGS)

6.138 These are geological sites of particular importance in Kent that are identified by GeoConservation Kent Group, a member of United Kingdom RIGS Groups (UKRIGS). Much of our geological knowledge has come from the study of exposed rock faces and the fossil remains found in the rock strata, making geological sites a vital part of our historical heritage. The list of sites will be updated periodically by GeoConservation Kent Group in consultation with the Council and may cover sandstone outcrops, quarry workings, and other excavations.

Roadside Nature Reserves (RNR)

6.139 With the support of local planning authorities and Kent Highways, these are identified and monitored on a county-wide basis by a project led by the Kent Wildlife Trust for the purpose of protecting the botanical interest of species rich grasslands.

Local Sites

6.140 Sites of Local Nature Conservation Value (SLNCV) are designated by the Council and are recognised as having a similar status to county sites, but are designated within, or adjacent to, built up areas, with a greater emphasis on access to nature and where there is greatest pressure for development.

6.141 Local Nature Reserves (LNR) are specifically designated by the Council for public access to nature, under Section 21 of the National Parks and Access to the Countryside Act 1949, and amended by Schedule 11 of the Natural Environment and Rural Communities Act 2006, with the purpose of increasing the public enjoyment and understanding of nature, as well as promoting nature conservation. They provide a significant and long-term contribution to nature conservation and are an important resource for the community, making a positive contribution to health and wellbeing.

6.142 There are other large-scale Council owned sites, and sites secured for public access through development, that perform a similar function to LNRs, and in policy terms will be treated in a similar manner. These are to be referred to as candidate LNRs (CLNR). Current Council owned CLNRs include:

Marshley Harbour Wood
Cinderhill Wood
Snipe and Bassets Wood
Greggs Wood Town Green

6.143 Current and consented CLNRs on development sites include:

Knights Wood, Tunbridge Wells
Brick Kiln Farm, Cranbrook
Church Farm, Paddock Wood
Mascalls Court, Paddock Wood
Mascalls Court Farm, Paddock Wood

6.144 In addition, there are significant sites in, and adjacent to, the borough owned and managed by organisations, including the Woodland Trust, Forestry Commission, Kent Wildlife Trust, and RSPB for the purpose of biodiversity and public access, as well as the Commons of Royal Tunbridge Wells and Rusthall, Southborough, and Lamberhurst. These sites, irrespective of other designations, will be treated in a similar manner to LNRs in terms of biodiversity value.

Biodiversity outside designated sites

6.145 The Council will encourage and promote the positive management of designated sites or habitats, as well as their conservation and enhancement. It must be recognised, however, that important habitats and protected or notable species are not confined to designated sites, but can be found on almost any site. A number of habitats and species are identified in the national and local Biodiversity Action Plans, including the Council's own Biodiversity Action Plan *(add link)*. The Council will protect and enhance biodiversity across the borough through application of Policy EN 11: Net Gains for Nature: biodiversity and through the management of its own sites and the work of the Kent High Weald Partnership.

6.146 Although not a designation, as part of the Kent Biodiversity Strategy, the Kent Nature Partnership has also identified three general Biodiversity Opportunity Areas (BOAs) across the borough, covering the High Weald, Romney Marshes, and the Medway and Low Weald Grassland and Wetland that extend further beyond the borough boundaries. These BOAs indicate where the delivery of Kent Biodiversity Strategy targets should be focused in order to secure the maximum biodiversity benefits arising from habitat enhancement, restoration, and recreation.

6.147 Table 5 summarises the biodiversity/geodiversity hierarchy and Appendix 1 lists the specific sites in the borough.

Table 5 The Biodiversity/Geodiversity Hierarchy

Level	Type	Designation	Number of Sites
International	Biodiversity	Natura 2000 sites (collectively including Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites)	0
National		Site of Special Scientific Interest (SSSI)	10
County		Local Wildlife Sites (LWS)	60
	Geodiversity	Regionally Important Geological Sites (RIGS)	1
	Biodiversity	Roadside Nature Reserves (RNR)	13
Local		Sites of Local Nature Conservation Value (SLNCV)	16
		Local Nature Reserves (LNR)	4
		Candidate Local Nature Reserves (CLNR)	9

Policy EN 12

Protection of Designated Sites and Habitats

Development proposals that would have a direct or indirect adverse effect on the nature conservation or geological interest of a designated site of national, regional, or local importance will only be permitted if all of the following criteria are satisfied:

1. The need for the development would clearly outweigh the affected nature conservation interest of the site;
2. There would be no reasonable, less damaging, alternative solutions, locations, or sites;
3. The design and layout of the scheme would minimise the potential impact on notable habitats, species, and any public enjoyment or access to the site;
4. That compensation is provided in accordance with Policy EN 11: Net Gains for Nature : biodiversity above; and
5. In the case of designated geological sites:

a. The geological interest of the site, and access to it, is not compromised;
b. Where possible, access and/or interpretation is improved.

Ashdown Forest Special Protection Area and Special Area of Conservation

6.148 Ashdown Forest is an extensive area of common land lying between East Grinstead and Crowborough. It is one of the largest single, continuous blocks of heath, semi-natural woodland, and valley bog in south east England, and it supports several uncommon plants, a rich invertebrate fauna, and important populations of heath and woodland birds. It is both a Special Protection Area (SPA) and a Special Area of Conservation (SAC).

6.149 The SPA is designated for its populations of breeding Dartford Warbler (Sylvia undata) and Nightjar (Caprimulgus europaeus). The SAC is designated for its Annex I habitats, namely Northern Atlantic wet heaths with Erica tetralix and European dry heaths; as well as for its Annex

II species, namely Great Crested Newts. The nearest settlements (or parts of settlements) within Tunbridge Wells borough to Ashdown Forest are Ashurst and Groombridge, which are approximately 6km from the site. A 2016 visitors' survey found that less than 4% of visitors to the Forest originated from within the whole of Tunbridge Wells borough, and that most regular visitors originate from within Wealden district.

6.150 Although the SPA/SAC lies entirely within Wealden district, it is capable of being affected by development consented by the Local Planning Authority within Tunbridge Wells borough:

- The SPA can be affected by recreational pressure arising from population growth in that part of Tunbridge Wells borough closest to the SPA;
- The SAC can be affected by an increase in emissions from vehicles using roads (including the A26 and A275) that run through and adjacent to it.

6.151 The Local Planning Authority has considered these matters, undertaken detailed studies, as set out in the Ashdown Forest Practice Note (2018) and reviewed available evidence in partnership with other affected planning authorities, and in consultation with Natural England, to update its practice in relation to planning decisions and to inform the required Habitats Regulation Assessment (HRA) and policies for this Local Plan.

6.152 In respect of emissions, the HRA has concluded that this Plan alone, or in combination with other plans, will have no adverse effect upon the integrity of Ashdown Forest SAC. The Local Planning Authority, however, will continue to work with the Ashdown Forest Working Group to improve understanding and to support strategic work on air quality issues for Ashdown Forest.

6.153 In respect of recreational pressure, the HRA has concluded that new development may give rise to likely significant effects and that the most effective way of dealing with this is through a combination of Suitable Alternative Natural Greenspaces (SANGs) to provide alternative locations to Ashdown Forest that new residents may use for recreation (e.g. dog walking), and a scheme of Strategic Access Management and Monitoring (SAMMs) to reduce and monitor adverse effects on Ashdown Forest and the effectiveness of mitigation.

6.154 Taking account of the available data on visitors, the Local Planning Authority has concluded, in consultation with Natural England and other partner authorities, that a strategic zone of influence that captures most visitors and most regular visitors within which SAMMs and SANGs contributions will be required, is the most effective and proportionate way to mitigate for any potential adverse effects of visitor pressure. The SAMMs work is coordinated and delivered through a partnership of local planning authorities working with the Ashdown Forest Conservators and Natural England.

6.155 Based on current data, the strategic zone has been set at 7km. For Tunbridge Wells borough, this covers a very small part of the borough that includes two historic villages that lie within both the High Weald AONB and Green Belt, where no development is specifically planned through allocations in this Local Plan. Consequently, delivery of SANGs is impractical and only SAMMs will be collected for non-major development within the 7km zone. Should major [(44)] development be proposed within the 7km zone, however, it will be assessed on a case by case basis under the Habitat Regulations to determine what, if any, additional mitigation is required, including SANGs.

44 Definition taken from NPPF glossary: "*For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015*".

6.156 Outside the 7km zone, proposals for major development on, or close to, the 7km zone will be considered on a case by case basis under the Habitat Regulations to determine what, if any, mitigation is required.

6.157 The Local Planning Authority will continue to work with the SAMMs partnership to monitor and support delivery of SAMMs and SANGs as necessary, responding to any changes in circumstances, monitoring results, guidance, or advice from Natural England.

Policy EN 13

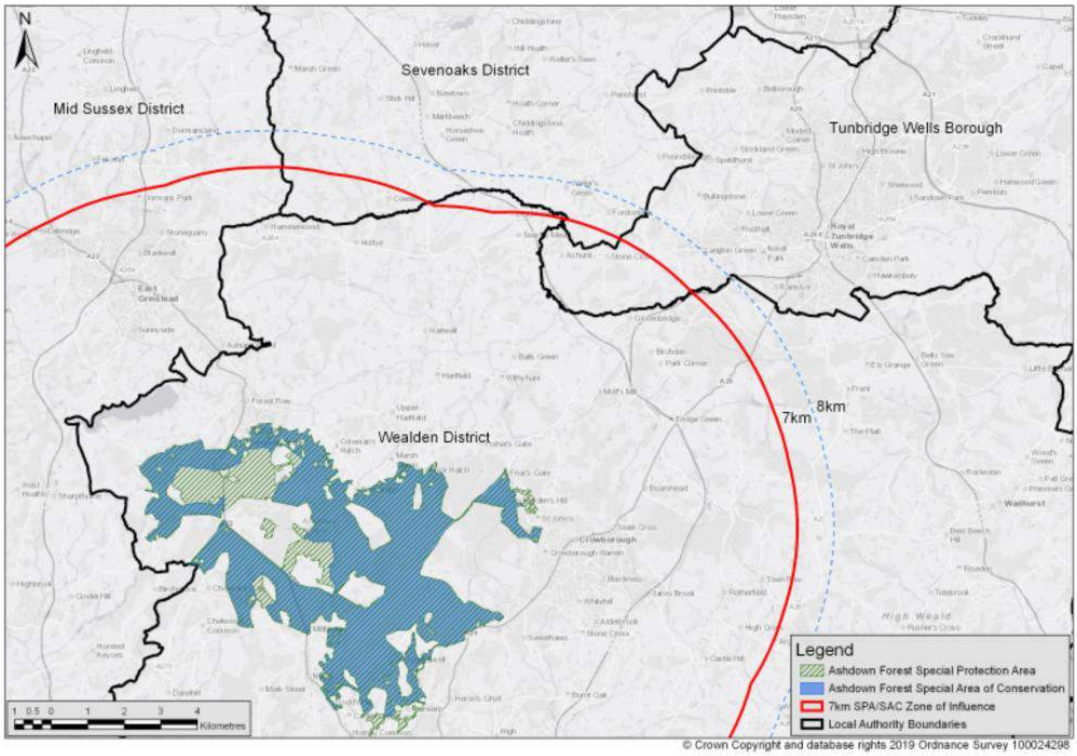
Ashdown Forest Special Protection Area and Special Area of Conservation

All development that results in a net increase in housing within the 7km defined zone [45] of influence, as set out in the Council's Ashdown Forest Practice Note (2018), will provide a Strategic Access Management and Monitoring (SAMMs) contribution to address the impact of visitors from new development on Ashdown Forest. Contributions will be sought in accordance with the prevailing SAMM Strategy adopted by the Local Planning Authority and in force at the time of the application.

Alternative provision(s) for mitigation to address the impact of visitors will only be considered where it can be demonstrated that it will be effective and deliverable over the lifetime of the development.

Proposals for major development within, or adjacent to, the zone of influence will be considered on a case by case basis in accordance with the requirements of the Habitats Directive to determine what, if any, mitigation is required, including SANGs.

Figure 7 7km zone of influence around Ashdown Forest



45 The zone may be subject to revision to take account of new evidence on visitor patterns or monitoring. Any changes will take place through a Supplementary Planning Document.

Trees, Woodland, Hedges, and Development

6.158 The borough is largely characterised by an abundant amount of tree cover in both the rural (22% woodland cover) and urban areas (with nearly 34% tree cover in Royal Tunbridge Wells itself), including extensive areas of woodland (a large number of which are of ancient origin), together with numerous small woodlands, copses, hedgerows, individual trees, garden trees, and street trees. The trees form a unifying element that eases the visual transformation between land use types, as well as defining ridgelines, contributing to local character, forming structure for green space, providing wildlife corridors, creating reservoirs for biodiversity, intercepting rainfall, and helping to reduce flood risk.

6.159 Trees are also important in urban areas for providing shade, intercepting airborne pollutants, increasing a sense of wellbeing, providing a sense of place, and generally improving and softening the built environment, making it a more pleasant place in which to live, work, and do business.

6.160 The borough is rich in Ancient Semi-Natural Woodland (ASNW), aged and veteran trees, and trees in Historic Parks and Gardens, all of which can be classed as Heritage Assets. Tunbridge Wells has the largest area of ASNW in Kent, being 16.22% of the total land area. The Council will seek to prevent loss and to enhance woodland cover, working proactively with woodland owners and relevant organisations to bring woodland back into management where possible. The Council will assume a buffer of 25m from the edge of the woodland expecting through assessment for developers to confirm that this or any other distance is appropriate and that the priority for such buffers will be ecological mitigation and enhancement for the woodland rather than the amenity of the proposed development. Where developments are proposed in, or adjacent to, ASNW, the Council will have regard to Natural England and Forestry Commission Standing Advice for Ancient Woodlands and the NPPF, and will seek to ensure no loss occurs other than in wholly exceptional circumstances (such as nationally significant infrastructure projects or orders under the Transport and Works Act). Remedial measures will also be sought to make good any existing damage to ASNW where possible, and to protect and enhance it where opportunities allow.

6.161 The Council undertook a survey of ancient woodland across the borough resulting in the publication of 'A Revision of the Ancient Woodland Inventory for Tunbridge Wells borough October 2007'. The report states that "*whilst every effort has been made to make this revision as accurate as possible, the Inventory is still regarded as provisional*" so that where woodland occurs on site and is not within the Inventory its status should be investigated through site specific and desk based assessments.

6.162 Where development does take place, there will be a presumption in favour of increasing tree cover, with planting specification, species selection, size, diversity, and connectivity being important considerations. Any design and landscape scheme must ensure that both retained trees and new trees, including larger maturing species, have adequate spatial capacity for future growth, enabling a positive long term contribution to the structural landscape of the borough.

6.163 Development proposals will be assessed using the latest edition of BS 5837: Trees in Relation to Design, Demolition and Construction (or subsequent revision) to ensure that development does not result in unnecessary damage to, or loss of, trees. The latest version of this Standard also introduced a new requirement of on-site supervision during construction by a project arboriculturalist where appropriate.

6.164 Where increased tree planting is sought and encouraged for reasons such as visual enhancement or flood alleviation, commuted payments will be requested by way of Section 106 agreements, through Community Infrastructure Levy (CIL), or the use of conditions in connection with the granting of planning permission.

6.165 There are various ways that trees may be protected, the most well known being Tree Preservation Orders (TPOs). Protection is also afforded to trees in conservation areas, and trees may be protected in the short term by planning conditions. TPOs are made to ensure retention of individual trees, groups of trees, or woodland considered to be of amenity value; and any person who cuts down or damages a tree protected by a TPO is guilty of an offence for which they may be prosecuted and fined. In more rural areas, the felling of trees in woodlands is controlled by Forestry Commission Felling Licences, while the removal of certain agricultural hedges is controlled by the Hedgerows Act.

6.166 In addition, proposals affecting trees and woodland will be considered against other policies in the Plan, including Policies EN 1: Design and other development criteria, EN 6: Historic Environment, EN 7: Heritage Assets, and Landscape Policies EN 18 to EN 21.

Policy EN 14

Trees, Woodlands, Hedges, and Development

Planning permission will not normally be permitted where the proposal adversely affects important trees, woodlands, and hedgerows, especially those that are:

1. Protected by a Tree Preservation Order (TPO); and/or
2. In a conservation area; and/or
3. Ancient woodlands or ancient and veteran trees; and/or
4. In historic parks and gardens; and/or
5. Within a recognised Nature Conservation Site; and/or
6. In a recognised Area of Landscape Importance; and/or
7. Important landscape or townscape trees; and/or
8. An important contribution to green infrastructure or other important networks.

There will be a presumption in favour of the retention and enhancement of existing trees, woodland, and hedgerow cover on site, unless:

a. The removal of any trees would be in the interests of good arboricultural practice; or
b. The desirability of the proposed development outweighs the amenity value of any trees or hedges removed.

Where there is an unavoidable loss of trees on site, however, an appropriate number of suitable replacement trees (in terms of species and size) will be required to be planted on site. In exceptional circumstances; for example, where there is no appropriate space for planting on site, or the site is a constrained site within an urban setting, planting of suitable replacements (in terms of species and size) off site will be sought by way of appropriate funding mechanisms that are capable of being secured by condition and/or legal agreement.

Appropriate management measures will be required to be implemented to protect newly planted and existing trees, woodlands and/or hedgerows.

Advice note:

Where trees on, or adjacent to, the site are likely to be affected by development, tree survey information in accordance with the current recommendations of BS 5837: Trees in Relation to Design, Demolition and Construction (or subsequent revision) should be submitted with planning applications as appropriate. The tree survey information should include protection, mitigation, and management measures, including arboricultural site supervision where required.

Policy EN 15

Ancient Woodland and Veteran Trees

Loss or deterioration of irreplaceable habitats, including ancient woodland and aged or veteran trees found outside ancient woodland, resulting from development proposals shall not be allowed unless there are wholly exceptional reasons; for example, infrastructure projects (including nationally significant infrastructure projects or orders under the Transport and Works Act), where the public benefit would clearly outweigh the loss or deterioration of habitat; and in such circumstances appropriate compensatory measures and planting for loss of any ancient woodland or veteran trees will be sought.

Where ancient wood pasture and historic parkland are identified, they shall receive the same consideration as other forms of ancient woodland.

Where development proposals may affect ancient woodlands, including translocated woodlands (translocated ancient woodlands will be treated the same as if they are ancient woodland), veteran trees, and their immediate surroundings, the following principles shall be used to guide the design of development:

1. Avoidance of harm; and
2. Provision of unequivocal evidence of need and benefits of the proposed development; and
3. Provision of biodiversity net gain; and
4. Establishment of the likelihood and type of any impacts; and
5. Implementation of appropriate and adequate mitigation, compensation, and management measures that respect the features and characteristics of the veteran trees and/or ancient woodland; and
6. Provision of adequate buffers; and
7. Provision of adequate evidence to support development proposals.

Biodiversity Enhancements and Green, Grey, and Blue Infrastructure

6.167 In addition to the conservation of biodiversity, it is also important to explore opportunities for enhancement, particularly in light of how it is anticipated that climate change may impact on habitats and species, and as part of development to protect and enhance green and blue infrastructure.

6.168 Green, grey, and blue infrastructure (see Glossary) is the network of green, grey, and blue spaces (as well as features such as street trees and green roofs) that is planned, designed, and managed to:

- promote healthier living
- lessen the impacts of climate change
- improve air quality and water quality
- encourage walking and cycling
- store carbon
- improve biodiversity and ecological resilience

6.169 In making decisions about the acceptability and location of new development, the Council will seek to avoid and reduce habitat fragmentation and to initiate the enhancement of biodiversity by identifying how networks of habitats can be created and linked, providing opportunities for increased species permeability, as well as creating valuable links for leisure and recreation.

6.170 Green/brown roofs can play an important role in urban areas through assisting with water storage, insulation, and improving biodiversity, but require careful design. Roofs with a shallow substrate that can only support sedums will be resisted in favour of those with a deeper substrate that can support locally relevant plant and invertebrates communities.

6.171 Green infrastructure consists of areas or features retained or created on development sites for ecological and/or landscape reasons will need to be managed in the long term. The Council will expect developers to set out the arrangements for funding and management of these areas and features as part of their application within a Landscape and Ecological Management Plan (LEMP) in general conformity with BS 42020 or subsequent revision. The LEMP will be secured through condition and/or legal agreement for the lifetime of the development.

Policy EN 16

Green, Grey, and Blue Infrastructure

Development proposals will be expected to identify and protect existing green, grey, and blue infrastructure and identify opportunities for new infrastructure where it supports climate change adaptation and ecosystem services, and where it makes a positive contribution to strengthening and restoring a healthy and integrated network of habitats and green spaces for the benefit of nature, people, and the economy. Green, grey, and blue infrastructure may be a multi-functional feature, or provide improved connections for people, or stepping stones/corridors for wildlife. Proposals for new green, grey, and blue infrastructure should be informed by and respond to:

1. Biodiversity opportunity areas statements;
2. County and borough green infrastructure plans and mapping;
3. Ecological surveys and identified priority habitats;
4. Kent Nature Partnership Biodiversity Action Plan;
5. Landscape character assessments;
6. River catchment management plans.

Opportunities for green (and grey and blue) infrastructure should have regard to other relevant policies for landscape, heritage, biodiversity, and trees and include, but are not limited to:

a. Landscape buffers; and/or
b. Green routes for walking and cycling; and/or
c. Swales and attenuation ponds as part of Sustainable Drainage Systems (SuDS); and/or
d. Woodland creation; and/or
e. Reinstatement of historic field patterns and hedgerows; and/or
f. Restoration of important habitats and landscape features, such as gill streams, ponds, meadows, and heaths; and/or
g. Creation of ponds and wetlands for wildlife.

Even in urban areas where there is little existing green and blue infrastructure, all developments are expected to maximise opportunities for green and blue infrastructure and biodiversity enhancements with a particular emphasis on water management, atmospheric pollution, and urban wildlife and can include, but are not limited to, the following measures:

i. Green/brown roofs and green walls; and/or
ii. Rain gardens; and/or
iii. Street tree and hedge planting; and/or
iv. The addition of bird and bat boxes for urban species as indicated in Policy EN 11: Net Gains for Nature: biodiversity.

Local Green Space

6.172 A Local Green Space is a designated area of green or open space that is demonstrably special to the local community that it serves. These areas are particularly important with regard to their benefits to mental health and wellbeing. They can include recreational playing fields or playgrounds, allotments, cemeteries, or local forested areas used for recreation. This designation was first introduced in 2012 through the National Planning Policy Framework (NPPF) and is designed to protect areas that are of particular value to local communities, at a level that is consistent with policy for Green Belts, from development. This means that development on a designated Local Green Space will only be permitted in very special circumstances. These very special circumstances may include works involving new electricity pylons, natural gas, water, or sewage pipes, as well as telegraph poles, telecommunication, or transportation infrastructure. The designation of Local Green Spaces will also be consistent with the local planning of sustainable development and will complement investment in sufficient homes, jobs, and other essential services.

6.173 Furthermore, additional Local Green Space guidance [(46)] was published in March 2014 by the Ministry of Housing, Communities & Local Government. This guidance states that different types of designations are intended to achieve different purposes. This means that if land is already protected by a particular designation, then consideration will be given to whether any additional local benefit would be gained by designation as Local Green Space. Consequently, it has been considered that Common Land, Village/Town Green, Ancient Woodland, Local Nature Reserves and Site of Special Scientific Interest (SSSI) designations, as well as National Trust, Woodland Trust, and Forestry Commission owned sites, are generally sufficiently protected and this therefore reduces the need for further designation as a Local Green Space. There may be exceptions, however, owing to site-specific circumstances.

6.174 Although the NPPF describes protection as similar to that of Green Belt, the Council has considered and treated proposed sites within the Green Belt the same as those outside of the Green Belt for the following reasons:

1. There are some differences with Green Belt policy; and
2. It is important for local communities within the Green Belt to identify areas that are special to them.

6.175 The methodology used to evaluate the appropriateness of Local Green Space designation for proposed sites is detailed in the Council's Local Green Space Designation Methodology July 2019 document ***[add link]***. This methodology requires that proposed Local Green Space areas must generally meet all five criteria in order to be designated as Local Green Space, unless the site is already sufficiently protected. The five criteria are summarised as:

1. The site is not the subject of planning permission.
2. The site is not allocated or proposed for development other than for the inclusion of a Local Green Space.
3. The site is not an extensive tract of land (generally greater than 20 hectares).
4. The site is in reasonably close proximity to the community it serves.
5. The site is demonstrably special to the local community (because of its beauty, local historic significance, recreational value, tranquility, or richness of wildlife).

6.176 For more information on Local Green Spaces in the borough and the methodology used to evaluate the appropriateness of Local Green Space designation for proposed sites, see the Local Green Space Designation Methodology July 2019 document as mentioned above. For a full list of all proposed Local Green Space sites and their evaluations, see the DRAFT Local Green Space Assessment July 2019 document [***add link]***.

46 Local Green Space guidance

Policy EN 17

Local Green Space

A Local Green Space is a designated area of green or open space that is demonstrably special to the local community that it serves. These areas can include recreational playing fields or playgrounds, allotments, cemeteries, or local forested areas used for recreation. Development on these areas will not be permitted unless one of the following criteria is met:

1. The proposed development constitutes very special circumstances (such as essential utility infrastructure) that justify the need for development and it can be demonstrated that the need cannot reasonably be met outside the designated area or in some other less harmful way. Where this is the case, the public benefits of the development must demonstrably outweigh the harm caused to the designated area of Local Green Space; or
2. The proposed development would incorporate and preserve the main features, use, and purpose of the designated area of Local Green Space on the same development site, including, where already in existence, continued community access to the area. The proposals may involve plans to expand the existing Local Green Space and/or improve its existing use and purpose, such as new recreational facilities; or
3. The proposed development does not materially reduce the community use, detract from the function, or affect the appreciation of the designated area of Local Green Space. There will be acceptable provision to offset any loss of, or detriment to, the area of Local Green Space on, or close to, the site.

For a full schedule of the designated Local Green Space sites in the Tunbridge Wells borough, see Appendix 2. All sites are also defined on the draft Policies Map.

Landscape (rural and inside the Limits to Built Development)

Landscape within the built environment

6.177 The high quality and dominance of the landscape is an essential part of the character of the built environment within the borough. The landscaped areas possess different characteristics, ranging from largely open areas, such as village greens, parks, recreational playing fields, school grounds, and allotments, to more enclosed tree belts, and copses. The National Planning Policy Framework places emphasis on protecting and enhancing such valued landscape areas.

6.178 The green and open spaces between areas of development can be of great importance to the character and identity of a place, and can be of significant amenity value to the immediate locality. The undulating topography of the borough, and the ridgeline location of many of the settlements, further accentuate landscape features and permit views directly into, and from, the countryside, visually linking town and country. Intervening urban development is concealed by trees or other vegetation, or by the shape of the land. These spaces also form part of the green infrastructure of our settlements, providing stepping stones and corridors for wildlife, and make a positive contribution to the health and wellbeing of residents, as well as contributing to ecosystem services through carbon capture, temperature moderation, and water storage. If uncontrolled, changes to green and open spaces between areas of development can diminish the positive contributions these areas make to the towns and villages, and irrevocably change the special character of a place.

6.179 The Local Planning Authority has identified a number of particular areas that contribute to the character and appearance of the built up areas. By definition, these are areas that are visible from public places. Although effort was concentrated on identifying the most significant sites for protection, this does not diminish the contribution that other, not yet identified sites of a similar nature, smaller or more private, sites can make to the character of an area, the setting of a building, or the nature conservation interest of a locality. Appraisals of conservation areas have identified such spaces in relation to the contribution they make to the special character of the conservation area.

6.180 There are four types of landscape designations that have been identified within the built environment of the borough that exhibit different characteristics, although some exhibit a mixture. These are:

1. Areas of Important Open Space: these are essentially open in character;
2. Areas of Landscape Importance: these contain a large degree of tree or vegetation cover;
3. Important Landscape Approaches: these are access routes into settlements that are primarily lined with trees and hedges representing the first view of towns and villages; and
4. Arcadian Areas: landscaping (dense hedges and trees) is the dominant visual element and the built form is low density and low rise, with large landscaped gaps between buildings.

6.181 These landscape designations are defined on the draft Policies Map.

6.182 The Local Planning Authority recognises the fact that previous survey work undertaken in relation to the above landscape designations is now somewhat dated, and that some sites may be affected by proposals and policies within this Plan, including alterations to the Limits to Built Development, and site allocations, and that emerging neighbourhood plans may take their own view on these designations. Therefore, it is proposed that, in recognition of the importance of these areas, they are retained for the next plan period and reviewed as part of neighbourhood plan making or the first revision of the Local Plan, whichever is the earlier. Any material or policy changes to these areas can be addressed through development proposals, and this should be included in any landscape proposals and design and access statement submitted with a planning application, as required by Policy EN 1: Design and other development management criteria.

Areas of Important Open Space

6.183 An open space may be important visually for a number of sometimes overlapping reasons, which are outlined below:

Open Spaces of Historic Importance

6.184 The open spaces within conservation areas are frequently of historic importance. The built up areas of all settlements within the borough are distinguished by the relationship of buildings to the greenery of the commons, parks, greens, the setting of principal landmark (listed and/or historic) buildings, and other open spaces. The layout, character, density, and massing of buildings in relation to the surrounding spaces are essential to creating their special character.

Open Space of Local Visual Amenity Value

6.185 A number of open spaces within the built up area provide important visual amenity for the locality and can include village greens, parks, recreation grounds, and allotments, together with smaller pockets of locally important amenity spaces.

Open Spaces of Strategic Importance

6.186 Certain open spaces, because of their location and openness, allow longer distance views of the towns or villages. Similarly, because of a combination of location and topography, an open space may have a strategic importance in creating a perception of a town or village.

Areas of Landscape Importance

6.187 Where spaces within a built up area have a large degree of tree or vegetation cover, they are particularly important for their visual amenity value and the contribution they make to local character.

6.188 Areas of Landscape Importance have value for a number of sometimes overlapping reasons:

Landscape of Historic Importance

6.189 All towns and villages within the borough contain important tree groups, which contribute to the character of conservation areas and arcadian areas.

6.190 Smaller groups, or individual trees, may contribute significantly to the character of conservation areas; for example, by providing enclosure to spaces, enhancing the setting of a building or group of buildings (including listed buildings and/or other heritage assets), or providing a landmark feature of individual value.

6.191 Dense tree and shrub cover in mature private gardens can also contribute to the character and setting of conservation areas and arcadian areas within the borough.

Neighbourhood Edges

6.192 The evolution of Royal Tunbridge Wells is characterised by the growth of a number of separate villages, which have gradually converged. However, it is a feature of both the historic and more recent developments of the town and other settlements, such as Brenchley, Cranbrook, Hawkhurst, Horsmonden, and Lamberhurst, where individual areas are segregated from one another by mature tree and shrub belts. The dense vegetation and tree belts provide a strong visual barrier between areas. Such tree belts form neighbourhood edges, which are not only important in understanding the historic evolution of the town or village, but also add to the overall tree cover.

Landscaped Skylines

6.193 Almost all of the settlements and their approaches are situated on prominent ridgelines. Within Royal Tunbridge Wells, the undulating topography creates a series of minor ridges between principal ridgelines. Such ridges and other areas of high ground may appear visually prominent when viewed from outside and within settlements. Careful consideration needs to be given to proposals on, or close to, prominent ridgelines, where landscaping and tree cover should remain a predominant feature. The proposal should be accompanied by an integral landscape scheme (both hard and soft landscaping), which contributes to, and enhances, the natural and local environment, including sympathetic boundary treatments. Proposals that would break the treeline or skyline will not be acceptable.

Wider Landscape Significance

6.194 Even when not located on high ground or ridgelines, many vegetated areas have significance to the wider landscape setting and character of the town or village, and may be viewed from a wide area. In addition, many provide natural habitats for a variety of flora and fauna, which can be of particular significance in terms of providing a network of various habitats.

Important Landscape Approaches

6.195 One of the attractive environmental features of the borough is the character and high visual quality of the approach routes outside, and within, the built up areas.

6.196 Important Landscape Approaches are stretches of landscape areas that are along access routes leading to settlements that are principally lined with mature hedges and native trees that partly conceal built development. They give the impression of the countryside extending well into the built up area. Such landscaped approaches have been identified in Royal Tunbridge Wells, Southborough, Cranbrook, Benenden, Brenchley, Pembury, and Speldhurst, and are defined on the draft Policies Map.

6.197 The first view of any town or village is important in forming an impression, particularly for visitors and tourists. Consequently, development such as a high, close-boarded fence or solid wall, a new access and visibility splays, the introduction of a dominant new building, or through the loss of soft landscaping, are likely to detract from the approaches identified by, for example, obscuring views of the vegetation. The retention, protection, and enhancement of these landscape approaches will therefore be given priority by the Local Planning Authority in the assessment of any such development proposals, and landscaping should remain the prevalent feature.

6.198 Given the high value of landscape within the built environment in terms of the contribution it makes to visual amenity, historic townscape and landscape setting, and its ecological benefits, as well as there being limited opportunities to create or replace these areas, development proposals will only be permitted in limited circumstances on, or close to, an Area of Important Open Space, an Area of Landscape Importance, an Important Landscape Approach, or Arcadian Area. Where it is found that a development proposal would not cause significant harm to the appearance or character of such a designation, the Local Planning Authority will require the developer to secure sufficient space for, and appropriate management of, the landscape, in order to secure the future and continued regeneration and enhancement of the landscape features of the site. This may be sought by way of a planning condition or legal obligation. In any event, proposals should be accompanied by an integral landscaping scheme (both hard and soft landscaping), which contributes to, and enhances, the natural and local environment, including sympathetic boundary treatments, and consideration given to the particular landscape designation in the design and access statement submitted with any planning application.

6.199 Proposals affecting Areas of Important Open Space, Areas of Landscape Importance, Important Landscape Approaches, and Arcadian Areas will also be assessed against other policies including Policies EN 1: Design and other development management criteria, EN 6: Historic Environment, EN 7: Heritage Assets, Biodiversity and Protection of Habitats Policies EN 11 to EN 13, Policy EN 14: Trees, Woodlands, Hedges, and Development, and Landscape Policies EN 18 to EN 21). The absence of a designation does not necessarily mean that an area is devoid of landscape value, but consideration of the contribution that such areas make to the locality will be dealt with under design and other related policies, in particular: Policies EN 1: Design and other development management criteria, EN 11: Net Gains for Nature, EN 14 Trees, Woodlands, Hedges, and Development and EN 16 Green, Grey and Blue Infrastructure.

Policy EN 18

Landscape within the Built Environment

Proposals for development affecting Areas of Important Open Space, Areas of Landscape Importance, or the Important Landscape Approaches to settlements, as defined on the draft Policies Map, will only be permitted in limited circumstances where no significant harm would be caused to the appearance and character of the area or approach, and the development would not materially detract

from the contribution that area or approach makes to the locality. Where it is considered possible, the Local Planning Authority will ensure that the area is conserved and enhanced as part of the proposal.

The effects of proposals on areas of landscape interest that are not covered by the above designations will be assessed in accordance with other relevant policies, including: Policies EN 1: Design and other development management criteria, EN 11: Net Gains for Nature: biodiversity, EN 14 Trees, Woodlands, Hedges, and Development and EN 16 Green, Grey and Blue Infrastructure.

Arcadian Areas

6.200 Arcadian Areas are defined by the Local Planning Authority as areas of significance for their strong and dominant visual element of landscaping, in which buildings are low density, of a large domestic scale, generally two storeys in height, and set well apart, with substantial, normally landscaped, gaps between.

6.201 In such areas, there are a large proportion of trees, often specimen trees and exotic species, and most boundaries, including road frontages, are formed by dense hedges and trees. Access openings to properties are normally narrow and do not expose views of the principal building. Car parking is generally low key and well screened.

6.202 Buildings are also frequently located some distance from front and rear boundaries, and many areas are also characterised by uniform front and rear building lines. Plot layout is often along a gently curved road that lacks formal kerbs.

Royal Tunbridge Wells

6.203 Royal Tunbridge Wells is characterised by a particular type of Arcadian development, which extends the landscaped areas of the Common into residential locations. These Arcadian Areas contribute to the overall views and character of the town, and contrast with the higher densities of other parts of the town.

6.204 In the 1830s, Decimus Burton laid out a heavily landscaped, low density development around the central part of Calverley Park, which set the pattern for much of the later development of Royal Tunbridge Wells. Subsequent park developments built from the late 19th century exhibit a different character: a relatively higher density development with narrow gaps between properties, shallower front gardens, and fenced or walled boundaries.

6.205 Four of the earlier so-called park developments in Royal Tunbridge Wells exhibit similar characteristics and possess a homogeneity of historic and architectural character, which should be protected. These areas are listed below and defined on the draft Policies Map:

- Calverley Park
- Camden Park
- Hungershall Park and Nevill Park; and
- Broadwater Down

Villages

6.206 The areas surrounding parts of the village greens at Benenden and Matfield are characterised by a particular type of Arcadian development described above. They contribute strongly to the overall character of the villages; in contrast to the more densely developed parts; and are defined on the draft Policies Map.

6.207 The Arcadian Areas defined on the draft Policies Map will be retained for the next plan period and; as explained above, will be reviewed as part of neighbourhood plan making or the first review of the Local Plan, whichever is the earlier.

6.208 The Council will expect all development proposals to respect the general features and characteristics of a particular Arcadian Area. Low site coverage of built development should be retained as part of any proposal. Sub-division of plots, which would result in a significant increase above the existing density of the Arcadian Area, will be resisted. Landscaping should remain a prevalent feature and enhanced by an integral landscaping scheme to be submitted as part of any planning application. Vehicular access to the site should be narrow, and buildings well screened and concealed from public view.

6.209 In addition to the considerable contribution Arcadian Areas make to visual amenity, they can also be valuable as habitats for many species of birds, animals. and plants. Larger gardens, belts of landscaping, and the canopies of trees provide green networks, allowing species to move through, and colonise, built up areas. Consistent with Policies EN 11: Net Gains for Nature: biodiversity and EN 1: Design and other development management criteria, the Local Planning Authority will take into account the potential ecological value of Arcadian Areas when assessing proposals for development.

6.210 In the submission of development proposals that might directly, or indirectly, affect the significance of an Arcadian Area, any supporting planning statement, design and access statement, and/or heritage statement should have regard to the themes in the Historic Environment Review and the Tunbridge Wells Historic Environment Review, as well as Policies EN 1: Design and other development management criteria, Policies EN 6: Historic Environment, EN 7: Heritage Assets: biodiversity, and Protection of Habitats Policies EN 11 to EN 13, Policy EN 14: Trees, Woodlands, Hedges, and Development and Landscape Policies EN 18 to EN 21).

Policy EN 19

Arcadian Areas

Proposals for development that would affect the character or appearance of an Arcadian Area, as defined on the draft Policies Map, will only be permitted if all of the following criteria are satisfied:

1. The proposal would result in a low density of development where building heights, site coverage, distance from site boundaries, and front and rear building lines respect the predominant characteristics of the area;
2. Existing and proposed landscaping, including adequate capacity for future plant growth, would dominate within the site and along boundaries;
3. Access widths would be narrow; and
4. Buildings and parking would be well concealed in views from public places.

Landscape Policy for the rural areas of the borough and the High Weald Area of Outstanding Natural Beauty (AONB)

Introduction

6.211 The rural landscape policy applies particularly to the whole borough outside the defined Limits to Built Development (LBDs), but may also be of relevance to land inside, adjacent to, or in close proximity to, the boundary of LBDs where there is a strong relationship to the countryside. Policy EN 21: The High Weald AONB applies to the designated landscape, but may also be of relevance to land adjacent to, or close to, the designated area.

6.212 The whole landscape of the borough is a result of the traditional interactions of mankind with the natural environment over hundreds of years, resulting in a range of distinctive features, such as field, woodland, and settlement patterns that have arisen out of the ancient woodland of the Weald, and is generally of a high quality.

6.213 It includes attractive small towns and villages, many of which are covered by the High Weald Area of Outstanding Natural Beauty (AONB) designation. The character and attractive appearance of the countryside is one the principal assets of the borough, and its protection will be an important consideration during the assessment of all development proposals. Features such as routeways, wooded shaws, earth banks and hedges, marl pits, iron workings, and farmsteads have a vital role in defining the character of the countryside, providing highly visible evidence of the historical evolution of the landscape. Proposals should be capable of being easily assimilated without detracting from these features, which contribute to the character of the locality.

Landscape setting of the towns and villages

6.214 The landscape setting of the towns and villages is an important feature of the borough. Many of the settlements are situated on ridgelines and are particularly prominent when viewed from the countryside. Because of the topography, however, other settlements on lower land may also be viewed from higher areas across the attractive countryside. Typical of the High Weald, many parts of the built up areas are swathed in woodland, which often forms a dense screen of vegetation between the settlement and the countryside. In other cases, private gardens abut the countryside, contributing to the setting of the town or village.

Rural lanes

6.215 There is a rich heritage of attractive lanes throughout the borough that contribute significantly to the distinctive character of the countryside, while also providing wildlife habitats. Reference should be made to the Council's adopted Supplementary Planning Guidance: 'Rural Lanes' and the High Weald AONB Joint Advisory Committee data set for historic routeways (and any subsequent revisions): it is recognised that the Rural Lanes SPD is now of considerable age, and will be reviewed in due course.

The landscape character of the borough

6.216 The borough has a diverse and distinctive landscape formed by a patchwork of agricultural land, woodland, heathland, meadows, and rural settlement, superimposed upon a landform of rolling plateaux incised by thin ghyll valleys, and wide river valley floodplains. It is predominantly a rural, agricultural landscape of grazed pastures and arable fields, highlighted with broad belts of orchards, and now only occasional hop gardens, set within a framework of extensive woodlands. The landscape presents a peaceful and tranquil character, often with a sense of remoteness, which belies its location in the populous south east of England. The strong wooded framework is provided by the upland blankets of coniferous plantation, ghyll woodlands nestled in the valleys, and woodland shaw boundaries that knit the various agricultural landscapes together.

6.217 The area as a whole is underlain with historic routeways, with many originating from the medieval practice of the seasonal movement of livestock between the Downs and the Weald, and other routes associated with the iron working of the Weald from Roman times and earlier. The underlying settlement pattern of the Weald is that of small medieval farmsteads, with villages developing later. Settlement and built character provide a further layer of interest, with a locally distinct vernacular style, including brick, tiled, weather-boarded, half-timbered, and sandstone buildings. In the High Weald, these form traditional ridgetop settlements, with commanding views of the countryside. There are also farmsteads and isolated rural dwellings, including characteristic Wealden hall houses and visually distinctive clusters of oasts.

6.218 The borough is covered by two National Character Area profiles for landscape: 121 Low Weald and 122 High Weald and its own Borough Landscape Character Assessment SPD. The following documents (and any subsequent replacements) will be used by the Local Planning Authority in assessing the likely effects of development on the landscape:

National Character Area profiles 121 Low Weald
National Character Area profiles 122 High Weald
Borough Landscape Character Area Assessment 2017
Landscape Sensitivity Studies:

- Countryside around Royal Tunbridge Wells 2017
- Paddock Wood, Horsmonden, Cranbrook, Hawkhurst July 2018

Historic Landscape Characterisation Tunbridge Wells Borough 2017
Landscape and Nature Conservation: Guidance Notes for Applicants 2002
Farmsteads Assessment Guidance for Tunbridge Wells Borough 2016
The High Weald AONB Management Plan
The High Weald AONB Design Guide (High Weald AONB Joint Advisory Committee)
Other guidance notes and information provided by the High Weald AONB Joint Advisory Committee
Rural Lanes Supplementary Planning Guidance 1998

6.219 In accordance with the European Landscape Convention, the Local Planning Authority will view the landscape as a resource that will be protected as a whole, and not just the designated sites or areas. This includes urban and rural, degraded or outstanding landscapes, and the features that it supports, such as wooded shaws, hedgerows, ponds, and ancient routeways.

6.220 The Tunbridge Wells Borough Landscape Character Assessment SPD 2017 covers the whole borough beyond the urban edge of Royal Tunbridge Wells and adjoining settlements, and identifies six landscape character types within the borough, divided into 19 separate character areas, each with key characteristics and valued features and qualities, as well as a recommended landscape strategy.

6.221 This SPD will be used as a key tool to guide decisions in the preparation of all plans and strategies, planning applications, and other decisions bearing on the management of land. While conserving and enhancing the key characteristics, it is important that developments should also have regard to the opportunities for enhancement identified within each character area and should support the landscape strategy for the character area.

6.222 While a dispersed settlement pattern, built upon the dispersed pattern of historical farmsteads and ancient routeways, is a key characteristic of the landscape across the borough, it does not in itself justify further new dispersed settlement that replicates this, as it may undermine the historical integrity of the landscape and erode the historic character. Such characteristics, however, can inform new development where it is otherwise acceptable. This applies in particular to farmsteads that may in themselves have some capacity for new development through conversion, restoration, replacement buildings, and new buildings that fit with historical precedents. Any such proposals should be informed by, and take account of, the Council's Farmsteads Assessment Guidance SPD.

6.223 The Local Planning Authority will have particular regard to these components in determining development proposals affecting the High Weald AONB and, where relevant, areas of the High Weald National Landscape Character Area that adjoin the designated area.

Policy EN 20

Rural Landscape

Development will be required to:

1. Conserve and enhance the unique and diverse variety and juxtaposition of the borough's landscape and the special features that contribute positively to the local sense of place; and
2. Not cause significant harm to the landscape setting of settlements, including historic farmsteads and hamlets; and
3. Not result in unsympathetic change to the character of a rural lane, which is of landscape, amenity, nature conservation, or historic or archaeological importance; and
4. Restore landscape character where it has been eroded; and
5. Preserve intrinsically dark landscapes in accordance with Policy EN 10: Outdoor Lighting and Dark Skies.

The High Weald Area of Outstanding Natural Beauty (AONB)

6.224 The High Weald AONB covers approximately 70% of the borough and has the highest status of protection nationally in relation to landscape and scenic beauty, equal to that of National Parks. The Local Planning Authority has a statutory duty to conserve and enhance the natural beauty of the High Weald AONB. The High Weald AONB Management Plan 2019-2024 provides the following statement of significance:

"*Time depth and objective analysis has defined the High Weald AONB as characterised by dispersed settlement, particularly historic farmsteads, ancient tracks and routeways, an abundance of ancient woodland, wooded heaths and shaws with a heritage of woodland industries and iron working and small, irregularly shaped and productive fields. These are all draped over a deeply incised and ridged landform of clays and sandstones with numerous gill streams, and are closely related to socio-economic characteristics that have roots extending deep into history. The essential character of the High Weald was established by the 14th century and has survived major historical events and social and technological changes. It is considered to be one of the best surviving coherent medieval landscapes in Northern Europe. This fundamental and largely immutable character is the essence of the natural beauty of the AONB*."

6.225 The High Weald AONB Management Plan is structured around the five key components of this character:

- geology, landform, water systems, and climate
- settlements
- routeways
- woodland; and
- field and heath

6.226 The Local Planning Authority will have particular regard to these components in determining development proposals affecting the High Weald AONB and, where relevant, areas of the High Weald National Landscape Character Area that adjoin the designated area.

Policy EN 21

High Weald Area of Outstanding Natural Beauty (AONB)

All development within, or affecting the setting of, the High Weald AONB shall seek to conserve and enhance its landscape and scenic beauty, having particular regard to the impacts on its character components, as set out in the High Weald AONB Management Plan.

Development in the AONB on sites not allocated in the Local Plan will need to be of a limited scale appropriate in terms of its nature and location, and demonstrate a positive contribution to the objectives of the AONB Management Plan, and will need to:

1. Be sensitive to the topography and landscape features of the location;
2. Improve where possible connections between settlements and countryside through the provision of high quality green infrastructure (see Policy EN 16: Green, Grey, and Blue Infrastructure);
3. Protect, enhance, and restore ancient routeways;
4. Retain and support the distinctiveness of individual settlements;
5. Help restore the natural functioning of water courses;
6. Improve the management of associated agricultural land, woodland, and heaths; and
7. Where possible and appropriate, improve public access to the countryside providing way marking and interpretation material to assist in the public enjoyment, appreciation and understanding of the AONB.

Major development in the AONB is defined in the NPPF paragraph 172 and footnote 55 (or subsequent revision). Proposals for major development in the AONB will need to demonstrate exceptional circumstances and be assessed against the three tests in the NPPF (or subsequent revisions), including the possibility of alternatives to meet the identified need.

Agricultural Land

6.227 The National Planning Policy Framework expects local planning authorities to take into account the economic and other benefits of the best and most versatile (BMV) agricultural land which is land in Grades 1, 2 and 3a of the Agricultural Land Classification (ALC), Grade 1 being the highest. Agricultural land which falls into these categories is considered to be the most flexible, productive and efficient in response to inputs. Grades 3b and 4 are not considered BMV. In addition, soils are considered a finite resource that provide other important 'ecosystem services', for example, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution.

6.228 Soils in the borough, derived from the underlying geology and strongly influenced by topography and drainage and are generally considered to be poor, are mostly within Grade 3a or 3b with few extensive areas of Grade 2 and above. In the High Weald the topography makes working the land particularly difficult and has resulted in a landscape characterised by small, irregularly shaped fields, often bounded by hedgerows and small woodlands, along with ancient woods, gills and shaws. The soils are often nutrient poor and with an acidic tendency.

6.229 In the Low Weald, comprised of mostly clay soils, the combination of topography and impeded drainage has helped restrict the spread of large scale, more mechanised, farming. The soils are characterised by impeded drainage, causing seasonal surface wetness and are affected to varying degrees by fluctuating groundwater.

6.230 Borough-wide information on ALC comes from the Provisional Agricultural Land Classification (1977) mapping, which does not differentiate between Grades 3a and 3b and this indicates that Grade 3 land occupies 78% of the land in the Borough with only 4.4% indicated Grade 2 and above. Additional site specific surveys carried out since 1988 across the borough (which does differentiates between Grade 3a, BMV and Grade 3b not BMV) showed a lower finding in terms of all Grade 3 land (65%) but showed that individual sites had a range of grades that commonly included BMV and non BMV and that overall 59% of sites surveyed were considered BMV. This indicates that the land in the Borough is generally of a slightly higher grade than the provisional mapping indicates but it remains constrained in terms of agricultural use by topography and other factors.

6.231 The High Weald AONB Management Plan has identified a number of other issues affecting farming and the use of agricultural land:

- There has been a steep decline in livestock numbers (down by one third since 2000);
- The average farm size is less than half the national average;
- There is a Lack of grazing infrastructure and;
- Fragmentation of farm holdings due to an increase in non farming land ownership.

6.232 While it is important to use areas of poorer quality agricultural land in preference to that of higher quality it can be seen that 'quality' may be determined by more than the ALC grade and the “economic and other benefits” such as infrastructure, fragmentation and access as well as the contribution land may make to wider ecosystem service are important considerations when considering the effects of development on agricultural land. Policy EN 22 below takes account of these factors.

Policy EN 22

Agricultural Land

The Local Planning Authority seeks to protect best and most versatile agricultural land from significant, inappropriate or unsustainable development. Where development of agricultural land is required, applicants should seek to use areas of poorer quality agricultural land in preference to that of higher quality except where this would be inconsistent with other sustainability objectives.

Planning applications that would result in the loss of best and most versatile agricultural land will need to justify why the loss of the agricultural land is acceptable and also assess the impact of the loss of the agricultural land on the wider farming resource and ecosystem services. Where site specific ALC studies are not available the Local Planning Authority will assume that the site is classified as best and most versatile.

Air, Water, Noise, and Land

Air Quality

6.233 Clean air is vital for human health and the environment. In humans, both long and short term exposure to air pollution is linked to higher rates of cancer, asthma, stroke, and heart disease, and associations have been found with both diabetes and obesity. Likewise, for the environment, air pollution can negatively affect natural habitats, ecosystems and processes, and plants and animals. Serious environmental impacts of air pollution occur as a result of nitrogen deposition, acid deposition, and the direct toxic effects of pollutants in the air (see Policy EN 13: Ashdown Forest Special Protection Area and Special Area of Conservation for further information).

6.234 Therefore, in determining all planning applications for major and minor development (please see Glossary), and prior to an assessment of impacts, the Local Planning Authority will require all developments to implement basic mitigation measures that will help improve the air quality of the borough as a whole. In addition to this, and where appropriate, the Local Planning Authority will consider the impact of a development on air quality in terms of both the traffic generated by the development and the operational characteristics of the development.

6.235 When reviewing planning applications, the following five aspects of air quality will be considered:

1. Ensuring levels of air pollutants monitored in Air Quality Management Areas (AQMAs) is not compromised by development proposed within, or nearby, the AQMA.
2. Ensuring levels of air pollutants outside of AQMAs is maintained at or below current levels.
3. Ensuring proposed development does not introduce sensitive receptors, such as schools, into an area of poor air quality such as an AQMA.
4. Ensuring development design does not expose occupiers to poor indoor air quality.
5. Capturing opportunities to improve air quality.

6.236 Policies EN 23: Air Quality, EN 24: Air Quality Management Areas, and EN 25: Biomass Technology below are designed to capture all of the above aspects.

6.237 The overall aim of Policy EN 23 is to improve and maintain levels of air pollutants through the development management process and to reduce exposure to poor air quality, thus supporting the Council's Air Quality Action Plan 2018-2023. It has been developed having regard to the latest European and national legislation, in addition to national policy and best practice guidance documents, alongside the requirements of assessment and mitigation.

Policy EN 23

Air Quality

In the interests of improving air quality borough-wide, all major and minor development* in the borough is required to install the following small-scale mitigation measures:

1. Low NOx boilers, i.e. those emitting less than 40mg NOx per kWh; and
2. Electric vehicle charging infrastructure (points and cabling; or any new technology requirements); and
3. Cycle storage that is sufficient and convenient (see Policy TP 3: Parking Standards).

In accordance with Policy TP 1: Transport Assessments and Travel Plans, transport assessments and travel plans are required for proposals above the limits set out in Table 8. Policies STR 6: Transport and Parking, TP 1: Transport Assessments and Travel Plans, and TP 2: Transport Design and Accessibility, also set out that contributions towards mitigation measures may be considered necessary.

Early (pre-application) engagement with the Local Planning Authority is required: at this stage, sensitive receptors will be considered and the Local Planning Authority will ~~also~~ decide if the application needs to be accompanied by a full and detailed assessment of the likely impact of airborne emissions predicted to result from the development (see Air Quality Topic Paper for further details).

Where detailed assessments are required, developers should liaise with the Local Planning Authority to consider cumulative impacts. Developments are expected to be at least air quality neutral, with air quality positive proposals strongly encouraged.

Development will not be permitted when it is considered that unacceptable effects will be imposed (that are incapable of being overcome by a condition or planning obligation) on the health, amenity, or natural environment of the surrounding area, taking into account the cumulative effects of other proposed or existing sources of air pollution in the locality. Sensitive receptors will be considered at all times.

The use of sustainable transport measures, such as supporting sustainable public transport, shared transport initiatives, cycle/footways, improved connectivity and green infrastructure (for example, green roofs, hedges, and street trees) to reduce pollution concentrations and exposure, are strongly encouraged (see Policies STR 5: Essential Infrastructure and Connectivity, STR 6: Transport and Parking, and Policies TP 2: Transport Design and Accessibility, TP 3: Parking Standards, OSSR 1: Retention of Open Space, OSSR 2: The Provision of Publicly Accessible Open Space and Recreation, and EN 16: Green, Grey, and Blue Infrastructure).

* please see Glossary at Appendix 4.

Air Quality Management Areas (AQMA)

6.238 The aim of Policy EN 24 below is to improve and maintain levels of air pollutants in Air Quality Management Areas (AQMA) and surrounds.

6.239 Currently, there is one AQMA declared in the borough due to exceedances of the annual mean Air Quality Strategy (AQS) objective for nitrogen dioxide (NO2). The AQMA is located in Royal Tunbridge Wells and Southborough, and currently includes the A26 between Park Road and Nevill Terrace, and also Grosvenor Road, all at a distance of 0-30m from the centre of the carriageway. The annual NO2 objective applies primarily to residential receptors and other sensitive receptors, such as schools and hospitals. Legislation requires local authorities to declare an AQMA when levels of certain pollutants exceed, or are expected to exceed, the relevant objective levels. In the case of Tunbridge Wells borough, an AQMA was first declared in 2005, based on an exceedance of the NO2 annual mean objective of 40µgm-3.

6.240 Nationally, annual average urban background NO2 levels are in decline. If improvements in air quality give cause to revoke the AQMA in the future, the Local Planning Authority will retain measures to protect air quality, such as the creation of an ‘Air Quality Protection Zone’ (or equivalent) in place of the AQMA.

6.241 Where major development is proposed within Royal Tunbridge Wells or the surrounding areas, or where cumulative impacts are expected, an emission mitigation assessment and cost calculation will be required. The purpose of this calculation is to determine the amount of emissions a development is likely to produce, and the consequent monetary value that is expected to be needed for funding measures to mitigate those impacts on or off site. Off-site mitigation measures that could be funded include local car clubs, on-street electric vehicle charging, low emission buses, and bike/e-bike hire schemes or cycling infrastructure provision. In order for borough-wide improvements to be realised, the calculations will be based upon the proposed use without comparison to past use.

Policy EN 24

Air Quality Management Areas (AQMA)

Where development is in, or able to impact upon, an AQMA, and an increase in road traffic is identified in a transport assessment or travel plan, the approach outlined in Policy EN 23: Air Quality must be followed.

In addition, any development within, or close to, an AQMA that may impact on the AQMA or zone will be required to undertake an emissions mitigation assessment and cost calculation.

Requirements also apply in the event that the Council designates an 'Air Quality Protection Zone' or equivalent.

Subject to the results of the assessment and calculation, a Section 106 agreement will be used to secure contributions to mitigate this impact.

Biomass Technology

6.242 The aim of Policy EN 25 below is to improve and maintain good air quality in locations where biomass technology is installed that exceeds permitted development thresholds; for example, where the system capacity is in excess of 45 kilowatts thermal.

6.243 Burning biomass for heating buildings is a low carbon technology for generating energy promoted by the NPPF, but can result in emissions of harmful pollutants, such as particulate matter and nitrogen oxides. For this reason, a breach of air quality standards may occur if the technology is in, or near (and could potentially affect), an AQMA. In addition, if air quality in the area around the boiler is marginal, there is a risk that emissions from the technology could trigger designation of a new AQMA.

6.244 A guidance note entitled 'Biomass and Air Quality Information for Developers'[47] produced by Environmental Protection UK and updated in 2017, is a useful starting point for those considering the installation of biomass technology. It guides applicants through the assessment process and regulatory requirements in relation to biomass installations. Larger installations may require screening or dispersion modelling, and smaller systems may need stack height calculations. This guidance explains the process, and identifies the process and tools to complete an appropriate assessment.

6.245 The European Environment Agency (EEA) has found that burning biomass for home heating increased by 56% within the EU between 1990 and 2011. If wood burning stoves are indicated on plans or documentation as part of new development, then an informative(s) will be attached to decision notices advising that:

1. Biomass technology, including wood burning stoves, can lead to the emissions of pollutants such as particulates, dioxins, and oxides of nitrogen;
2. There are simple steps that households can take to limit emissions, both indoors and out, such as using cleaner fuels, in a cleaner appliance that is installed by a competent person, knowing how to operate it efficiently, and ensuring that chimneys are regularly swept;

47 https://www.environmental-protection.org.uk/resource/biomass-and-air-quality-information-for-developers/

3. High quality, low emission plant installations are encouraged (including 'Ecodesign' or Defra exempt stoves (or equivalent)), and new end users are encouraged to use good quality dry wood through advice within a 'New Home Information Pack';
4. Developers should refer to Defra's latest guidance developed for all local authorities to share with residents on the simple steps to take in improving air quality at the household level.

Policy EN 25

Biomass Technology

The Local Planning Authority will support the deployment of biomass technology in locations off the gas grid where coal and oil-fired plant are currently used and where no cleaner or greener feasible alternative is available. The developer will reduce potential air quality impacts from the expansion in biomass heat through the use of high quality, low emission plant.

Applications for biomass burners (i.e. for those that require planning permission and are not 'permitted development') will require a detailed Air Quality Assessment that, as a minimum, will include the following information:

1. The thermal capacity of the proposed biomass technology, and, if possible, its make and model; and
2. The type of fuel to be used (preferably locally sourced); and
3. Confirmation that it will be an approved appliance, compliant with Defra's latest guidance and the Clean Air Act; and
4. The precise location of the proposed stack(s).

Applications for biomass technology that burn fuel at a rate of greater than 45.4kg/hr will be required to gain chimney height approval from the Local Planning Authority.

Water

6.246 Tunbridge Wells borough has an extensive and varied water environment, including aquifers, rivers, lakes, ponds, and reservoirs. The majority of the borough is covered by the Medway Management Catchment, and the key watercourses flowing through the study area are the River Medway and its tributaries, including the River Teise, River Beult, Southborough Stream, Greggs Wood Stream, and Paddock Wood Stream. Other watercourses that flow through the borough, but are not tributaries of the Medway, include the River Rother (and its tributaries), and the Kent Ditch. The south eastern section of the borough is drained by a number of tributaries of the River Rother. Drinking water in the borough is supplied by South East Water from groundwater, surface water, Bewl Reservoir, and imported water sources.

6.247 Development can potentially have a great impact on water resources, from putting additional strain on existing supplies, to affecting flood patterns by increasing the amount of impermeable land, to impacting upon the quality and quantity of water sources and the ecological function of water courses, thus adversely affecting sensitive habitats. It is therefore essential to conserve and enhance the quality and quantity of ground and surface water, ensure adequate service provision, conserve water supplies, and manage flood risk across the borough.

Water Quality, Supply, and Treatment

6.248 Maintaining and enhancing the water quality of above and below ground water bodies is not only important for water supply, but can also provide valuable habitat for species, and a desirable amenity and recreational resource.

6.249 New development can impact on water quality through the creation of diffuse pollution from urban surface water runoff. Diffuse urban pollution is a significant factor in compromising the water quality standards that are required under the EU Water Framework Directive. The UK Government recognises that tackling diffuse pollution originating from urban runoff is a high priority. There is a large variability in the levels of pollutants in urban runoff. Levels of contamination rise with traffic intensities and with contaminants from commercial or industrial activities. It is therefore important that consideration is given to the location of development. When sensitive receiving waters are in close proximity, drainage systems must be designed to protect both surface water and ground water. The potential risk posed by a site must be assessed and adequate measures put in place to reduce the risk to acceptable levels. Inclusion of sustainable drainage systems within new development is an important means of reducing urban runoff and improving the water quality of that runoff (see Policy EN 26 below).

6.250 A further potential impact on water quality caused by development comes from the often significant additional wastewater load, which discharges into rivers in the region. Additional wastewater flow rates can be mitigated slightly by water efficiency measures, but the total biological load transferred to water treatment works will increase in proportion to the number of new dwellings. Constraints in existing available technology mean that it will not always be possible to carry out the improvements needed to ensure that the extra effluent discharged into the environment is sufficiently clean.

6.251 The Water Framework Directive establishes a statutory framework for the protection of ground water and inland surface water, estuaries, and coastal waters. Tunbridge Wells borough is covered by the both the South East River Basin District in the north and west (including Royal Tunbridge Wells and Paddock Wood), and the Thames River Basin District in the south and east (including Hawkhurst and Sandhurst). The South East and Thames River Basin Management Plans 2016, prepared by the Environment Agency, provide a framework for protecting and enhancing the benefits provided by the water environment and highlight the areas of land and bodies of water that have specific uses that need special protection. These include waters used for drinking water, bathing, commercial shellfish harvesting, and those that sustain wildlife species and habitats. The Plans ensure that these areas have legally binding objectives in place to enhance water quality and prevent deterioration of water bodies. Thus the Local Planning Authority will seek to conserve and enhance the water environment to improve water quality, having regard to the South East and Thames River Basin Management Plans.

6.252 The protection of ground water resources is particularly important in Tunbridge Wells borough, since the majority of the public water supply is abstracted from water-bearing strata or aquifers. The quality of ground water is easily polluted, directly and indirectly, and can pose a serious risk to public health. The Sustainability Appraisal Scoping Report 2016 identified that water bodies were under pressure from agriculture, water industry, and rural land management activities, and many were not achieving 'good' status for ecology. Furthermore, the ground water quality was defined as failing in Tunbridge Wells borough.

6.253 In the borough, Groundwater Protection Zones are located at Pembury, and in between Goudhurst and Lamberhurst. The Environment Agency's Approach to Groundwater Protection 2018 (Version 1.2)[(48)] provides useful information and guidance on the different risks to ground water quality, including listing the types of high risk activities and development. This document will be of interest to developers, planners, environmental permit applicants and holders, abstractors, operators, and anyone whose current or proposed activities have an impact on, or are affected by, ground water.

6.254 Any site that may be contaminated to some degree by virtue of its previous usage forms a potential risk to water quality, especially if redevelopment takes place. The Environment Agency requests any potential developers of such a site to contact the Agency at their earliest opportunity

48 https://assets.publishing.service.gov.uk/government/Environment-Agency-approach-to-groundwater-protection

to discuss the need for historical information and site investigations to determine the degree of contamination, if any, of both soil and ground water, and which will be in accordance with Policy EN 31: Land Contamination and the Council's Contaminated Land Supplementary Planning Document.

6.255 Development that would cause an unacceptable risk to surface or ground water resources will not be permitted. Where development is allowed, the Council will require developers to undertake measures to ensure that surface or ground water resources, including ponds, streams, and other watercourses, are not contaminated.

Policy EN 26

Water Quality, Supply, and Treatment

All major development must demonstrate that there is, or will be, adequate water supply and wastewater treatment facilities in place to serve the whole development (including all phases where applicable). Improvements to supply and treatment facilities, the timing of their provision, and funding sources will be critical to the delivery of development.

All development must provide a connection to the sewerage system at the nearest point of adequate capacity and follow advice from the service provider. Access to the existing sewerage system must be provided for future maintenance and upsizing purposes.

Development will be only permitted where it can be demonstrated that it would not result in:

1. Unacceptable risk to the quality or quantity of surface and ground water resources (including reservoirs); or
2. Changes to ground water and surface water levels that result in adverse impacts on:

    a. Adjoining land; and/or
    b. The quality of ground water resources or potential ground water resources; and/or
    c. The potential yield of ground water resources, river flows, or natural habitats.

Work beneath the water table will not be permitted unless there is a comprehensive ground water management scheme agreed for the construction, operation, restoration, and on-going management of the proposal.

Conservation of Water Resources

6.256 As climate change continues to influence our water supplies via summer droughts and increased winter rainfall, and in the face of a large housing growth agenda, it is critical that local authorities implement water conservation measures through their Local Plans.

6.257 Water efficiency and conservation of existing supplies is essential for:

- sustainable management of fresh water;
- protection of the water environment; and
- meeting the current and future human demand.

6.258 Population, household size, and growth and affluence all affect how much water is used, and these are all factors that a local authority's Local Plan can have a strong influence upon.

6.259 South East Water supplies water across the whole borough and developers should review the company's Water Resources Management Plan (2015-2040) for an overview of how water will be managed in the region into the future.

6.260 In 2013, the Environment Agency produced a water stress classification method for areas of England and Wales. Areas of serious water stress are identified where both the current and future household demand for water is a high proportion of the effective rainfall available to meet that demand. In this report, the supply for much of Kent, and all of Tunbridge Wells borough, was classified as being under "Serious Water Stress". Furthermore, in the 2016 Sustainability Appraisal Scoping Report, a review of water consumption within Tunbridge Wells borough was carried out. This revealed that consumption rates within the borough are higher than both the national and regional averages.

6.261 For these reasons, the Council will be implementing an optional technical standard for water efficiency that enforces upon residential developers the more ambitious water conservation target described within Part G Building Regulations. The new target will be 110 litres per person per day instead of the current mandatory target of 125 litres per person per day. This measure is in accordance with options identified within Kent County Council's Water for Sustainable Growth Study (2017) for meeting demand from forecast growth within the borough within the next plan period. For more detail and justification for the implementation of this target, see the Water Efficiency Background Paper[49].

6.262 Development should be limited to locations where adequate water resources already exist, or where new provision of water resources can be made in time for the new development and without adversely affecting abstraction, river flows, water quality, agriculture, fisheries, amenity, or nature conservation.

Policy EN 27

Conservation of Water Resources

All development must be planned positively to minimise its impact on water resources. This includes:

1. Minimising use of mains water; and
2. Incorporating water saving measures, such as rainwater harvesting and greywater recycling systems (in both new development and by retrofitting existing buildings).

All new residential dwellings must be designed to achieve a maximum water consumption rate of 110 litres per person per day, as measured in accordance with an approved methodology.

New development that supports South East Water's Water Resources Management Plan will be supported.

Development that requires an abstraction licence from local watercourses will only be permitted in exceptional circumstances and where it can be demonstrated that there will be no significant adverse impact on the ecological functioning of the watercourse.

Development and Flood Risk

6.263 In accordance with the NPPF, the Council is committed to managing flood risk from all sources in the borough, taking account of advice from the Environment Agency, Kent County Council (as the Lead Local Flood Authority; KCC), and the Medway Internal Drainage Board. In

49 http://www.tunbridgewells.gov.uk/Water_Efficiency_Background_Paper

accordance with the NPPF, the Council commissioned the Tunbridge Wells Strategic Flood Risk Assessment (2019), which assesses the extent and nature of flood risk across the borough and the implications for land use planning, taking into account the anticipated impacts of climate change. The strategy and policies of the Draft Local Plan have been informed by the Strategic Flood Risk Assessment Level 1 and Level 2 (2019) and discussions with the key stakeholders.

6.264 It is essential that new development across the borough does not increase flood risk, and that any new development proposed in areas that are vulnerable to flood risk 'build in' additional local capacity in terms of flood mitigation and provide 'betterment' where possible: see Policies STR/PW 1: The Strategy for Paddock Wood and STR/CA 1: The Strategy for Capel for the flood risk strategy proposed alongside development in this area.

6.265 The Council will also apply a sequential test to new development, supported by the 'Flood Risk Assessment: The Sequential Test for Applicants' Planning Practice Guidance[50] (or subsequent revision), to direct development away from areas that are at the highest risk of flooding. These will include all proposed areas that are within Flood Zones 2 and 3, as well as sites in Flood Zone 1 that are larger than 1ha and/or have critical drainage problems, as identified by the Environment Agency and within the Council's latest Strategic Flood Risk Assessment, such as in parts of Paddock Wood and Five Oak Green/Capel.

6.266 The Council will therefore discourage inappropriate development in areas at known risk from flooding and, as the Local Planning Authority, will take account of flooding risks in all matters relating to development management/control, including within the Draft Local Plan and individual planning applications, in accordance with the NPPF.

6.267 There may be circumstances where planning permission for development, including the raising of land, is granted in areas that may be at high risk from flooding; for example, in developed areas. To be detailed within an exception test as per the aforementioned Planning Practice Guidance, such development must take account of the potential flood risk in that location, ensuring that the threat of flooding is managed. Flood protection and mitigation measures must be designed to the appropriate standard as set out in the NPPF, and must ensure that the development remains safe throughout its lifetime (taking into account climate change impacts), without increasing flood risk on the site itself, and that there would be no increase to flood risk elsewhere.

6.268 If proposed development has undergone these tests and impacts are still unavoidable without mitigation, the Local Planning Authority will require any planning application to be accompanied by a Flood Risk Assessment. Where necessary, the Local Planning Authority will attach conditions, or seek works through a planning agreement, to secure any necessary flood protection and/or mitigation measures that are needed for managing residual risk and/or implementing flood resilience measures in perpetuity. Such measures may include the provision of additional vegetation, such as trees and/or hedgerows, which may limit the risk of potential flooding through reducing runoff rates by absorption, as well as contributing to the Council's biodiversity net gain policy (Policy EN 11: Net Gains for Nature: biodiversity).

Policy EN 28

Flood Risk

Proposals for new development should contribute to an overall flood risk reduction, and development will only be permitted where it would not be at an unacceptable risk of flooding on the site itself, and there would be no increase to flood risk elsewhere.

50 https://www.gov.uk/guidance/flood-risk-assessment-the-sequential-test-for-applicants

The sequential test and exception tests established by the NPPF will be strictly adhered to across the borough. Where it is demonstrated that development is unable to take place in an area of lower flood risk, essential transport or utility infrastructure, or other appropriate development may be allowed as per an exception test if the development is designed to be compatible with potential flood conditions, and:

1. Suitable flood protection and mitigation measures are incorporated into the development appropriate to the nature and scale of risk;
2. Comprehensive management and maintenance plans are in place for its effective operation during the lifetime of the development (taking account of climate change);
3. Adoption arrangements are secured (where applicable) with the relevant public authority or statutory undertaker;
4. It can be demonstrated to the satisfaction of the Council that adequate resistance and resilience measures have been put in place to avoid any increase in flooding, either on site or elsewhere.

Site-specific Flood Risk Assessments (FRA) will be required for the following development proposals:

a. Sites within Flood Zones 2 and 3; and/or
b. Sites in Flood Zone 1 that:

    i. are larger than one hectare; or
    ii. have been identified as having critical drainage problems; or
    iii. have been identified in a SFRA as being at increased flood risk in the future; or
    iv. may be subject to other sources of flooding.

The site-specific Flood Risk Assessment shall be in accordance with guidance set out within the Council's Strategic Flood Risk Assessment, including the requirement for a contribution towards any necessary new flood defence or mitigation measures. Where relevant, the assessment should also address the risk of flooding from surface water, ground water, and ordinary watercourses. Where there is evidence that water from these sources either ponds or flows over the proposed site, the assessment should state how this will be managed, and what the impact on neighbouring sites will be as part of a cumulative assessment.

Measures identified to mitigate effects shall be installed and maintained at the developers' own expense, or put into a management company (with associated evidence that the management company will operate in perpetuity) to ensure their long term retention, maintenance, and management. Other flood resilient and/or resistant measures may also be required, and their provision will be informed by the findings of a submitted Flood Risk Assessment (FRA).

Sustainable Drainage Systems

6.269 Sustainable Drainage Systems (SuDS) are a collection of water management practices that aim to align modern drainage systems with natural water processes can make a significant difference to flood risk by managing the quantity of surface water runoff from development, as well as moderating flow rates and preventing sudden water level rises after heavy rain. SuDS can significantly reduce harm to valuable water resources by retaining water within the local hydrological system, as well as protecting water resources from pollution by filtering runoff. SuDS can form an integral part of both soft or hard landscaping and can contribute to the quality of green space for the benefit of amenity, in terms of the visual features and attractiveness of a place, as well as recreation and wildlife.

6.270 SuDS may also allow new development in areas with critical drainage problems such as limited capacity, thereby enabling development within existing urban areas. Importantly, in areas such as in Royal Tunbridge Wells and Paddock Wood, where development would discharge to combined sewer systems, there should be a minimum of 50% betterment on pre-development discharge levels in order to mitigate against potential flooding issues, especially in summer storm events.

6.271 The Flood and Water Management Act 2010 introduced the concept of flood risk management into law and sets out the intention for SuDS in all new development. The NPPF requires local planning authorities to minimise vulnerability, provide resilience to the impacts of climate change, and requires all new developments in areas of flooding risk to give "*priority to the use of sustainable drainage systems*". The Government has recently made changes to the NPPF, making it clear that it expects SuDS to be provided in all new major development where it is appropriate. Developers should refer to 'non-statutory technical standards for sustainable drainage systems' published by Defra[(51)], which provides guidance on minimum standards for design, maintenance, and operation of SuDS systems, and sits alongside the Planning Practice Guidance. Ciria's SuDS Manual 2015[(52)] also includes advice on suitable development design.

6.272 All major developments[(53)] are expected to maximise environmental and/or amenity value where possible and appropriate, and provide net gain for biodiversity (see Policy EN 11: Net Gains for Nature: biodiversity).

6.273 SuDS are designed to control surface water runoff close to where it falls, and mimic natural drainage as closely as possible. SuDS also provide opportunities (in accordance with the NPPF) to:

- reduce the causes and impacts of flooding;
- remove pollutants from urban runoff at source; and
- combine water management with green space with benefits for amenity, recreation, and wildlife where appropriate and beneficial.

6.274 In April 2015, Kent County Council became a statutory consultee as per national requirements, following a parliamentary statement in December 2014. Kent County Council has adopted a 'Drainage and Planning Policy Statement'[(54)], which should inform development of drainage schemes. There are also situations where consultation with the Environment Agency will be necessary in relation to fluvial flood risk, water quality, biodiversity, and groundwater protection, which may impact measures proposed for surface water management.

6.275 Developers will normally be expected to make provision for SuDS on site where it is practical to do so. Consideration should also be given to 'strategic SuDS', where a limited number of attenuation and treatment areas are needed downstream in areas of significant planned development.

6.276 The Council expects SuDS to form an integral part of the development design process. This is because successful SuDS require a range of discharge or infiltration techniques that need to be designed in a sequential order. While primarily used to attenuate runoff, early consideration of SuDS provides the opportunity to design in other benefits that will deliver more sustainable developments.

51 https://www.gov.uk/government/publications/sustainable-drainage-systems-non-statutory-technical-standards
52 https://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx
53 see Glossary at Appendix 4
54 https://www.kent.gov.uk/__data/assets/pdf_file/0003/49665/Drainage-and-Planning-policy-statement.pdf

Policy EN 29

Sustainable Drainage

All development applications should include adequate drainage provision. This will ensure that surface water is appropriately controlled within the development site, flood risk is managed on-site and off-site, and any existing flood risk in the locality is not exacerbated.

Within major development, SuDS that deliver other benefits, such as biodiversity, water quality improvements, amenity, and landscape and recreational open space, must be included, except where they are demonstrated to be inappropriate. All developments should aim to deliver a net reduction in run off, exceeding greenfield run off rates (mimic natural flows and drainage pathways), and ensure that surface water runoff is managed as close to its source as possible using the following hierarchy:

1. Discharge into the ground;
2. Discharge to a surface water body;
3. Discharge to a surface water sewer, highway drain, or other drainage system.

All drainage schemes must:

i. Manage all sources of surface water, including exceedance flows and surface flows from off site; and
ii. Provide for emergency ingress and egress; and
iii. Ensure adequate drainage connectivity.

It will not be acceptable for surface water runoff to enter the foul water system.

SuDS or other appropriate measures should:

a. Maintain public safety; and
b. Provide sufficient attenuation to surface water flows as appropriate; and
c. Ensure that there is adequate treatment of surface water flows, such that there is no diminution in quality of any receiving watercourse; and
d. Ensure protection of ground water; and
e. Provide or enhance wetland habitat and biodiversity where possible; and
f. Use surface water features first (underground storage crates should only be used in exceptional circumstances where other measures are not possible).

On sites considered to constitute major and strategic development, it should be shown how this infrastructure will be delivered over the different building phases to ensure that schemes are delivered as envisaged, and that ongoing and future flood risk is managed.

Approval of the design and long term management and maintenance of SuDS will be required prior to the development commencing.

Noise

6.277 The planning system has a role in seeking to ensure that new noise sensitive development, such as housing and schools, is not located close to existing sources of noise and vibration, including industrial uses, noise generated by vehicles and other forms of transport such as aircraft and railway noise, amplified music, or other forms of noise such as that created by ancillary operational equipment; for example, fume extraction and external ventilation units,

which would lead to nuisance. It should also ensure that potentially noise creating uses, such as some industrial processes or some recreational activities, are not located where they would be likely to cause nuisance.

6.278 Therefore, the aim of Policy EN 30 below is to ensure that noise issues and appropriate mitigation and acoustic measures are addressed and incorporated into the design of development proposals at an early stage in the planning application and development process so as not to give rise to harm to the amenity of future occupants in new buildings and/or the amenity of existing residents in the vicinity. For new residential accommodation, the planning objective is to provide good standards of acoustics, ventilation, and thermal comfort for future residents.

6.279 All development proposals that are likely to generate noise, or be affected by existing noise sources, must be supported by a Noise Impact Assessment prepared by a suitably qualified and competent person (as defined by the NPPF) in accordance with the Local Planning Authority's latest adopted Noise and Vibration Supplementary Planning Document[55].

6.280 This SPD seeks to ensure there is sufficient mitigation for noise to prevent substantial loss of amenity at the development stage. It provides guidance in relation to noise and vibration assessments, setting out design control measures (for example, orientation of sensitive rooms, noise barrier walls/fences, sound insulation of building envelope, anti-vibration foundations) and guidance on specific noise criteria (for example, industrial noise, delivery vehicles, transport noise).

6.281 The NPPF requires planning policies and decisions to ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions, and the natural environment. This should be achieved by mitigating and reducing to a minimum potential, adverse impacts resulting from noise from new development.

6.282 The NPPF is also clear that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established, and where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

6.283 In addition, the NPPF guidance encourages the identification and protection of areas of tranquility that have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason. Such areas are shown on a national mapping system produced by the Campaign to Protect Rural England (CPRE) Tranquility Map: England[56] and are also referred to in the Council's Noise and Vibration SPD above. Where identified, these areas should generally be protected from noise-generating developments. CPRE is in the process of updating these maps and therefore there is insufficient information at present to allocate tranquil areas in the Local Plan. However, should this change in due course, this matter will be reviewed in the first revision of the Local Plan.

6.284 There is also further information and guidance contained in the National Planning Practice Guidance - Noise. This guidance provides noise and vibration criteria for developers where new proposals are being made that will generate noise or vibration, are in a noisy location, or are in a noise sensitive area, in order to ensure that the potential or existing noise/vibration levels in the area are acceptable. As a starting point, it is expected that new development will not increase background noise levels.

55 http://www.tunbridgewells.gov.uk/__data/assets/pdf_file/0008/66923/N-and-V-SPD.pdf
56 https://www.cpre.org.uk/resources/countryside/tranquil-places/item/1839

6.285 Information is also available in Defra's latest 'Explanatory Note to the Noise Policy Statement for England'. Reference should be made to this guidance (or any subsequent guidance) prior to, and, where appropriate, in the submission of a planning application.

6.286 The Environmental Noise Directive (END) requires that, every five years, Defra adopts noise maps, known as 'Important Areas for Road Noise Mapping', which show exposure to environmental noise; adopts action plans based on the results of noise mapping; aims to preserve environmental noise quality where it is good; and provides information to the public on environmental noise and its effects. Therefore, developers are advised to check with Defra whether any proposed development sites for noise sensitive development (such as housing and schools) are located within, or close to, areas/roads which indicate a high noise level reading. Appropriate mitigation measures will need to be applied where this is found to be the case.

6.287 In assessing the appropriateness of development in relation to noise, as well as Policy EN 30 below, the Council's SPD and National Planning advice above, the Local Planning Authority will also have regard to the following guidance (or any successive guidance):

- National and international noise standards:
    - BS 4142:2014 Methods for rating and assessing industrial and commercial sound
    - BS 8233:2014 Guidance on sound insulation and noise reduction for buildings
    - BS 228-1:2009 Code of practice for noise and vibration control on construction and open sites
    - ISO 9613-3 Acoustics – Attenuation of sound during propagation outdoors part 2: general method of calculation
- Acoustic design measures to minimise adverse effects and achieve satisfactory amenity standards for existing and future occupants of land and buildings, including:
    - World Health Organisation – Environmental Noise Guidelines for the European Region 2018 (including WHO guidelines for Community Noise 1999 and WHO Night Noise Guidelines for Europe 2009)
    - Collaborative guidance between the Institute of Acoustics and the Chartered Institute of Environmental Health

6.288 There are other statutory provisions for noise beyond planning legislation, including the Control of Pollution Act 1974, which deals with site construction noise, and legislation such as the Environmental Protection Act 1990, which deals with statutory nuisance. Any matters in respect of noise generated by minerals and waste related activity should be referred to Kent County Council.

Policy EN 30

Noise

Residential and other noise sensitive development will only be permitted where it can be demonstrated that users and occupiers of the development will not be exposed to unacceptable noise disturbance from existing or proposed uses, as set out in the Council's adopted Noise and Vibration Supplementary Planning Document.

Developers of proposals on sites affected by noise and vibration issues must therefore refer to, and follow, the requirements of the Council's latest adopted Noise and Vibration Supplementary Planning Document prior to submitting a planning application.

Noise-generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses (existing or planned, either through an extant planning permission or allocation in the Local Plan) will not be exposed to noise impact that will adversely affect the amenity of existing or future users. Where appropriate, proposals will be required to mitigate noise impacts through careful planning, layout, and design. In assessing mitigation proposals, account will be taken of:

1. The location, layout, and design of the proposed development; and
2. Existing levels of background noise; and
3. Measures to reduce or contain generated noise; and
4. Hours of operation and servicing.

Where noise sensitive uses are likely to be exposed to significant or unacceptable noise disturbance, the Local Planning Authority will require that applications are supported by a Noise Impact Assessment undertaken by a suitably qualified competent person (as defined by the NPPF), in accordance with the Local Planning Authority's latest adopted Noise and Vibration Supplementary Planning Document.

Development that would expose noise sensitive uses to unacceptable noise levels will not be permitted.

Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') will be required to provide suitable mitigation before the development has been completed.

Planning conditions and/or other means, such as financial contributions from Section 106 agreements, will be used to ensure that mitigation measures are satisfactorily undertaken.

Land Contamination

6.289 Any land contaminated with hazardous or toxic materials is potentially a serious cause of pollution, as well as a threat to human health; it can also migrate into watercourses, impacting not only on water quality, but also biodiversity. Contamination can derive from previous uses, such as industrial processes involving chemicals, intensive agriculture, or closed waste disposal sites where landfill gas and leachate are still present.

6.290 The Council holds a wide range of data on potential sources of contamination, such as historic land use, planning history, pollution incidents, details of closed landfill sites, and site-specific reports on investigation and remediation. Further information and guidance can be found on the Council's website [(57)].

6.291 The NPPF advises that planning policies and decisions should contribute to, and enhance, the natural and local environment through the remediation and mitigation of despoiled, degraded, derelict, contaminated, or unstable land. This guidance places onus on the developer and/or landowner for securing safe land/development free from pollution. It also requires that investigations and a risk assessment of land potentially affected by contamination be undertaken by a suitably qualified competent person (as defined by the NPPF) in accordance with established practices such as BS10175 (2017) 'Code of Practice for the Investigation of Potentially Contaminated Sites' (or any subsequent version).

6.292 The Local Planning Authority needs to ensure that the implications of contamination for new development not addressed by other legislation are properly considered through the planning system. Policy EN 31 below provides the framework for considering planning applications where

57 http://www.tunbridgewells.gov.uk/residents/animals,-noise-and-pollution/pollution/contaminated-land

land contamination issues are involved. All development proposals on land affected by contamination must be undertaken in accordance with the Council's latest adopted Contaminated Land Supplementary Planning Document [58].

6.293 There is also further information and guidance contained in the National Planning Practice Guidance - Land Affected by Contamination, on the GOV.UK website, which should also be referred to prior to submitting a planning application.

6.294 As guidance and policy on land contamination frequently changes, developers are also advised to consult the Environment Agency to obtain the most up to date information and position.

Policy EN 31

Land Contamination

Development proposals on a site that is known, or suspected, to be affected by contamination will only be permitted where the Local Planning Authority is satisfied that all works, including investigation of the nature of any contamination, can be undertaken without escape of contaminants that could cause unacceptable risk to health or to the environment, as set out in the Council's latest adopted Contaminated Land Supplementary Planning Document.

Developers of proposals on sites affected by land contamination must therefore refer to, and follow, the requirements of the Council's latest adopted Contaminated Land Supplementary Planning Document prior to submitting a planning application.

A Risk Assessment (undertaken by a suitably qualified competent person) which includes a desk study, site walkover report, and preliminary risk assessment, must be provided at the earliest stage (i.e. pre-application, or as part of the submitted application) detailing the methodology by which risks will be addressed and ensuring the treatment and/or removal of all contaminants prior to the commencement of development, or as agreed by the Local Planning Authority where phased development is proposed.

In accordance with the Council's latest adopted Contaminated Land Supplementary Planning Document, development will not be permitted unless practicable and effective measures are taken to avoid:

1. Exposing the future occupiers and users of the development to unacceptable risk; and
2. Threatening the structural integrity of any existing building or structure built on, or adjoining, the site; and
3. Causing the contamination of any water course, water body, or aquifer; and
4. Causing the contamination of adjoining land, or allowing such contamination to continue; and
5. Damaging or putting at unacceptable risk the quality of the natural environment.

Planning conditions and/or other means, such as financial contributions from Section 106 agreements, will be used to ensure that such measures are undertaken.

58 http://www.tunbridgewells.gov.uk/__data/assets/pdf_file/0020/131708/03_Contaminated-Land-SPD_adopted-Sep-2016.pdf

Minerals and Waste

6.295 The Kent Minerals and Waste Local Plan is part of the Development Plan. Issues including minerals safeguarding are important considerations during decision taking on planning applications. Given the strong relationship between minerals and the delivery of new building, it is important that decisions do not put at risk the delivery of both Plans.

Policy EN 32

Minerals and Waste

Development will be assessed against the relevant policies in the adopted Kent Minerals and Waste Local Plan and with the relevant policies of any additional minerals and waste development plan documents that are adopted at the time the planning application is determined.

Housing

Delivery of Housing

Change to implementation of planning permission

6.296 The Council is aware that, post the grant of planning permission, there is often a considerable amount of work required before a start can be made on site for all forms of development. This can include the submission and discharge of conditions, finalising land acquisition, submitting applications in relation to the Building Regulations, etc.

6.297 The standard time limit for implementation of planning permissions is three years. However, the Council, in accordance with national policy, is seeking to ensure that housing developments are implemented promptly. For that reason, the usual approach for any grant of planning permission for major[(59)] residential development will be that implementation is required within two years, or that the completion of groundworks and the construction of the ground floor base of at least two buildings identified through the planning application (and specifically referenced in a condition on the planning permission) is required within three years from the date of permission, in order to encourage developers to start on site promptly and to reduce the risk of unimplemented planning permissions, especially given the need to increase delivery.

6.298 In order to affect the timely delivery, the Council will:

1. Use a standard format for legal agreements *[add link]* to submit as part of a planning application;
2. Commit to the timely determination of any applications for the submission of conditions.

6.299 If there are particular development or site constraints that will mean that these timescales cannot be met, then this will need to be justified as part of the planning application, and a justified alternative timescale submitted for consideration as part of the planning application.

Policy H 1

Implementation of Planning Permission for New Residential Dwellings

Unless there are exceptional circumstances due to specific site or development constraints, a condition will be attached to any grant of planning permission for new major residential development (including change of use) requiring one or the other of the following conditions:

1. That the permission be implemented within two years from the date of decision; or
2. That groundworks and the construction of the ground floor base of at least two buildings be completed within three years of the permission.

Multi-developer delivery on strategic and large major sites

6.300 There has been evidence from parts of the UK, and in other countries, that the rate of delivery of residential units can be increased by several developers constructing on larger and strategic sites at the same time: essentially each delivering on different parcels of a larger site. Developers will be encouraged to follow this approach where appropriate to maximise the delivery rate for housing on such sites. The Council will work with developers to decide where this would be appropriate.

59 See Glossary at Appendix 4

6.301 It is important to achieve a comprehensive approach to the development of sites, including where they are in more than one ownership. In such circumstances, developers will be expected to work together to bring an overall scheme forward or, as a minimum, consider and show how the development of their part integrates as part of the proper planning of the whole area.

6.302 However, it is necessary to ensure that this approach does not artificially sub-divide a site so that it falls below a particular size threshold; for example, in relation to the provision of affordable housing. Furthermore, it is also important to ensure that piecemeal development of larger sites does not prejudice the subsequent development of the remainder of a larger site. This is in accordance with the NPPF, which states in paragraph 59 that a site with permission should be developed without unnecessary delay. Such development should be carried out following a comprehensive approach for the larger site as a whole.

Policy H 2

Multi-developer Delivery and Piecemeal Development of Larger Sites

Multi-developer delivery on larger major and strategic sites will be welcomed.

However, proposals for 'piecemeal' development (i.e. development of individual parcels of a larger site, whether it is allocated or not) will only be permitted if:

1. The permission does not jeopardise securing the full requirements of other policies in this Local Plan, including in relation to on-site affordable housing provision (see Policy H5: Affordable Housing below), for the wider site or allocation. If necessary, a legal agreement will be required to ensure that such policy requirements will be met; and
2. It is demonstrated that this development will not prejudice the comprehensive development of the wider site; for example, in relation to access, overlooking of other parts of the site, etc. If necessary, indicative plans or information in a design and access statement should be provided as part of any application (see Policy EN1: Design and other development criteria).

Housing Mix

6.303 Proposals for development should follow the Council's policy for housing mix and size set out below at Policy H 3, informed by the Housing Needs Study 2018 or subsequent updates, any findings of parish-wide surveys and policies in 'made' neighbourhood plans if applicable, together with up to date statistics from the Council's Housing Register (for affordable units).

6.304 On major sites[(60)], an appropriate mix will usually include a range of sizes and forms of residence within the site. However, there will be locations where there is a dominance of particular housing types and sizes, and the provision of different housing types on that site will ensure that the overall mix for the area is more balanced. This policy is not prescriptive, but requires the development proposals to be informed by an analysis of the surrounding area, and for this to be evidenced in the design and access statement submitted as part of the proposals.

6.305 Retail and employment land will be protected where possible as the Council looks to protect the vitality and viability of town and village centres, as well as Key Economic Areas. However, residences above shops will be encouraged, subject to all other material planning considerations being acceptable, as this can have a beneficial impact on the centre of a town or village and its surroundings through increased activity and greater passive surveillance, particularly during the evenings.

60 See Glossary at Appendix 4.

6.306 Policy H 3 should also be read in conjunction with Policy H 4: Housing Density below.

Policy H 3

Housing Mix

Proposals for residential development should include a mix that would enable the balanced development of the area, unless alternative mix and size requirements are set out in a Local Plan site allocation or in a 'made' neighbourhood plan. The mix should be informed by analysis of the area within which the site is located, which should be provided in the design and access statement.

The number of bedrooms proposed in the affordable housing element shall reflect the requirements of the Housing Needs Register for that area.

Housing Density

6.307 The density of residential development should have regard to the character of the area, including landscape, topography, surrounding built form, and any other relevant factors (see Policy EN 1: Design and other development management criteria).

6.308 Existing and proposed infrastructure will help inform appropriate densities, with more sustainable areas that provide, or will provide, good infrastructure and transport links, able to support higher densities (see Policies STR 5: Essential Infrastructure and Connectivity, STR 6: Transport and Parking, and TP 2: Transport Design and Accessibility).

Policy H 4

Housing Density

Development shall be delivered to an appropriately high density having regard to its context, including landscape, topography, surrounding built form, and any other relevant factors.

Planning applications will be refused where development is found not to make efficient use of land.

Affordable Housing

National policy and borough need context

6.309 The NPPF outlines, in Section 5: 'Delivering a sufficient supply of homes' that, where a need for affordable housing is identified, planning policies should specify the type of affordable housing required. Furthermore, affordable housing is expected to be provided on site.

6.310 Tunbridge Wells borough is identified as being a 'high affordability pressure area' (Shared Ownership and Affordable Homes Programme 2016 to 2021[(61)]). Due to high needs for affordable housing in the borough, the Council's Affordable Housing policy takes the NPPF requirements a step further in order to secure affordable housing provision on all housing development schemes to significantly boost the supply of affordable housing within the borough (i.e. both major development as required by para 63 of the NPPF, and smaller sites).

61 https://www.gov.uk/government/collections/shared-ownership-and-affordable-homes-programme-2016-to-2021-guidance

6.311 The Strategic Housing Market Assessment[62](SHMA) and its subsequent update[63], as well as the Borough Housing Needs Study 2018 (HNS)[64] were carried out by consultants on behalf of the Council to quantify the needs of the borough's residents and provide the evidence base for the new Local Plan affordable housing policy. Their findings in relation to the level of affordable housing need are set out in the Housing Needs Topic Paper (*add link*). It is recognised that the assessments represent a 'snap shot' in time; hence, they will be reviewed periodically. Housing Register statistics and local studies also represent important sources of information in relation to housing need and will also be considered by the Council in its decision making. Developers and applicants are advised to have regard to any such studies to inform proposals for development.

Affordable housing providers

6.312 Affordable housing will normally be provided by Registered Providers (see Glossary at Appendix 4). The Council will also encourage alternative provision of affordable housing through smaller local groups/alternative vehicles, such as Community Land Trusts, cooperative housing, etc.

6.313 Where the affordable housing is to be retained by a body that does not qualify as a registered provider, then the Council will seek appropriate guarantees to ensure that the homes are managed and maintained as affordable housing, and this will be secured as part of a Section 106 agreement.

6.314 As affordable housing is an intrinsic part of an application, which is crucial to its acceptance in planning terms, the applicant should seek early engagement with registered providers who operate in the borough.

6.315 By the time an applicant reaches the position of submission of a planning application (but ideally at the stage of a pre-application meeting), it is expected that details can be provided of the registered provider who will be buying and managing the affordable housing.

6.316 Affordable housing will be secured and monitored through a legal (Section 106) agreement.

Tenure

Social Rent

6.317 The NPPF defines affordable housing to include affordable rented tenure where rents are up to 80% of the open market values. Social rents are determined through the national rent regime, and offers to applicants for the rented housing will reflect this. They are typically set between 50% and 60% of open market levels.

6.318 For a social rented unit in the borough, an applicant would normally be expected to receive between 60% and 65% of the open market value.

6.319 As the borough is defined as being a ‘high affordability pressure area’ (Shared Ownership and Affordable Homes Programme 2018, as above), and combined with the findings of the Housing Needs Study 2018, which shows that 16% of households in the borough earn less than £13,000 per annum, affordable housing should be provided as social rent on the majority of sites.

62 http://www.tunbridgewells.gov.uk/SHMA-final-September-2015.pdf
63 http://www.tunbridgewells.gov.uk/SHMA_Update_2017
64 The Tunbridge Wells Borough Housing Needs Study 2018

Affordable Rent

6.320 In some circumstances (for example, where there is a high need for one bed accommodation, or where a particular customer group has a need for affordable rented housing), the Council may allow affordable rent. Affordable rents are set up to 80% of the open market value, including any service charges, or the Local Housing Allowance, whichever is the lower.

6.321 For an affordable rented unit in the borough, an applicant would normally be expected to receive between 65% and 70% of the open market value.

Intermediate housing

6.322 There are many different types of intermediate tenures also intended to meet the needs of households unable to afford local housing costs, and defined in the NPPF as "*housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent)*".

6.323 The Council recognises that intermediate housing may include 'starter homes' and 'discounted market sale'; however, given the affordability pressures that the borough faces, ~~then~~ the two types of intermediate housing defined below are considered the most appropriate:

- **Rented intermediate housing:** rents are set at a discount to the open market value; normally a 20% discount applies;
- **Shared Ownership Housing:** applicants buy a proportion of their home and pay rent on the remaining share. The shares purchased are usually between 25% and 75% of the full price, and a deposit of 5% of the share is normally required. An applicant would be expected to receive between 80% and 85% of the open market value.

Starter Homes are identified in the NPPF as a type of affordable housing. However, the Council is concerned that the applicable discount cannot be secured in perpetuity and starter homes may not be affordable to local people.

Viability

6.324 In terms of viability, the Council expects that applicants will have factored in the following when determining the price paid (or to be paid) for land for residential development:

- The Council's housing policies;
- All other policy requirements set out elsewhere in the Local Plan, including those that have implications for on-site matters (such as drainage, land level changes, remediation of contaminated land, as well as provision for recreation space, contributions towards local services, etc);
- Contributions required to mitigate the impact of development (for example, in relation to infrastructure).

6.325 Detailed advice on viability assessments is given in the National Planning Practice Guidance[(65)].

65 https://www.gov.uk/guidance/viability

Design and building standards for affordable housing

6.326 The homes built in the borough of Tunbridge Wells should be built to standards that are adaptable and flexible in the future (See Policies EN 1: Design and other development management criteria, EN 2: Sustainable Design and Construction, and EN 3: Sustainable Design Standards for more detail).

6.327 In addition to the Home Quality Mark standard that must be achieved under Policy EN 3: Sustainable Design Standards, developers will need to meet Building Regulation Standard Part M4(2) (or any subsequent revision) on every affordable housing unit. This standard is only targeted at affordable units, as there is more need for accessible and adaptable housing in the affordable housing sector. Where the developer is specifically building a home for individuals with a disability, compliance with Building Regulation Standard Part M4(3), or equivalent standards, such as 'Habinteg Design', or any other subsequent updates, shall be achieved.

Policy H 5

Affordable Housing

Overall approach

1. Sites comprising predominantly greenfield land (i.e. non previously developed land) delivering a net increase of more than nine dwellings will be expected to include a minimum of 40% of the gross number of residential units as on-site affordable housing provision. Where this percentage is not a whole number, it will be rounded up to the next whole number;
2. Sites comprising predominantly brownfield land (i.e. previously developed land) delivering a net increase of more than nine dwellings will be expected to include a minimum of 30% of the gross number of residential units as on-site affordable housing provision. Where this percentage is not a whole number, it will be rounded up to the next whole number;
3. Timing of affordable on-site housing provision: a minimum of 50% of the affordable housing to be delivered on site will be expected to be completed and transferred to a registered provider prior to occupation of a maximum of 50% of the open market units to be provided on site;
4. Sites delivering a net increase of one to nine dwellings will be expected to provide a financial contribution towards the provision of off-site affordable housing (land and build costs) based on 20% of the gross number of residential units to be provided (further work will take place on the scale of financial contributions, which will inform the next, pre-submission version of the Local Plan);
5. Where a financial contribution for off-site provision of affordable housing is payable, this shall be payable upon commencement of the development.

Local Connection

Affordable housing will be provided on the basis of a 'local connection cascade'.

The details of this cascade will be determined on a case by case basis, but will follow the general approach of prioritising households with an established local connection in housing need to (a) the settlement (firstly), and (b) the parish (secondly) through residence or place of work, then households from surrounding parishes in the borough, and then wider.

This will be secured by a Section 106 agreement.

Tenure

The general approach to tenure provision of on-site affordable housing should be that 60% is provided as social rent and 40% as intermediate tenures.

There may be instances, however, where local housing needs surveys (for example, those undertaken in support of a neighbourhood plan) indicate that a proportion should be provided as affordable rented accommodation. Regard will be given to such surveys when determining the appropriate tenure provision on site.

Exceptional Circumstances

There may be exceptional circumstances where the provision of on-site affordable housing is not viable. The Council considers that the following may represent exceptional circumstances, but in each case these circumstances would need to be fully demonstrated to warrant a departure from compliance with this policy:

1. The developer has provided written evidence that no Registered Provider will take the units. This may be because:

    a. there are too few units for a registered provider to take; and/or
    b. the affordable units are located within a single block where it is difficult for a registered provider to manage the homes. In this instance, the developer must demonstrate to the satisfaction of the Council that there are no means for provision of another block on the site, or provide a second entrance for the affordable housing; and/or

2. It is demonstrated that there is no realistic prospect of providing affordable housing by another means, other than through a Registered Provider; and/or
3. In relation to the tenure mix, where it can be demonstrated that the values of shared ownership or intermediate rented units would be too high in that particular locality due to exceptionally high sales and/or rental values; and/or
4. There are specific site allocation policies in this Local Plan, or a made neighbourhood plan, which indicate that it is preferable for a greater proportion of affordable housing to be provided on an alternative site (with a consequent reduction in on-site provision at the original site); and/or
5. It can be demonstrated that the provision of the policy-compliant level of affordable housing would make the development unviable;
6. The onus will be on the applicant to demonstrate robustly the reasons why the policy requirements cannot be achieved, and to provide a full viability assessment to support their proposals. As part of this it will need to be shown that the correct land value was paid, as exceptional and abnormal costs should, in the first instance, be paid for through a reduced land value. The viability assessment must be provided as part of the application when originally submitted, will be made publicly available, and will be subject to review by independent viability consultants. The applicant is expected to meet the costs of this review. Where applications are made on this basis, any permission granted will be for a maximum of two years;
7. Where the Council considers that full provision of on-site affordable housing cannot be delivered, alternative delivery will be considered in the following order:

    a. The full affordable housing provision to be provided by the applicant on an alternative site agreed with the Council in (sequentially) (i) the settlement and (ii) the parish of the application site; and/or
    b. A reduced level of affordable provision on the application site; and/or
    c. A variation in the tenure of the affordable housing; and/or
    d. The applicant to make land available elsewhere in (sequentially) (i) the settlement, (ii) the parish and (iii) the borough to provide the affordable housing for a registered provider; and/or
    e. A financial contribution in lieu of on-site affordable housing:

        - The Section 106 agreement for this will stipulate that the commuted sums must be spent on affordable housing in the ward or parish in which it was collected; and

- Where no project will come forward within the timescales outlined in the Section 106 agreement (normally five years), then opportunities in the adjoining ward or parish will be considered, followed by those in the borough as a whole.

Design and layout approach to affordable housing

The Council requires affordable housing to be designed and built as 'tenure blind'.

Affordable housing must be well integrated into the development: integration, together with the application of high quality design, use of good quality materials, and landscaping, should mean that the affordable housing is not visually distinguishable from the market housing (see Policy EN 1: Design and other development management criteria).

Homes may be 'clustered' to assist with management, but such clusters must be spread evenly across the development. In the case of developments that are flats and, where management and service charge arrangements are a practical consideration, the affordable units may be clustered together; for example, by block or staircase.

Affordable housing should be sited so that it has equitable access to existing and new amenities in the locality, including recreation, leisure, open spaces, and community facilities.

Building standards for affordable housing

All affordable housing should meet, as a minimum, the Building Regulation Standard Part M4(2).

Where affordable housing is designed for households with a disability, the homes should meet the higher M4(3) standards, or equivalent standards, such as 'Habinteg Design'.

Estate Regeneration

6.328 Estate regeneration refers to the renewal and improvement of housing stock, and can ensure more efficient use of land, making a valuable contribution to the housing stock in the borough. An example of this is the redevelopment of the Sherwood estate, undertaken in partnership with the Town and Country Housing Group.

Policy H 6

Estate Regeneration

Proposals for estate regeneration will only be supported where the following applies:

Any net loss in affordable housing must be justified by the delivery of significant improvements to the quality, design, and form of dwellings, and other public benefits.

Rural Exception Sites

6.329 Rural Exception Sites are small housing sites that will only be developed for housing that will remain affordable in perpetuity. They are normally used to provide homes for local people, or people that have local connections through work, family, and employment.

6.330 The Council recognises that there is a need for affordable housing in the rural areas and therefore will work proactively with parish and town councils to support Registered Providers and Community Land Trust groups in bringing forward sites for rural exception housing where there is a proven housing need identified, either through a parish or ward survey, and/or through the most up to date Housing Needs Study.

6.331 Such housing should be well related to the Limits to Built Development and village services, and its suitability in planning terms will be assessed on a case by case basis against other policies in the Local Plan, including Policy EN 1: Design and other development management criteria, Landscape Policies EN 21 and EN 22, and Policy TP 2: Transport Design and Accessibility).

6.332 To bring this type of housing forward, in exceptional circumstances the Council may allow a small proportion of open market dwellings (compared with the total of rural exception dwellings being delivered) to be developed alongside the affordable units in order to cross-subsidise the rural exception housing.

Policy H 7

Rural Exception Sites

Where no alternative site is available to meet local housing needs inside the Limits to Built Development, as defined on the draft Policies Map, the Council will permit development for rural exception housing outside the Limits to Built Development, provided all of the following criteria are satisfied:

1. The site would be well related in scale and location to the settlement and its services. If the site is located further away from the main settlement, the developer will need to provide evidence that this is the closest available site, and how pedestrian links will be provided to the settlement; and
2. The development would be of a suitable size and character in terms of layout, materials, and landscaping in relation to the settlement (and accords with other criteria set out in Policy EN1: Design and other development management criteria); and
3. The need for a local needs housing development can be demonstrated either through a parish or ward survey, drawing on information from the Housing Register and /or other local evidence. Information that is based on a wider geographic area will not be accepted as supporting evidence; and
4. The local needs for affordable would not otherwise be met; and
5. The development would not normally contain any open market housing. In exceptional circumstances, and in accordance with the NPPF, the inclusion within the scheme of a small proportion of open market housing may be considered acceptable in order to cross-subsidise the delivery of the affordable housing. Such proposals would require the submission of a full viability assessment to demonstrate that the market housing would only be built for enabling purposes. Enabling purposes would be strictly defined as allowing the affordable units to be built, with no extra profit being generated.

Eligibility for rural exception housing will be determined through the Council's Housing Allocations Policy and through strict local connection criteria through residence, close family connection, and/or permanent employment in the parish or town. To ensure that the rural exception sites only provide housing for people with a local connection, eligible people will be those who:

Live in the parish or town in accommodation that is unsuited to their circumstances through physical, medical, or social reasons and which is incapable of being improved or rendered suitable, including through repairs, adaptations, etc. at a reasonable cost, and satisfies one of the residential qualifications below:

a. Has lived in the parish or town continuously for the last three years; or
b. Has previously lived in the parish or town for a total of five years out of the last 10 years; or
c. Has immediate family who have lived continuously in the parish or town for the last three years; or for a total of five years out of the last 10 years;
d. Be in, or about to take up, permanent employment employment in the parish or town; or
e. Provides an important service that requires residence in the parish or town.

Vacant Building Credit

6.333 Vacant Building Credit is a credit that can be applied for by an applicant, or the intermediary business that is being used to deal with the application, in circumstances where a property is vacant at the time planning permission is applied for. The developer is given the option of providing less affordable housing, through being able to count the gross floorspace that has been brought back into use as a contribution towards their affordable housing provision. For example, if Vacant Building Credit was used on a building that had a gross floorspace of 100m^2, then the developer could provide 100m^2 less gross floorspace towards their affordable housing provision.

6.334 Vacant Building Credit will only be allowed in exceptional circumstances, which should be fully explained/supported within the planning application.

Policy H 8

Vacant Building Credit

Vacant Building Credit will only be applied in exceptional circumstances.

When it is applied, the building should:

1. Not be in use at the time the planning application is submitted; and
2. Not be covered by an extant or planning permission, or is not subject to a planning permission that expired within the previous six months; and
3. Not be safeguarded for an alternative land use, or have been made vacant for the sole purpose of redevelopment.

The building(s) will need to have been vacant, continuously, for at least five years prior to the planning application being submitted. In addition, the building shall also have been actively marketed for at least two continuous years out of the previous five years (to submission of the planning application) at realistic prices, both of which shall be evidenced and supported within the planning application.

The Council may require the review of submitted information by an independent consultant; it is expected that the applicant will cover the cost of this.

Types of housing delivery

Housing for Older People

6.335 For the purposes of this Local Plan, ‘older people’ are defined as people over the age of 65 years. However, this is not prescriptive, and people of a different age may also benefit from the provision as described.

6.336 The Council's Housing Needs Study 2018[66] reports that 63.5% of older people would consider staying in their own homes, with 26.3% considering buying a property on the open market, and a further 8.5% considering renting from a private landlord. The Council recognises that non-specialist accommodation (market accommodation suitable for older people's needs but not necessarily age restricted) provides a popular and valuable contribution to housing provision, particularly in areas close to town centres, with local facilities, and/or well served by public transport. Units that are suitable for downsizing, such as one or two bed flats/houses/bungalows, with a small garden, can be considered in this context. Provision of homes for older people can free up existing family sized homes for people looking to make the next step up on the property ladder, and releasing smaller homes suitable for first time buyers.

6.337 The new Local Plan includes a policy in relation to Housing for Older People to include the following types of accommodation:

Table 6 Types of accommodation

Class C2	Residential Nursing Care, End of Life, Hospice Care, and Dementia Care Home Accommodation
Class C3	Self Contained Accommodation (including age restricted), Sheltered Accommodation, and Extra Care Accommodation, Assisted Living, Close Care, Continuing Care

6.338 Sheltered accommodation is defined as self-contained accommodation, often designed as a block of apartments and managed, for older people who can require very little support. These schemes would normally provide additional facilities, such as a shared communal lounge, a warden, or a personal alarm system.

6.339 Extra care accommodation is normally self contained, with associated facilities, providing 24 hour access to emergency support, as well as on-site facilities, such as a residents' lounge, laundry room, and meal provision facilities. Care may also be provided, to varying degrees. Extra care accommodation can also be known as assisted living, close care, or continuing care housing.

6.340 Accommodation where there are facilities available for residents to eat meals together on site (different to a dining room where communal meals are provided at set times) would normally be classed as C3 accommodation. There are some development schemes where applicants seek to argue that the provision of a nominal amount of care in such buildings comprises 'extra care' accommodation. The normal level of affordable housing would be expected to be provided as part of any scheme of the types listed under C3 above (see Policy H 5: Affordable Housing for more information).

6.341 Residential nursing care accommodation provides non-self contained residential accommodation. Rooms can be shared, or private, and an en-suite bathroom may be provided. Communal dining facilities and a communal lounge are provided, and meals and personal/nursing services are also provided to all residents as part of their tenancy. Residential nursing care accommodation includes end of life, hospice care, and dementia care home accommodation.

Addressing specific housing needs

6.342 The following paragraphs in the National Planning Policy Framework 2019 seek to ensure that the housing needs of different groups are met by policies in the Local Plan:

66 Housing Needs Study 2018

"59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

60. To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for.

61. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes)."

6.343 The need identified through the Housing Needs Study will be addressed through a combination of site allocation policies and planning permissions being granted. The Local Plan will seek to meet needs for housing for older people identified in the Housing Needs Study 2018 by:

- Including a development management policy (see Policy H 9 below) that seeks to encourage the delivery of housing for older people through planning applications;
- Allocating sites where appropriate for housing for older people;
- Sites allocated for C3 dwellings could, where appropriate, deliver housing for older people (including as part of a mixed use scheme).

Provision

6.344 The Council will promote housing for older people within general needs housing schemes to promote a mixed and balanced community, and community cohesion.

6.345 The community support networks are recognised as being helpful, and so housing options need to be provided in all settlements, including rural settlements, to ensure older people can remain in their communities. Housing options that reduce loneliness in older people will be encouraged.

6.346 New housing development that caters to non-specialist housing provision for older people, and specialist accommodation and registered care homes, will be supported in sustainable locations.

6.347 Retirement villages will be supported where a need has been robustly identified and the scheme accords with other relevant policies of the Local Plan.

6.348 The Council is aware that accommodation suitable for people with dementia will be increasingly required, and delivery of this type of accommodation will be supported in principle, subject to other relevant policies of the Local Plan being met. The limited evidence base for this type of care, and the evolving nature of it, is also recognised, and the Council will work with providers who implement this type of accommodation.

Policy H 9

Housing for Older People

Location of provision for housing for older people

Housing suitable for meeting the varying needs of older people should be integrated with all major housing schemes, particularly those that are close to local services, notably shops for day-to-day purchases, healthcare and social/community facilities, and/or regular bus routes. Depending on the scale and location of development, this may be achieved by housing that meets the higher accessibility (M4(2) standard, bungalows and sheltered or other age-specific schemes. In addition, large schemes with good access to services may be required to set land aside for residential/nursing care (C2) purposes.

Independent nursing and residential care homes will be supported in accessible locations, subject to other policies on the Plan. The extension of existing nursing and care homes in rural areas will be assessed on their own merits, taking account of all relevant Local Plan policies and other material considerations.

Accessibility and design

In order to provide for inclusive communities, developers should provide for a proportion of homes to be accessible and adaptable for future residents. As a minimum, all affordable housing should be adaptable for the future and meet the requirements of Building Regulation Part 4 M(2), as set out in Policy H5: Affordable Housing.

Where a need for fully wheelchair adaptable housing has been identified, in the parish or ward, at least 5% of housing units on schemes of 20+ dwellings should meet wheelchair housing design standards, with reference to Habinteg guidance [(67)]. Also see Policy H 5: Affordable Housing for more information.

The use of appropriate design criteria is encouraged, in particular The Housing our Ageing Population Panel for Innovation (HAPPI) [(68)] key criteria, notably in relation to:

1. Space standards;
2. Daylight in the home and in shared spaces;
3. Balconies and outdoor space;
4. Adaptability and 'care ready' design;
5. Positive use of circulation space;
6. Shared facilities and 'hubs';
7. Plants, trees, and the natural environment;
8. Energy efficiency and sustainable design;
9. Storage for belongings and bicycles;
10. External shared surfaces and 'home zones'; and
11. Full compliance with the relevant building regulations.

67 https://www.habinteg.org.uk/
68 https://www.gov.uk/government/publications/housing-our-ageing-population-panel-for-innovation

Amenity space and parking provision

Older persons' housing should incorporate amenity, or garden, space appropriate to the nature of the scheme. Housing schemes for older people will not be required to make contributions to provide for children's play space. Sheltered housing schemes (including Extra Care or equivalent) that make an appropriate contribution to communal amenity space should not be required to make provision for open space for youth or adult use.

On-site parking will be required, for both residents and visitors, and should not diminish the character of the street scene. Where appropriate, pick up and drop off facilities for taxis (with suitable kerbs), minibuses, and ambulances will be required, as well as suitable on-site storage and charging facilities for mobility scooters.

The level of on-site parking is set out in the Section 'Vehicle Parking Standards for Individual Land Use Classes' (Land Use Class C2: Residential Institutions) in the Kent County Council Supplementary Planning Guidance 4: Kent Vehicle Parking Standards 2006 and Policy TP 3: Parking Standards, of this Plan) or any subsequent updated guidance that the Council adopts for development management purposes .

Affordable housing

All Class C3 older persons' accommodation, Self Contained Accommodation (including age restricted), Sheltered Accommodation, Extra Care Accommodation, Assisted Living, Close Care, and Continuing Care should provide affordable housing, in accordance with the general affordable housing policy. Where a development includes a mixture of Class C2 and C3 units, regard will be given to the development as a whole, and contributions will be sought from the Class C3 provision where applicable.

For C2 housing schemes to be exempt from an affordable housing requirement, due to the level of care being provided to the residents, then, as a minimum, daily assistance should consist of help with personal care, such as washing, self care, and preparing food, and evidence provided within the planning application submission.

Rural Workers' Dwellings

6.349 The Council will, from time to time, be required to consider applications for dwellings in association with rural employment. By its very nature, the employment in question is normally located in the countryside, outside the built up area of the town or village. However, one of the main objectives of both national and local planning policy continues to be to protect the countryside from sporadic and isolated development that is not sustainable. One exception to this, consistent with the need to sustain a healthy agricultural or forestry industry, is the provision of accommodation for agricultural or forestry workers where it is essential that they should reside close to their place of work. In the case of agricultural workers' dwellings, the Local Planning Authority will seek expert advice on the holding's viability.

6.350 Most forms of rural employment do not require employees to live in close proximity to their work. It is not the intention to permit newly built dwellings in the countryside close to the place of work merely for the convenience of the occupant. The security of the site and/or animal welfare is not necessarily considered to be an essential reason for a new residential building. The use of CCTV and other technology can assist in reducing the need for staff to live on site. However, in a limited number of instances, it may be considered essential for rural workers to live on the

site. In all cases, the Local Planning Authority will need to be satisfied that an exceptional case is demonstrated before permission for a new dwelling outside the Limits to Built Development is given.

6.351 The Local Planning Authority would wish to ensure that the practice of selling off dwellings separately from a rural holding and subsequently applying for permission for a new rural worker's dwelling is curtailed. The occupancy of the rural worker's dwelling will be restricted by way of a planning condition or legal agreement to ensure the accommodation is tied to the holding and cannot be occupied or sold on as a separate dwelling.

6.352 Where acceptable in principle, the new dwelling should be carefully integrated within the landscape, in accordance with the policies in the Environment and Design section, and will need to meet all other relevant policies within the Local Plan.

Functional and financial soundness

6.353 A realistic approach to the level of profitability, taking account of the nature of the enterprise concerned, will be taken by the Council. It is accepted that some businesses have wider benefits, such as landscape management, and will create a fairly small amount of profit.

6.354 The labour to which the proposal for a rural worker's dwelling relates would need to be provided for the entirety of the year, and not be satisfactorily provided by seasonal or part time labour. Whether this is essential in any particular case will depend on the needs of the enterprise concerned and not on the personal preferences or circumstances of any of the individuals involved.

Policy H 10

Rural Workers' Dwellings

Outside the Limits to Built Development as defined on the draft Policies Map, proposals for the erection of a rural worker's dwelling will not be permitted unless all of the following criteria are satisfied:

1. A functional test will be necessary to establish whether it is essential for the proper functioning of the enterprise for a full time worker, or one who is primarily employed in the business, to reside on the site to provide essential or emergency on-site care for agricultural, or business, or forestry purposes that could not be carried out satisfactorily by the worker living off-site; even with the use of up to date technology; and
2. No existing accommodation is suitable, or potentially suitable for the purpose of a rural worker, or there is no suitable building that could be converted to achieve the functional need; and
3. A dwelling has not been sold off separately from the site or holding during the previous 10 years, nor has the site formed part of a larger unit previously served by such a dwelling at any time during this period; and
4. The size and scale of the new dwelling would be appropriate for the purpose for which it would be required in relation to the income the unit can sustain and the needs of the business enterprise, and would provide reasonable family accommodation. An independent report will be required, showing the need for development and financial soundness of the business. This should cover existing and future requirements, and the number of workers that will be involved. It is expected that this report, and any assessment required to be undertaken by the Council, will be funded by the applicant; and
5. If the unit and business concerned has not been established for three years, the business will need to show it will be financially sound. If the unit and the business concerned has been established for at least three years, it should have been profitable for at least one of them, be currently financially sound, and have a clear prospect of remaining so; and

6. The location, scale, and design of the dwelling should not significantly harm the landscape and countryside character. See Policies EN 1: Design and other development management criteria, and Landscape Policies EN 20 and EN 21 for more detail;
7. In all cases, the granting of planning permission will be subject to conditions or legal agreement restricting the occupancy of the dwelling to rural workers, and permitted development rights will be removed.

Note: Temporary permission

If a new dwelling is required, it should be provided by a caravan in the first three years. There should be a firm intention and ability to continue with the business.

Temporary permission will not be granted in locations that would not permit a permanent dwelling. When temporary permission is granted, it should not be assumed that permanent permission will automatically follow, as functional tests on the need for, and the ability to sustain, the residence will need to be reapplied.

In all cases, the granting of planning permission will be subject to conditions or legal agreement restricting the occupancy of the dwelling to rural workers, and permitted development rights will be removed. Where the Local Planning Authority is concerned about misuse, the history of the holding will be investigated.

Self-Build and Custom Housebuilding

6.355 As part of a sustainable and diverse mix of dwellings, the Council will encourage different types of housing within residential development schemes. This includes innovative new forms of delivery, such as self-build and custom housebuilding. Self build can be defined as a form of building where a member of the public buys a plot, either through the Council's Self-Build and Custom Housebuilding Register, or otherwise, and builds a house themselves. This does not mean that they necessarily have to physically build it themselves, but the individual would need to arrange for builders to construct the house, should they wish to do so.

6.356 Custom housebuilding is similar; however, the member of the public would generally work more closely with the promoter, or have a builder recommended, and the house built would generally be chosen from a list of templates provided by the promoter, rather than being fully bespoke.

6.357 The Self-Build and Custom Housebuilding Regulations 2016 [(69)] place a duty on Councils to keep a register of people and organisations interested in self-build or custom housebuilding projects in their area and to have regard to it in planning for such projects. Councils must also ensure that its planning policies will provide sufficient serviced plots or land to meet the demand for self-build and custom housebuilding in their area. The level of demand will be identified by reference to the number of entries added to the Council's Self-Build and Custom Housebuilding Register. As of the end of the last base period (30 October 2018) there were 163 on the Council's Register.

Table 7 Number of entries on the Council's Register for the first three base periods

Base Period	Number of plots required
First base period (1 April 2016 to 30 October 2016)	38 (including one association consisting of 6 individuals)

69 http://www.legislation.gov.uk/uksi/2016/950/pdfs/uksi_20160950_en.pdf

Base Period	Number of plots required
Second base period (31 October 2016 to 30 October 2017)	73
Third base period (31 October 2017 to 30 October 2018)	52

6.358 Given the relatively short period for which there is information from the Self-Build and Custom Housebuilding Register, it is difficult to predict future needs. In addition, it is evident that most people want single plots, rather than plots on larger housing schemes. Also, people can be on more than one Register (as above) at present and do not have to be local to an area, nor is there an obligation for those on the Register to remove their registration if their demand ceases for any reason.

6.359 Analysis of the Council's Self-Build and Custom Housebuilding Register indicates that 63% of individuals on the Register for the first three base periods are local to the area (i.e. are within the borough). The Council will be introducing a local connection requirement for eligibility to be on this Register.

6.360 The average demand based on the first three base periods without a local connection test equates to 5.26 dwellings per month. It is anticipated, however, that, subject to a local connection test, the demand would equate to 3.3 dwellings per month. Most of this need will be met by small, mostly single, dwelling schemes, but it is likely that this will need to be boosted by requiring a small percentage of such plots on larger developments.

6.361 Having regard to the scale of potential demand and the opportunities for small parts of larger sites to be set aside for custom and self-build housing, a requirement that developments of 100 dwellings or more provide self-build and custom housebuilding plots at 5% of the total number of units to be provided is proposed. Where the 5% figure of a site's total yield does not result in a whole number, this figure will be required to be rounded up to the next whole number. Any self-build and custom housebuilding units provided will not be accepted as part of the affordable housing contribution, and will need to be delivered in addition to all other planning and Section 106 requirements.

6.362 Areas that are developing neighbourhood plans will be encouraged to identify sites suitable for self-build and custom housebuilding. Community land trusts, cooperative housing, parish and town councils, and other local organisations will also be encouraged to participate in the planning and development of such schemes.

6.363 Plots should be serviced and advertised widely at the market value for the locality. If necessary, the Council will look to secure this through a Section 106 agreement.

6.364 The need for custom and self-build housing will continue to be kept under review, and the policy requirements potentially revised at the next, Regulation 19, stage of plan making.

Policy H 11

Self-Build and Custom Housebuilding

Where a need has been identified for self-build and custom housebuilding plots in the parish or settlement by the Self-Build and Custom Housebuilding Register, plots for such development will need to be provided:

1. On sites proposing to deliver (or capable of delivering) 100 or more residential units, self-build or custom housebuilding plots will be required, comprising of at least 5% of the total number of

units being proposed. The resulting number of self build units required to be provided will be required to be rounded up to the nearest whole number. This is in addition to the level of affordable housing required by Policy H 5: Affordable Housing.

Once planning permission has been granted, the self-build and custom housebuilding plots will need to be marketed through relevant trade organisations for at least a year. Evidence of this marketing must be submitted. If a plot/s has been marketed for a year, and a buyer has not been found, the plot should be offered to the Council/Registered Provider, to increase the chance of plots being developed. If at the end of this process, there has not been any interest in the plot/s, then the owner of the plot can build for sale on the open market.

The marketing of plot/s, including at what point in the site's development they should begin to be marketed, may be secured through a Section 106 agreement or condition.

Any residential proposals being brought forward will need to conform to other relevant policies in the Local Plan, including Policies EN 1: Design and other development management criteria and EN 2: Sustainable Design and Construction.

Build to Rent

6.365 This is a way of providing accommodation specifically for those wishing to rent. These dwellings will generally be built in a different way to other dwellings, with more of an emphasis on being used for the long term rental market, for example, by offering communal areas in the building. There will also be an expectation that tenancy agreements will usually have a length of at least three years. The dwellings should be under common management control, meaning that both market and affordable dwellings should be owned by the same company.

Viability and Affordable Housing

6.366 Given that Build to Rent has a different business model compared to other types of housing development, viability will need to be approached in a different manner. Existing Use Plus will still apply as a way of informing viability, in the same way that it is being used on all developments, to conform with national guidance. However, the viability assessment will be expected to be approached in a different manner to other development, with a lower level of profit needed than 'for sale' development, with the long term revenue deriving from Build to Rent schemes meaning less risk than other types of development that can be affected by house price cycles within a smaller timescale. This is because dwellings for market sale are sold within shorter timescales, and are not built for long term profit generation.

6.367 For the purposes of this plan, the Build to Rent policy is based on the following scenarios:

- Where the Build to Rent units are spread throughout a development that has both build to rent and non-build to rent units, the affordable element of the build to rent units will be calculated through different viability rules to the other tenures. This is to reflect the different, longer term, business model;
- These developments are expected to deliver affordable housing, which viability consultants advise should be a 20% requirement for affordable rented units;
- As recommended in the Planning Practice Guidance, the units will be required to be rented under the Build to Rent model for at least 15 years, and for this to be in a legally binding covenant, secured through a Section 106 agreement. Should a unit be sold, the covenant will be broken, which will trigger a clawback review, which could require any profit made from the sale being transferred to the Council, but this would depend on the terms of the original agreement. The level of profit will be determined by the Council, and will be based on the difference between the total value of the market rent units, based on any viability assessment at the application stage, and units valued on a for sale basis when the covenant

is broken. If not undertaken at the application stage, a viability assessment will need to be undertaken at the developer's cost.

Policy H 12

Build to Rent

Proposals for Build to Rent developments will need to meet all the following criteria:

1. All units should be self-contained; and
2. The tenancy will need to be at least three years long by default, unless the tenant specifically requests it to be shorter. A break clause will be in each tenancy agreement, where the tenant can end the tenancy with a month's notice after the first six months. If the rent increases for any reason during the fixed period of the tenancy, the increase will need to be based on a formula (for example, linked to the Consumer Price Index) that has been made clear to the tenant before the contract is signed. Any application for Build to Rent should include details of the proposed tenancy agreement; and
3. The Council's requirement for the provision of affordable housing as part of the Build to Rent scheme will be expected to provide 20% affordable housing to be provided as affordable rented units only; and
4. A draft Section 106 agreement should be provided at the application stage; and
5. Policy H 3: Housing Mix will be applied when assessing proposals for Build to Rent.

Gypsies and Travellers

6.368 Local planning authorities are advised, in setting policy, to have regard to the potential for noise and other disturbance from the movement of vehicles to and from the site, the stationing of vehicles on the site and on-site business activities. The proposal should not detract from the amenities or privacy of neighbouring uses.

6.369 Appropriate landscaping, including planting with trees and shrubs, will help sites blend into their surroundings, give structure and privacy, and maintain visual amenity.

6.370 The site should be planned to ensure provision of good quality living accommodation. The local environment, such as noise, vibration, dust, lighting, flooding, and air quality, should also be taken into account for the residents and for neighbouring uses.

6.371 Where cesspools or sewage tanks are planned on site, the reason for not connecting to the main sewage system will need to be fully justified to the Council.

6.372 In terms of the scale of further provision, an assessment of need has been carried out. This also considers the most appropriate locations for additional pitches. It finds that the need essentially comes from existing local families, mainly living on small, family sites. Hence, it recommends that planning policy is focused on providing a framework for the intensification and/or expansion of these sites. At the same time, there is a small residual need, which could be readily met within the scope of the strategic growth of Paddock Wood (see Policy AL/PW 1). Further details are provided in the Housing Supply Topic Paper. *(add link)*

Policy H 13

Gypsies and Travellers

Proposals for the establishment of gypsy and traveller sites will be permitted provided all of the following criteria are satisfied:

1. The site forms part of, or is located adjacent to, an existing lawful permanent gypsy and traveller site, or is allocated within a policy in the Local Plan, or is provided as part of a wider residential or mixed use scheme; and
2. The density of pitch provision within the application site (or if relevant, adjacent site) is maximised, having regard to the minimum separation distances between mobile homes/caravans/etc, as required by any relevant legislation or guidance; and
3. The proposal would not cause significant visual harm to the landscape or streetscene generally, and must not be located within an exposed position in the landscape. It must be well-screened by existing or additional native vegetation and physically contained by landscaping. This screening should be maintained permanently, and while additional planting could supplement existing landscaping, it should not be used as the only way the impact of new development is mitigated. High fences will not be acceptable for the purposes of screening; and
4. Any accommodation provided on the site must be consistent with a nomadic lifestyle; and
5. Proposed development, when considered together with the cumulative impact of existing gypsy and traveller sites within the parish, must not visually dominate its surroundings; and
6. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided; and
7. Parking provision must be made in accordance with the parking standards as set out in Policy TP 3: Parking Standards; and
8. There is adequate provision for storage and maintenance of equipment, where required for travelling showpeople.

For intensification and/or expansion of sites to provide additional pitches, or for the provision of new sites, previously developed land (excluding curtilages of existing dwellings) and agricultural/rural sites with existing areas of hard standing will be preferred.

Proposals that would result in a reduction of the number of pitches within the borough will be refused unless a suitable replacement is found, or the need no longer exists. Evidence will need to be provided if the need is disputed as part of the planning application submission.

In exceptional circumstances, proposals for the development of a new gypsy and traveller site will need to demonstrate that all of the above criteria are met.

Replacement Dwellings outside the Limits to Built Development

6.373 The Council seeks to minimise the impact of built development in rural areas to protect and conserve the intrinsic beauty, value, and locally distinctive character of the countryside, as advocated by NPPF advice and other landscape policies in this Plan. Therefore, only in appropriate circumstances will the Local Planning Authority allow the rebuilding of a residential dwelling outside the Limits to Built Development.

6.374 As a starting point for assessing development proposals for replacement dwellings, the building in question must be a lawful residential dwelling; if abandoned, demolished, or fallen into such a bad state of disrepair that it is no longer recognisable as a dwelling, then it is not by definition a dwelling. In addition, mobile homes, or other temporary structures, will not be classed as an existing residential dwelling for the purposes of Policy H 14 below.

6.375 Secondly, where the use is found to be lawful, in accordance with Policy EN 2: Sustainable Design and Development Construction, consideration should be given to the reuse of the existing structure, and demolition only considered in circumstances where the building is, for example, rendered unsafe, with unstable/faulty foundations, or inherently impractical, such as the existing building being of poor construction and/or built from poor quality materials, resulting in the building being of little merit in terms of architectural, landscape, and visual amenity. Evidence would need to be submitted with an application to support and justify the removal of the existing building. This may include the justification that the replacement dwelling is of very high or outstanding design quality.

6.376 Where a replacement dwelling is to be considered, the size, form, height, design, external appearance, and massing of both the existing and proposed dwelling, and the impact each has on the landscape setting and visual amenities of the area, will be key factors taken into account when assessing the suitability of a replacement dwelling.

6.377 In both the Green Belt (where, in accordance with NPPF advice, a replacement dwelling may be considered to be an exception to inappropriate development) and other areas outside the LBD, the proposed new dwelling should not be materially larger than the original dwelling (the building as it existed on 1 July 1948, or, in the case of a building constructed after 1 July 1948, as it was first built) it replaces, and any increase in volume over the existing dwelling will be strictly controlled. Any proposed increase in volume, including any previous additions to the property, should not result in an increase of more than 50% of the gross volume of the original dwelling (the gross volume will be ascertained by external measurements taken above ground level and include the volume of the roof), subject to a maximum of 250 cubic metres (gross). All other existing detached buildings, including garages, will be excluded from the calculation of the volume of the original dwelling. If the existing dwelling has already been extended by 50% (or more) above the original, then no further increase in volume will be permitted for the replacement dwelling (and, as below, permitted development rights for any further extension/structures may be removed). For this reason, the volume of the new dwelling will be more critical than its footprint.

6.378 Subject to the proportionate increase in the size of the dwelling, and in sensitive locations such as the Area of Outstanding Natural Beauty (AONB), permitted development rights for extensions to the replacement dwelling and other structures may be removed. Proposals sited in the AONB will also be assessed against the requirements of the High Weald AONB Management Plan. Proposals will be expected to conserve the highly valued and intrinsic landscape character of the AONB.

6.379 Proposals for replacement dwellings will also be assessed against other policies in this Plan, including Policy EN 1: Design and other development management criteria, Landscape Policies EN 20 and EN 21 , Policy H 17: Extensions to Residential Curtilages (Domestic Gardens) outside the LBD, Policy EN 11: Net Gains for Nature: biodiversity, as well as other guidance, including the Tunbridge Wells Borough Landscape Character Assessment SPD (2017)[(70)].

Policy H 14

Replacement Dwellings outside the Limits to Built Development

Outside the Limits to Built Development, as defined on the draft Policies Map, proposals for replacement dwellings in the same residential curtilage as an existing dwelling, will be required to satisfy all of the following criteria:

1. The existing dwelling must benefit from a lawful residential use (this does not include any form of temporary planning permission, a residential use that has been abandoned or has any planning conditions relating to occupancy restrictions). In addition, mobile homes and other forms of temporary accommodation will not be classed as an existing residential dwelling for the purposes of this policy; and
2. Demolition of all or part of the existing dwelling must be justified on the basis that the existing structure is rendered unsafe; for example, unsound construction, subsidence, or is inherently constructed to a poor quality/constructed of poor materials and it would not be viable to rectify these as part of a modernisation or refurbishment project. Demolition may also be justified where a building is poorly sited, such as immediately adjacent to a highway, or is considered to be unduly obtrusive by virtue of its design and/or use of materials; and
3. The existing dwelling is not a heritage asset.

Where a dwelling is to be replaced:

a. The scale, form, external appearance, height, and massing of the replacement dwelling and any associated development and works, shall be no more visually obtrusive in the landscape than the original dwelling (the building as it existed on 1 July 1948, or, in the case of a building constructed after 1 July 1948, as it was first built) and shall be compatible with its rural location in terms of architectural and visual amenity, landscape setting, and any existing surrounding development; and
b. Any proposed increase in volume, including any previous additions to the property, will not result in an increase of more than 50% of the gross volume of the original dwelling (the gross volume will be ascertained by external measurements taken above ground level and include the volume of the roof), subject to a maximum of 250 cubic metres (gross). All other existing detached buildings, including garages, will be excluded from the calculation of the volume of the original dwelling. If the existing dwelling has already been extended by 50% (or more) above the original, then no further increase in volume will be permitted for the replacement dwelling; and
c. The replacement dwelling shall be located on the footprint of, or as close as practically possible to, the existing dwelling, unless an alternative location would result in clear landscape, access, or local amenity benefits. In the event that the dwelling is relocated, the removal of the existing dwelling upon completion of the new dwelling will be secured by way of planning condition or legal agreement; and
d. The proposal shall not cause significant harm to the amenities of occupiers of neighbouring properties and uses in terms of loss of privacy immediate outlook, daylight, and sunlight.

70 available to view on the Supplementary Planning Document web page at http://www.tunbridgewells.gov.uk/residents/planning/planning-policy/supplementary-planning-documents

In order to protect the character of the dwelling and the landscape, and particularly in sensitive locations, such as the Area of Outstanding Natural Beauty and Green Belt, permitted development rights for any further extensions, alterations, outbuildings, hardstanding, and boundary treatments may be removed and external lighting strictly controlled.

Residential extensions and other domestic structures inside and outside the Limits to Built Development (LBD) and Green Belt

Extensions and alterations to residential properties

6.380 It is possible to extend/make alterations to a residential property and build other outbuildings incidental to it, such as a detached garage, under what is known as 'permitted development' under the Town and Country General Permitted Development Order 2015 (as amended), without needing to obtain full planning permission. Further guidance on this can be found in the Department for Communities and Local Government (DCLG) (now the Ministry of Housing, Communities and Local Government (MCHLG)) Technical Guidance for Householders (2017)[(71)].

6.381 Where proposals fall outside these permitted development rights (or any subsequent changes to them), and require planning permission, the Local Planning Authority will apply the following approach to extensions/alterations and other ancillary buildings, such as garages and annexes.

General approach

6.382 Proposals for extensions/alterations and other outbuildings will be considered in terms of their impact on:

- The character and appearance of the main dwelling; and
- The wider visual impact on the street scene and surrounding area; and
- The amenities of neighbouring properties.

6.383 The Council's Alterations and Extensions Supplementary Planning Document 2006[(72)] provides further written and illustrative guidance on this approach.

Design

6.384 In order to ensure that extensions/other detached domestic structures complement the character and appearance of the main dwelling, the streetscene and visual amenities of the area, careful consideration needs to be given to the design of the proposal. The basic components of design are scale, form, height, and external appearance.

6.385 The scale and form of an extension/ancillary structure are key elements of successful design. The development proposal should respect the common characteristics of the streetscene and local distinctiveness of the area in which it is set in terms of scale, roof form, proportion, and height.

6.386 With regard to side extensions, especially two storey extensions, a minimum gap of one metre to the boundary should be retained to prevent the infilling of gaps between buildings where these are an important characteristic of the streetscene and locality, to avoid a 'visual terracing effect'. Such a gap would also allow access to the rear garden and refuse storage, etc. This

71 https://assets.publishing.service.gov.uk/government/Householder_Technical_Guidance_April_2017
72 http://www.tunbridgewells.gov.uk/__data/assets/pdf_file/0014/24431/SPD_Alterations_Extensions.pdf

gap may need to be wider, depending on the context of the site and its surroundings. In some cases, it may be appropriate to set the proposal back from the front building line of the main dwelling with a lower ridge height so it appears subordinate to the main dwelling.

6.387 With regard to dormer and other roof extensions, these should not project beyond the main ridgeline, should not fully cover the main plane of the roof and should normally be located on less visible rear elevations, depending on site context. Materials matching those of the existing roof should also be used. Some roofs may not be suitable for conversion if the pitch is too shallow and would not be able to accommodate sufficient headroom without raising the main ridgeline of the existing roof.

6.388 Materials and detailing are important elements of successful design. Generally, materials should match those of the main dwelling and reflect and reinforce the character of the area. Any distinctive architectural features that contribute to the character of the main dwelling should be retained and replicated where possible. This includes detailing such as doors, windows and window frames, rainwater goods/drain pipes, facing bricks, roof tiles, and other ornate/decorative features.

Sustainable design

6.389 In accordance with Policy EN 2: Sustainable Design and Construction, consideration should be given to the incorporation of sustainable design measures such as solar gain, improving energy and water efficiency, and using recycled materials in the design of development proposals.

Impact on neighbouring properties

6.390 Proposals for extensions/alterations and outbuildings, by reason of their design, height, massing, and siting, should not cause harm to the amenities of existing neighbouring properties, especially to the rear of a neighbouring property in relation to the use and enjoyment of private amenity areas, in terms of:

- loss of privacy and overlooking between properties and private amenity/garden areas
- loss of daylight/sunlight to habitable rooms (a room for living, sleeping, eating, or cooking. Bathrooms, closets, halls, storage, or utility rooms are not classed as habitable rooms) and overshadowing of private amenity/garden areas
- domination resulting in an overbearing impact on the immediate outlook of the neighbouring property owing to the height, massing, and close proximity of the proposal to the shared boundary

Privacy

6.391 To avoid direct overlooking between habitable room windows of the proposed development and a neighbouring property, especially in the case of two storey and first floor extensions, there should be a considerable distance between them. It is recommended that there is a minimum distance of 21 metres where main rear windows directly face each other. This distance may need to be increased where there is a change in level between dwellings, which increases the impact and perception of overlooking, or may be reduced where windows are angled away from each other, reducing the impact of direct overlooking.

6.392 Balconies, first floor windows on the flank elevation, or fully glazed first floor extensions should be avoided where they would result in direct overlooking into the private amenity/garden areas of neighbouring properties. In exceptional circumstances, the use of high-level, non-opening (integral to the design) and/or obscure glazed windows, or the use of appropriately designed privacy screening on balconies may be used to address this issue.Regard will be given to the extent of ‘mutual overlooking’ between properties and private amenity/garden areas that exists.

Loss of daylight/sunlight

6.393 Careful consideration needs to be given to the scale, height, and siting of a proposed extension or other domestic structure, so as not to cause loss of daylight or cutting out of sunlight for a significant part of the day, resulting in overshadowing of rooms and the private amenity area of a neighbouring property.

6.394 In the same way, the height, siting, and massing of a new extension or structure may also cause domination and/or have an overbearing impact on a neighbouring property, resulting in loss of immediate outlook and amenity. This is especially the case for two storey extensions.

6.395 In both cases, the height, depth, and overall bulk of the extension/structure may need to be reduced and the distance from it to the shared boundary increased to address these issues.

Garages and other outbuildings

6.396 Garages and other outbuildings (such as sheds, summerhouses, and home offices) should be carefully sited and appear clearly ancillary in scale so as not to impinge on the space around the main dwelling, or appear unduly prominent when viewed in the streetscene and locality. Where a garage is proposed, its size should be compatible with the size of the vehicle it is to accommodate in terms of floor space and height. There should be adequate distance between the garage and pavement to provide a driveway/hardstanding to the front of the garage without any protrusion onto the pavement/highway, while being acceptable in terms of visual amenity. The requirements and advice above in terms of design, scale, siting, materials, and impact on neighbouring dwellings also apply to proposals for garages and other outbuildings. Further advice on car parking requirements can be found in Policy TP 3: Parking Standards.

Annexes

6.397 A residential annex is separate ancillary accommodation to, and within, the same residential curtilage as the main dwelling. It often provides independent/semi-independent living space and facilities for a family member. It can be in the form of an extension to the main property, the conversion of an existing outbuilding, or in some cases a new detached structure with shared facilities such as vehicular access and communal amenity and parking areas.

6.398 Where such accommodation is needed, the general approach will be to determine how the proposed development fits in the most compatible way and relates to the main dwelling, the site, and its surroundings in terms of visual and residential amenity (in accordance with the above requirements for extensions and outbuildings), while also meeting the needs of the person it is to accommodate; for example, in terms of access and mobility. Such proposals will need to demonstrate that the size of the annex is necessary to meet such needs.

6.399 The occupancy of the annex will be restricted by way of planning condition or legal agreement to ensure the accommodation is tied to the main dwelling and cannot be occupied or sold on as a separate dwelling.

External space: parking, garden, refuse storage

6.400 Proposals for extensions and outbuildings will normally result in the loss of external open space around dwellings. The retention of usable and reasonable external space to meet the continuing requirements of the dwelling for garden/amenity, refuse, recycling, and cycle storage, and adequate parking/turning would therefore be an important consideration in the assessment of proposals.

6.401 Policy H 15 below relates to proposals for extensions, alterations, outbuildings, and annexes inside the Limits to Built Development.

Policy H 15

Residential extensions, alterations, outbuildings, and annexes inside the Limits to Built Development

Extensions, alterations, outbuildings, and annexes to existing dwellings inside the Limits to Built Development, as defined on the draft Policies Map, will only be permitted where:

1. They are compatible with the character and appearance of the main dwelling, the rhythm and character of the streetscene, and the visual amenities of the wider locality in terms of design, siting, layout, size, bulk, mass, height, roof form, external finishing materials, and detailing; and
2. They do not significantly harm the amenities of neighbouring properties in terms of direct overlooking to main room windows and/or private amenity areas resulting in loss of privacy; and
3. They do not significantly harm the amenities of neighbouring properties in terms of loss of immediate outlook/dominance, resulting in an overbearing impact, loss of daylight/sunlight, and overshadowing of habitable (as defined above) room windows and private amenity areas; and
4. They would retain usable and reasonable external space for garden/amenity, refuse, recycling, and cycle storage, and the parking and turning of vehicles to meet the continuing needs of the dwelling.

In all cases, the proposal will be ancillary to the main dwelling in terms of use and scale, and shall not be used for separate occupation or be capable of being sold separately. Where appropriate, these restrictions will be secured by way of planning condition or legal agreement.

Extensions in the Green Belt and other areas outside the Limits to Built Development

6.402 In order to protect the intrinsic beauty and landscape character of the countryside and the openness of the Green Belt outside the Limits to Built Development (LBD), the erection of extensions and other outbuildings will be strictly controlled.

6.403 In considering such proposals, the Local Planning Authority will have regard to the mass, scale, and prominence of the development proposal in terms of its impact on the character of the existing dwelling, the visual amenities of the rural area, and openness of the Green Belt, including any cumulative impact. Proposals must also be in keeping with the design and external appearance of the main dwelling.

6.404 The NPPF advises that the limited extension of existing dwellings is an appropriate form of development in the Green Belt, provided it does not result in disproportionate additions over and above the size of the original building.

6.405 For the purposes of Policy H 16 below, the term 'original' is defined as the building as it existed on 1 July 1948, or, in the case of a building constructed after 1 July 1948, as it was first built.

6.406 In terms of assessing whether proposals (in both the Green Belt and other areas outside the LBD) would be in accordance with the above advice, i.e. whether a proposal would be a disproportionate addition over and above the size of the original dwelling, the Local Planning Authority will apply the following approach:

> The proposed extension, including any previous additions to the property, will not result in an increase of more than 50% of the gross volume of the original dwelling, subject to a maximum of 250 cubic metres (gross). The gross volume will be ascertained by external measurements taken above ground level and include the volume of the roof. All other existing detached buildings, including garages, will be excluded from the calculation of the volume

of the original dwelling. If the dwelling has already been extended by 50% (or more) above the original, then no further increase in volume will be permitted; and permitted development rights for any further extensions/structures will normally be removed.

Policy H16 below should be read in conjunction with Policy H15 above.

Policy H 16

Residential extensions, alterations, outbuildings, and annexes in the Green Belt and outside the Limits to Built Development

Residential extensions in the Green Belt and outside the Limits to Built Development, as defined on the draft Policies Map, shall only be permitted where:

1. The scale, form, and massing of the proposal would not result in a disproportionate addition over and above the size of the original dwelling (the building as it existed on 1 July 1948, or, in the case of a building constructed after 1 July 1948, as it was first built) and would not detract from its rural setting and the visual amenities of the surrounding countryside; and
2. Proposed extensions, including any previous additions to the property, should not result in an increase of more than 50% of the gross volume (based on external measurements taken above ground level and including the volume of the roof) of the original dwelling, subject to a maximum of 250 cubic metres (gross). All other existing detached buildings, including garages, will be excluded from the calculation of the volume of the original dwelling. In the case of a dwelling already having been extended by 50% (or more) above the original, then no further increase in volume will be permitted and permitted development rights for further extensions/structures may be removed; and

For both extensions and any other structures/outbuildings:

1. The proposal should appear subservient and be ancillary to the main dwelling in form, use, and scale, designed to be in keeping with its character and external appearance and sited so as not to appear visually obtrusive in the surrounding landscape; and
2. The proposal would not lend itself to future sub-division to form a separate dwelling; and
3. The proposal should not significantly harm the amenities of neighbouring properties as set out in criteria 2 and 3 of Policy H15 above.

Proposals should satisfy all the criteria requirements set out in Policy H15 above.

Other considerations (for proposals both inside and outside LBDs)

Heritage Assets

6.407 Development proposals that would affect designated and non-designated heritage assets, such as listed buildings and conservation areas, or other traditional rural buildings, will be carefully assessed in terms of the impact they would have on the special character (and fabric where applicable), appearance, amenity, and setting of these assets in accordance with Policy EN 7: Heritage Assets.

Landscape, trees and biodiversity

6.408 In a borough of high landscape and biodiversity value, domestic proposals should be designed and built to avoid loss or damage to important landscape (including trees protected by Tree Preservation Orders) and biodiversity features/habitats. They should not result in pressure for the future pruning or removal of existing trees and hedges. Where possible, proposals should

seek to enhance landscaping and natural habitats. Where such features may be affected, the Local Planning Authority will also have regard to Policies EN 14: Trees, Woodlands, Hedges, and Development, EN 15: Ancient Woodland and Veteran Trees, EN 18: Landscape within the built environment, and EN 11: Net Gains for Nature: biodiversity in the assessment of proposals.

Areas of Outstanding Natural Beauty (AONB)

6.409 Proposals sited in the AONB will also be considered in relation to the requirements of the High Weald AONB Management Plan. Proposals will be expected to conserve the highly valued and intrinsic landscape character of the AONB in accordance with Policy EN 21: The High Weald AONB, as well as Policy EN 20: Rural Landscape.

Extensions to residential curtilages (domestic gardens) outside the Limits to Built Development

6.410 In accordance with NPPF advice and other landscape policies in this Plan, the prime objective in rural areas is to conserve the intrinsic value and locally distinctive character of the countryside.

6.411 The Council is committed through policy to conserving and enhancing the borough's landscape, which is mostly of a high quality, and is highly valued by residents. Development can often bring forward localised improvements, but in some cases may result in detriment. Where harmful to the landscape, and that harm can be justified by other planning arguments, the Local Planning Authority will seek mitigation and compensation measures as appropriate.

6.412 The extension of residential curtilages (domestic gardens) outside the Limits to Built Development is one such example where the incremental change of use of land from often agricultural use to garden areas can have a harmful suburbanising effect on the rural landscape. The extension of gardens also brings with it activity and domestic paraphernalia that undermines the historical and rural character of the landscape.

6.413 Consequently, in order to preserve and enhance the landscape of the borough, extensions to residential curtilages, or land ancillary to a dwelling, in the countryside will generally and strongly be resisted. However, modest and proportionate extensions to domestic gardens may be granted in exceptional circumstances; for example, where additional land is required for safe access, or where sufficient outside space is needed for the service and maintenance of the property, or where they bring overall landscape improvements, rationalise problematic or dysfunctional boundaries (for example, where they create a logical new boundary to a natural feature, such as a hedgerow or watercourse), or result in the removal of significant landscape detractors, or an extension is otherwise considered reasonably necessary for functional rather than private amenity reasons.

6.414 Policy H 17 below will safeguard against excessive and inappropriate extensions to domestic gardens in the countryside. Where any exceptional circumstances such as those listed above apply, the Local Planning Authority will seek to control the extension of garden areas by ensuring that the design, scale, and siting of new development in the rural area is sympathetic to the character of the landscape; and by giving consideration to the use of planning conditions or legal agreements to restrict permitted development rights and provide for the long term security and management of the new boundary.

6.415 The approach to such landscape protection will also be guided by the Tunbridge Wells Borough Landscape Character Assessment 2017 (BLCA). The BLCA identifies, and seeks to deter, types of development out of character with local context in the countryside, such as coniferous hedge boundaries, tennis courts, close boarded fencing, encroachment into, or loss of, farmland to garden and other amenity uses, security lighting, and poorly designed/over-engineered stables and sand schools, all of which can have an incremental suburbanising effect, harmful to the character and integrity of rural landscapes.

6.416 Also, where development is within, or close to, the High Weald AONB, consideration will be given to the High Weald AONB Management Plan and supporting documents, which identify settlement pattern as a component of natural beauty. The overriding vision of the High Weald AONB Management Plan is for a landscape in which the distinctive pattern of settlement of the High Weald is protected. The erosion of the character of the AONB through suburbanisation, such as pressure for residential intensification and inappropriate boundary treatments, have been identified in the top five issues to be addressed for matters in relation to settlement pattern and development in the High Weald AONB Management Plan .

6.417 As well as Policy H 17 below, proposals relating to the extension of residential curtilages will also be assessed against other policies in this Plan, including Policies EN 1: Design and other development management criteria, EN 10: Outdoor Lighting and Dark Skies, and Landscape Policies EN 20 and EN 21.

Policy H 17

Extensions to residential curtilages (domestic gardens) outside the Limits to Built Development

Outside the Limits to Built Development, as defined on the draft Policies Map, extensions to residential curtilages will not be permitted unless it can be shown that all of the following criteria can be met:

1. It is reasonably necessary for the safe access and proper management of a dwelling, such as the provision of sufficient outside space for the servicing and maintenance of the property; and it is demonstrated in a design and access statement that all other alternative options to address a particular issue have been investigated, with the reasoning for discounting those set out; and
2. The proposed means of enclosure and any gates would be sympathetic to the character of the adjoining countryside; and
3. It would be an appropriate size in the context of the site and would not result in an unacceptable impact on the landscape character of the area; and
4. It would not result in unacceptable harm to the amenity of users of publicly accessible open spaces and Public Rights of Way in the surrounding landscape; and
5. The proposal would not adversely affect the proper functioning or use of adjoining agricultural land.

In exceptional circumstances, extensions to residential curtilages may be permitted where, as a direct result, there would be clear landscape and/or biodiversity benefits through the realignment of the boundary, restoration of landscape features, or the removal of elements that detract from the landscape.

In order to protect landscape character, and particularly in sensitive locations, such as the Area of Outstanding Natural Beauty and Green Belt, permitted development rights for extensions to the dwelling, outbuildings, hardstandings, and boundary treatments may be removed and external lighting strictly controlled.

Employment

Provision of employment land and the Key Employment Areas

6.418 Provision will be made for a minimum increase in employment land of at least 14 hectares over the period to 2036 to maintain a broad balance between homes and jobs to maintain a diverse economic base. The findings of the Economic Needs Study (ENS) 2016, have informed the approach to employment provision within this Draft Local Plan and has taken into account the existing and future sector base, commuting patterns, and modern ways of working, such as increased home working etc., all which are taken into account in the following policy approach. The overall employment distribution strategy is set out within Table 3:Scale and Distribution of development and Policy STR 1: The Spatial Development Strategy. Further details are addressed in the detailed development management policies set out below and within the place shaping and specific site allocation policies set out within Section 5 of this Plan.

The Key Employment Areas

6.419 The ENS 2016 considers that all of the existing Key Employment Areas, as previously defined in the Core Strategy 2010, are performing well and should therefore be retained as broad employment locations to provide future economic development opportunities over the plan period. It is recognised that there are other smaller employment 'hubs' across the whole borough, particularly in the rural areas and these will be afforded protection through the retention of existing employment sites and buildings set out in Policy ED 2 below.

6.420 It is considered that, if additional land was to be made available within the Key Employment Areas or as an extension to these areas, then strong demand would be expected from a range of sectors. Additionally, the majority of new employment floorspace to be created to meet identified needs will be located as allocated sites forming logical extensions to the defined Key Employment Areas in accordance with the findings of the ENS.

6.421 The Key Employment Areas are therefore defined on the draft Policies Map, and the mix of uses appropriate within these areas are set out within Policy ED 1 below. This policy details which uses should be both directed to, and retained within, these areas. This includes a mix of the traditional Business (B1), General Industry (B2), and Storage and Distribution (B8) type uses, but also considers what other types of complementary uses may be appropriate to encourage or retain within these areas. Such uses include limited leisure and retail where appropriate, particularly for the North Farm/Longfield Road area in Royal Tunbridge Wells, which is already established as a mixed employment, retail, and leisure destination.

Policy ED 1

The Key Employment Areas

The Key Employment Areas, as defined on the draft Policies Map, are defined for the provision of employment uses to serve the borough over the plan period. The retention of existing, and proposals for new, employment provision, to include the following uses, will be acceptable within these defined areas.

Defined Key Employment Area	Mix of uses appropriate
Royal Tunbridge Wells Town Centre	Retail (A1), Financial and Professional services (A2), Food and drink (A3), Drinking establishments (A4), Hot food takeaways (A5), Business (B1), Hotels (C1), Dwelling houses (C3),

Defined Key Employment Area	Mix of uses appropriate
	Residential Institutions (C2), Non Residential Institutions (D1), Assembly and Leisure (D2) as well as Education and Health and other sui generis uses
Royal Tunbridge Wells North Farm/Longfield Road area	Business (B1), General Industry (B2), Storage and Distribution (B8) Leisure (D2) and limited retail (A1) (in the form of appropriate extensions to the existing A1 buildings) and Food and Drink (A3) provision where part of a mix of uses or as part of an extension of existing provision
Southborough High Brooms Industrial Area	Business (B1), Storage and Distribution (B8) and other leisure (D1) uses of an appropriate type and scale
Paddock Wood Eldon Way and West of Maidstone Road	Business (B1), General Industry (B2), Storage and Distribution (B8)
Paddock Wood Transfesa Road East and West	Business (B1), General Industry (B2), Storage and Distribution (B8)
Gill's Green Business Park	Business (B1), General Industry (B2), Storage and Distribution (B8)
Capel Brook Farm	Business (B1), General Industry (B2), Storage and Distribution (B8)

Proposals for the retention of existing floorspace and the encouragement of new floorspace in the Key Employment Areas on allocated and non-allocated and vacant sites, and through the intensification or redevelopment of existing sites, will be supported in principle.

Retention of existing employment sites and buildings

6.422 In addition to the provision of new sites and allocations to meet the employment needs of the borough, it is also important that the stock of existing employment sites is maintained across the whole borough (not just within the Key Employment Areas). The ENS provides strong economic justification for the retention and protection of the borough's supply of existing employment sites and buildings where they are well located in order to continue to be available to meet the needs of existing and expanding/modernising businesses.

6.423 The demand for office and other employment generating uses can be expected to fluctuate over the plan period in accordance with changes in economic and market conditions. It is important, therefore, that good quality existing sites and buildings are not permanently lost to alternative uses as a result of short term trends and changes in demand, while recognising that the permanent protection of sites and buildings that have no prospect of coming forward for its permitted/designated use is counter-productive for the local economy.

Permitted Development Rights and Article 4 Directions

6.424 Changes in recent years to the General Permitted Development Order (PD Rights) enable the conversion of B1 office space to residential use without the need for full planning permission. This has had a significant impact on the supply of office stock within the borough, particularly in relation to Royal Tunbridge Wells Town Centre. In light of the above, and in accordance with

recommendations made in the ENS (2016), the Council commissioned local agents to carry out a Town Centre Office Market Review of Royal Tunbridge Wells. This study concluded that PD Rights have had a significant impact on the available office stock within Royal Tunbridge Wells Town Centre and that the Council should seek to protect the remaining well located, suitable office stock through the use of Article 4 Directions, alongside a criteria-based development management policy within the new Local Plan.

6.425 The Council has subsequently served a number of Article 4 Directions on existing office locations across Royal Tunbridge Wells Town Centre and the wider urban area where appropriate, in order to protect the existing office stock where there are not extant Prior Approvals through PD Rights: these are listed in the summary chart for Royal Tunbridge Wells in in Section 4. An Article 4 Direction does not prohibit the change of use of an office building to residential, but it does require that a full planning application must be submitted, which will then be subject to the relevant policies set out within the borough's Development Plan at the time of the application.

6.426 Therefore, in response to the above, and in accordance with recommendations set out in the ENS (2016) and the Town Centre Office Market Review (2018), the retention and protection of existing employment sites and buildings is a key policy aim of the Draft Local Plan. Applicants bringing forward schemes for the conversion/change of use of employment buildings or sites for alternative uses should demonstrate that consideration has been given to the criteria set out within Policy ED 2 below. The Council may require the review of submitted information by an independent consultant: it is expected that the applicant will cover the cost of this.

Policy ED 2

Retention of existing employment sites and buildings

Existing employment sites and buildings will be retained in their existing use or an alternative employment generating use to support the vibrant and balanced economy of the borough, taking the following into account:

1. If they are well located to a main road and public transport networks; and
2. They provide, or are physically and viably capable of providing, through redevelopment, good quality modern accommodation attractive to the market; and
3. Are capable of meeting a range of employment uses to support the local economy.

Applicants seeking to redevelop/convert existing employment buildings and sites must demonstrate the following:

a. Provide robust evidence to show that the site has been proactively marketed, at the appropriate price, and using relevant publications, for the existing use or other potentially suitable employment generating uses; and
b. Provide evidence that there is no prospect of the existing buildings, or the partial or comprehensive redevelopment of the existing buildings, continuing for the current use; and
c. Marketing must be for a period of at least two years at a time when the site is available, or will be available shortly, with an appropriate agent; and
d. Where it has been demonstrated to the Council's satisfaction, through an independent assessment, that the current use is no longer viable and that there is no reasonable prospect of continued use or take up of other employment generating uses during the plan period, proposals for redevelopment must consider alternative uses in the following order:

    i. Other business uses;
    ii. All other non-residential, employment generating uses;
    iii. Residential employment generating uses (C1, C2);
    iv. A mixture of residential and employment generating uses, including 'live/work' units;

v. Wholly residential schemes (C3).

Redevelopment of employment buildings and sites for mixed use may be permitted where such development:

1. Would facilitate the regeneration of the site to more effectively meet the needs of modern business; and
2. Where the employment capacity of the site, represented by commercial floorspace, is maintained; and
3. Where a mixed use development would represent a sustainable approach consistent with the general distribution of development.

The Council may require the review of submitted information by an independent consultant: it is expected that the applicant will cover the cost of this.

Digital Communications and Fibre to the Premises (FTTP)

6.427 Advanced, high quality communications infrastructure plays a key role in sustainable economic growth, and digital technologies have been a major driving force in influencing and shaping commerce and society in recent years. The development of high speed communication networks, including broadband, are also significant in enhancing the provision of local community facilities and services. The NPPF strongly promotes the expansion of such electronic communication networks, including telecommunications, high speed broadband, and digital services.

6.428 Certain electronic communications developments do not require planning permission by virtue of the Town and Country Planning (General Permitted Development) Order 2015 (or subsequent revision). Local authorities, however, are able to exercise some control over the siting and appearance of these developments under applications for prior approval. In such cases, and where any form of such development is subject to full planning control, the Council will have regard to government guidance in the NPPF (or any subsequent guidance) and other relevant policies of this Plan including Policy EN 1: Design and other development management criteria and Landscape Policies EN 18 to EN 21.

6.429 In considering electronic communications development, the Council will expect the operator to have regard to the Code of Best Practice on Mobile Network Development in England 2016 (or any subsequent best practice guide). Priority should be given to sharing sites in order to reduce the need to build new masts on which to locate equipment and to minimise the number of base station sites; and development should be sited and designed/camouflaged to minimise visual impact.

6.430 Proposals should also adhere to current government advice on the health effects of exposure to radio waves. Certificates of compliance with guidance laid out in the International Commission on Non-Ionizing Radiation Protection should be submitted with all applications, including applications for prior approval. The outcome of any pre-submission consultation where a mast is to be installed near a school or college should also be submitted with such applications.

6.431 Technological changes that are currently transforming our working, learning, leisure, and community environments will need to be integrated into future developments (residential, employment, and commercial) to meet both existing and future communication needs.

6.432 The Council considers that one such aspirational change is the requirement to provide fibre to the premises (FTTP) for all new developments, wherever practical. FTTP is recognised by the Government and European Commission as a Next Generation Access (NGA) technology, investment in which has been prioritised accordingly. Additionally, in relation to mobile networks,

the Council is keen to provide for future technology, including the use of 5G (the fifth generation of mobile wireless system cellular technology). It is understand that the widespread rollout of such systems are planned to commence in 2020, which may have planning implications in relation to the need for increased antennas required to support a 5G network.

6.433 The Council recognises, however, that the viability of such provision in rural areas, and sometimes the ability to connect to the network, is more difficult than that in urban areas. The policy below therefore includes provision for schemes proposing five residential units or more and proposals for 500sqm or more employment uses (including through conversion of existing buildings) in rural areas.

6.434 The Council also recognises that schemes may come forward that cannot fulfil the policy requirements below. In such cases, the applicant will need to submit evidence to justify any departure from this policy. Such evidence could include the inability to provide the appropriate physical trench, and proximity to the nearest breakout point on the fibre network.

6.435 Where a FTTP solution is not deemed possible, or for smaller developments, the provision of other technologies capable of providing speeds in excess of 24Mbps (megabits per second) should be delivered wherever practical.

6.436 The Council recognises that technological change is rapid and standards will evolve. Therefore, operators and developers should seek to adopt the best current open technology standards available. The importance of digital infrastructure is also addressed in the Infrastructure Delivery Plan supporting this Local Plan.

Policy ED 3

Digital Communications and Fibre to the Premises (FTTP)

Proposals to improve the digital communications network in Tunbridge Wells borough, including through the provision of mobile data networks (such as 5G mobile data), will be supported, subject to compliance with relevant policies in this Plan, and with national policy.

All residential and employment developments within the Limits to Built Development of Royal Tunbridge Wells, Southborough, Paddock Wood, Hawkhurst, Cranbrook, Pembury, and Tudeley Village, including site allocations promoted in this Plan, will enable FTTP.

In other areas, all residential developments over five dwellings and employment proposals of 500sqm or more (including through conversion) will enable FTTP.

For schemes under these thresholds, the Council's expectation is that provision for FTTP will be achieved, where practical.

For sites of less than five dwellings or 500sqm of employment space, or where it can be demonstrated that FTTP is not practical due to special circumstances, (such as issues of viability, the inability to provide the appropriate physical trench, and proximity to the nearest breakout point on the fibre network), then other non-Next Generation Access technologies, including wired and wireless infrastructure, providing all-inclusive internet access speeds in excess of 24Mbps, should be delivered wherever practical.

Rural Diversification

6.437 National planning policy promotes the development and diversification of agricultural and other land-based rural businesses. Diversification can be described as any proposal that seeks to supplement income on working farms, and is often vital to the continuing viability of many farm enterprises. This can include tourist related activities/income (for example, holiday lets), but does not include residential conversions in the rural area, as this is covered in separate policy (see Policy ED 5: Conversion of Rural Buildings outside the Limits to Built Development). This policy seeks to cover the wider remit of rural diversification rather than just agricultural diversification. It is recognised that a range of business enterprises can prosper in the rural areas that may be within an agricultural holding but not be linked directly to the agricultural element of a farm, but can re-utilise existing buildings for economic purposes within the rural area. As referred to above, rural diversification schemes could include businesses directly related to the agricultural use, such as dairy and food production enterprises, or woodland related activities, or other non-related enterprises such as leisure and tourism related uses, niche businesses operating from redundant buildings, etc.

6.438 There are a number of such enterprises across the rural areas of the borough providing a diverse economic offer, and offering a range of employment opportunities across a number of sectors. The Council is supportive of well-conceived and comprehensive farm diversification schemes and the Council's Economic Needs Study (2016) specifically stated in its conclusions that the Council should continue to support rural based employment development by responding positively to proposals that encourage the reuse of redundant agricultural buildings. It is considered that diversification schemes should contribute to sustainable development objectives and help to maintain the agricultural enterprise, provided that they are consistent in scale and design with their rural location. Such schemes may include agricultural enterprises directly related to the main farm operation, tourism, and leisure related activities, or other niche businesses.

6.439 The nature and extent of diversification should respect the landscape qualities of the countryside and accord with the protection of its distinct character and appearance, particularly within the Area of Outstanding Natural Beauty. It should also take account of the Local Plan's spatial strategy, and aims of reducing reliance on the car for journeys to work, although it is accepted that, given the more dispersed pattern of growth (with some development directed to the rural settlements), there will be larger populations in those locations, and rural diversification schemes will add to the employment offer in the rural areas. Certain types of development, such as those that generate high volumes of traffic, or which would generate significant additional movements of heavy goods vehicles, particularly on unsuitable roads and rural lanes, may be inappropriate.

6.440 The Council encourages the submission of diversification/farm business plans to indicate clearly the implications of diversification proposals on the continued operation of the whole farm. Such plans should set out clearly the short and long term management plan for the business (agricultural or diversified business). Additionally, if existing agricultural buildings are to be reused, it should be made clear that these are surplus to current and future needs (or justification provided to demonstrate that they are no longer suitable for agricultural use) and the change of use of such buildings would not necessitate the need for any additional new buildings to continue farming operations.

6.441 'Permitted Development' (PD) rights allow for the erection of new agricultural buildings and the conversion of certain agricultural buildings to residential dwellings, or for business reuse, without the need for full planning permission. However, PD rights are more restricted in conservation areas, National Parks, and Areas of Outstanding Natural Beauty, and so certain buildings will still need planning permission, as well as different requirements if a property is listed. In order to protect against the unintended negative consequences of any future changes to PD rights, any new buildings for agricultural or farm diversification purposes within the rural area will have PD rights removed by condition, subject to compliance with the tests in national policy.

6.442 Any proposals for farm diversification schemes should also take account of the guidance set out in the Farmsteads Assessment Guidance for Tunbridge Wells Borough Supplementary Planning Document (2016)[73] and the High Weald AONB Management Plan (2019)[74].

Policy ED 4

Rural Diversification

Development that forms part of a farm diversification scheme, or otherwise helps maintain the viability of rural businesses engaged in sustainable land management, will be permitted where the following criteria are met:

1. A diversification/farm business plan is submitted, which demonstrates that the proposed development does not cause severance or disruption to the agricultural holding and would not necessitate the need for additional buildings to continue farm operations as a result of the reuse of existing buildings for other uses; and
2. The proposed development will need to demonstrate that the proposals will stimulate new economic activity with a use appropriate to its rural location; and
3. The development reuses or replaces existing buildings where feasible. Where this is not feasible, the development should be related physically and functionally to existing buildings, be of an appropriate scale, and retain agricultural character; and
4. Any new building should respond sensitively to its rural setting in terms of its scale, layout, design, and use of materials, and have regard to the Farmsteads Assessment Guidance for Tunbridge Wells Borough SPD (2016), where relevant; and
5. The proposed development would not create an unacceptable impact on the local road network, or require highway improvements that would harm the landscape or ecological value of rural roads in the area.

Where the above requirements are satisfied, the Council will, where appropriate:

a. Remove permitted development rights for any new buildings; and/or
b. Use conditions attached to the planning permission, or require the applicant to enter into a legal agreement to ensure that any new building is tied in perpetuity to the existing agricultural holding; and/or
c. It may also be appropriate to enter into a land management agreement/plan.

Conversion of rural buildings outside the Limits to Built Development

6.443 Some buildings in the countryside, including barns and oast houses, are now unsuited, or no longer required, for the purpose for which they were originally built. Many of these existing buildings are of historic or architectural interest, and in themselves add to the character of the rural landscape of the borough, and may be identified as non-designated heritage assets. Others are not of historic or architectural interest, but rather are of a more functional appearance: however, they are still reflective of the rural character and landscape.

6.444 It is possible to convert existing buildings from agricultural and other commercial uses to residential use under what is known as ‘permitted development rights’ under Part 3 of the Town and Country (General Permitted Development) (England) Order 2015 (as amended), without needing to obtain full planning permission. However, applicants and prospective developers still need to inform the Local Planning Authority of any proposed change of use via the Notification

73 Farmsteads Assessment Guidance SPD
74 http://www.highweald.org/high-weald-aonb-management-plan.html

for Prior Approval process. This seeks to confirm whether approval from the Local Planning Authority is required before work can proceed on specified elements of the development, including highway and transport impacts of the proposed development, flood risk, contamination risk, and noise impacts. However, restrictions do apply, for example, where an application site is in the Area of Outstanding Natural Beauty, a conservation area, or the building in question is a listed building; a proposal for conversion would not normally benefit from permitted development rights and would therefore require full planning permission. Advice should be sought from the Local Planning Authority in the first instance.

6.445 Where proposals fall outside these permitted development rights (or any subsequent changes to them), and require planning permission, the Local Planning Authority will apply the following approach to proposals for the conversion of rural buildings.

6.446 Government advice in the NPPF promotes a prosperous rural economy, which can be aided by the conversion of existing rural buildings to business use, as well as the reuse of redundant buildings, which would result in the enhancement of their setting. The NPPF also advises that the reuse of buildings, providing they are of permanent and substantial construction and would preserve openness and do not conflict with the purposes of including land within it, are considered to be an appropriate form of development in the Green Belt.

6.447 The Council's Economic Needs Study (2016) recommends that continuing support be provided to rural based employment development by positively supporting proposals for conversion of existing redundant agricultural/rural buildings to business use where appropriate. This approach is also supported further in Policy ED 4: Rural Diversification.

6.448 Although the Government allows changes of use to existing rural buildings under the above permitted development rights, generally in areas outside of Areas of Outstanding Natural Beauty, the erection of new buildings/housing in the countryside and Green Belt are strictly controlled, and a restrictive approach is taken to the demolition and rebuilding of existing buildings. Given this, and as advocated in Policy H 14: Replacement Dwellings outside the Limits to Built Development, the Local Planning Authority will give priority to the retention and conversion of existing suitable rural buildings over their demolition and re-build. This is not only in accordance with Policy EN 2: Sustainable Design and Construction, where first consideration should always be given to the reuse of an existing structure given the energy, materials, and carbon that is already embodied in that building, but also the recommendations of the Council's Economic Needs Study 2016 and Policy ED 4: Rural Diversification, where rural buildings provide an existing resource for the provision of much needed small office and workshop space.

General approach

6.449 Proposals for the conversion of rural buildings will be considered using the following general approach:

- to support the objective of promoting a stronger rural economy, priority will be given to the change of use or conversion of rural buildings for business, recreation, and tourism uses
- only after its has been demonstrated that reasonable attempts (see below) have been made to secure an alternative use associated with rural businesses or land management, or other business type use suited to a rural location without success, will conversion to residential use be considered. Under these circumstances, proposals for live-work properties will be looked on favourably, especially where they are related to traditional rural trades and land management

6.450 Buildings in isolated locations and/or those that require significant improvements to access arrangements are unlikely to be supported. The building should be in a sustainable location in relation to existing services and facilities, and provide options for non-motorised transport to these services; for example, links to existing public rights of way/footpaths.

6.451 In order to conserve the intrinsic value and locally distinctive character of the countryside, the following issues will need to be considered, and information submitted (where applicable) as part of any planning application for rural conversion proposals:

1. The building should be of sound construction and capable of conversion to the proposed use without significant reconstruction, modification, or extension. Extensions will be strictly controlled and the need for any extension or modification would need to be demonstrated in the submission of any development proposal.
2. The building should have safe and serviceable provision for access for the use proposed, or it is capable of being achieved without harm to the local landscape character and landscape features.
3. The building should be capable of conversion without requiring additional outbuildings (e.g. storage of garden equipment should be within the existing building(s)) or resulting in a material or significant change to the setting of the building.
4. A full programme of works shall be submitted detailing exactly what the conversion entails, from initial structural survey and analysis work (a schedule of repairs), how the work will be carried out, including external detailing, through to completion. The programming of the work to be undertaken will be controlled by way of a planning condition attached to any permission granted. The Council may require the review of the survey and programme by an external independent consultant, and the applicant is expected to cover the costs of this.
5. Applications should include a landscape masterplan including details of sensitive boundary treatments, types of planting, and indicative species proposed, land use, access, and vehicle and pedestrian circulation to enhance both the immediate landscape setting of the building and the wider rural locality. The use of any external lighting will be strictly controlled.
6. The curtilage around the building should be as tightly drawn as is reasonably possible, while allowing adequate space for parking/turning for the proposed use and the storage of business equipment where applicable, without detriment to the visual amenities of the countryside.
7. In the case of conversions to residential use, a written statement will need to be submitted to clearly demonstrate that reasonable attempts have been made to secure a commercial use (such as business, recreation, or tourism) without success (including details of active marketing at an appropriate value/rate and any interest received for a minimum period of two years).
8. The proposal should not harm the amenity of future occupiers in relation to any existing surrounding use (for example, agricultural buildings) in terms of noise and activity.
9. Conversions to alternative uses should not compromise the existing or likely future operation or management of the land for farming or forestry, or result in the need for further buildings as a result of displacement.

Other considerations

Heritage Assets

6.452 Development proposals that would affect designated and non-designated heritage assets, such as listed buildings and conservation areas, or other traditional rural buildings, including those forming part of an historic farmstead, will be carefully assessed in terms of the impact they would have on the special character (and fabric where applicable), appearance, amenity, and setting of these assets in accordance with Policy EN 7: Heritage Assets. The NPPF advises that planning policies and decisions should avoid isolated homes in the countryside, unless it would represent the optimum viable use of a heritage asset, or would provide enabling development to secure the future of the asset.

Landscape, trees, and biodiversity

6.453 In a borough of high landscape and biodiversity value, proposals should be designed and built to avoid harm to the local landscape, notable landscape features (including trees protected by Tree Preservation Orders), and biodiversity features/habitats. Rural buildings may provide important breeding, roosting, and feeding habitats for protected species, such as owls and bats, and these should be catered for within the design of any proposal. Proposals should not result in pressure for the future pruning or removal of existing trees and hedges. Where possible, proposals should seek to enhance local landscape character and natural habitats. Where such landscape and biodiversity features may be affected, the Local Planning Authority will also have regard to Policies EN 14: Trees, Woodlands Hedges, and Development, EN 15: Ancient Woodland and Veteran Trees, Landscape Policies EN 20 and EN 21, and Policy EN 11: Net Gains for Nature: biodiversity, in the assessment of proposals.

Area of Outstanding Natural Beauty (AONB)

6.454 Proposals sited in the AONB will also be assessed against the requirements of the High Weald AONB Management Plan. Proposals will be expected to conserve the highly valued and intrinsic landscape character of the AONB in accordance with Policy EN 21: The High Weald AONB, as well as Policies EN 20: Rural Landscape and EN 10: Outdoor Lighting and Dark Skies.

Farmsteads

6.455 Farmsteads are a key component of the underlying settlement character of the borough. Any proposal that affects a traditional or historic farmstead should include an assessment of the farmstead in accordance with the Council's Farmsteads Assessment Guidance Supplementary Planning Document to inform the proposal.

Other restrictions

6.456 The Local Planning Authority will not normally support the conversion of buildings that are subject to a planning condition that requires the removal of the building or any cessation of agricultural use.

6.457 Where conversion is permitted for tourism accommodation, a holiday occupancy condition will be attached preventing the use as a sole or main residence.

Removal of permitted development rights

6.458 In order to protect the character, fabric, and/or rural setting of the existing building, permitted development rights may be removed from any permission granted, to enable the Local Planning Authority to control future development of the site. Future alterations or extensions, outbuildings, hardstanding, and boundary treatment may harm the rural character of the existing building and the landscape character of the locality, and shall be strictly controlled. Any proposed external lighting shall also be strictly controlled in accordance with Policy EN 8: Outdoor Lighting and Dark Skies.

6.459 Policy ED 5 below should also be read in conjunction with Policy EN 1: Design and other development management criteria, which sets out other requirements relating to issues such as flood risk, landscaping details, renewable energy technologies, and appropriate broadband infrastructure.

Policy ED 5

Conversion of Rural Buildings outside the Limits to Built Development

The Local Planning Authority will give priority to the retention and conversion of existing agricultural or other rural buildings for business, recreation, and tourism uses. The conversion of such buildings to residential use will only be permitted in exceptional circumstances in accordance with the criteria set out below.

Proposals for the conversion of an existing agricultural or other rural building outside the Limits to Built Development, as defined on the draft Policies Map, will be required to satisfy all of the following criteria:

1. Conversions to alternative uses shall not compromise the existing or likely future operation or management of the land for farming or forestry, or result in the need for further buildings as a result of displacement; and
2. The building is of permanent, substantial and sound construction and capable of conversion to the proposed use without significant reconstruction, modification, or additions. Any required extensions will be modest in size, and the minimum necessary for the use proposed; and
3. The proposed use will not be harmful to the character, amenity, and tranquility of the area; and
4. Proposed alterations to the building and provision of, or changes to, access arrangements shall be in keeping with the character and appearance of the building and its wider landscape setting in terms of materials, design, and form, and shall not cause harm to the local landscape character or features; and
5. A full programme of works detailing exactly what the conversion entails, from initial structural survey and analysis work through to completion, shall be submitted with any planning application. The programming of the work to be undertaken will be controlled by way of a planning condition attached to any permission granted; and
6. The building should be capable of conversion without requiring additional outbuildings or a material or significant change to the setting of the building; and
7. The curtilage of the building shall be drawn as tightly as possible, while allowing adequate space for parking/turning for the proposed use, and the storage of business equipment where applicable, without detriment to the visual amenities of the countryside or the local landscape character; and
8. The new development shall not significantly increase traffic to cause material harm to the safety of the local highway network; and
9. Landscaping proposals (hard and soft landscaping), including details of sensitive boundary treatments and any changes in levels, shall be designed to enhance both the immediate landscape setting of the building and the wider rural locality.

Additionally, for residential conversions:

a. The building shall be worthy of retention for its historic or architectural value and makes a positive contribution to the landscape character, or is required as part of a whole farm plan and no other use is viable; and
b. The building should be in a sustainable location in relation to existing services and facilities and provide safe options for non-motorised forms of transport to these services; and
c. It shall be demonstrated that the living conditions of future occupiers will not be harmed by proximity in relation to existing neighbouring uses, including farm activity (such as the movement of farming equipment, livestock, crop spraying), noise, and odours; and
d. It has been clearly demonstrated that reasonable attempts have been made, without success, to secure a business reuse for the building and that uses other than residential are not viable. This should include details of active marketing at an appropriate value/rate and any interest received for a minimum period of two years.

Where a conversion is permitted for tourism accommodation, a holiday occupancy condition will be attached preventing the use as a sole or main residence.

In order to protect the character of the building and the landscape, and particularly in sensitive locations, such as the Area of Outstanding Natural Beauty and Green Belt, permitted development rights for extensions, alterations, outbuildings, hardstanding, and boundary treatments may be removed and external lighting strictly controlled.

Commercial and private recreational (including equestrian) uses in the countryside

6.460 The Council will support appropriate types of rural business development, including those for commercial and private recreational uses in the countryside, such as equestrian uses (riding schools, livery uses, horse training), fisheries, climbing activities, and off road cycling activities, subject to certain criteria, including appropriate scale and location. The NPPF advises that recreational uses can not only make an important contribution to the health and wellbeing of communities, but also to the rural economy.

6.461 In order to minimise the visual impact of any such development on the landscape setting of the area, priority should be given to the conversion of existing buildings where they exist, and, where this is not possible, careful consideration should be given to the design, scale, siting, external appearance, and landscaping of any new development.

6.462 Applicants seeking permission for developments in the High Weald Area of Outstanding Natural Beauty (AONB) should also have regard to the advice given by the High Weald AONB Joint Advisory Committee in respect of Land Management, Horse Management, Dark Skies, and Buildings in preparing development proposals, and the application should demonstrate how this advice has been followed.

6.463 Any proposed external lighting would need to be demonstrated to be necessary and designed to have minimal impact on both residential amenity and the visual amenity of the surrounding countryside. External lighting will not normally be permitted in Dark Sky areas. (see Policy EN 10: Outdoor Lighting and Dark Skies).

6.464 For both commercial and private domestic recreational uses, consideration will need to be given to site security. The Council will only grant permission where the manager or owner of any animals on-site makes adequate provision for the security of the site. Any new private recreational development that could give rise to the need for on-site security or animal/plant welfare shall be associated with an existing dwelling, which should be directly related to the recreational use and secured by way of a planning obligation. Where applicants consider that there is an essential need for new accommodation for a rural worker and their immediate family, including those taking majority control of a farm business, to live permanently at, or near, their place of work in the countryside, this will be assessed against Policy H 10: Rural Workers' Dwellings and secured by way of a planning obligation.

6.465 In some cases, especially in the case of proposals located in the AONB, as well as the details required in Policy ED 6 below, it may be necessary to submit a management plan to support the proposal in terms of assessing the impact it would have on the landscape setting of the area, biodiversity, and other amenity issues.

6.466 In the case of equestrian related developments, consideration should also be given to access to bridleways, as well as the safety and comfort of horses in terms of space for grazing and exercising. The cumulative visual impact of associated facilities, such as sand schools and jumps, should also be carefully considered and minimised.

6.467 For water related activities, such as fishing lakes, as well as the details required in Policy ED 6 below (such as proposed spoil excavation works), details of water supply and quality, as well as drainage, will need to be submitted with development proposals, in accordance with Policies EN 26: Water Quality, Supply, and Treatment, EN 27: Conservation of water resources, EN 28 Flood Risk, and EN 29 Sustainable Drainage.

6.468 Proposals for commercial and private recreational uses, as well as for private domestic equestrian uses and development, will also be assessed against Policies EN 1: Design and other development management criteria, Landscape Policies EN 20 and EN 21, and Policy EN 11: Net Gains for Nature: biodiversity.

Policy ED 6

Commercial and private recreational (including equestrian) uses in the countryside

Proposals for the development of commercial recreational uses in the countryside will only be permitted where:

1. Priority is given to the conversion of existing buildings over newly built development; and in the case of a new facility, it is satisfactorily integrated with existing buildings where they are present; and
2. All new development is appropriate and sympathetic to its surroundings in terms of design, scale, siting, external materials, and appearance to avoid an adverse impact on the wider landscape, and the application demonstrates how it has regard to the advice documents listed in the supporting text above; and
3. Proposals are not sited in prominent or isolated locations; and
4. The proposal would not have a detrimental impact on the landscape setting of the area (including any existing trees and hedges), protected species and biodiversity, sites of nature conservation interest, archaeological, or heritage assets; and
5. Proposals sited in the High Weald AONB conserve and enhance its special landscape character and setting; and
6. There is no significant detrimental impact on residential amenity; and
7. Consideration is given to the cumulative impact of such development and their associated facilities; for example, access and hardstanding, storage and utilities, on landscape character and features; and
8. The proposal is accompanied by an integral landscaping scheme, including sympathetic boundary treatments that reflect the character of the adjoining countryside; and
9. Access and parking provisions are acceptable and the use does not significantly increase traffic to the detriment of the rural area or highway safety; and
10. Where appropriate, adequate provision is made for the security of the site in terms of the proposed development in relation to the manager/owner of any animals; and
11. Adequate provision is made for foul and service water drainage; and
12. The proposal would not result in any excavation or engineering works, such as pond and lake excavation, where the deposition and use of any surplus spoil on site; for example, earth bunds, would be harmful to the character, appearance, and landscape setting of the area.

Proposals will only include external lighting where it is demonstrated to be necessary, and designed so as not to impact any neighbouring properties or the wider countryside; the details, design, siting, and intensity of which should be submitted with any development proposal. External lighting will not normally be permitted in Dark Sky areas.

Retention of, and promotion of new, tourist accommodation and attractions

6.469 The tourist industry is significant to the borough and is considered to be an important contributor to the local economy of Tunbridge Wells in both the urban and rural areas in terms of providing investment opportunities and generating employment. The Hotel Capacity Study (2016) produced to inform the new Local Plan, considers that Tunbridge Wells as a borough has maintained a steady volume of trips and associated demand for visitor accommodation over recent years, and is likely to continue to grow steadily over the next decade. The study makes recommendations for the provision of new visitor accommodation, which is reflected within the individual allocations and place shaping sections of the Plan. Opportunities for further tourist related development will be supported in particular within the town centres, especially Royal Tunbridge Wells Town Centre, as well as small-scale initiatives that support the rural economy.

6.470 It is equally important to protect and retain existing, well located and suitable tourist accommodation across the borough to maintain an adequate supply of a range of accommodation throughout the plan period. Policy ED 7 below sets out the criteria by which planning proposals will be considered against any loss of tourist accommodation, as well as the provision of new accommodation and visitor attractions. In terms of the retention of tourist accommodation, it is considered that a slightly longer marketing period should be applied in order to take into account seasonal fluctuations, etc., which can have a significant impact on domestic tourism in the UK.

Policy ED 7

Retention of, and promotion of new, tourist accommodation and attractions

Retention of existing tourist accommodation

The retention of existing tourism accommodation (both serviced and non-serviced) will be supported where it is well located and attractive to the market. Where proposals are brought forward for the change of use of existing tourism accommodation, the following criteria will be applied:

1. Location: evidence that the character of the area has changed to such an extent that it is no longer a suitable location for tourism accommodation and not attractive for staying visitors; and
2. Evidence of marketing the building as an operational tourist facility over the last three years, or number of years trading if less. This should include brochures, advertisements, websites, entries in accommodation guides, etc.; and
3. Evidence that the property has been marketed for sale for at least two years at a market price, which reflects the existing use as tourism accommodation, and the condition of the building. Evidence of marketing the property should be submitted to the Council: to include details of agent/s used, copies of brochures and advertisements and dates, records of response, interest shown, and offers received with reasons for being rejected, if appropriate; and
4. Evidence of business planning and performance against targets; and
5. Evidence of any upgrading of the premises by the present owner to increase its attractiveness to the market.

The Council may require the review of this submitted information by an independent consultant: it is expected that the applicant will cover the cost of this.

New tourism accommodation and visitor attractions

New visitor accommodation and visitor attractions will be supported, as well as the upgrading of any provision where it increases the range and/or quality of tourist facilities.

Proposals to provide new sustainable tourism accommodation development, including hotels, guesthouses, bed and breakfast establishments, outdoor accommodation, self catering accommodation, and new visitor attractions will be supported subject to the following:

a. The anticipated traffic generation will not harm highway safety and whether the location is readily accessible by a range of means of transport, including walking and cycling, and by public transport; and
b. Acceptable impact on local and landscape character, particularly in relation to impact on the designated Area of Outstanding Natural Beauty;
c. Consideration of the relationship to existing tourism development and facilities, including whether the proposal will contribute to the diversification of tourist attractions in the borough; and
d. The impact on residential amenity in the locality.

The proposal will be assessed against all other relevant policies in the Local Plan.

Town, Rural Service, Neighbourhood, and Village Centres

6.471 There is a wide range of retail, leisure, and cultural facilities in the borough, with each of the centres having a different role and function in terms of the services and facilities that they provide. This is also a time of change, with a significant restructuring of the retail market and societal changes in why and how people use town centres, together with increased recognition of the different roles that leisure and cultural facilities, office provision, and higher density town centre living plays in the vitality of places. The approach towards the future of the town centres across the borough is set out in the overarching policies within the place shaping section of the Draft Local Plan: in particular, Policy STR/RTW 1, which provides the detailed policy direction for Royal Tunbridge Wells Town Centre, recognising that town centres benefit from a wider mix of uses than retail alone to ensure long term vitality, and to respond to changing economic markets and shopping and leisure trends.

6.472 The Council has carried out a new Retail and Leisure Study (2017)[(75)], which considers the vitality and viability of the existing defined centres within the borough and assesses the requirements for new retail development and leisure facilities over the plan period. The study makes recommendations for the growth of retail and leisure opportunities to enhance and revitalise the existing centres in the borough in order to maintain their attractiveness to residents and visitors. It is recognised that the current national retail market is changing as well as the policy direction and therefore it may be appropriate to update the approach in the next iteration of the Plan. In this Draft Local Plan, the Council is promoting a flexible approach to the provision of retail and complimentary uses and makes mixed use allocations within the defined centres to broadly meet the needs and provide a range of sites to meet future needs. A topic Paper sets out the Councils approach to Town Centres in more detail. [*add link*]

6.473 The Council is aiming to create the right conditions for growth in the town centres through a comprehensive approach, improving accessibility, enhancing the public realm, and encouraging a range and flexible approach to commercial uses, including retail, office, and leisure related. The distribution and priority areas for the growth proposed through the Local Plan in terms of retail, leisure, office, and other town centre uses, is set out in Table 3: Scale and Distribution of development, and the individual place shaping policies for each of the key settlements of the borough: the areas proposed to be allocated to broadly meet the identified needs are set out within the detailed site allocation policies within the Plan.

Town, Rural Service, Neighbourhood, and Village Centres hierarchy for the borough

6.474 Town, local, neighbourhood, and village centres are an important focus for communities, as they offer an essential mix of services and facilities depending on their scale, role, and function. They are often accessible by a variety of transport means and should remain the focus for new development and should be resilient to future economic changes.

6.475 Royal Tunbridge Wells town centre is considered to be a 'Primary Regional Town Centre', and therefore new retail, leisure, and cultural facilities should be focused in the town centre to enhance its role as a shopping, leisure, cultural, and tourism destination.

6.476 Cranbrook, Paddock Wood, and Southborough are defined as 'town centres' that serve the local population and ensure a sustainable focus and pattern of development. They typically consist of a number of small and often independent shops, with one or two small supermarkets and other complementary uses, such as pharmacy, post office, restaurants, cafes, and takeaways. Their position within the retail hierarchy will continue to ensure they have opportunities to enhance

75 The Retail and Leisure Study 2017

and strengthen this function. Paddock Wood in particular is to be the focus of improvements/enhancements to the existing role and offer of the centre to complement the future growth of the town and surrounding rural area, as set out within Policy STR/PW 1.

6.477 Hawkhurst is defined as a 'rural service centre', reflecting its role as a centre serving a wide rural catchment for day to day facilities, and includes many of the services and facilities that are typically found in the smaller town centres.

6.478 The villages and neighbourhood centres perform the role of local centres with day to day facilities. Many typically include a small convenience shop, newsagents, public house, or other A3 café/restaurant uses, and complementary facilities.

6.479 The distinctive characteristics of each centre will be promoted in the place shaping policies, and the centres hierarchy of the settlements of the borough is defined within Policy ED 9 below.

Policy ED 8

Town, Rural Service, Neighbourhood, and Village Centres Hierarchy

To ensure the long term vitality and viability of the centres across the borough, the Council will apply a 'town centre and allocated site first' approach to proposals for retail, leisure, and other main town centre uses. Development should be appropriate to the size and function of the centre within which it is to be located. The defined centres hierarchy for the borough includes the defined primary regional, town, rural service, neighbourhood, and village centres.

Type of Centre	Centre
Primary Regional Town Centre	1. Royal Tunbridge Wells
Town Centre	1. Cranbrook 2. Paddock Wood 3. Southborough
Rural Service Centre	1. Hawkhurst
Neighbourhood Centre	1. Hawkenbury 2. High Brooms 3. Knights Wood 4. North Southborough 5. Sherwood 6. Showfields 7. Silverdale 8. St Barnabas 9. St John's 10. St Peter's 11. Tudeley Village (to be defined)* 12. Paddock Wood (to be defined - subject to masterplanning)*
Village Centres	1. Benenden 2. Bidborough 3. Brenchley 4. Five Oak Green 5. Frittenden 6. Goudhurst

Type of Centre	Centre
	7. Hawkhurst (The Moor) 8. Horsmonden 9. Iden Green 10. Kilndown 11. Lamberhurst 12. Langton Green 13. Matfield 14. Pembury 15. Rusthall 16. Sandhurst 17. Sissinghurst 18. Speldhurst

*New neighbourhood and village centres will be designated as part of the extension of Paddock Wood/including on land in the east of Capel Parish based on garden settlement principles and the creation of the new garden settlement at Tudeley Village.

Town and Rural Service Centres

6.480 Royal Tunbridge Wells, Southborough, Paddock Wood, Cranbrook, and Hawkhurst all have town and rural service centre areas, which are defined on the draft Policies Map. The extent of the defined area is based on an assessment of the existing centre as defined within the Site Allocations Local Plan 2016, the extent of the area that contains, and is suitable for, the main focus of town and rural centre uses (existing and future), the existing character and form of development, the visual, physical, and functional relationship between areas, and the potential for appropriate development opportunities.

6.481 Royal Tunbridge Wells is the primary retail and leisure destination in the borough, providing a range of services and amenities not widely available in the other smaller settlements in the borough and surrounding areas, attracting shoppers and visitors from across the region. The centre is broadly linear in nature, anchored by the Royal Victoria Place Shopping Centre and the pedestrianised Calverley Road to the north, and the Pantiles parade of retailers and facilities to the south. There are a wide range of retail units and retailers within the defined Primary Shopping Area, as well as a good mix of other complementary leisure, cultural, and other uses.

6.482 While it is recognised that the North Farm area of Royal Tunbridge Wells is not a town centre location, it has emerged as a key leisure and retail location in the borough and wider area, and there is increased demand for groupings of leisure facilities in locations such as the High Brooms Industrial estate, which have formerly been predominantly used in more traditional employment in light industrial B1/B2 use. Policies STR/RTW 1 and ED 1 provide the detailed policy approach for this area to guide appropriate future development.

6.483 Southborough town centre offers both retail provision and a range of other complementary uses that serve the local community. The main shopping area is concentrated in a linear fashion along the western side of London Road, running from the junction with Speldhurst Road to the junction of Springfield Road. The character of the Primary Shopping Area is one of a small urban centre made up primarily of independent traders, many of them specialist, occupying fairly small units, and a limited number of ancillary uses serving the local community.

6.484 The town centre of Paddock Wood serves both the town and a rural hinterland with a range of retail provision, community, and small-scale business uses. The character of the Primary Shopping Area is one of a small rural centre made up of largely independent retail traders occupying small units, and with a large supermarket acting as an anchor, as well as a small Local convenience store. As referred to previously, the expansion and revitalisation of the centre of Paddock Wood will be supported through the policies of this Draft Local Plan in order to support the development proposed for this area.

6.485 Cranbrook is an attractive, traditional market town located within the High Weald Area of Outstanding Natural Beauty (AONB) to the east of Royal Tunbridge Wells. Cranbrook is linear in nature, with the retail and service provision in the centre stretching up The Hill, along Stone Street, and around a corner onto the High Street, where a large supermarket serves as an anchor to the centre.

6.486 The centre of Hawkhurst is located within the High Weald AONB, based around the junction of the A268 (Cranbrook Road/Highgate Hill) and the A229 (High Street/ Rye Road). A supermarket to the east of the centre acts as an anchor, and the centre is also served by another supermarket on Rye Road, located further to the east of the centre. There is a mix of uses within the centre, providing for everyday needs.

6.487 A strong centre policy enables and encourages a full range of town and rural service centre uses to be implemented within them, but also allows the Council to resist proposals that do not add to the vitality and viability of the centre, or which conflict with other policies and objectives. Such suitable town and rural service centre uses include retail, leisure, entertainment facilities, appropriate sport and recreation uses, offices, arts, culture, and tourism related development.

6.488 The various categories of retail centres are illustrated spatially on the Key Diagram and defined within Policy ED 8 above. The extent of the defined centres are identified on the draft Policies Map. Each of the centres identified has a different role and capacity to accommodate new development of an appropriate scale and nature. Development outside of these defined centres will need to comply with the tests set out in the NPPF and demonstrate that the sequential approach to site selection has been followed in accordance with Policy ED 10 below.

6.489 The Local Plan will support the provision of a diverse range of uses that will appeal to a range of age and social groups, recognising the importance of such uses complementing and increasing the attractiveness of the offer. A diversity of uses adds to a centre, making it more attractive, but a proliferation of uses in the same locality, which it is considered do not add to the mix of the centre offer, will be unacceptable. It will also be important to consider if the development is in conflict with other policy objectives, including traffic, residential amenity, and environmental objectives (including issues such as noise).

6.490 A new 'permitted development' right was introduced in 2014, which allows for the change of use from a small shop or provider of professional/financial services (A1 and A2 uses) to residential use (C3). This involves a 'prior approval' process, and the Local Planning Authority can consider impacts of the proposed change. Up to 150sqm of retail space can change to residential use. This right, however, does not apply in much of the borough, including in Conservation Areas and the Area of Outstanding Natural Beauty, as many of the town centres, the rural service centre, and most of the village centres fall within these defined areas.

Policy ED 9

Defined Town and Rural Service Centres

Within the town and rural service centres, as defined on the draft Policies Map, planning permission will be granted for development of a range of appropriate uses where they contribute to the vitality and viability of the centre and/or respond to changing needs/trends over the life of the Local Plan.

The Council will seek to enhance the established character and diversity of centre uses, and may resist the over-concentration of particular uses that would be detrimental to the character and function of an area, or to the vitality or viability of the centre.

Development proposals within the defined centres should be of an appropriate scale in accordance with its functional position in the retail hierarchy as set out above in Policy ED 8.

The sequential test and local impact thresholds

6.491 When considering proposals for new retail and leisure developments, the sequential test and the impact test will be applied in accordance with national policy, in order to promote the 'town centres first' approach and ensure the continuing vitality and viability of the key centres of the borough as defined in Policy ED 8 above.

The Sequential Test

6.492 The NPPF defines the main town centre uses as retail, leisure and entertainment, offices, arts, culture, and tourism, and the town centre as the first choice of location for these uses. Applicants will be expected to have demonstrably followed a sequential approach when selecting development sites for town centre uses, including fully exploring how the scheme could be adapted so that it could be accommodated on a more central site (i.e. disaggregation - operating from a number of units within the defined centre rather than one single unit).

The Impact Test

6.493 The NPPF sets out that retail, office, and leisure developments (not all town centre uses) greater than 2,500sqm (gross) proposed in edge-of-centre and out-of-centre locations that are not in accordance with an up to date Local Plan and outside of existing town centres, will be subject to the assessment of the impact criteria as set out within the NPPF. However, where appropriate, local planning authorities can identify local thresholds in accordance with the considerations set out within Planning Practice Guidance in relation to scale of proposals, viability, and vitality of existing centres, etc. The Retail and Leisure Study 2017, prepared on behalf of the Council, recommends adopting a local impact threshold as set out within Policy ED 10 below.

Policy ED 10

Sequential Test and Local Impact Test

Sequential Test

1. Proposals for retail, office, and leisure uses should be located in a defined centre, unless:

    a. by means of a sequential approach, it is demonstrated that the proposal could not be accommodated first on a site within an existing centre and the proposal is located at the edge of an existing centre; or second, it is demonstrated that the proposal could not be

accommodated on a site within, or at the edge of, an existing centre and the proposal is located on an accessible out-of-centre site; and

b. by means of an impact assessment it is demonstrated that a retail, office, or leisure proposal would not result in a significant adverse impact, cumulative or otherwise, on the vitality and viability of an existing centre or undermine the delivery of a site allocated for the use proposed; or
c. the development is on a site allocated for that use in the Plan; or
d. the development is designed to only serve the needs of the neighbourhood

2. Proposals located at the edge of an existing centre or out of centre should ensure the provision of specific measures that will improve the quality and function of sustainable connections to the centre, in particular walking and cycling routes, and public transport links. The nature and extent of the measures will be directly related to the scale of the proposal.

Local Impact Test

3. Applications for development above the following thresholds should be accompanied by an impact assessment:

a. Royal Tunbridge Wells Town Centre: 1,000sqm (net)
b. Southborough, Paddock Wood, Cranbrook, and Hawkhurst: 280sqm (net)

4. The impact assessment should include:

a. the impact of the proposal on existing, committed, and planned (where this information is publicly available) public and private investment in a town centre or town centres in the catchment area of the proposal; and
b. the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to 10 years from the time the application is made; and
c. the impact test should be undertaken in a proportionate and locally appropriate way, commensurate to the scale of development proposed;

5. Applicants should demonstrate flexibility on issues such as format and scale, and will be expected to provide the Council with robust evidence of this.
6. Where an application fails to satisfy the sequential test, or is likely to have an adverse impact, it will be refused.

Primary Shopping Areas and Retail Frontages

6.494 In accordance with the NPPF, the Draft Local Plan designates Primary Shopping Areas and retail frontages, and makes clear the range of uses to be permitted in such locations as part of a positive and flexible strategy for the future of the key centres within the borough. The Local Plan designates Primary Shopping Areas and Primary Shopping Frontages in Royal Tunbridge Wells, Southborough, Paddock Wood, Cranbrook, and Hawkhurst. These areas are intended primarily for A1 (retail) uses and other complementary uses, such as A3 (restaurants and cafes), A2 (professional services), etc. to ensure a competitive and attractive retail offer, which will underpin healthy and thriving town centres.

6.495 It is considered that a relatively flexible approach to uses within the town centres would be advantageous to allow the centres to adapt to new and emerging town centre trends, rather than applying an overly prescriptive approach that has been used historically in such centres.

6.496 Given the structural changes to the retail economy, it is considered that it may be pertinent to allow some poorly located retail premises to convert to dwellings. Policy ED2 specifically precludes this. However, planning legislation sets out that whilst planning applications should be determined in accordance with the Development Plan, decisions which conflict with Development Plan policy can be made if there are material considerations which indicate so. It would be the case for any applicant to demonstrate that there are material considerations to allow a decision to be made contrary to this policy requirement.

Policy ED 11

Primary Shopping Areas and Retail Frontages

Primary Shopping Areas and primary retail frontages are defined at Royal Tunbridge Wells, Southborough, Paddock Wood, Cranbrook, and Hawkhurst, as defined on the draft Policies Map.

1. To ensure that retail and complementary town centre uses remain the predominant uses within the defined Primary Shopping Area and defined primary retail frontages, new development, including that with residential above ground floor, will be permitted where:

    a. The proposal is for retail (A1) use at ground floor (or ground floor plus higher storeys); or
    b. The proposal is for a café and restaurant use (A3), leisure (D2) or community use (D1), a drinking establishment (A4), professional and financial services, or sui generis use that has similar characteristics to A1, A2, A3, D1, D2, or A4, at ground floor (or ground floor plus higher storeys).

2. Change of use of ground floor premises in these areas will be permitted where the proposed use:

    a. Retains an active shop front and maintains or enhances the vitality, attractiveness, and viability of the primary shopping frontage and the wider shopping area; or
    b. Is complementary to the shopping function of the area and provides a direct service to the public; and
    c. Does not result in an over-concentration of sui generis uses such as betting agents, pay-day loan shops and casinos within one area, and contributes to an appropriate mix and diverse offer.

Change of uses of ground floor premises to residential or other non-retail/leisure type uses as listed above will not normally be permitted, although changes of use to residential at first floor in such locations generally will be supported, subject to conformity with other policies in the Local Plan.

Retention of local facilities in defined Neighbourhood and Village Centres

6.497 The local facilities, services, and shops provided both in Neighbourhood and Village Centres perform an important role in meeting the day to day needs of local communities, while minimising the need to travel further to access such services. The NPPF emphasises the importance of creating healthy, inclusive, and safe places for people to live and work. It seeks to safeguard such services, in the interests of securing sustainable, well functioning centres to be retained or enhanced for the benefit of the local community. In accordance with this approach, the Council will resist the loss of viable local facilities.

6.498 Local facilities encompass a whole range of services, including commercial, educational, cultural, and recreational facilities, such as local shops, public houses, schools, libraries, places of worship, meeting places, and cultural buildings, as well as medical facilities, such as GP surgeries and local hospitals. The Council's Infrastructure Delivery Plan (IDP) (*add link)* identifies the key social infrastructure that will be needed to support the level of growth and development planned for the borough, including educational, recreational, and health facilities. The Council's Settlement Role and Function Study 2017[(76)] lists the existing key local facilities and services for the individual settlements across the borough.

Neighbourhood and Village Centres

6.499 In accordance with the centres hierarchy as set out within Policy ED 8 above, and as defined on the draft Policies Map, the draft Local Plan designates Neighbourhood and Village Centres across the borough.

6.500 Neighbourhood Centres comprise clusters of a minimum of five community facilities, such as a primary school, shop, public house, community hall, place of worship, and recreation facilities, which are all located within a distance of around 400 metres of each other. The Neighbourhood Centres are defined in Policy ED8 as referred to above and are shown spatially on the Key Diagram. A new Neighbourhood Centre is planned to be designated as part of the proposed development at Paddock Wood/including on land in the east of Capel parish.

6.501 Within the built up area of smaller-scale villages (those settlements that have a Limits to Built Development (LBD), as defined on the draft Policies Map), facilities are often within a reasonable walking distance of each other. However, some community facilities that lie a reasonable distance (approximately 400 metres) outside the LBD are also relatively accessible and play an important part in the local provision of services. The provision of a new Village Centre will be made at Tudeley as part of the proposed Tudeley Village.

Local Services and facilities

6.502 There are a number of small-scale uses that are important in serving the regular needs of local Neighbourhood and Village Centres and other areas outside of these designations. Such uses include a post office, shop, restaurant or public house, medical surgery (doctor and dentist or complementary therapies, such as osteopathy and homoeopathy), places of worship, community hall, children's play space, recreation facilities, primary school or early years and child care, library, recycling facilities.

6.503 It is important that such small-scale community facilities located close to the populations they serve are retained and, where feasible, enhanced. Policy ED 12 below seeks to retain existing provision within the defined centres, or 400 metres from a defined village boundary (LBD), unless suitable and/or comparable alternative provision is available within the centre or close by. For example, if a defined centre contained more than one public house, it may be acceptable to reduce the number of public houses within the centre as this will enhance the vitality of the remaining, if it can be demonstrated that it is not viable to operate more than one.

6.504 Where a development proposal would result in the loss of a commercial use or facility such as a local convenience shop, the application should be supported by a professionally prepared viability report, including financial accounts and marketing information, illustrating that efforts to promote, improve, and market the facility at a reasonable value have failed, and the use is no longer viable. This information should cover a period of two years. The Council may require the review of submitted information by an independent consultant: it is expected that the applicant will cover the cost of this. In the case of public facilities, such as village halls, it should be

76 The Settlement Role and Function Study 2017

demonstrated that demand within the locality no longer exists, or that there is clear evidence for operational reasons for closing or moving a facility, and that the wider importance of the facility to the local community has been taken into account.

6.505 Property or land that is recognised and defined as an Asset of Community Value already has greater protection from development under the Localism Act 2011. Voluntary and community organsations can nominate an asset to be included on their local authorities register of assets of community value and therefore it is not considered necessary to include reference to these assets within Policy ED 12 below.

Policy ED 12

Retention of local services and facilities within defined Neighbourhood and Village Centres

Proposals that would result in the loss of a local facility from within a defined Neighbourhood or Village Centre, or within a 400 metre distance from a Neighbourhood or Village Centre boundary, as defined on the draft Policies Map, will not be permitted unless it can be clearly demonstrated that:

1. Suitable and/or comparable alternative provision is available within the defined centre or close locality; and
2. For commercial uses, it is:

    a. not viable, or unlikely to become commercially viable, to operate the number of existing services/facilities within the centre, and
    b. it has been the subject of appropriate marketing for a period of two years and consideration has been given to other alternative commercial uses; and

3. In the case of public facilities, demand within the locality no longer exists, or there are clear operational reasons for closing, or moving the facility and the wider importance of the facility to the community has been taken into account.

The Council may require the review of any submitted information by an independent consultant; it is expected that the applicant will cover the cost of this.

Transport and Parking

Transport and Parking in Tunbridge Wells

General Information

6.506 It is an essential objective within national planning policy, as well as in this Local Plan, to ensure that there are sufficient opportunities for sustainable travel as an alternative means of transport to the private car, such as active travel and public transport. New developments will therefore be directed towards areas that are highly accessible, within reasonably close proximity to public transport infrastructure and services. This focus on sustainable transport options is aimed at relieving some of the existing and potential future transport problems as a result of projected development growth in the borough by reducing congestion, managing levels of traffic generated by new development, and creating safer road spaces, as well as contributing to good air quality and physical activity.

6.507 The Local Planning Authority understands that private cars are, and will remain, an important and necessary part of everyday life in the borough, and this is reflected in car ownership levels; levels that are expected to increase over the next few years and beyond. This is particularly a factor for the borough given its large and rural nature, as well as this Local Plan's relatively dispersed growth strategy that will result in the expansion of some of the borough's rural settlements. Significant traffic movements are also generated by workers, either through commuting to their jobs or travelling as part of their jobs, and also by those visiting the town centre for retail and leisure purposes. It will therefore be a key objective within this Plan to reduce the use of the private car for single occupancy and short journeys, and to improve ease of active travel for pedestrians and cyclists, as well as to explore the opportunity for innovative smart solutions such as Mobility as a Service (see Appendix 4: Glossary).

6.508 Moreover, the Council recognises that parts of the borough are already severely congested, and that improved transport infrastructure is a requisite for growth. There is also recognition that the application of historic approaches is not always successful in delivering the required improvements, and that this is likely to be even more the case as technology continues to impact on transport (for example, driverless technology, etc.). Technology, and the most appropriate way to take advantage of it through its implementation, is rapidly developing. The Council will therefore encourage technological development in transport and its implementation in the borough to meet the needs of effective transportation methods, and to improve the wellbeing of residents and businesses.

6.509 Alongside the Local Planning Authority's aim to improve and enhance sustainable transport options, and including the acknowledgement that private car use will remain a predominant form of transport for many in the borough, it is important that all new developments provide a sufficient and suitable level of parking. Parking standards will therefore be determined as based on, and reflecting, local circumstances and issues. In all developments, sustainable transport and active travel options should be fully realised, while retaining the viability of the development as a place to live and work without creating additional transport issues. The provision of a car club car can also ease pressures on parking and will complement sustainable transport measures[(77)].

77 Carplus Annual Survey of Car Clubs 2015/16 England and Wales excluding London

Transport assessments and travel plans

6.510 New developments have the potential to generate a considerable number of vehicular and pedestrian trips, which in turn can have both direct and cumulative impacts on the transport network. Improvements to active travel opportunities, public transport, and highway infrastructure will be required to mitigate identified impacts to ensure the increase in trips generated will not lead to significant residual transport impacts.

6.511 Transport assessments and travel plans, developed in accordance with Kent County Council guidance (Supplementary Planning Guidance 4 (2006), or subsequent revision), will be expected to accompany all planning applications for new developments that reach the required threshold as shown in Table 8. Where appropriate, new development proposals will be expected to enter into legal agreements to secure the delivery of mitigation to address both their direct and cumulative impacts on the transport network. To be determined on a site by site basis and subject to planning condition, the Local Planning Authority may also seek to secure construction and environment management plans to minimise impacts from new major developments during construction.

Table 8 Transport Assessment and Travel Plan Thresholds

	Use Class	Transport Assessment/Travel Plan Threshold
A1	Shops	1,000m²
A2	Financial & Professional Services	2,500m²
A3	Restaurants and Cafes	1,000m²
A4	Drinking Establishments	1,000m²
A5	Hot Food Takeaways	1,000m²
B1(a)	Office	2,500m²
B1(b and c)	Research & Development/Light Industrial	3,000 m²
B2	General Industrial	5,000 m²
B8	Storage & Distribution	4,000 m²
C1	Hotels	100 bedrooms
C2	Residential Institutions	10 dwellings and/or 10 parking spaces *
C3	Dwellings	
D1	Primary & Secondary Schools, Further (FE) & Higher Education (HE) Establishments	New locations for schools/FE/HE establishments. Expansion of existing school/FE/HE facilities individually assessed *
D1	All Other Non-Residential Institutions	2,500 m²
D2	Assembly & Leisure	1,000 m²
D2	Stadia	1500 seats

	Use Class	Transport Assessment/Travel Plan Threshold
	Unclassified (Sui Generis) Uses	Individually assessed *

** Seek advice from Kent County Council*

Policy TP 1

Transport Assessments, Travel Plans, and Mitigation

Development proposals must:

1. Demonstrate that the impacts of trips generated to and from the development are accommodated, remedied, or mitigated to prevent significant residual impacts, including where necessary an exploration of delivering mitigation measures ahead of the development being occupied; and
2. Provide a satisfactory transport assessment for proposals that reach the required threshold levels set by Kent County Council's Guidance on Transport Assessments and Travel Plans and in Highways England guidance (see Table 8 above); and
3. Demonstrate that the development complies with the requirements of Policy EN 23: Air Quality and the 'emissions mitigation assessment and cost calculation'.

Furthermore, all development will be required to be accompanied by a transport assessment and a travel plan if the location of the development has existing traffic issues or lack of transport infrastructure, as identified by the Local Highway Authority.

Where adequate transport infrastructure is not available to serve the development, the Local Planning Authority will seek the provision of, or contributions towards, appropriate measures that will address the identified inadequacy, and which will enable active travel and provide other highway improvements. As such, where a proposal necessitates highway improvements, the developer will be required to meet the cost of the improvements where these are fairly and reasonably related to the development.

Transport design and accessibility

6.512 The design of new development plays an important role in making it a sustainable place. Good design will ensure it is safe for all users and reduce the impact on the surrounding road network, as well as creating a high quality built environment that enhances the public realm and conserves the character of historic routes and the public realm, which greatly contribute to the attractive character of the borough. Equally, the design of our neighbourhoods can influence physical activity levels, travel patterns, social connectivity, mental and physical health, and wellbeing outcomes[(78)]. The Council will apply the Manual for Streets guidance and Kent Design Guide on an individual scheme basis that takes into account local context and, where applicable, Historic England's national and regional Streets for All: Advice for Highway and Public Realm Works in Historic Places guidance. Where streets are intended to bring wider community benefits through place making, then the Manual for Streets approach is deemed to be applicable, provided the design fits the local context.

78 Spatial Planning for Health - An evidence resource for planning and designing healthier places, PHE 2017; https://www.gov.uk/government/publications/spatial-planning-for-health-evidence-review

6.513 All developments must also be designed in a way that accommodates and enables sustainable travel, including active travel and public transport as alternative modes of transport to the private car. Developments must therefore have safe and secure accessibility for all modes of transport, as well as ensuring permeability through the site, including, where possible, maintenance and enhancement of, and/or linkages to, public rights of way or the local strategic cycle network. Opportunities for improvements to public rights of way should be established through the site assessment work as part of the planning application, including the surrounding existing network, which takes account of any deficiencies identified by Kent County Council Highways, parish councils and/or local walking groups, and make reference to made neighbourhood plans, and borough and county walking and cycling strategies as part of these improvements. Improvements may include, for example, appropriate re-routing of the public rights of way provided that there is overall enhancement or improved signage for any proximate public right(s) of way. Furthermore, access into the development site must be located in the most highly accessible location that is suitable for the proposal.

Policy TP 2

Transport Design and Accessibility

Development proposals will only be permitted provided all of the following criteria are met:

1. The development is accessible to all and permeable by all relevant modes of transport, with priority given to active forms of travel in accordance with Kent County Council's Design Guide. This will include suitable arrangements for access by large vehicles. This will take account of public transport (buses), goods, emergency, and waste collection vehicles for delivery, servicing, and drop-off. The development must also be able to accommodate the swept path of vehicles on proposed new infrastructure. This should include the largest vehicles expected to access the area; and
2. There is public transport service and infrastructure provision within reasonable close proximity; and
3. If located on, or adjacent to, a cycle route, the development will maintain and enhance, or provide a segregated link to (via the development site), the cycle route with reference to the Council's latest Cycling Strategy. Maintenance will be delivered through commuted sums to Kent County Council; and
4. Where already in existence, the public rights of way network should be safeguarded. Re-routing of existing public rights of way will be permitted provided that the network is overall enhanced. If there is an opportunity to do so, the development should also consider creating a new public right of way to improve connections to, and/or within, the site, or to enhance the existing local network, including improvements to signage. Where appropriate, financial contributions to improvements to off-site public rights of way will be sought; and
5. Roads within the development are designed and delivered in accordance with the Manual for Streets guidance and, in historically sensitive areas, Historic England's national and regional Streets for All: Advice for Highway and Public Realm Works in Historic Places guidance; and
6. All facilities and services open or provided to the public within the development will be made available for use by persons with disabilities in accordance with Article 9 (accessibility) and 19 (living independently and being included in the community) of the United Nations Convention on the Rights of Persons with Disabilities; and
7. The development incorporates self-enforcing measures into the design that encourages vehicle speed reduction and if appropriate the developer will be required to investigate amending external speed limits adjacent to, and in the vicinity of, the site's access; and

8. Suitable provision is made for car club facilities, car share, and/or cycle share as deemed appropriate; and
9. Suitable provision is made for electric car charging points (or any new technology requirements). The developer must refer to the minimum standards set out in the Local Planning Authority's latest Electric Vehicle Charging Points for New Development Guidance Note for Applicants [79].

Shared space schemes, where there is a level surface, will also only be permitted in the following instances:

a. Raised junctions, speed tables, speed bumps, and other related traffic calming features; and/or
b. Pedestrian crossings; and/or
c. Cul-de-sacs servicing 25 properties or less; and/or
d. Schemes where the contract to construct has already been awarded (or planning/technical design has been approved).

Parking Standards

6.514 Tunbridge Wells is a large and diverse borough, with extensive rural areas and numerous settlements of various sizes in addition to Royal Tunbridge Wells town itself, which has seen significant expansion over the last few decades. A single approach to the provision of car parking is therefore not appropriate for all developments that will be coming forward across the borough during the plan period. Indeed, the NPPF allows local planning authorities to set their own parking standards, providing that local car ownership levels, accessibility, the nature and type of the development, and the desire to reduce carbon emissions are taken into account.

6.515 Consequently, for residential parking standards under Use Class C3 (dwellings) only, the Local Planning Authority has adopted the parking standard recommendations in accordance with the Council's Residential Parking Standards Topic Paper, which is available on the Council's website (*add link*). These standards will therefore require developers to provide parking standards that are reflective of local car ownership levels in Tunbridge Wells borough. All parking provision will be expected to be delivered on-site in a suitable layout in accordance with the policy below. It should also be noted that this policy applies exclusively to proposals that include the development of a new residential dwelling, or the extension to an existing dwelling that requires full planning permission.

6.516 As a result, in accordance with the recommendations of the Residential Parking Standards Topic Paper, three Zones (Zones A, B, and C) have been designated for different areas of the borough. These Zones are set out within the table in Policy TP 3 below and Zone A is defined on the Royal Tunbridge Wells draft Policies Map. The methodology for their production is outlined in the Topic Paper. Moreover, the detailed methodology underpinning the development of the Zone A boundaries in particular (for the Royal Tunbridge Wells town centre) can be found in Appendix 4 of the Topic Paper and replaces the Central Access Zone as per the 2006 Local Plan.

6.517 Within Zone A, there will be mandatory parking standards as shown in Policy TP 3 below. For clarification, this mandatory parking standard means that the development will be required to deliver no more/no less than the standard required, unless an exceptional circumstance as listed within the policy is met. This Zone will require the lowest level of parking provision within the borough due to a high level of access to a good range of facilities, services, and employment opportunities, as well as a range of sustainable transport options (namely active travel and public transport options), thus reducing the need to travel by car.

79 http://tunbridgewells.gov.uk/Electric_Vehicle_Charging_Points_for_New_Development_Guidance_Note_for_Applicants-2018

6.518 Zones B and C will have minimum parking standards as also shown in the policy below. Despite car ownership levels being slightly lower in Zone B settlements than in Zone C, the use of the private car is still predominantly high in comparison to the Royal Tunbridge Wells town centre/Zone A, and therefore car parking provision is required at a suitable level that takes this into account. It is consequently considered that these areas are, and are considered to continue to be, dependent upon private car use.

6.519 Additionally, as required in the policy, residents of proposals located within a Controlled Parking Zone, regardless of what parking standard Zone (A, B, or C), will not be eligible for parking permits. Consequently, all new residential developments will be excluded from the Controlled Parking Zone. The developer will be required to meet the cost of advertising and administering any change to the Traffic Regulation Order in association with this. This is due to the mandatory and minimum parking standards meaning that a suitable level of parking provision, in line with local car or van ownership levels, is already sufficiently provided and therefore reduces the need for on-street parking. Indeed, on-street parking is an increasingly prominent issue in the borough. In some Controlled Parking Zones, the 2014 Parking Strategy found that there are 50% more permit holders in some places than spaces, which further contributes to congestion issues. Consequently, it is important to ensure that new development does not significantly exacerbate this issue.

6.520 An appropriate contribution will also be required to the Local Planning Authority's Car Club programme, which will assist in the reduction of need for private car ownership and use, and will contribute to Policy STR 6: Transport and Parking. In rural communities, car clubs can help to reduce social exclusion, and contribute towards rural resilience by ensuring that people have access to key services when public transport is not a viable option[80]. Importantly, alongside this, all proposals should encourage residents to use highly accessible public transport already in existence as well as, where possible, prioritise active travel options. Similarly, it may be appropriate to contribute towards a cycle share/cycle hire scheme being developed as part of the Local Planning Authority's latest Air Quality Action Plan.

6.521 Visitor parking in all new residential developments will be expected to be delivered at 0.2 units per dwelling (mandatory in Zone A and minimum in Zone B and C). For clarification, in Zone A this standard will be rounded to the nearest whole unit. For example, in Zone A, a residential development of two units will not require visitor parking (0.4 spaces); however, visitor parking will be required at three units and above (0.6 spaces+). However, in Zone B and C where there are minimum parking standards, all residential developments will require visitor parking.

6.522 It should be noted that, for developments under Use Class C2 (residential institutions), the developer will be required to deliver parking space provision in accordance with Kent County Council's Supplementary Planning Guidance 4 (SPG4) or in later guidance if superseded.

6.523 For non-residential development, the Local Planning Authority has, in common with other local planning authorities in Kent, adopted the maximum parking standards in accordance with Kent County Council's SPG4. As such, this Local Plan seeks to limit the amount of on-site parking provided for new non-residential/commercial development across the borough. It is intended that this will maximise development potential in these locations, and enable opportunities for active travel and the use of public transport options where at present they are readily accessible, as well as other alternative modes of sustainable transport to the private car, particularly in the Main Urban Area. However, should specific problems with overspill commercial car parking in these areas into residential areas occur, the Local Planning Authority will support Controlled Parking Zones as an option to address these problems.

80 https://como.org.uk/shared-mobility/shared-cars/why/

6.524 With all vehicle parking standards in both residential and non-residential proposals, it is important to allow for flexibility in their application in order to allow for site-specific issues to be taken into account. Policy TP 3 below therefore provides clarification as to exceptional circumstances where departures from the proposed standards could be justified. One exceptional circumstance is where independently verified viability evidence can demonstrate that achieving a required parking standard would both render the scheme unviable, and that there are overriding planning benefits to justify that the development should proceed. An example of this may be where a developer proposes a development that provides affordable housing beyond the requirements of Policy H 5: Affordable Housing, while providing evidence that achieving the required standard would render the scheme unviable. In this case, it would be perceived that the planning benefits of the development justify fewer parking spaces and may be permitted, subject to consideration of other policies in this Local Plan.

6.525 It was also considered that the provision of a car club may justify the under-provision of parking space due to their impact on local car ownership need. Indeed, although there is national evidence (Carplus Annual Survey of Car Clubs (2015/16) for England and Wales (excluding London)) that car club schemes do reduce private car ownership levels among members of the scheme, a lack of localised evidence for Tunbridge Wells borough means that under-providing parking space as an exceptional circumstance based on car club provision cannot be justified. If, however, a local survey for the Tunbridge Wells borough's car club scheme is carried out and provides evidence that private car ownership among members reduces, then a consideration will be made at the five-year Local Plan review as to whether an exceptional circumstance should be incorporated that takes this into account.

6.526 It is intended that the provision of cycle parking facilities will be included where possible into all new developments in order to encourage more active forms of travel over private car use. For all new residential and non-residential developments, safe and secure cycle parking will therefore be provided at the minimum standards outlined within Kent County Council's SPG4 or in later guidance if superseded.

Policy TP 3

Parking Standards

Size of parking spaces

Car parking spaces are expected to be provided in accordance with the following sizes:

1. If parking space does not have a wall on any side = 2.6m (width)/5m (length);
2. If parking space has a wall on one side = 2.7m (width)/5m (length);
3. If parking space has a wall on both sides = 2.9m (width)/5m (length).

In new residential development at least 15% of all proposed parking spaces must be 3.5m (width)/7.5m (length) in size in order to accommodate light goods vehicles.

Layout and landscaping of parking spaces/areas

All parking will be expected to be delivered on site in a suitable layout. Tandem parking will not be considered acceptable unless it can be demonstrated that the design of the development does not allow for parking on the road/street. Car barns will also only be considered when they are open on three sides and permitted development rights will be removed to prevent subsequent alteration. Additionally, all communal parking facilities must have at least two entry/exit points for pedestrians (to encourage activity and pedestrian movement through these), and must be subject to passive surveillance. Ideally these will be linked to, or located at, the edge of open spaces.

It is also essential that new development is not dominated by parking. Proposals must therefore indicate how robust and appropriate soft landscaping will be incorporated into, and around, parking areas.

(See Policy EN1: Design and other development management criteria)

Residential parking standards

The residential parking standards detailed within the table below will apply to proposals that are classed under Use Class C3 (dwellings) in accordance with the Council's Residential Parking Standards Topic Paper, unless there are exceptional circumstances, which are listed within the policy.

When considering whether a room is a 'bedroom', regard will be given to its position within the property, whether there is a window to the room, and whether it can accommodate a single adult bed, which can be accessed through an internally opening door with space for storage of domestic items/clothes, etc., within that room.

	Zone A	Zone B	Zone C
Zone Definition	Royal Tunbridge Wells Town Centre Parking Area	Inside the Limits to Built Development of: Royal Tunbridge Wells (excluding Zone A), Southborough Town (within Southborough parish), Rusthall (within Rusthall and part of Speldhurst parish), Pembury, Paddock Wood, Cranbrook, and Hawkhurst (Highgate and The Moor)	Everywhere in the borough excluding Zone A and Zone B
Parking Standard Definition	**MANDATORY**	**MINIMUM**	**MINIMUM**
1 Bed Flat	1	1	1
1 Bed House	1	1	1
2 Bed Flat	1	1	1.5
2 Bed House	1	1	1.5
3 Bed Flat	1	1.5	2
3 Bed House	1.5	1.5	2
4+ Bed Flat	1.5	1.5	2
4+ Bed House	2	2	2.5
Additional Visitor Parking	0.2 per unit	0.2 per unit	0.2 per unit

** Garages will not be counted within parking standards unless they are of a minimum 3.6m (width)/7m (length) in size. If a garage of this minimum size is to be incorporated into the proposal, a condition may be applied that removes permitted development rights for conversion of the garage. Car ports, car barns, and communal parking courts will also be counted towards the overall parking provision.*

Within Zone A (Royal Tunbridge Wells Town Centre Parking Area, as defined on the Royal Tunbridge Wells draft Policies Map), proposals shall deliver mandatory parking provision per residential unit. Within Zones B and C, as defined in the table above, developers will be required to provide minimum parking standards per residential unit. It is expected that all provision of parking space should be delivered on site.

Residents of new residential developments that are within a Controlled Parking Zone will not be eligible for parking permits. Traffic Regulation Orders will therefore be amended so that new residential developments are excluded from Controlled Parking Zones. It is expected that the cost of advertising and administering any change to the Traffic Regulation Order in association with this will be met by the developer. This will also apply to suitable areas deemed eligible for car club development, including new significant developments, within any Zone, that would benefit from a 'Community Car Club'. The developer of these proposals will also be expected to make an appropriate contribution to, or provide at least one parking space and support a car club car for a specified period of time for, the Local Planning Authority's Car Club programme. Developers are advised to refer to the Local

Planning Authority's latest Guidance for Developers, Planners and Sustainability on Car Club Set Up (*add link)* document and Section 106 Planning Obligations Good Practice Guide [81]. Equally, the provision of a cycle share/hire scheme may be deemed appropriate and decided on a site by site basis.

Residential Institutions (Use Class C2) will be required to provide parking standards in accordance with the maximum standards outlined within Kent County Council's SPG4 or in later guidance if superseded.

Safe and secure cycle parking provision within all new residential development will be required at the minimum standards outlined within Kent County Council's SPG4 or in later guidance if superseded.

Non-Residential Parking Standards

All proposals for non-residential development within the borough shall apply the maximum parking standards in accordance with the standards outlined within Kent County Council's SPG4 or in later guidance if superseded. These standards are listed in the table below:

Use Class	Maximum Parking Standard per Use Class
A1 Food Retail up to 1,000m²	1 space per 18m²
A1 Food Retail of 1,000m² and over	1 space per 14m²
A1 Non-Food Retail	1 space per 25m²
A2 Use Class	1 space per 20m²
A3 Use Class	1 space per 6m²*
A4 Use Class	1 space per 10m²*
A5 Use Class	1 space per 8m²*
B1 Office Use (up to 500m²)	1 space per 20m²
B1 Office Use (up to 2,500m²)	1 space per 25m²
B1 Office Use (2,500m² and over)	1 space per 30m²
B1 High Tech/Research/Light Industrial	1 space per 35m²
B2 Use Class	1 space per 50m²
B8 Storage and Distribution	1 space per 110m²
B8 Wholesale Trade	1 space per 35m²
C1 Hotels	1 space per bedroom*

** These use classes are also required to deliver one space per two staff in addition to the standard set out above.*

** All floorspace references in this table refer to gross external floorspace.*

The parking standards, parking space design and dimensions, and guideline walking distances to facilities for persons with impaired mobility for all non-residential development will be in accordance with those outlined within Kent County Council's SPG4 or in later guidance if superseded.

Safe and secure cycle parking provision within all new non-residential development will also be required at the minimum standards outlined within Kent County Council' s SPG4 or in later guidance if superseded.

Contributions/provision towards car club and/or cycle share/hire may be deemed appropriate and decided on a site by site basis.

Exceptional circumstances

In exceptional circumstances, the Local Planning Authority may require proposals to depart from the parking standards of both residential and non-residential developments if any of the following apply:

81 http://www.tunbridgewells.gov.uk/__data/assets/pdf_file/0004/38353/Section-106-Planning-Obligations.pdf

1. A bespoke parking standard is included as part of a site-specific allocation policy in this Local Plan, including in those to be determined by a masterplanning approach, or in a made neighbourhood plan that seeks to take into account specific local circumstances in that area. These parking standards will have primacy over the requirements within this policy. In relation to masterplanning this is especially recommended as there is the potential that Paddock Wood (including land in Capel parish) and particularly Tudeley Village could be designed with highly sustainable transport links/permeability/accessibility; and/or
2. Where there is a relevant parking standards policy in a made neighbourhood plan; and/or
3. Where an operator or potential occupier requires either more or less parking spaces to cater for their specific operational needs, such requirements can be clearly evidenced, and where their presence has wider planning benefits; and/or
4. To ensure the successful restoration, refurbishment, and reuse of listed buildings, or buildings affecting the character of a conservation area; and/or
5. To allow the appropriate reuse of the upper floors of existing buildings in town centres or above shop units, where it can be demonstrated that this reuse will have wider planning benefits; and/or
6. Should independently verified viability evidence demonstrate that achieving the required parking standard would both render the scheme unviable, and that there are overriding planning benefits to justify that the development should proceed; and/or
7. Where approval is obtained from both Kent County Council and the Local Planning Authority for the development of advanced technology vehicle systems (including those that are autonomous) that will provide for transport needs within the community being served, and which may link and contribute to existing or new similar systems servicing other nearby towns, town centres, and transport services. The promoter of such a system must show a compelling justification that the removal or substantial reduction or modification in the need for parking spaces in accordance with the requirements within this policy can be sustained without detriment to the local road network or town centres.

Where appropriate, the Local Planning Authority will pursue the use of Controlled Parking Zones (CPZs) to support the wider strategy for the management of on-street parking in accordance with the approach outlined in this policy.

Public car parks

6.527 Within this plan period, it is expected that the demand for private car use, particularly in the rural areas of the borough, will significantly increase as a result of projected growth and development. Consequently, in consideration of future development and likely trends, the need for sufficient parking provision in public car parks is unlikely to reduce. It is therefore crucial with regard to the vitality of many centres in the borough that public car parks are retained. Only in very special circumstances will the Local Planning Authority permit development on public car parks. As part of a proposal where any new additional or no net loss of public car parking provision is to be provided, or where the car park is to be relocated in accordance with special circumstances 1 and 2 (see Policy TP 4 below), safe and secure communal cycle parking spaces and electric vehicle (EV) charging facilities (and their ongoing maintenance for a set period of time) should be incorporated where possible in order to support active travel (see also Policy TP 2: Transport Design and Accessibility). This will form part of a condition or agreement. Such provision of EV charging facilities should be made in accordance with the minimum EV standards set out in the Local Planning Authority's latest Electric Vehicle Charging Points for New Development Guidance Note for Applicants [82].

82 http://www.tunbridgewells.gov.uk/Electric_Vehicle_Charging_Points_for_New_Development_Guidance_Note_for_Applicants-2018

6.528 All public car parks to be retained are defined on the draft Policies Map and listed within the relevant strategic place shaping policies in this Plan. However, it should also be noted that some public car parks protected by this policy are also included within the developable area of particular site allocation policies. Despite this, where this is the case, the site allocation policy contains wording to clarify that the public car park will be retained in accordance with Policy TP 4 below.

Policy TP 4

Public Car Parks

The Local Planning Authority will seek to retain public car parks in the borough, as defined on the draft Policies Map.

Development will only be permitted on these public car parks provided at least one of the following criteria is met:

1. The proposed development would result in net additional, or no net loss of, public car parking space on site and will not reduce accessibility. This may be achieved by providing additional storeys and/or underground parking, or if the proposed developed area is exterior to the area of the site that is used for public car parking; or
2. The car park could be relocated elsewhere within close proximity, which would both not result in net loss of car parking places, unless the car parking demand was considered less than that which was provided on the proposed development site, and which would not result in an increase in on-street car parking or have any significant negative impacts on the traffic within the area; or
3. The demand for car parking places in the car park being proposed for development is evidenced to be, and with regard to likely future trends, easily accommodated within an existing nearby public car park, which would not result in an increase in on-street car parking or have any significant negative impact on the traffic within the area, or on accessibility to the alternative car park; or
4. The community benefits arising from development on the public car park is considered to be greater than that of the harm caused from the loss of public car parking spaces.

Railways

Safeguarding Railway Land

6.529 The projected increase in the level of growth and development, with the consequent impact on population growth over the plan period, has meant that reliable, suitable, and sufficient railway infrastructure is essential in order to maintain the economic viability and sustainability of the borough. This has therefore meant that all railway infrastructures in the borough will be protected and safeguarded by the Local Planning Authority to ensure that any additional future facilities or services can be accommodated and are not detrimentally impacted upon by other development needs. Consequently, all proposed development that is located adjacent to Network Rail's land, assets, and/or operational railways infrastructure will be in accordance with, and subject to, Network Rail's standards guidelines. For the avoidance of doubt, this includes car parking facilities adjacent to main train stations such as the Network Rail car park south of Grove Hill Road in Royal Tunbridge Wells. It is intended that rail becomes an increasingly preferred public transport option to the private car for many commuters coming into and out of the borough to work, in order to support the Local Planning Authority's strategic Policy STR 6 Transport and Parking.

6.530 Furthermore, within the borough there are two former railway lines (Tunbridge Wells Central to Eridge and the Paddock Wood to Hawkhurst lines) that are currently not in use, but which need to be protected from inappropriate development that could prevent their future use as transport corridors.

The Tunbridge Wells Central to Eridge Railway Line

6.531 The existing Tunbridge Wells Central to Eridge railway line is to be safeguarded in this Local Plan in order that the opportunity to link the London to Uckfield railway line with the London to Hastings railway line is not lost. Part of the line already forms part of the Spa Valley heritage railway. The reopening of this rail corridor for commercial services would provide an opportunity to increase rail travel for commuting and shopping trips, reducing reliance on car-borne journeys.

6.532 The safeguarding/reinstatement of this railway line would clearly have major implications for Sainsbury's site at Linden Park Road. It would need to be properly provided for in any redevelopment proposal, whether that be retail or for a mix of uses, which may include office, leisure and/or residential elements. Additional public parking (including decking) would need to support a new transport interchange.

The Former Paddock Wood to Hawkhurst (Hop Pickers) Line

6.533 With regard to the former Paddock Wood to Hawkhurst line, the route, the cultural history, and the industrial archaeology associated with it are a recognised asset for the borough that offers potential to support tourism, cultural and physical activities, and green infrastructure across a large accessible area of the borough, connecting High and Low Weald settlements and communities. Work to provide interpretation and improve access to the route of the former Paddock Wood to Hawkhurst railway line, known locally as the Hop Pickers Line, is being led by the Hop Pickers Line Heritage Group (HPLHG) with support from the Borough and Parish Councils. The route has been surveyed, archaeological studies have been carried out, and a scheme of potential rights of way improvements to improve access to the line is being drawn up by the HPLHG. A scheme of signage and way marking has been designed and adopted by the group, and the first examples of this have been installed at Paddock Wood, with further locations under development. While the potential for the former railway line to be developed for walking and cycling trails has been successfully realised, it is recognised that, in numerous locations, parts of the Hop Pickers Line have virtually disappeared. Some sections have also been developed, meaning that a whole route plan may at present seem unlikely. However, as work continues to assess and develop ideas for improving access and connectivity along and across the route, the original alignment and adjacent land will continue to be safeguarded. This route to be safeguarded is defined on the draft Policies Map.

6.534 Where sections of the former route are no longer available to provide a trail for walking and cycling, suitable alternatives and new links may need to be found, and these will be provided through negotiation with individual landowners as necessary. The Local Planning Authority supports this proposal and will work with landowners, Kent County Council, the parish and town councils, and other stakeholders, including the HPLHG, to identify areas where access to the former railway line can be improved and used for this purpose.

Policy TP 5

Railways

Safeguarding Railway Land

Development that is located adjacent to Network Rail's land, assets, and/or operational railway infrastructure will not be permitted if the development will have a negative impact on the safe and continuous operation of the associated railway service(s) in accordance with Network Rail's standard guidelines.

Land surrounding railway stations that are suitable for development for the purpose of commuter car and/or cycle parking, bus interchanges, or station facilities, will be safeguarded to make way for potential future provision, expansion, and/or proposals promoted by National Rail policies, by Network Rail, by train operators, or by the Local Planning Authority.

Tunbridge Wells Central to Eridge Railway Line

The Local Planning Authority will safeguard the Tunbridge Wells Central to Eridge railway line, as defined on the draft Policies Map, by refusing proposals that would compromise the re-opening of the rail line and/or its use as a green infrastructure corridor.

The Former Paddock Wood to Hawkhurst (Hop Pickers) Line

The Local Planning Authority will also safeguard the Paddock Wood to Hawkhurst former railway line, as defined on the draft Policies Map, by refusing proposals that would compromise its use as a green infrastructure corridor.

Road Infrastructure

Safeguarding Roads

6.535 It is proposed that the following are safeguarded for future highways development. As set out in Policy STR 3, the Council will use its Compulsory Purchase Order powers if necessary to deliver strategic transport links, and/or will work in partnership with other organisations or authorities as necessary.

A228

6.536 Land is safeguarded for an offline (i.e. new section of) highway, which runs from the dualled section of the A228 at the north of Pembury to a position in close proximity to the existing roundabout between Paddock Wood and Five Oak Green; again, land is safeguarded around this for a remodelled junction. The provision of this new section of highways is required in order to mitigate the impact of development proposed in this Plan, particularly that around Capel and Paddock Wood and Tudeley. There is the potential that there will be a link from this new section of highway to the development to be allocated at Tudeley, although various potential routes are being considered. The final route of this link will be included in the Pre-submission version of the Local Plan, and will be subject to consultation under Regulation 19. It is likely that land will be specifically allocated for the offline A228 and link section in the Pre-submission version of the Plan.

6.537 The route of the new section of highway (A228) has been subject to considerable historic assessment and consideration, and has been 'safeguarded' in previous Development Plans, including the Local Plan (2006), Core Strategy (2010), and Site Allocations Local Plan (2016).

6.538 It is expected that any scheme brought forward for this purpose utilises the old (A228) carriageway for active modes of travel and still provides access to existing premises. Regard must be given to the Groundwater Source Protection Zone on site and the Environment Agency is to be consulted for advice; regard must also be given to the site's location in the AONB, and Natural England and other bodies must also be consulted, and options for enhanced bus travel, including contributions, should be explored.

A21 Kippings Cross to Lamberhurst

6.539 The works undertaken to ensure that the A21 is dualled from Tonbridge to Kippings Cross are now completed. Land is safeguarded to dual the remaining section from the Kippings Cross roundabout to the dualled section at the Lamberhurst roundabout, along Highways England's preferred route. The delivery of this infrastructure is not required to deliver growth proposed in the Draft Local Plan, although it remains a long term Highways England proposal and is accordingly safeguarded on that basis.

Land at Halls Hole Road

6.540 Traffic moves slowly along the A264 Pembury Road at peak times, as a result of congestion. Various options have been investigated, and continue to be investigated, to address this issue. Halls Hole Road links the Pembury Road with Forest Road and Hawkenbury; it is at points narrow and sunken. There are no detailed proposals or plans to upgrade or widen Halls Hole Road, but land is safeguarded in order to ensure that any potential scheme is not jeopardised by development. Careful regard must given to any highway development proposals given the location of Halls Hole Road in close proximity to a Historic Park and Garden, a Conservation Area, the AONB, and its location in an area of archaeological potential and the Green Belt. A high pressure gas pipeline crosses under the road at its northern extent, and the Health and Safety Executive must be consulted on any proposals for development in this location.

Policy TP 6

Safeguarding Roads

1. The three locations detailed below, as defined on the draft Policies Map, are safeguarded for the widening, alteration, improvement, or dualling of existing roads, or the provision of new roads.
2. The Local Planning Authority will refuse proposals for development that would compromise the implementation of either proposed schemes (e.g. the off-line A228), or potential road improvements/widening (e.g. at Halls Hole Road) in these locations.

Land for 'offline' A228 strategic link

Land is safeguarded for the provision of an 'offline' A228 strategic transport link and junctions, as indicated on the draft Policies Map.

A21 Kippings Cross to Lamberhurst Improvements

The Highways Agency proposes to construct an upgrade of the A21 from Kippings Cross to Lamberhurst Bypass, as defined on the draft Policies Map, and the Local Planning Authority will safeguard the preferred alignment by refusing proposals.

Land at Halls Hole Road

This site is safeguarded for future road improvements/widening.

Open Space, Sport, and Recreation

Retention of Open Space

6.541 Access to high quality open spaces, and opportunities for sport and recreation, can make an important contribution to the health and wellbeing of communities. Sports and recreation areas and facilities can contribute positively to the wellbeing and quality of communities, as well as having a positive impact upon the quality of the built environment, and can be of ecological value. The retention of open space will also support Policies STR 6: Transport and Parking and TP 2: Transport Design and Accessibility by enhancing opportunities to provide linkages between cycle and pedestrian routes to help improve public health and air quality in the borough. The NPPF encourages the provision and retention of high quality open spaces, and sports and recreation facilities.

6.542 An Open Space, Sport and Recreation Study (2018)[(83)] has been undertaken to assess the current level of open space, sport, and recreation provision within the borough. The full assessment comprises of an Open Space Study, an Indoor/Built Sports Facilities Needs Assessment, and a Playing Pitch Strategy. The approach to this work has been endorsed by Sport England. The overall study has assessed the availability, quality, quantity, and accessibility of existing provision for identified sports facilities in the context of existing and future needs. The outcomes of the study have enabled the Council to adopt a strategic approach to the future provision, maintenance, and enhancement of sports facilities.

6.543 The Open Space Study assesses the provision of open spaces, including amenity and natural space, parks and recreation grounds, play space, and allotments. The Indoor/Built Sports Facilities Needs Assessment considers the provision of built (principally indoor) sports provision such as sports halls and swimming pools, and other indoor active recreation facilities. The Playing Pitch Strategy assesses the quality and quantity of playing pitches across the borough and sets out priorities for improvement in terms of existing and new provision to meet future needs.

6.544 The overall study conclusions are that the existing open space, sport, and recreation provision within the borough should be retained (unless alternative suitable provision is re-provided), quality should be improved, and provision for new facilities should be sought and supported.

6.545 Additionally, appropriate allocations will be made for open space, sport, and recreation provision alongside built development to ensure adequate provision is made for existing and future populations, as identified within the Open Space, Sport and Recreation Study. The identified needs will be set out within the Infrastructure Delivery Plan supporting the growth set out in the Local Plan and within the individual place shaping policies.

Policy OSSR 1

Retention of Open Space

Existing open space, sports, and recreational buildings and land, including playing fields, as defined on the draft Policies Map, unless allocated for another purpose/use/development in this Local Plan, should be retained and not be built on unless it can be demonstrated that:

1. An assessment has been undertaken that has clearly shown the open space, buildings, or land to be surplus to requirements in terms of quantity, contribution to local character, and setting, and that there is no need for an appropriate alternative community, sports, or recreational use; or

83 http://www.tunbridgewells.gov.uk/residents/planning/planning-policy/new-local-plan/open-space,-sport-and-recreation-study

2. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
3. The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use; or
4. The proposal is a mixed use scheme with demonstrable open space, sports, and recreational provision, and healthy living benefits that mitigate the loss; or
5. In relation to recreational buildings, it can be demonstrated that there is suitable alternative provision on the site, or in the vicinity of the site, or if operated on a commercial basis, the facility is no longer viable and has been marketed for 12 months by appropriate agents for the use, and has been advertised at an appropriate level.

The provision of publicly accessible open space and recreation

6.546 The Council will seek to secure publicly accessible open space and recreation provision for new housing and mixed use development sites, in accordance with quantity and accessibility standards, as set out in Policy OSSR 2 below. The standards have been derived following the completion of an assessment of local needs and an audit of current provision, and are minimum guidance levels of provision. Recommended standards are expressed as hectares of open space per 1,000 people, and different standards are set for each open space typology.

6.547 The preference is for new major developments to meet their open space requirements on-site, or on adjacent sites that have been allocated in association with the housing development, including through a masterplanned approach to development. This recognises the demand and importance of publicly accessible open space to meet the needs of the existing and growing population, taking into account the findings of the Open Space, Sport and Recreation Study.

6.548 Alternatively, if provision cannot be made on site, off-site provision in a location that is conveniently and safely accessible from the site will be acceptable if provision on site is demonstrated to be inappropriate for reasons of site constraints or location.

6.549 A financial contribution towards open space provision will be sought in lieu of new provision to improve existing sites and enhance the capacity of existing provision if:

1. Suitable opportunities for new open space cannot be identified within the specified accessibility standards due to site constraints; or
2. A development is demonstrated to the satisfaction of the Council to be too small to deliver new open space provision on site.

6.550 In such cases, the Borough Council will seek to secure a high quality environment for new residents, such as attractive boundary treatments and structural landscaping, and any financial contributions will be used towards the provision, improvement, maintenance, and/or refurbishment of open space within the appropriate accessibility standards.

6.551 The Council will produce an Open Space Supplementary Planning Document (SPD) to provide further detail to support the implementation of policy, including the technical detail on how the standards will be applied taking account of existing provision within the relevant area. The SPD will include the methodology for calculating the amount of open space required on each development, when on-site open space should be provided on larger sites, and the amount of developer contributions that will be required in lieu of on-site provision; and will outline the priorities for provision or improvements to existing provision in qualitative terms, taking into account the qualitative assessment.

6.552 The Council will expect future management and maintenance of new open spaces to be appropriately secured to the satisfaction of the Council.

Policy OSSR 2

The provision of publicly accessible open space and recreation

1. For new housing or mixed use development sites, the Local Planning Authority will seek to deliver the following categories of publicly accessible open space, sports, and recreation provision in accordance with the specified minimum standards as set out below, and further detailed within the Open Space Supplementary Planning Document:

Eligible types of residential development

Category	Open market housing/flats	Affordable housing	Housing for the active elderly	Permanent mobile homes
Play Space	Y	Y	N	Y
Outdoor Sports Space	Y	Y	Y	Y
Parks and Gardens	Y	Y	Y	Y
Amenity Open Space	Y	Y	Y	Y
Natural Green Space	Y	Y	Y	Y
Allotments	Y	Y	Y	Y

Requirement for open space, sport, and recreation facilities

Type of provision	1-19 dwellings	20-49 dwellings	50-99 dwellings	100+ dwellings
Allotments	N	N	N	Y
Amenity/Natural Green Space*	N	Y	Y	Y
Parks and Recreation Grounds	N	N	N	Y
Play Space (children)	N	N	Y	Y
Play Space (youth)	N	N	N	Y

Key: Y - on-site provision normally sought, N - improvements to existing (off-site) provision normally required.

**the minimum size of amenity natural green space considered acceptable as part of new development is 0.15 ha , i.e. for developments that require on-site provision, but which would result in less than 1.15 ha of amenity/natural green space against the standard, the minimum size of amenity/natural green space is 0.15 ha.*

Open Space Type	Quantity standard for new provision (HA/1,000)*	Access standard (radius from open space)**
Amenity Green Space (above 0.15ha in size) e.g. areas of informal open space and general recreational areas	0.8	600 metres or 12-13 minutes straight line walk time
Natural Green Space e.g. meadows, woodlands, river valleys, wetlands	0.8 to include natural and amenity green space for new provision	Accessible Natural Greenspace Standard (ANGST) At least one accessible 20ha site within 2km of home One accessible 100ha site within 5km of home One accessible 500ha site within 10km of home A minimum of 1ha statutory Local Nature Reserve per 1,000 population

Open Space Type	Quantity standard for new provision (HA/1,000)*	Access standard (radius from open space)**
Park and Recreation Grounds e.g, general recreation grounds, which may also include other facilities, play space, outdoor sports space	1.1	600 metres or 12-13 minutes straight line walk time
Play Space (children) e.g. equipped play areas catering up to the age of around 12	0.04	480 metres or 10 minutes straight line walk time
Play Space (youth) e.g. skateboard parks, basketball courts, hangouts and shelters, and multi-use games areas catering for age 13-17	0.04	720 metres or 15 minutes straight line walk time
Allotments e.g. land used for growing of own produce – does not include private gardens	0.3	720 metres or 15 minutes straight line walk time

/ The Access Standards are set out within Section 6 of the Open Space, Sport and Recreation Study and will be explained fully within the Open Space Supplementary Planning Document.*

2. If open space, sports, and recreation provision cannot be provided in full on development sites due to site constraints or location, or other site specific factors, then provision should be provided off site where it is within the distance from the development site identified in the accessibility standard;
3. If other schemes and projects have been identified that would better meet the need for open space provision in the locality as part of new development, contributions may be sought in lieu of applying the access standards where relevant;
4. Exceptionally, a financial contribution in lieu of open space will be acceptable, provided:

    a. The proposed development site would be of insufficient size in itself to make the appropriate new provision; or
    b. The open space cannot be accommodated on site due to site constraints or location, and alternative appropriate off-site provision cannot be identified;

5. Where it can be demonstrated that existing open space provision can either wholly or partially mitigate the impacts of development in accordance with the above standards, the Local Planning Authority may seek a reduced level of provision or financial contribution. Developers should take full account of open space requirements at an early stage of the development management process, and are encouraged to engage with the Local Planning Authority to determine the most appropriate quantum, type, and location of open space provision;
6. The Local Planning Authority will seek to ensure the provision of the typologies of open space that are most needed in the relevant area, taking account of the above standards and the quality assessment set out in the relevant study, as well as the suitability of the site to accommodate the identified needs;
7. Proposals for, and including, new publicly accessible open space and recreation provision will, where feasible, seek to reinforce existing landscape character, as defined in the Borough Landscape Character Assessment SPD where appropriate;

8. Proposals for, and including, new publicly accessible open space and recreation provision shall respect the amenities of neighbouring occupiers, by ensuring that development does not result in excessive levels of noise or light pollution.
9. Opportunities for formal community use agreements of existing and proposed facilities should be explored to increase existing provision to the general public.

The Open Space Supplementary Planning Document will contain further detail on how the policy will be applied and implemented, and quality standards that the Local Planning Authority will have regard to in all new developments and for the improvement of existing provision where relevant.

Section 7: Delivery and Monitoring

Delivery

7.1 Preparation of the Local Plan provides a basis for ensuring that development proposals are determined and, if applicable, undertaken in a way that meets locally-agreed objectives and policies.

7.2 At the same time, the Plan's policies must not undermine delivery of the development requirements. To this end, a plan-wide Viability Assessment has been carried out, which demonstrates that the types of development envisaged should be capable of being carried out in the manner set out in the Local Plan. This is available as a supporting document [*add link*]. Further viability appraisals of the strategic and other key sites will be carried out to inform the final version of the Local Plan.

7.3 By setting the strategic framework for future development, the Local Plan also provides a clear basis for coordinated investment by a range of public, private, and voluntary sector organisations to secure efficient and effective delivery of sustainable development.

7.4 The policies in the Local Plan emphasise the importance of having adequate infrastructure, or the timely delivery of new infrastructure, to support planned growth. There has been close dialogue with infrastructure providers to ensure this. Planned infrastructure in the borough over the plan period is set out in the Infrastructure Delivery Plan, which supports the Local Plan. [*add link*]

Housing Delivery

7.5 A key function of the Local Plan is to deliver a substantial number of new homes in the borough up to 2036. The Council is committed to taking a proactive approach to housing delivery across the borough, working with the development industry and other development partners in bringing forward suitable sites.

7.6 Housing sites in the Local Plan have been assessed for their developability (and suitability), either through the earlier 'Site Allocations Local Plan', or, in the main, by virtue of being promoted through the Call for Sites process.

7.7 Furthermore, in order to inform the assessment as to when housing in the borough can realistically be expected to be built, a methodology has been developed, drawing on advice from the housebuilding industry, which covers both housing delivery (i.e. the rate at which dwellings are expected to be constructed on any one site within a year) and phasing (i.e. the process through which the year that a dwelling is expected to be constructed is calculated. Depending on site-specific factors, this can range from between one year to the end of the plan period, or further).

7.8 This assessment enables a projection of the likely timescales for the development of sites and an overall 'housing trajectory' for the borough. A summary of housing development within the Local Plan period can be seen in Table 1 in Section 4.

7.9 The full trajectory across the plan period will be presented in Appendix 3 prior to Regulation 18 consultation.

7.10 It can be seen that there is a fairly immediate increase in build rates, mainly due to the implementation of housing allocations in the earlier Site Allocations Local Plan (2016), together with other outstanding permitted schemes. Hence, although the strategic urban expansion at Paddock Wood and the new settlement at Tudeley Village are not expected to see first

completions until about 2025, a continuity of housing supply should be maintained. It is not proposed, therefore, to have a stepped increase in the housing requirement within the plan period.

7.11 The methodology provides commentary on housing sites based on site size and type, which shows how the Council will assess the delivery and phasing of new homes. Further details are set out in the Housing Supply Topic Paper [*add link*].

7.12 To further support housing delivery, the Council is preparing a 'Housing Action Plan', in accordance with the provisions of the NPPF and related Planning Practice Guidance. This will identify the overall actions that the Council is taking to bring suitable development forward in a timely manner and, specifically, what it will be doing in situations where development has stalled. This will be published separately in autumn 2019.

Monitoring

7.13 Monitoring and review are key components of the plan-making process. This is both to ensure that policies are effective for their intended purpose, and that they remain appropriate in the light of changing circumstances nationally, regionally, and locally. A good monitoring framework will identify any risks to the Plan's success and delivery, as well as highlighting risks as they evolve, including if a policy is not being implemented and the reasons, so that corrective action may be implemented.

7.14 In fact, local authorities have a duty to monitor the effectiveness of their planning policies on at least an annual basis and to produce monitoring reports[(84)]. In relation to local plan implementation, this should specifically cover housing delivery[(85)], with data on the number of net additional dwellings, including affordable dwellings.

7.15 It is particularly important to monitor if the Plan is delivering the amount and type of development identified, and that it is being delivered in the right place at the right time.

7.16 In order to assess whether the Local Plan is meeting its strategic vision and objectives, and to ensure that new policies are performing as intended, a 'Monitoring Framework' has been developed.

7.17 The Monitoring Framework identifies targets and indicators for individual policies. The performance of policies will be monitored against these targets and the findings reported within the Authority Monitoring Report. The overall performance of the Local Plan will also be monitored through the review of planning appeal decisions and the granting of applications that contradict policies contained within the Local Plan. The Monitoring Framework is set out at Appendix 3.

7.18 In monitoring policies, particular focus will be given to policies that are key to the development strategy. This includes those relating to ensuring:

i. a continuity of supply of housing and business/employment land;
ii. that there is, or will be, adequate infrastructure to meet the needs of development;
iii. that the spatial distribution strategy is being implemented.

7.19 In addition, monitoring will also review whether there have been, or there is forecast to be, any material political, social, economic, technological, and environmental contextual changes.

84 Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012
85 Regulation 34(3)

7.20 The trajectory of housing completions to meet the Local Plan target is reviewed and updated yearly and set housing monitoring is regularly undertaken specifically in relation to whether there is a continuing supply of housing land (for five years with an appropriate buffer) to meet development requirements[(86)].

7.21 The Housing Delivery Test (HDT) has been introduced as a monitoring instrument to demonstrate whether local authorities are delivering sufficient homes to meet their housing need. The HDT, which was introduced in November 2018, compares the number of new homes delivered over the previous three years with the authority's housing requirement, and measures housing delivery rather than monitoring the supply of land available for housing. The results from the HDT will be used to determine the buffer that should be applied in local housing supply calculations and whether the presumption in favour of sustainable development should apply.

7.22 In addition, if a local authority's housing delivery falls below 95% of its housing requirement, it will be required to produce an Action Plan setting out the steps the authority intends to take to improve levels of housing delivery. As a matter of good practice, it is recommended that local authorities produce Action Plans regardless of their HDT result in order to identify processes to exceed housing requirements and support future housing delivery within an area.

7.23 As well as ongoing monitoring (and any consequential partial review), the Council is obliged, every five years from the date of adoption of a strategic Local Plan, to complete a full review and decide either:

i. that its policies do not need updating and publish its reasons for this decision; and/or
ii. that one or more policies do need updating, and update its Local Development Scheme to set out the timetable for this revision.

If necessary, the Council should then update its policies.

7.24 At this point, it is anticipated that at least the development strategy and place-shaping policies will need to be reviewed in five years' time.

86 The most recent Five-Year Housing Land Supply document can be viewed at http://www.tunbridgewells.gov.uk/__data/assets/pdf_file/0009/228078/Five_Year_Housing_Land_Supply_Statement_201819.pdf

Appendix 1: Biodiversity/geodiversity sites within Tunbridge Wells borough

This appendix is associated with Policy EN 12: Protection of Designated Sites and Habitats, and lists those sites found in Table 5.

Designation	List of Sites
Natura 2000 sites (collectively including Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites)	There are no Natura 2000 sites in the Tunbridge Wells borough
Site of Special Scientific Interest (SSSI)	• Southborough Pit • Pembury Cutting and Pit • Rusthall Common • Sissinghurst Park Wood • Brookland Wood • High Rocks • Scotney Castle • Combwell Wood • Parsonage Wood • Robins Wood
Local Wildlife Sites (LWS)	• AS01/TW01 Hemsted Forest • AS02/TW02 Sandpit Wood, Clapper Hill • TW03 Roundshill Park Wood, Sissinghurst • TW04 Angley Wood, Cranbrook • TW05 Old Park Wood, Iden Green • TW06 Goudhurst Pasture • TW07 Bedgebury Park School • TW08 Bedgebury Forest, Hawkhurst • TW10 Chingley Wood • TW11 Old Swan Farm, Lamberhurst Quarter • TW12 Woods and Pasture near River Teise above Lamberhurst • TW13 White Chimney Wood, Hawkhurst • TW14 Horsmonden Churchyard • TW15 Castle Hill Wood and Pasture • TW16 Brenchley Wood • TW17 Pembury Walks • TW18 Tudeley Woods • TW21 High Wood, Hawkenbury • TW22 Windmill Farm, Hawkenbury • TW23 Friezland Wood, Tunbridge Wells • TW25 Brokes Wood, Southborough • TW26 Bidborough Woods and Pastures • TW28 Southborough Cemetery • TW29 Benenden Church • TW30 Downgate Wood and Roughland Wood, near Four Throws • TW31 Moor Wood, Iden Green • TW33 Nine Acre Wood and Gill, Benenden • TW35 St Lawrence Churchyard, Hawkhurst • SE36/TW36Avery's Wood, Buillingstone • SE37/TW37 Ashour Wood, Printstile • TW38 Benenden Wood • TW39 All Saints Churchyard, Brenchley • TW40 Brick Pit Wood, Frittenden

Designation	List of Sites
	• TW41 Beston Farm Pasture and Orchard • TW42 Collingwood, The Moor • TW43 St Lawrence's Churchyard, Bidborough • TW44 St Mary's Churchyard, Speldhurst • TW45 Gregg's Wood and Pastures, Tunbridge Wells • TW46 Broomhill and Reynolds Lane Pastures • TW48 Bayham Woods • TW49 St Nicholas' Church, Sandhurst • TW51 St Peter's Old Church, Pembury • TW53 Frittenden Cemetery • TW54 Bokes Farm, near Hawkhurst • TW55 Leggs Wood, Frittenden • TW56 Goudhurst Churchyard • TW57 Benenden Hospital Grounds • MA04 Ponds and Pasture, Waterman Quarter, near Headcorn • TW27 Southborough Common • TW32 Priest Wood, Langton Green • TW59 The Down, Lamberhurst • TW34 Shirrenden Woods, Park and Pond, Horsmonden • TW24 Rusthall Common and Tunbridge Wells Common • TM20/TW20 East Tonbridge Copses and Dykes and River Medway • TW19 Somerhill Park, Tonbridge • SE26/TM26 River Medway South of Leigh • TW58 Kent and Sussex Cemetery, Hawkenbury • TW50 Vauxhall Lane Woods, Southborough • TW60 Apple Orchard, Standen Street • TW61 Snipe Wood
Regionally Important Geological Sites (RIGS)	• TW 1 RIGS Scotney Castle Quarry
Roadside Nature Reserves (RNR)	See Kent Wildlife Trust's Kent & Medway Biodiversity Areas Web Map for mapping of the following sites: • TW11 (Ashurst Road, Speldhurst Parish) • TW01 (Iden Green Road, Benenden Parish) • TW05 (Slip Mill Lane, Hawkhurst Parish) • TW04 (Rogers Rough Road, Goudhurst Parish) • TW08 (A228, Pembury Parish) • TW09 (Halls Hole Road, Royal Tunbridge Wells) • TW03 (A229, Hawkhurst Parish) • TW02 (London Lane and Frittenden Road, Cranbrook and Sissinghurst Parish) • TW12 (Ruck Lane, Horsmonden Parish) • TW13 (High Rocks Lane, Royal Tunbridge Wells) • TW14 (Spelmonden Road, Horsmonden Parish) • TW07 (Clay Hill Road and Mount Pleasant, Lamberhurst Parish) • TW15 (High Street, Cranbrook and Sissinghurst Parish)
Sites of Local Nature Conservation Value (SLNCV)	• ID:06 Frittenden Churchyard, Frittenden • ID:11 Nellington Wood, Rusthall • ID:03 Calverley Park, Tunbridge Wells • ID:09 Kilndown Churchyard, Kilndown • ID:01 All Saints Pond, Hawkhurst • ID:14 Sandhurst Pond, Sandhurst • ID:18 Woodbury Park Cemetery, Tunbridge Wells • ID:07 Great Culverden Park, Tunbridge Wells • ID:05 Crane Valley Recreation Ground, Cranbrook

Designation	List of Sites
	• ID:04 Church Road, Paddock Wood • ID:08 Hurst Wood, Tunbridge Wells • ID:10 Kilndown Pond and Surrounds, Kilndown • ID:12 Ram Wood, Tunbridge Wells • ID:13 Reynolds Lane Woodland, Tunbridge Wells • ID:16 The Down, Lamberhurst • ID:19 Barnett's Wood, High Brooms
Local Nature Reserves (LNR)	• Barnett's Wood • Crane Valley • Foal Hurst Wood • Hilbert Wood
Candidate Local Nature Reserves (CLNR)	• Marshley Harbour Wood • Cinderhill Wood • Snipe and Bassetts Wood • Greggs Wood Town Green • Knights Wood, Tunbridge Wells • Brick Kiln Farm, Cranbrook • Church Farm, Paddock Wood • Mascalls Court, Paddock Wood • Mascalls Court Farm, Paddock Wood

Appendix 2: Schedule of designated Local Green Space sites within Tunbridge Wells borough

Local Green Space Designated Site List

Note: This Appendix supplements Policy EN 17: Local Green Space. For reference to the sites below and their detailed assessment against the Local Green Space designation criteria, please view the draft Local Green Space Assessment July 2019 document [*add link*]. The criteria and designation methodology that informs the assessment of these sites can be found in the Local Green Space Designation Methodology July 2019 document [*add link*]. All the sites below can also be found on the draft Policies Map.

Parish	Settlement	Site Number (view draft Local Green Space Assessment July 2019 document for reference (see note above))	Site Name
Benenden	*Benenden*	2	Benenden Historic Churchyard
		3	Benenden Recreation Ground
		4	Glebe Field / Playing Field
		AS_40	Hilly Fields
		AS_41	Catholic Church Grounds
		AS_44	Goddards Green
		AS_45	New Pond Corner
		AS_47	The Grange Grounds
		AS_50	Cherryfields
		AS_51	Beadles Platt
		AS_52	Beacon Field
	Iden Green	5	Iden Green Recreation Ground
		AS_48	Standen Street Community Orchard (North)
	East End	AS_42	East End Cricket Pitch
Bidborough	*Bidborough*	6	Bidborough Historic Churchyard
		7	Bidborough Recreation Ground (North)
		AS_69	Brookhurst Field
		AS_70	Bidborough Recreation Ground (South)
		AS_74	Alf's Corner
		AS_75	Green Triangle on the High Street
Brenchley and Matfield	*Brenchley*	9	Brenchley Historic Churchyard
		10	Neighbourhood Green, Church Close
		11	Brenchley Memorial Hall Sports Ground
		12	Picnic Area / Viewpoint, Crook Road
		13	Castle Hill Cricket Ground
		14	Market Heath Recreation Ground
		15	Jack Verrall Memorial Garden
		AS_28	Brenchley War Memorial
	Matfield	20	Woodland to North of Wish Court
		AS_27	Matfield War Memorial
	Petteridge	23	Porters Wood Playing Field, Petteridge
Capel	*Five Oak Green*	25	Five Oak Green Allotments
		26	Five Oak Green Recreation Ground
		AS_56	Five Oak Green Road Green Space
		AS_57	St Thomas à Becket Church
	Whetsted	**(No sites designated)**	
	Tudeley	AS_58	All Saints Church
		AS_59	Water Fountain
		AS_60	Private Burial Ground

Parish	Settlement	Site Number (view draft Local Green Space Assessment July 2019 document for reference (see note above))	Site Name
		AS_64	Ancient Orchard
		AS_65	Tudeley Allotments
Cranbrook and Sissinghurst	*Cranbrook*	34	The Horse Pond
		35	St. Dunstan's Churchyard
		36	Rammell Playing Field, Bakers Cross
		39	Cranbrook Ball Field
		40	Big Side Playing Field, Quaker Lane
		41	Tomlin Ground
		42	Frythe Estate Allotments
		43a	Oatfield Drive Allotments Site A
		45	Turner Avenue Recreation Ground
		52	Community Orchard, Wilsley Green
		55	Crane Valley
		58	Golford Cemetery
		66	The Long Field
		68	Colliers Green School Field
		69	The Copse Nature Reserve
		71	Cranbrook School Pond
		74	High Weald Academy Field
		75	Quaker Burial Ground
		76	St. Dunstan's Churchyard Turkey Oak
	Sissinghurst	77	Sissinghurst Primary School Nature Reserve
		79	King George V Field
		80	Jubilee Field Recreation Ground
		81	Sissinghurst Burial Ground
		85	Green at Hovendens
		87	Green at Cleavers
Frittenden	*Frittenden*	92	Frittenden Historic Churchyard, St. Mary's Church
		93	Frittenden Playground
		94	Frittenden Recreation Ground
		95	Frittenden Cemetery, Mill Lane
Goudhurst	*Goudhurst*	97	Goudhurst Historic Churchyard, Church Road
		99	The Old Cricket Pitch
		100	Goudhurst Cemetery
		101	Goudhurst Green Field (West of North Road)
		102	Goudhurst Green Field (North of Church Road)
		103	Tattlebury Triangle
		AS_16	Informal Green Space Between Mary Day's and Balcombes Lane
		AS_17	Informal Green Space Adjacent to Bankfield Way
		AS_18	Informal Green Space Adjacent to Culpepers
		AS_19	Recreation Ground (Hilliers Ground), Lurkins Rise
		AS_20	Green Space Adjacent to Lurkins Rise
		AS_22	Lower Glebe Field
		AS_23	Playground Adjacent to Back Lane
	Kilndown	104	Kilndown Pond

Parish	Settlement	Site Number (view draft Local Green Space Assessment July 2019 document for reference (see note above))	Site Name
		105	Kilndown Churchyard
		106	Millennium Green
		107	The Cricket Pitch
	Curtisden Green	AS_1	The Firs Pitch
		AS_3	Green Triangle Area by Curfew Cottage
Hawkhurst	*Hawkhurst*	108	St. Laurence Church Green Verges
		110	Verge Around Merton-Neale Close
		111	Stream Lane Verges
		112	Queens Road Opposite Park Cottages
		113	Sawyers Green
		114	Philpotts Cross
		115	Frontage of All Saints Church
		116	Stream Lane Nature Reserve and Pond
		117	Hawkhurst Church Pond
		118	All Saints Pond
		119	Dunks Alms Houses Frontage
		122	Horns Corner
		123	Gill's Green Including Green Bank and Steps
		124	Land at Four Wents (Potter Lane & Attwater Lane)
		125	Lightfoot Green
		126	Little Switzerland, Including Bridge and Valley
		128	Fowler's Wood
		133	Ockley Lane Allotments
		AS_26	Talbot Road Allotments
Horsmonden	*Horsmonden*	136	Horsmonden Sports Ground
		137	Locket Green
		AS_39	Green Space in Bassetts Farm
Lamberhurst	*Lamberhurst*	142	Chequers Field (Cricket Field) and Playing Fields
		143	St. Mary's Churchyard, North East of Golf Course
		AS_33	Victoria Walk and War Memorial
		AS_34	Brewer Street North Allotments
		AS_35	Brewer Street South Allotments
		AS_36	The Slade Allotments
		AS_37	Hook Green Common
Paddock Wood	*Paddock Wood*	145	Green Space Within Church Farm Development
		146	Green Space Within Mascalls Court Development
		147	Paddock Wood Cemetery
		148	St. Andrews Recreation Ground
		151	Putlands Leisure Centre Field
		152	Playground, The Ridings
		153	Playground, Fuggles Close
		154	Green Space in Development South of Badsell Road
		155	Paddock Wood Allotments South of Badsell Road
		159	Paddock Wood Allotments North of Badsell Road

Parish	Settlement	Site Number (view draft Local Green Space Assessment July 2019 document for reference (see note above))	Site Name
		161	Green Space, South of Green Lane
		162	Green Space, North of Green Lane
		165	Green Space on Ringden Avenue
		167	Green Space North of Tutsham Way
		168	Green Space/Rest Area on Cogate Road
		169	Green Space on Cobbs Close
		170	Green Space/Rest Area on Commercial Road
		171	Green Space on Forest Road
		172	Green Space/Rest Area on Maidstone Road
		175	Paddock Wood Allotments, Courthope
		176	Green Space at The Granary
		177	Church Road Cemetery
		178	Green Lane Recreation Ground
		179	Green Space with Ponds on Church Road
		181	Green Space at Newton Gardens
		183	Green Space Adjacent to Railway Bridge
		AS_55	Clover Way Playground
		AS_66	Field North of Foal Hurst Wood
		AS_67	Pond North of Railway Bridge
		AS_68	Green Corridor Adjacent to Poppy Meadow
Pembury	*Pembury*	185	Pembury Churchyard
		186	Pembury Allotments
		187	Pembury Green Space for Properties
		188	Pembury Cricket Ground
		189	Woodside Recreation Ground
		190	Green Space Adjacent to Tesco Superstore, Pembury
		AS_4	Lower Green Recreation Ground
		AS_5	Green Space Adjacent to 33 to 57 Ridgeway
		AS_6	Green Space Adjacent to 20 to 22 Ridgeway
		AS_8	Old Coach Road
		AS_10	Old Church Burial Ground
		AS_13	Lower Green Burial Ground
		AS_14	Land Adjacent to Woodside Recreation Ground (West)
		AS_15	Land Adjacent to Woodside Recreation Ground (South)
Royal Tunbridge Wells	*Royal Tunbridge Wells*	194	Oak Road Green Space and Playground
		196	Woodbury Park Cemetery
		197	Great Culverden Parkland
		198	Summervale Road
		199	Playground and Green near St. Mark's Church of England Primary School
		202	Green Square on Boundary Road, Hawkenbury
		203	Camden Park
		204	Farmcombe Road Open Space

Parish	Settlement	Site Number (view draft Local Green Space Assessment July 2019 document for reference (see note above))	Site Name
		205	Playing Field next to Nevill Cricket Ground
		206	Hilbert Road Allotments
		207	Park / Playground in Sherwood
		208	Green Park Area, South view Road, High Brooms
		210	Hawkenbury Recreation Ground
		211	Nevill Cricket and Athletic Ground
		212	Playground, Banner Farm
		216	St. John's Recreation Ground
		217	Green Space near Sandown Park
		218	Forest Area A, Knights Park (Northern Border along Home Farm Lane, and Including Adjacent Parcel of Land to the East)
		221	Green Area, Knights Park, Just South of Golding Road and The Avenue
		222	Ramslye Allotments
		223	Hawkenbury Allotments
		AS_25	Sandhurst Road Allotments
		AS_80	Reynolds Lane
		AS_81	Calverley Park East
		AS_82	Wooded Area Behind Summervale Road
Rusthall	*Rusthall*	224	Mary Caley Park
		226	Rusthall Green Space, Colbran Way
		227	Rusthall Woodland North of Tunbridge Wells Golf Course
		229	Rusthall Allotments, Southwood Road
		230	Wickham Garden Allotments
		231	Tunbridge Wells Golf Course
Sandhurst	*Sandhurst*	234	Sandhurst Green Space
		235	Sandhurst Recreation Ground
Southborough	*Southborough*	236	Southfields Park, Skinners School
		237	Copse of Trees, Yew Tree Road
		238	Playing Fields and Allotments, Ridgewaye
		239	Southborough Allotments at the End of Oak End Close
		240	Playground at the End of Holden Corner
		241	Neighbourhood Green, Woolley Road
		242	Neighbourhood Green, Lady's Gift Road
		243	The Rest Garden
		244	Frank Weare Recreation Ground, Salisbury Road
		245	Pennington Grounds
		246	Southborough Cemetery, North of Victoria Road
		251	High Brooms Allotments
		AS_83	Green Space on Powder Mill Lane
Speldhurst	*Speldhurst*	256	Pocket Park
		257	Speldhurst Historic Churchyard
		258	Speldhurst Recreation Ground
		259	Speldhurst Allotments
		265	Rusthall Playground

Parish	Settlement	Site Number (view draft Local Green Space Assessment July 2019 document for reference (see note above))	Site Name
		266	Rusthall Extension Allotments
		AS_32	Farnham Lane Cemetery
	Langton Green	269	Langton Green Village Green
		271	Langton Green Recreation Ground
		274	Land to South of Langton Road
		275	All Saints Churchyard
		276	Land Opposite Village Green to the East
		277	Land West of Oakwell House
		AS_61	Green Space on The Boundary Road
		AS_62	Green Space with Pond on The Boundary Road
		AS_76	Allotments South of Crossroads Joining Ashurst Road, Langton Road, and the B2110
	Groombridge	AS_31	Groombridge Hill Churchyard
	Ashurst	294	Ashurst Churchyard
		AS_63	Ashurst Sports Ground

Appendix 3: The Monitoring Framework

The Monitoring Framework will be completed prior to the Regulation 18 consultation.

Appendix 4: Glossary

For the purpose of this document, the following terms and definitions apply.

Glossary and Abbreviations	
Active Travel	A mode of transportation achieved by human physical activity, such as walking and cycling.
Adopted	There are a number of stages in the preparation of planning policy documents. 'Adoption' represents the final confirmation of a document's status by the local planning authority.
Affordable housing	Affordable housing includes social rented, affordable rented,and intermediate housing, provided to specified eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.
Area of Outstanding Natural Beauty (AONB)	Areas of Outstanding Natural Beauty are designated under the National Parks and Access to the Countryside Act (1947) and, along with National Parks, represent the finest examples of countryside in England and Wales. Their primary purpose is to ensure the conservation and enhancement of the natural landscape beauty, including the protection of flora, fauna, and geological interests. Development affecting such areas is restricted under the National Planning Policy Framework.
Bedroom	When considering whether a room is a 'bedroom', regard will be given to its position within the property, whether there is a window to the room, and whether it can accommodate a single adult bed that can be accessed through an internally opening door, with space for storage of domestic items/clothes, etc., within that room.
Biodiversity	Biodiversity refers to the whole of life and its diversity of life forms, species, genetic variation, and ecosystems.
Brownfield land	See 'Previously Developed Land'.
Call for sites	A general request by the local planning authority to developers, landowners, and the public to submit sites to be considered for development. These are then assessed by the local planning authority to see whether they should be included as allocations in a Local Plan.
Comparison retail	Retail items not bought on a frequent basis; for example, electrical goods and clothing (i.e. not food).
Conservation Area	An area designated by the local planning authority under the Planning (Listed Buildings and Conservation Areas) Act 1990 as being of special architectural or historic interest, the character and interest of which it is desirable to preserve and enhance. Conservation areas are a type of heritage asset.
Convenience retail	Everyday essential shopping items, such as food.
Core Strategy	The Core Strategy is a long-term strategy document, which sets the overarching agenda for future planning and decision making in the borough by defining how much development of each main type will take place and

Glossary and Abbreviations	
	broadly where it will go. The Council's Core Strategy was adopted in 2010, setting growth between 2006 and 2026.
Demand Responsive Transport (DRT)	Demand Responsive Transport (DRT) is a flexible mode of transportation that adapts to the demands and needs of its passengers.
Development Plan Document (DPD)	A policy-setting document that forms part of the statutory development plan, including the Core Strategy.
Geodiversity	The range of rocks, minerals, fossils, soils, and landforms. These may be identified as Sites of Special Scientific Interest or Regionally Important Geological Sites, but geological interest also exists outside designated sites.
Green Belt	Green Belt is open, largely undeveloped land that has been specifically designated for long-term protection. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence. It is not a designation influenced by landscape quality. Development on Green Belt land is restricted under the National Planning Policy Framework.
Green, Grey, and Blue Infrastructure	**Green** - network of natural and semi-natural features, including, for example, street trees, green roofs, parks, ponds, rivers, woodlands. **Grey** - human engineered infrastructure, including the pipes, pumps, ditches, and detention ponds engineered by people to manage stormwater. **Blue** - linked to water and includes pools, ponds and pond systems, and water courses.
Habitable Room	A room for living, sleeping, eating, or cooking. Bathrooms, closets, halls, and storage or utility rooms are not classed as habitable rooms.
Heritage asset	A building, monument, site, place, area, or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Includes nationally designated assets, as well as local assets identified by the local community and confirmed by the local planning authority. See also 'Conservation Area', 'Historic Park and Garden', and 'Listed Building'.
Historic Park and Garden	Designated by Historic England, Historic Parks and Gardens reflect the landscaping fashions of their time and are a type of heritage asset.
Infrastructure Delivery Plan (IDP)	Outlines the need for, delivery and implementation of, infrastructure necessary to support the growth strategy in the Local Plan and of specific locations within the plan period. This document is constantly reviewed as needs over time will change.
Limits to Built Development (LBD)	A line around settlements defining the area which is considered to be within the limits of the built area and that which is outside in order to restrict the encroachment of built form into the surrounding countryside.
Listed Building	A building included on a list of buildings of architectural or historic interest, compiled by the Secretary of State, under the Planning (Listed Buildings and Conservation Areas) Act 1990. Listed Buildings are a type of heritage asset.
Made Neighbourhood Plan	A Neighbourhood Plan is 'made' following examination and successful local referendum. It is then part of the statutory development plan for the area as a basis for the determination of planning applications.

Glossary and Abbreviations	
Major Development	For housing, development is considered major where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development, it means additional floorspace of 1,000sqm or more, or a site of one hectare or more, or as otherwise provided in the Town and County Planning (Development Management Procedure) (England) Order 2015.
Minor Development	For housing, development is considered minor where less than 10 homes will be provided and the site has an area of less than 0.5 hectares. For non-residential development, it means additional floorspace of less than 1,000sqm and the site has an area of less than one hectare, or as otherwise provided in the Town and County Planning (Development Management Procedure) (England) Order 2015.
Mobility as a Service	Mobility as a Service (also referred to as MaaS) is a term used to describe digital transport service platforms that enable users to access, pay for, and get, real-time information on a range of public and private transport options. These platforms may also be linked to the provision of new transport services.
National Planning Policy Framework (NPPF)	The document that sets out the Government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in decisions on planning applications. It replaces Government planning policies previously set out in Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs). Further guidance on particular topics, entitled Planning Practice Guidance, is provided on the Ministry of Housing, Communities and Local Government website. This is intended to supplement the NPPF and be updated as necessary.
Permitted Development Rights	Permitted Development Rights are a national grant of planning permission that allow certain building works and changes of use to be carried out without having to make a planning application. Permitted development rights are subject to conditions and limitations to control impact and to protect local amenity.
Previously Developed Land (PDL)	Land that is, or was, occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. This excludes: land occupied by agricultural or forestry buildings; land developed for minerals extraction or waste disposal where provision for restoration has been made; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of structures have blended into the landscape.
Policies Map	Shows on a map base all the site-specific policies and proposals set out in Development Plan Documents.
Registered Provider	A registered provider of affordable housing under Registered Social Housing Provider part 2 of the Housing and Regeneration Act 2008.
Saved	Certain planning policy documents or individual policies may be ‘saved’ pending their replacement by future documents or policies. A saved policy or document can still be used in making decisions on planning applications.

Glossary and Abbreviations	
Section 106 agreement	A legally binding agreement, made under section 106 of the Town and Country Planning Act 1990, between the Planning Authority and the applicant/developer and any other parties that may have an interest in the land. It is used to secure restrictions on the use of the land, operation of the development, or to make contributions towards the local infrastructure and facilities.
Strategic Housing Market Assessment (SHMA)	The SHMA considers housing need within the borough; the overall housing need as well as the need for different types and sizes of homes, including provision for the elderly and Starter Homes.
Site Allocations Local Plan 2016	A development plan document prepared and adopted by the Council, which allocates land for development pursuant to the strategy set out in the adopted Core Strategy 2010.
Site-specific Flood Risk Assessment	A detailed assessment of any flood risk arising from specific development proposals, prepared in support of applications for planning permission in areas subject to flood risk.
Spatial planning	A system of integrating land use planning policies with the policies of other plans, programmes and strategies, which also influence the nature of places and how they function.
Strategic Flood Risk Assessment (SFRA)	A document showing land at risk from flooding across the borough, prepared as part of the evidence base for Development Plan Documents such as the Site Allocations Local Plan.
Strategic Housing and Economic Land Availability Assessment (SHELAA)	The SHELAA identifies sites with potential for housing, employment and other uses and assesses both their potential for development and when they are likely to be developed. It is not an allocations document.
Supplementary Planning Document (SPD)	A Supplementary Planning Document (SPD) is a document that adds further detail to a particular policy or policies in the Local Plan. SPDs can be used to provide further guidance for development on specific sites, or on particular issues, such as design. The document can be a material consideration in planning decisions but is not part of the development plan.
Supplementary Planning Guidance (SPG)	Although replaced by Supplementary Planning Documents (SPDs) as a result of the 2004 Planning and Compulsory Purchase Act, Supplementary Planning Guidance (SPG) documents perform the same function as SPDs and remain a material consideration in planning decisions.
Sustainability Appraisal	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process, to allow decisions to be made that accord with sustainable development.
Sustainable development	International and national bodies have set out broad principles of sustainable development. Resolution 24/187 of the United Nations General Assembly defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The UK Sustainable Development Strategy 'Securing the Future' sets out five 'guiding principles' of sustainable development: • living within the planet's environmental limits • ensuring a strong, healthy and just society

Glossary and Abbreviations	
	• achieving a sustainable economy • promoting good governance • using sound science responsibly The NPPF describes the purpose of the planning system as to contribute to sustainable development.

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