

Rural Lanes



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Supplementary Planning Guidance

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1 Introduction

- 1.1** This document is Supplementary Planning Guidance based on Policy ENV13 of the Kent Structure Plan Third Review (Approved December 1996).
- 1.2** In support of this Guidance, the Kent Rural Lanes Study was initiated and is intended to be used as a reference document to complement the Guidance. The work for Tunbridge Wells Borough was carried out jointly by the Borough Council and the Kent County Council, with research and local knowledge contributed by some parish councils and local historians.
- 1.3** The Study provides a wealth of information on the rural lanes in the Borough and acts as a reference document, both for helping to assess the impact of any development proposal on a particular lane and also for identifying those rural lanes which may benefit from enhancement measures, either because they are of particular value already or because they have been compromised by inappropriate use or management or unsympathetic development and could benefit from ameliorative measures.
- 1.4** 'The purpose of the Supplementary Planning Guidance is to assist in making decisions on planning applications which may have an impact on rural lanes.'
- 1.5** 'The Supplementary Planning Guidance indicates features which detract from the character of rural lanes and consequently provides a guide for where enhancement measures may be appropriate. Such measures may include the use of sensitively designed signage and other highway hedgerow restoration and verge and hedgerow management schemes, tree planting, furniture or the promotion of special recreational routes.'

2 Policy Background

Planning Policy Guidance Note 7 (1997)

- 2.1** PPG 7 sets out the Government's policy on the countryside. One of the main objectives of planning policy for the countryside is to maintain or enhance the character of the countryside and conserve its natural resources, including, amongst other things, safeguarding the distinctiveness of its landscapes, its beauty, the diversity of wildlife and its historical and archaeological interest. The PPG requires local planning authorities to take these matters into account in the preparation of their development plans.

Hedgerow Regulations (1997)

- 2.2** With effect from June 1997, the new Hedgerows Regulations (Statutory Instrument 1997 No.1160) affords protection to important hedgerows in England and Wales. Notice must be given before the removal of any hedgerow, and the Local Planning Authority may require its retention, if the hedgerow meets the criteria of the Regulations. This Guidance should be an important aid in ensuring the retention of hedgerows along rural lanes (and elsewhere) in the Borough (many of which are continuous and rich in species diversity), although it will not guarantee good practice in future maintenance.

Tunbridge Wells Borough Local Plan Adopted 1996

- 2.3** Rural lanes are an integral part of the character of the countryside. Some of the existing policies in the Tunbridge Wells Borough Local Plan afford some general protection to the character of the countryside in any instance where development is to be permitted and seek to control the nature of the development accordingly. These include Policies EN23 (AONB and Kent Special Landscape Area protection). Some policies (e.g. E6(b)(2) (economic development in the countryside); recreation policies R13(3), R14(4), R15(7); and tourism policies T1(2), T3(2), T4(2)) make specific reference to highway alterations connected with development proposals which could affect that character. This Guidance will assist in considering the significance of such an impact.

Kent Structure Plan Approved 1996

- 2.4** In accordance with the general objectives of the PPG7 advice and existing plan policies, the Kent Structure Plan Third Review (Approved December 1996) contains Policy ENV 13 which seeks to protect Kent's rural lanes from unsympathetic development and to promote enhancement of the visual amenity and their use as a valuable recreational resource. The Policy and the accompanying explanatory text from the Structure Plan are set out below:

'Kent possesses a rich heritage of ancient lanes which date back to mediaeval, Saxon, and even pre-historic times. This network of lanes not only has historic value, but also contributes to nature conservation and to the distinctive landscape character of the countryside. Although the transport policies in this plan address the general issue of traffic on rural roads and policies ENV1 - 4 provide general landscape protection, consideration also needs to be given

to conserving the character and integrity of Kent's most important rural lanes, particularly those which are already experiencing significant pressures. Policy ENV13 therefore provides for lanes which are recognised as being of importance to be protected from adverse physical change, and for the promotion of nature conservation, landscape and amenity enhancement.

POLICY ENV13

Rural lanes which are of landscape, amenity, nature conservation, historic or archaeological importance will be protected from changes which would damage their character, and enhanced.

District Councils may wish to identify such lanes in local plans, assisted as appropriate by surveys and environmental and archaeological advice, in consultation with the County Council. Protection and enhancement strategies are likely to embrace a range of measures, such as restraint of traffic generating proposals, especially those involving heavy vehicle traffic, limitation of physical upgrading of the highway subject to road safety considerations, adoption of special verge and hedgerow maintenance regimes, and planting/replanting initiatives, including restoration of damaged hedgerows. Highway works will respect the character of such lanes. Other measures, such as the making of tree preservation and traffic orders, and voluntary routeing agreements with adjoining farmers, landowners and key industrial, commercial and agricultural road users, may also be appropriate.'



3 Methodology of the Rural Lanes Study

- 3.1** The detailed methodology of the Study and the full results are set out in the Study document itself.
- 3.2** The Rural Lanes Study covers all lanes in the Borough which are defined as a C and other unclassified metalled road as shown on the Ordnance Survey Map. Only lanes outside the Limits to Built Development, as they are defined by the Tunbridge Wells Borough Local Plan, were studied. The lanes which have been defined as Rural lanes by the Borough Council for the purposes of Kent Structure Plan Policy ENV13, and an index to their names and location, is included at Appendix 2a to this SPG.
- 3.3** The Borough was split into the two main landscape areas which cover the area, namely the High Weald and the Low Weald. The boundary line between the two landscape areas has been taken as the boundary of the High Weald Special Landscape Area as defined in the Tunbridge Wells Borough Local Plan.
- 3.4** Each section of lane identified for inclusion in the survey was examined by site visits and desk studies using other data for the topic areas covered by Policy ENV13 as described in paragraphs 3.8 - 3.19 below. Complete lists of the features recorded are included in Appendix 1 to this SPG. The scoring methodology is shown in the Rural Lanes Study document itself.
- 3.5** The Study gives detailed tables of the features recorded on each lane and the degree to which they are present. The Study also gives examples of how to access the information on particular lanes. Maps are also provided (included at Appendices 3 - 11 to this SPG) indicating the highest scoring lanes for each topic area. Such maps indicate where there may be particular networks of lanes for conservation and enhancement. However, non-representation of a lane on the maps does not necessarily mean that there are no features of value on that lane.

Features of Importance

- 3.6** Each rural lane was measured using 5 categories:
- Landscape and visual amenity
 - Detractions from visual amenity
 - Nature conservation value
 - Historical/archeological value
 - Recreation facilities / Leisure enhancement opportunities
- Each category is analysed separately below.

4 Landscape and Visual Amenity

4.1 This topic measures the occurrence of physical features and appearance of the lane and each lane is scored according to the presence and extent of features such as whether the lane is winding, sunken, raised, long views, sympathetic boundaries, and the presence of historic buildings, woods and hedgerows. Hedgerows are a key feature of the character of rural lanes in the Borough. Some 77% of the Borough's rural lanes are bounded by continuous hedgerows, often containing trees. Clearly this is a key feature for protection and improvement and applies generally to both the High and the Low Weald areas. This information was collected by site survey.

4.2 Rural lanes are an integral part of the landscape in which they are situated, and both reflect, and contribute to, the character. Consequently, it would be incorrect to compare the physical and visual attributes of lanes in the wooded and rolling High Weald which are intrinsically different from the lanes which may be fairly flat and pass orchards and hop gardens in the Low Weald. Both may score as being valuable on any of the topics defined by Policy ENV13, but it would clearly be illogical to score lanes in different landscape character areas using the same landscape features. For this reason slightly different landscape features have been used within each character area.

High Weald

4.3 The High Weald landscape area covers some 82% of the Borough and most of this is actually within the High Weald Area Of Outstanding Natural Beauty. The Kent Landscape and Nature Conservation Guidelines (1993) describe the area as follows:

'Owing to the general softness of the underlying rock in the High Weald, the many small streams have eroded steep incised valleys or ghylls. Whilst major routes tend to follow ridgelines, the rural lanes serving the local areas are often sunken and undulating, reflecting the underlying topography.'

4.4 The heavy, poorly drained soils discouraged early clearance and colonisation, with the dense oak woodland covering much of the area being valued as pannage for livestock. Iron ore reserves in the area also encouraged some early exploitation of this resource in Roman and pre-Roman times and formed the basis of the resurgence of the Wealden iron industry in the 16-18th Centuries. These activities led to the gradual clearance of woodland and the creation of small pasture fields. Such fields were carved out of the woodland and their boundaries often survive as shaws or residue belts of linear woodland. Woodland cover is still dense in the form of large forested areas, smaller wooded copses and shaws. This type of landscape is particularly notable in the rural lanes to the west of Royal Tunbridge Wells and Southborough and in the eastern part of the Borough around Benenden, Hawkhurst and Sandhurst.

4.5 The central part of the High Weald in the Borough extends roughly between Pembury and Cranbrook. Orchards and hop gardens with tall shelter belt hedges are common, with larger arable fields. This gives the area a well tended agricultural feel. However, the loss of orchards

and hedgerows in recent years, the reduction in the number of hop gardens and the visual effects of suburbanisation are leading to a decline in the landscape structure.

- 4.6** Appendix 3 indicates the highest scoring lanes on the basis of their physical landscape and visual amenity value. Lanes around Royal Tunbridge Wells and at Hawkhurst, Sandhurst, Iden Green and Four Throws exhibit the steep undulating ghylls and the dense woodland distinctive of the High Weald which contribute to the high landscape value of these lanes. Around the Brenchley area the lanes are not so wooded, but tend to have a wide range of features such as continuous hedgerows and changes in vertical elevation which allow views out from the lanes.

Low Weald

- 4.7** The Low Weald is a major topographical feature which extends through mid Kent and beyond. Within Tunbridge Wells Borough, parts of the parishes of Frittenden, Paddock Wood and Capel fall within this landscape area.
- 4.8** Much of the area is covered in Wealden clay; its wetness and heaviness combined with the generally flat, low elevation means that natural drainage is poor.
- 4.9** The poor ground conditions for early travellers resulted in broad trackways, created by driving farm animals and horse traffic around the worst of the waterlogged areas. This is reflected today in the wide verges and ditches along many of the rural lanes in the Low Weald.
- 4.10** Much of the original woodland cover has been cleared to create small irregular fields which have survived in permanent pasture, with a dense matrix of hedgerows and larger woodlands and copses. The presence of small rivers and streams with riparian trees marking their courses adds to the strong matrix of trees and hedges, especially in the area around Frittenden. The area around Paddock Wood and Capel more typically has larger fields and traditional orchards and hop gardens often with shelter belt hedging along the lanes.
- 4.11** Within the Low Weald the top scoring lanes occur around the Frittenden area, which has recently been included in the Eastern Low Weald Special Landscape Area and the scores reflect the general quality of the landscape. There are also some high scoring lanes to the east of Paddock Wood and between Tudeley and Five Oak Green. In both areas continuous hedgerows and ditches contribute to the high scores, with the traditional orchards and hop gardens contributing to the general quality of the landscape in the western part of the Borough.

5 Detractions from Visual Amenity

- 5.1** PPG15 confirms the importance of sympathetic road maintenance, surfacing and highway furniture in sensitive locations.
- 5.2** This topic covers all the factors which detracted from the physical appearance and amenity of the lane and included features such as broken hedgerows, unsympathetic highway improvements, signage, kerbs and crash barriers, verge erosion through over use of the lane, fly tipping, overhead cables, unsympathetic development and/or accesses and unsympathetic fences and boundary treatments. These were assessed through site visits and scored according to the extent of their occurrence. As these are negative features a high or 'good' score for this issue would be a lane scoring 0 or -1 to indicate that there were relatively few detractors. This topic score forms a ready checklist of lanes where the possibilities for physical enhancement can be assessed. A lane with a significant negative score could be an important indicator for development control purposes that the rural character of the lane was already being compromised and its quality should not be allowed to deteriorate further.

High Weald

- 5.3** The map at Appendix 4 indicates those lanes least affected by unsympathetic highway furniture or development.
- 5.4** Lanes around Benenden and Iden Green are the least affected by these features and there are also a few lanes around Goudhurst and Brenchley which are relatively unspoiled.

Low Weald

- 5.5** Within the Low Weald only a few lanes in the Frittenden area are relatively unaffected by unsympathetic highway furniture.
- 5.6** Appendices 5 and 6 indicate the instances of inappropriate kerbstone installation, reflex posts, white lining and crash barriers, observed on site throughout the rural lanes in the Borough. This emphasises the degree to which vehicular traffic has been allowed to degrade rural lanes throughout the Borough and suggests that ways to ameliorate this will need to form an important part of any enhancement programme.



6 Nature Conservation Value

- 6.1** PPG 9 sets out the principles of integrating nature conservation with land use planning and the Government's international obligations. One of the most important of these obligations is the EC Habitats Directive (adopted 1992) which requires Member States to encourage the management of features of the landscape which are of major importance for wild flora and fauna. Features which are continuous and linear or function as stepping stones are essential as corridors permitting migration. Hedgerows, small ponds and woods are among the examples specified by the Directive. Rural lanes, with their rich legacy of hedgerows, verges and ditches, are an important feature for wider nature conservation objectives.
- 6.2** This topic in the Rural Lanes Study includes the presence of Roadside Nature Reserves, adjacent SSSI's or SNCI's, species rich hedgerows, verge width, ditches, ancient woodland and also noted where there were severely machine flailed hedges. This part of the study drew on the Kent Wildlife Habitat Survey and other data bases as well as site survey.
- 6.3** Almost half of the species-rich hedgerows in the Borough lie along the rural lanes (according to the Kent Habitat Survey) which makes this an extremely important feature for conservation and enhancement, in both the High Weald and Low Weald landscape areas.

High Weald

- 6.4** Once again the lanes around Hawkhurst, Benenden and Iden Green score highly as Appendix 7 shows. This is due largely to steep woodland ghylls which are often rich in nature conservation interest. Other high scoring groups occur at Pembury Walks associated with the woodland there. Other examples occur around Goudhurst, Curtisden Green and Lamberhurst. The high scores along these lanes are due to the lengths of species-rich hedges along them.

Low Weald

- 6.5** Within the Low Weald some lanes around Frittenden scored highly on this topic as a result of species rich hedgerows coupled with wide verges. East of Paddock Wood several lanes also scored on one or other of these factors.
- 6.6** Within the rural lanes themselves clearly the hedgerows are an important wildlife habitat as are the wide verges and ditches. Development or highway improvement schemes which threaten these features should be avoided.

7 Historical/Archaeological Value

- 7.1** PPG15 states that there should be effective protection for all aspects of the historical environment. The physical remnants of our past are to be valued and protected for their own sake as part of our cultural heritage. Rural lanes which have their origins in the earliest history of the area and are important in understanding its historical evolution.
- 7.2** This part of the survey drew mainly upon the County Council historical and archaeological records and other research by local historians. Any Scheduled Ancient Monuments, earthworks or other historic features or buildings along the lane were recorded. The origin of the lane was also recorded where possible (e.g. whether it was a Roman road, an Iron Way or a Drove Road, or followed an old Parish boundary).

High Weald and Low Weald

- 7.3** Appendix 8 indicates those lanes with high scores for their historic value and Appendix 9 indicates lane origins. The local topography and soil types had much to do with the orientation and creation of lanes in the Borough. Poorly drained Wealden soils and difficult topography led to comparatively late settlement of the Weald and the easiest routes, generally following ridge top and valley bottoms were selected. These are reflected in the routes of modern main roads such as the A262 and A268.
- 7.4** There is some evidence of the existence of a prehistoric trackway in the Cranbrook area which was probably the earliest exploitation of the iron ore deposits. The Romans also exploited the iron ore deposits of the Weald and their routes survive both in the modern A229 and in the rural lane network in the Sissinghurst, Four Throws and Benenden area.
- 7.5** Jutish settlers from northern Kent created a series of drove routes used by livestock drivers across the North Downs and into the forest of the Weald to take advantage of the autumnal pannage for their livestock. Many such lanes run in a north - east / south - west direction. Some 38% of all the rural lanes in the study in Tunbridge Wells Borough are part of the old drove route network. As a result of their origins as drove routes, the lanes lead directly to settlements rather than between them. Consequently, none of the lanes follow the line of parish boundaries as they do to the north of the County.
- 7.6** There are a number of groups of high scoring historic lanes, particularly to the north of Goudhurst, Frittenden, Sissinghurst and Cranbrook and in the area around Hawkhurst, Four Throws and Sandhurst. The groupings of high scoring lanes also reflect ironways. Some fairly high scoring lanes also exist to the west of Royal Tunbridge Wells (Speldhurst area), again reflecting the legacy of the drove routes.

8 Recreational Amenity Value / Leisure Enhancement Opportunities

- 8.1** There are already a number of initiatives to increase the use of rural lanes for quiet enjoyment of the countryside, for example, by walking, cycling and horseriding. The rural lane network represents a potentially significant resource for recreation, if removal of through traffic, traffic restriction and traffic calming measures can be implemented successfully.
- 8.2** In the Rural Lanes Study, this topic measures the incidence of leisure facilities, public rights of way linking with the lane and whether or not the lane forms part of a cycle network or other type of tourist or leisure route. This should indicate lanes or groups of lanes which are or could be further enhanced and protected to maximise their potential for recreational use. This topic will also need to be regularly updated, since two new Parish Pedals cycle routes and the Sustrans Route 18 between Tunbridge Wells and Tenterden have recently been launched and will have upgraded the recreational value of the lanes they traverse.
- 8.3** Kent is poorly provided with bridleways (10% of the Public Right of Way network is bridleway, compared with 20% nationally) and the Borough fits this pattern. Even with the inclusion of toll rides and permissive rides, many rural lanes are regularly used by riders, either for linking the off road network or because there is no off road resource at all in their locality. Those lanes in regular use by riders for these reasons have been recognised as such in the scoring.

High Weald

- 8.4** Appendix 10 shows lanes which score highly because they incorporate recreational routes tend to centre on the Benenden, Iden Green and Sandhurst areas and also on the Brenchley/Horsmonden areas largely because of the Parish Pedals cycle route initiatives launched by the Kent High Weald Countryside Management Project.
- 8.5** Some lanes also score fairly highly because of links to the High Weald Walk around Royal Tunbridge Wells and to other lanes which either link with or form part of other publicised recreational routes. There are few rural lanes in the High Weald linking to bridleways, however the Rural Lanes Study itself maps those lanes with such links.

Low Weald

- 8.6** There are relatively few lanes with recreational amenity in the Low Weald, with only one or two rural lanes in each of the parishes of Frittenden, Paddock Wood and Capel having significant links with the public rights of way network.
- 8.7** Some progress has clearly already been made in improving the recreational value of some rural lanes in the Borough. Apart from the Parish pedals initiative however, recreational amenity remains focused on links with the public rights of way network rather than on the rural lanes themselves. Whether better use could be made of this resource, given initiatives for example in traffic calming would be an important area for enhancement work.

9 Overall Lane Scores

- 9.1** A summary scaled score for the rural lanes has been calculated taking all the different topics into account, including negative values for detrimental features. This enables an overall score for each lane to be calculated so that lanes within the same landscape areas can be compared with each other. This is useful for identifying any particular groups of lanes which might lend themselves to a particular enhancement project or which represent lanes of exceptional quality which are particularly worthy of protection.

High Weald

- 9.2** High scoring lanes in the High Weald occur particularly around Hawkhurst, Sandhurst, Iden Green, Benenden, Goudhurst and sporadically around Royal Tunbridge Wells (see Appendix 11).
- 9.3** The fact that these lanes have scored highly overall suggests that they represent some of the best conserved and best used lanes within their landscape area. Development proposals of any type should be carefully scrutinised to assess whether they may degrade any of the factors contributing to the quality of these lanes either individually, or where they are part of a network of similar lanes.

Low Weald

- 9.4** Within the Low Weald the highest scoring lanes were those around Frittenden village, due to their high landscape and visual amenity. One or two lanes to the south east of Paddock Wood and at Capel also score moderately well because of landscape features.



10 Planning Policy for Rural Lanes Affected by Development Proposals

- 10.1** Kent Structure Plan Policy ENV13 provides for the conservation of rural lanes which are of landscape and visual amenity, recreational amenity, nature conservation or historical/archaeological value.
- 10.2** Many lanes have registered some value in at least one of the topic areas, even if they have not fallen into the category of lanes scoring highly overall. Even lanes which may not have high scores overall are of interest in the context of development control, since this suggests that the rural character has already been compromised and that further inappropriate development may weaken what is left.
- 10.3** Consequently, reference should be made to the SPG and the study results to assess not only the overall value of a lane, but its value in each of the topic areas covered by the policy. For the purposes of development control the scores should be broken down into their constituent parts to assist in understanding the elements which contribute to the character of a particular lane. A development proposal which compromises such a feature may then be ameliorated, if possible, or if necessary, refused.
- 10.4** Besides the effect of unsympathetic development on individual rural lanes, the impact on the wider network of lanes also needs to be considered. This Guidance illustrates that there are several areas in the Borough covered by networks of rural lanes which are of great value. These are the areas around Benenden/ Four Throws/ Iden Green/ Hawkhurst/ Sandhurst; Frittenden/Sissinghurst; north of Goudhurst and a more fragmented network in the Speldhurst / Bidborough area.
- 10.5** One of the chief detractors from visual amenity on rural lanes is highway furniture, signage and improvements. If a development proposal would require changes of this type to satisfy highway safety requirements, then it is unlikely that the proposal would be appropriate for the location.
- 10.6** In considering development proposals which are served by a rural lane, or network of lanes, the Borough Council will only grant permission where the development would not be detrimental to the physical landscape value of the lane; the recreational amenity value of the lane (by generation of significantly more traffic or by physically affecting access to the public rights of way network); the nature conservation value of the lane; or the historical or archaeological importance of the lane.
- 10.7** Where development is permitted, sympathetic design and use of materials in keeping with the character of the lane will be sought with a preference for natural features and materials (such as hedging, grass banks and stone setts). The use of inappropriate, urbanising features (such as raised concrete kerbs, unsympathetic surface materials, fencing and walls) will not be approved.
- 10.8** Similar considerations will apply to any highway related works which would be required as a result of the proposed development.

11 Enhancement Opportunities

- 11.1** Kent Structure Plan Policy ENV13 not only seeks to protect the character of rural lanes but also to enhance them.
- 11.2** The Rural Lanes Study has a site summary for each lane on each of the four topic areas monitored by the survey. It is possible, (particularly from the detractors from visual amenity section) to start to identify lanes and features which would benefit from enhancement measures. Enhancement measures can be directed at making the very best of a good feature (for example, sympathetic management of a hedgerow or verge to ensure that it continues to contribute to conserving the character and overall quality of that lane) or focused on restoring lanes achieving lower scores.
- 11.3** The results of the Study for Tunbridge Wells Borough are that the overall value of many lanes in the Borough is quite high. However there is little doubt that the most serious detractors from visual amenity and the character of many lanes are highway 'improvements' such as unsympathetic signage, kerbstones, whitelining, reflex posts, crash barriers widening and so on. The majority of lanes in the Borough are affected to a greater or lesser extent, as the inevitable result of lanes which have evolved over hundreds of years ago carrying modern traffic of volume, speed and type for which they were not designed. Alteration and adaptation to improve highway safety has resulted in the degradation of the character and physical appearance of the lanes that increasingly is being seen.
- 11.4** The planning system clearly has a role to play in both land use allocation through development plans and in development control, in not encouraging types of land use which will not lead to the diminution in the value of rural lanes by vehicular traffic.
- 11.5** A number of environmental initiatives with an impact on rural lanes have already been commenced by agencies such as the Kent High Weald Project, Kent Wildlife Trust, Kent County Council (Highways).
- 11.6** The development of partnerships is being pursued in the West Kent Country Lanes Project which is a joint initiative between KCC (Highways and Planning), the District Councils of West Kent, including Tunbridge Wells Borough Council, and the Countryside Commission. The project is concentrating on traffic management in rural lanes. Any scheme for traffic management or calming will be the subject of local consultation.
- 11.7** There is great advantage in focusing a series of co-ordinated actions to enhance rural lanes and their use for informal recreation. A number of proposed actions have been identified through the Rural Lanes Study. These are listed below, but the list should not be regarded as exhaustive. The implementing agencies are indicated in brackets.
- 11.8** In devising any enhancement measures which directly affect the metalled highway, the needs of existing users such as farmers and local businesses will be taken into account.

11.9 Highways and traffic calming

- a** Consider the appropriateness of design and materials used for kerbing, reflex posts, safety fences and carriageway markings. (WKCLP, District Councils, KCC Highways).
- b** Compile design guidance and best practice notes on rural accesses and means of enclosure. (KCC, District Councils)
- c** Consider materials and design to be used for road signs in rural lanes, including protection and maintenance of traditional wooden and cast iron signs (KCC, District Councils).
- d** Explore the potential for establishing traffic management schemes which set targets for reduction of traffic levels where there are groups of high scoring lanes together (WKCLP).
- e** Explore the potential for establishing speed restriction or other traffic calming devices on sensitive rural lanes and those which are used as rat runs (WKCLP).
- f** Work with rural land owners and Highways to minimise use of rural lanes by LGVs through devising preferred routes and using width or weight limits on vehicles (WKCLP).
- g** Identify areas for Rural Transport Strategies (WKCLP).
- h** Investigate the scope for legislative change to allow for the downgrading of some minor roads principally for recreational use (WKCLP).
- i** Identify any 'hotspots' of verge erosion and investigate means of re-instating verges and reducing future damage (KCC, Highways, KWT, KHWP).

Landscape and Nature Conservation Enhancement

- j** Identify further sites for possible inclusion in the Roadside Verge Nature Reserve Project (verges with nature conservation interest) (KCC, Kent High Weald Project, KWT).
- k** Promote continued sympathetic management and cutting regimes for verges (KCC Highways).
- l** Encourage adjoining landowners to maintain roadside ditches, where necessary using land drainage enforcement powers under Section 14 of the Land Drainage Act 1991 (KCC Highways).
- m** Develop a hedgerow campaign, raising awareness of the issues for conservation management and restoration, traditional management methods and assistance available (KHWP).
- n** Develop a campaign aimed at promoting the conservation management of roadside shaws and woodlands (KHWP, HWAONB Unit, Landowners)

Recreational Amenity

- o** Develop and promote leisure and amenity opportunities which make use of rural lanes and associated pedestrian rights of way, for example route planning for foot, bicycle (for example the KHWP Parish Pedals initiative and links to the national Sustrans network) and horse riding routes, historic routes (e.g. The High Weald Landscape Trail) (KCC, Districts, KHWP, West Kent Country Lanes Project).
- p** Investigate the supply of cycles at public transport destinations to allow sustainable transport to tourist destinations such as National Trust properties (WKCLP).
- q** Include information on the characteristics of rural lanes and information of historic interest in themed publications for sustainable tourism (South East Tourist Board).

Appendices

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- 2a 2b** Reference Map and Index of Rural Lanes with Overall Scores Table.
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Appendix 1

Features recorded for the purpose of the study

Those features listed in bold have scores i.e. a score of 0 – 3 (negative for those which detract from the visual amenity (those marked with**), attributed to them.

1 Landscape and Visual Amenity Value

Length of lane – in kilometres

Lane name

Width of metalled surface

- a** single track with passing bays
- b** two way with no lane marking
- c** two lane with central lane marking

Winding

horizontal alignment

Sunken

the extent that the lane is below the surface level of adjoining land

Raised

the extent that the lane is above the surrounding level of adjoining land islands – Presence or absence of road islands at junctions

Ditches

either water filled or not

Building of character

listed building or buildings which are of vernacular style

Continuous hedgerows

length of intact hedge which is more-or-less stock proof

Hedgerows with trees

either of the above with the presence of trees

Trees

either lined or over-arching

Woodland

adjoining

Orchards

adjoining

Bridges

any type including motorway bridges and stone bridges

Views

outward across the wider landscape

Brick walls

made from local materials

Stone walls

made from local materials

Chestnut fence

2a Detractions from visual amenity and enhancement opportunities

****Broken hedgerows**

hedges where there are gaps and which are no longer stock-proof

****Widening or Straightening/Lay-bys**

****Erosion of verges**

physical erosion of verges and boundaries by vehicle passage

****Kerbstones**

inappropriate use of

****Deleterious development**

****Access creation**

inappropriate use of materials and design of

****Overhead powercables/phone lines**

****Litter**

fly tipping

****Signing**

unsympathetic to adjoining landscape

****Concrete walls**

of unsympathetic design

****Other walls**

which are not made from the above and are unsympathetic

****Interwoven panel fence**

****Close board fence**

****Other Fence**

using unsympathetic design and style e.g. post and wire

2b Recreational Amenity**Pedestrian facilities**

walker links to the Public Rights of Way Network or footway provision

Horse facilities

including riding schools/livery stables and private facilities

Bridleway

network links in the PROW network

Long distance footpaths (LDF's)

links

Circular Walk

in the lane

Cycle tour

included in lane network

Approach to a Tourist attraction**Tourist/Leisure routes**

using the lane e.g. High Weald Country Tour

Name of Tourist Route**3 Nature Conservation****Roadside Nature Reserve**

according the Road Verge Project

Species-rich Hedges

with a diversity of native woody species and good hedgerow bottom flora

SSSI or SNCI

adjoining

Wide verge

this could provide a valuable habitat refuge for flora and fauna

Severely machine flailed hedge**Ditches****Ancient Woodland**

adjoining

4 Historical/Archaeological

Scheduled ancient monument

monument name or reference

Major earthworks

adjoining or one lane

Lesser earthworks

adjoining or one lane

Amorphous earthworks

adjoining or one lane

Parish Boundary

lane lying on the line of a parish boundary before boundary changes in 1980

Parish names

which the lane divides

Roman road

line of recorded Roman road

Iron Way

Drove Road

Turnpike

turnpiked during the 17th and 18th centuries

Approach to historic feature and or building

Literary Connections

referenced location and approximate date of lane existence

Appendix 2a

Rural Lanes Study

Lane Ref.	Lane Name	Land- scape & Visual (2-17)	Detra- ctors (-7-0)	Rec. (0-9)	Nature (-1-8)	History (0-12)	Lane Total (0-31)	Scaled Total (-0.35- 48.21)
1.0	GRANDSHORE LANE	10	-2	1	4	0	13	18.30
2.0	MILL LANE	13	-3	3	2	0	15	19.71
3.0	STAPLEHURST RD/SINKHURST GREN	11	-1	4	4	0	18	26.01
3.1	MILL LANE	13	-1	0	2	0	14	16.21
4.0	HEADCORN ROAD	10	-1	6	3	8	26	37.51
5.0	POUND HILL/BIDDENDEN ROAD	10	-2	3	5	4	20	29.64
6.0	BUBHURST LANE	10	-2	2	6	0	16	24.46
7.0	COLDHARBOUR LANE	6	0	4	7	0	17	28.50
8.0	AYLESWADE LANE	9	-1	3	8	0	19	30.69
8.1	BOUNDS CROSS	11	-1	2	2	4	18	23.41
9.0	THE STREET/TANYARD ROAD	7	-1	2	2	8	18	24.85
10.0	SAND LANE	10	-4	5	6	4	21	33.40
11.0	DIGDOG LANE/BETTENHAM LANE	11	-4	6	3	1	17	25.78
12.0	HAREPLAIN	7	0	5	5	3	20	31.18
13.0	CRANBROOK ROAD	10	-1	6	8	8	31	48.21
14.0	SPONGS LANE	5	-5	0	0	0	0	-0.35
15.0	LONDON LANE	9	0	0	2	0	11	13.28
16.0	MILL LANE	5	-1	1	1	12	18	24.27
17.0	CHAPEL LANE	8	-2	5	0	6	17	23.42
18.0	CRANBROOK ROAD	3	-1	5	4	4	15	25.33
19.0	CHAPEL LANE/NEW POND ROAD	9	-3	2	7	5	20	31.33
20.0	BENENDEN ROAD	12	-4	3	5	6	22	32.22
21.0	BEXHILL LANE / HALDEN LANE	8	-2	2	4	4	16	23.62
22.0	BISHOPS DEN	6	-1	0	8	0	13	22.05
23.0	STEPNEYFORD LANE/GREEN LANE	13	-4	4	2	3	18	24.60
24.0	WALKHURST ROAD	12	-1	4	1	0	16	20.59
25.0	IDEN GREEN ROAD	10	-1	9	6	3	27	42.77
26.0	TILSDEN LANE	10	-1	0	2	5	16	20.01
27.0	GOLFORD ROAD	5	-4	0	2	4	7	10.44
28.0	BABB'S /COLDHARBOUR LANE	16	-1	3	5	3	26	35.35
29.0	WATER LANE	12	-2	4	2	4	20	27.10
30.0	POTTER'S LANE	9	-1	1	5	0	14	20.51
31.0	HEARTEN OAK ROAD	13	-5	3	5	0	16	23.99
32.0	WHITE'S LANE	12	-3	4	0	0	13	16.31
33.0	WATER LANE	15	-1	5	1	4	24	30.91
34.0	ATTWATER'S LANE/NINEVEH	14	-2	4	2	0	18	23.66
35.0	HINKSDEN ROAD	14	-3	7	3	4	25	35.81
35.1	FOXHOLE LANE	11	0	0	3	0	14	17.42
36.0	CONGHURST LANE	14	-2	2	2	4	20	25.34
37.0	STREAM LANE	15	-2	3	1	0	17	20.64
37.1	RISDEN LANE	14	-3	1	4	4	20	26.67
38.0	HINKSDEN ROAD	17	-1	3	3	5	27	34.79
39.0	SPONDEN LANE	14	0	4	1	0	19	23.66
40.0	MILL STREET	12	-3	7	4	6	26	38.67
41.0	STANDEN STREET	15	-3	4	3	8	27	36.61
42.0	CROUCH LA/STONE PIT	13	0	1	3	8	25	32.18
43.0	RINGLE CROUCH LANE	7	-3	1	0	0	5	5.67
44.0	CROUCH LANE /DINGLEDEN	11	-1	2	1	4	17	21.27
45.0	WOODCOCK LANE	13	0	6	6	4	29	42.56
46.0	RAMSDEN LANE	10	0	3	3	0	16	22.06
47.0	WOODCOCK LANE	9	0	1	1	0	11	13.02
49.0	BODIAM ROAD	13	-4	1	0	4	14	16.04
50.0	SILVERDEN LANE	13	-1	1	4	0	17	22.37

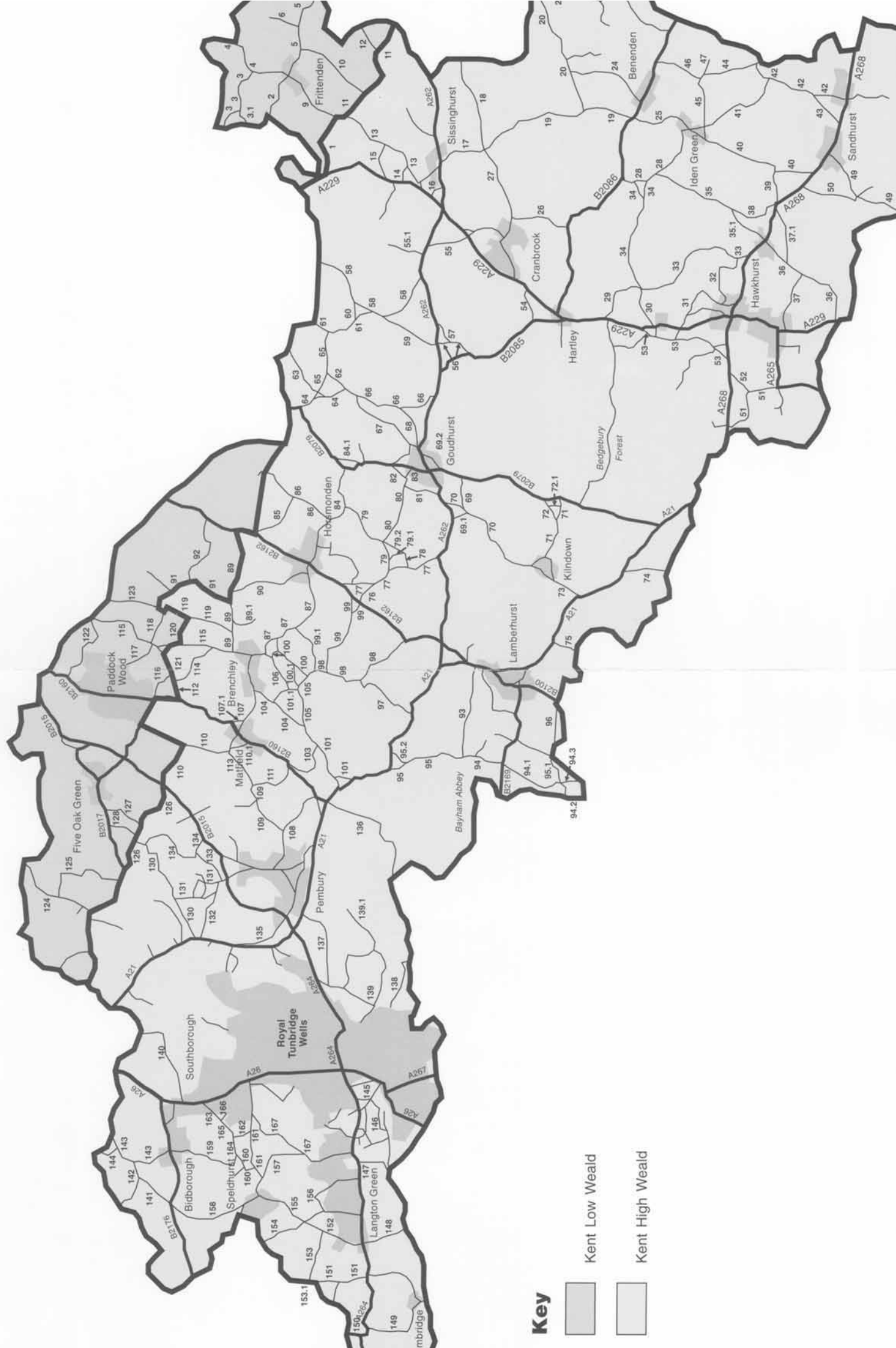
Rural Lanes

Lane Ref.	Lane Name	Land-scape & Visual (2-17)	Detra-ctors (-7-0)	Rec. (0-9)	Nature (-1-8)	History (0-12)	Lane Total (0-31)	Scaled Total (-0.35-48.21)
51.0	DELMONDEN ROAD	8	-1	1	0	4	12	14.25
52.0	NORTH HILL ROAD	13	0	2	0	4	19	22.20
53.0	SLIPMILL ROAD	13	-2	5	4	4	24	34.26
54.0	TURNDEN LANE	7	-4	0	1	0	4	4.86
55.0	WHITEWELL LANE	10	-1	0	1	4	14	16.51
55.1	FRIEZLEY LANE	9	-3	3	3	3	15	21.93
56.0	FLISHINGHURST LANE	7	0	0	2	0	9	11.28
57.0	CHALK LANE	10	-2	0	3	0	11	14.28
58.0	CLAY HILL / FOLLY HILL	9	-3	2	3	4	15	21.41
59.0	COLLIERS GREEN ROAD	16	-2	1	5	4	24	31.88
60.0	SOUTH OF FOXRIDGE WOOD	9	0	0	5	0	14	19.70
61.0	HUSH HEATH HILL/ROUND GREEN LANE	14	-4	1	7	4	22	32.02
62.0	COMBOURNE LANE	7	-7	0	0	4	4	4.95
63.0	WILDEN PARK ROAD	13	-4	0	6	4	19	27.00
64.0	WORMS HILL/CURTISDEN GREEN LANE	11	-3	1	2	4	15	19.39
65.0	HORDERN LANE	4	-2	0	3	4	9	13.72
66.0	JARVIS LANE /MILE LANE	14	-1	1	3	4	21	26.67
67.0	LADHAM LANE	11	-1	2	2	4	18	23.41
68.0	JARVIS LANE	14	-3	2	4	4	21	28.55
69.0	PEASLEY LANE	6	-2	1	5	0	10	16.44
69.1	BLUECOAT LANE	2	-2	1	0	0	1	1.74
69.2	MAYPOLE LANE	11	-2	1	4	0	14	19.30
70.0	RANTERS LANE/RISEDEN LANE	13	-5	8	5	0	21	33.39
71.0	ROGERS ROUGH ROAD	13	-1	5	3	0	20	27.75
72.0	PRIORS HEATH	8	0	1	0	0	9	9.88
72.1	UNKNOWN	3	0	1	0	0	4	4.88
73.0	CHURCH LANE	5	0	1	1	0	7	9.02
74.0	ROSEMARY LANE	10	-3	2	2	0	11	14.83
75.0	BEWBRIDGE LANE	8	0	5	4	0	17	25.96
76.0	RUCK LANE	10	0	4	2	0	16	21.80
77.0	SPELMONDEN ROAD	6	-1	4	2	0	11	16.73
78.0	UNKNOWN	16	-1	2	3	0	20	25.11
79.0	SMALLBRIDGE LA. / BRICK KILN LA	11	-1	5	0	0	15	19.33
79.1	RECTORY PARK ROAD	5	-2	0	1	0	4	5.00
79.2	BRICK KILN LANE	6	-2	2	0	0	6	7.62
80.0	SMALL BRIDGE LANE	10	-3	4	4	0	15	22.87
81.0	SMITHS LANE	10	-1	5	4	4	22	32.33
82.0	LIDWELLS LANE	5	-2	0	3	0	6	9.28
83.0	BLIND LANE	6	0	1	2	8	17	23.04
84.0	BALLARDS HILL	9	-4	1	2	8	16	21.76
84.1	GORE LANE	8	-5	1	3	3	10	15.03
85.0	HAYMANS HILL	13	-3	5	2	3	20	27.55
86.0	GROVEHURST LANE	11	-4	5	3	4	19	27.98
87.0	BRENCHLEY/HORSMONDEN ROAD	13	-1	4	4	4	24	33.45
89.0	YEW TREE GREEN/ CROOKE ROAD	12	-1	4	3	2	20	27.59
89.1	PALMERS GREEN LANE	14	-6	2	3	0	13	17.76
90.0	FURNACE LANE	14	-5	2	4	0	15	20.97
91.0	PEARSON'S GREEN LANE	11	0	5	4	4	24	34.40
92.0	CHURN LANE	9	-3	4	7	0	17	28.29
93.0	MOUNT PLEASANT LANE	17	0	2	5	0	24	31.46
94.0	CLAY HILL ROAD	10	-1	0	2	0	11	13.21
94.1	FREEHEATH ROAD	9	-2	2	1	2	12	15.48
94.2	SLEEPERS STILE ROAD	7	0	1	0	0	8	8.88
94.3	FREEHEATH ROAD	8	0	1	0	0	9	9.88
95.0	CLAYHILL ROAD	13	-4	1	3	7	20	26.54
95.1	NEILLS ROAD	10	-1	1	0	0	10	10.81
95.2	PERCH LANE	7	-6	0	1	0	2	2.72
96.0	HOG HOLE LANE	10	-1	0	2	0	11	13.21



Lane Ref.	Lane Name	Land- scape & Visual (2-17)	Detra- ctors (-7-0)	Rec. (0-9)	Nature (-1-8)	History (0-12)	Lane Total (0-31)	Scaled Total (-0.35- 48.21)
97.0	CUCKOO LANE	10	-1	1	0	0	10	10.81
98.0	TONG LANE	9	0	3	2	4	18	24.36
99.0	MARLE PLACE ROAD	13	-1	4	0	0	16	19.45
99.1	SPOUT LANE	11	0	2	3	0	16	21.18
100.0	FAIRMAN'S ROAD	9	-1	5	1	4	18	24.91
100.1	SHORT LANE	7	-6	1	0	0	2	2.46
101.0	CRYALS/PETTERIDGE RD	12	-4	1	0	0	9	9.60
101.1	TIBB'S COURT LANE	12	-4	2	1	8	19	24.50
103.0	SOPHURST LANE	10	-5	1	1	0	7	8.67
104.0	PETTERIDGE LANE	13	-6	4	2	8	21	29.26
105.0	CRYALS ROAD	9	-1	5	0	4	17	22.77
106.0	HATMILL LANE	10	-2	1	0	4	13	15.18
107.0	BRENCHLEY ROAD	3	-5	3	0	0	1	3.29
107.1	COPPERS LANE	4	-1	4	1	0	8	12.59
108.0	KINGSTOLL ROAD	11	-3	7	1	0	16	23.09
109.0	ROMFORD ROAD	9	-1	7	1	0	16	23.23
110.0	CHESTNUT/CRITTENDEN LANE	13	-3	4	1	4	19	24.89
110.1	UNKNOWN	8	-1	6	4	0	17	26.77
111.0	BRAMBLE REED LANE	12	-4	2	2	0	12	15.76
112.0	CHANTLERS HILL	6	-1	1	1	0	7	8.95
113.0	FOXHOLE LANE	10	-2	6	1	0	15	21.28
114.0	WATERMAN'S LANE	9	-3	2	0	0	8	9.55
115.0	QUEEN STREET/MILE OAK ROAD	11	-3	1	3	0	12	16.09
116.0	MASCALL'S COURT ROAD	6	-2	2	0	0	6	7.62
117.0	CHURCH ROAD	5	-1	1	2	1	8	11.45
118.0	MILE OAK ROAD	7	-1	3	3	0	12	17.99
119.0	KNOWLE ROAD	9	-1	2	4	4	18	25.69
120.0	KNOWLE LANE	6	0	3	3	0	12	18.06
121.0	MASCALL'S COURT ROAD	7	-4	1	0	4	8	10.04
122.0	LUCKS LANE	10	-6	2	4	0	10	15.90
123.0	WILLOW LANE	8	-1	2	3	0	12	17.11
124.0	HARTLAKE ROAD	12	-2	4	3	4	21	29.24
125.0	SHERENDEN ROAD	12	-2	4	2	0	16	21.66
126.0	ALDERS ROAD	11	-3	3	0	0	11	13.43
127.0	SYCHEM LANE	10	-1	2	0	0	11	12.69
128.0	CHURCH LANE	6	-1	3	0	0	8	10.57
130.0	DISLINGBURY ROAD	12	-2	6	5	0	21	31.84
131.0	PEMBURY HALL ROAD	11	-2	9	5	0	23	36.48
132.0	PEMBURY WALKS	5	-1	5	3	0	12	19.75
133.0	REDWINGS LANE	12	0	5	3	0	20	27.82
134.0	AMHURSTBANK ROAD	10	-1	3	1	0	13	16.71
135.0	TONBRIDGE ROAD	4	-4	1	3	4	8	13.46
136.0	DUNDALE ROAD	12	-3	3	3	4	19	26.29
137.0	CORNFORD ROAD	16	-1	7	5	0	27	38.79
138.0	HAWKENBURY ROAD	11	-1	2	6	0	18	26.53
139.0	HALLS HOLE ROAD	9	-5	8	1	0	13	20.83
139.1	HIGH WOODS LANE	12	-5	3	6	0	16	25.13
140.0	VAUXHALL LANE	13	-2	4	-1	0	14	16.24
141.0	HAYESDEN LANE	9	0	3	1	4	17	22.22
142.0	ENSFIELD ROAD	8	-2	4	1	4	15	20.96
143.0	GATE FARM ROAD	14	0	6	0	0	20	25.28
144.0	UPPER HAYESDEN ROAD	10	-2	4	0	4	16	20.82
145.0	MAJOR YORK'S ROAD	6	-3	7	0	0	10	15.95
146.0	HUNGERSHALL PARK	11	-2	2	0	0	11	12.62
147.0	TEA GARDEN LANE	12	-4	1	4	0	13	18.16
148.0	BROOM LANE	15	-1	3	2	4	23	29.29
149.0	GROOMBRIDGE ROAD	11	-2	1	1	0	11	12.88
150.0	BROAD LANE	10	-2	0	0	0	8	7.86

Rural Lanes

Lane Ref.	Lane Name	Land- scape & Visual (2-17)	Detra- ctors (-7-0)	Rec. (0-9)	Nature (-1-8)	History (0-12)	Lane Total (0-31)	Scaled Total (-0.35- 48.21)
151.0	OLD HOUSE LANE	7	0	5	1	0	13	18.54
152.0	SPELDHURST ROAD	5	-2	3	0	0	6	8.50
153.0	LEGG'S LANE	14	-2	3	0	0	15	17.50
153.1	POUNDSBRIDGE HILL	8	0	2	1	0	11	13.90
154.0	BULLINGSTONE LANE	9	-1	2	1	4	15	19.27
155.0	SPELDHURST ROAD	14	-2	2	0	4	18	21.06
156.0	FARNHAM LANE/BURNTHOUSE LANE	9	0	1	-1	0	9	8.74
157.0	LOWER GREEN ROAD	12	-3	3	0	4	16	19.87
158.0	BARDEN ROAD	7	-7	5	0	0	5	8.91
159.0	FRANK'S HOLLOW ROAD	17	-2	4	3	0	22	28.80
160.0	STOCKLANDS GREEN RD	10	-1	8	0	0	17	23.97
161.0	ETHERINGTON HILL	16	0	4	0	0	20	23.52
162.0	BENTHAM HILL	8	0	3	0	0	11	13.64
163.0	CONSTITUTION HILL RD	10	-2	2	1	0	11	13.76
164.0	STOCKLANDS GREEN RD	8	-1	3	0	0	10	12.57
165.0	VICTORIA ROAD	4	-2	3	3	0	8	13.92
166.0	CONSTITUTION HILL RD	6	0	2	3	0	11	16.18
167.0	BROOMHILL BANK ROAD	15	0	3	2	0	20	24.92

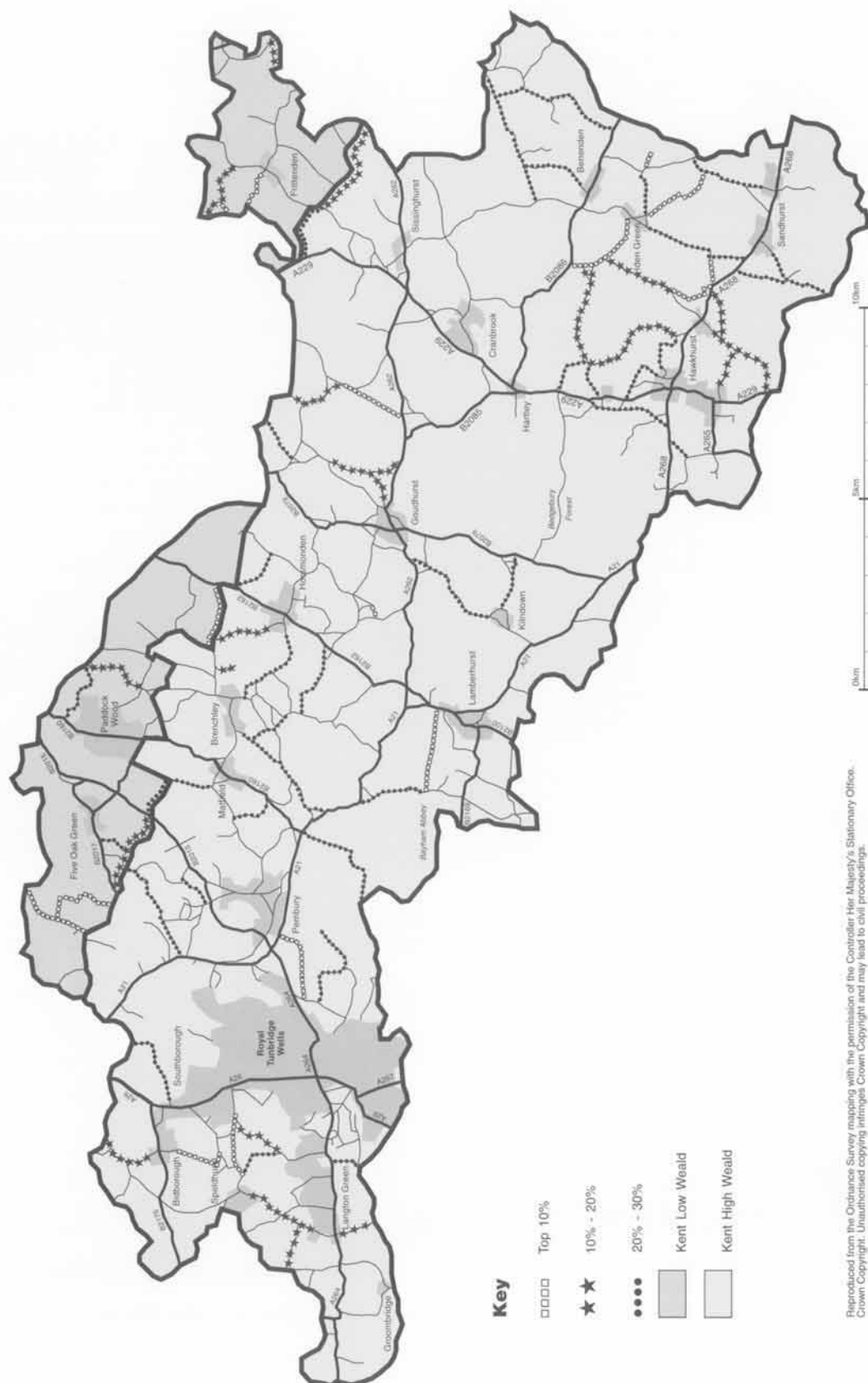


Key

-  Kent Low Weald
-  Kent High Weald

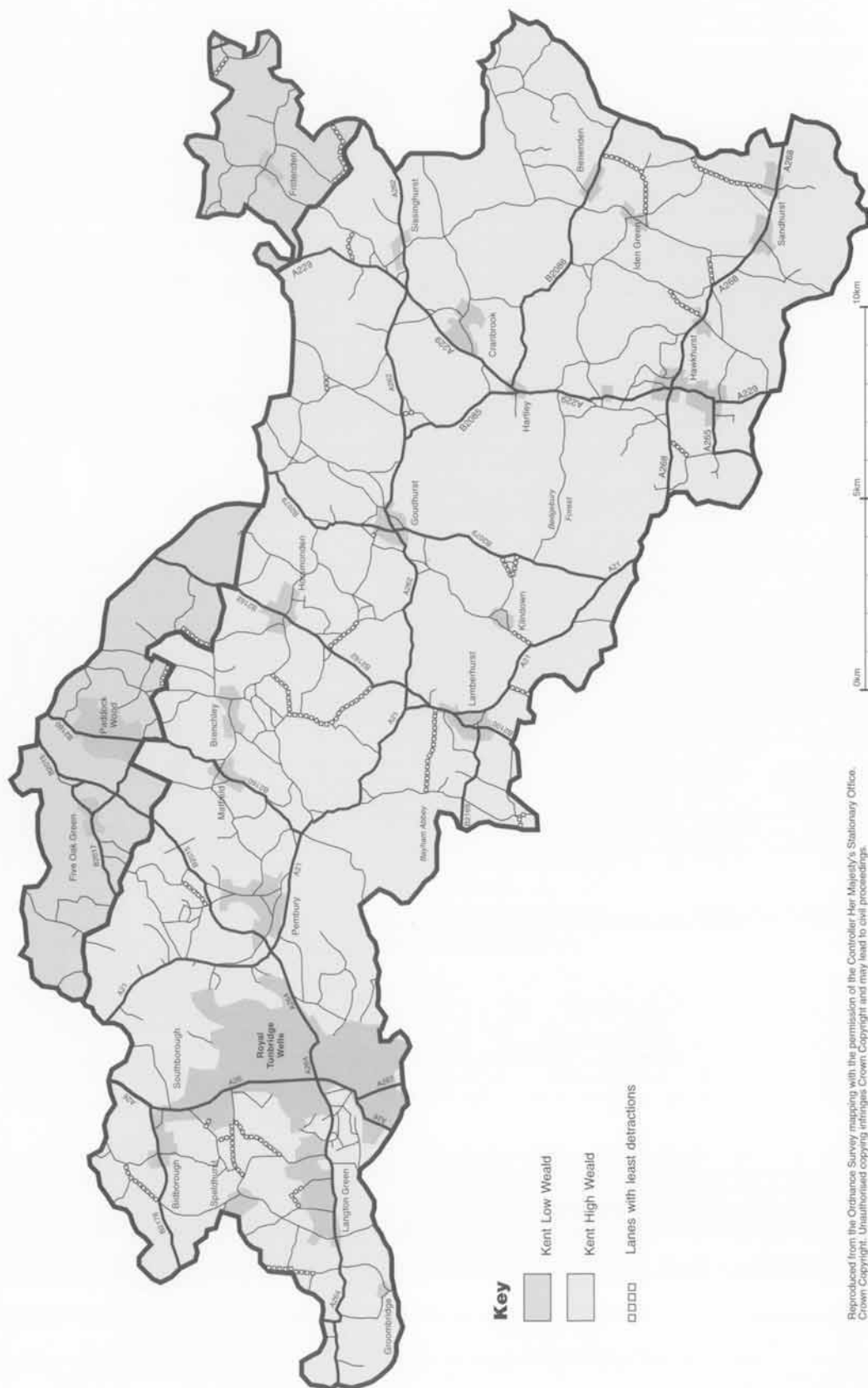
Appendix 3

Lanes of high landscape and amenity value in Tunbridge Wells Borough



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 Tunbridge Wells Borough Council LA 079812, 1996

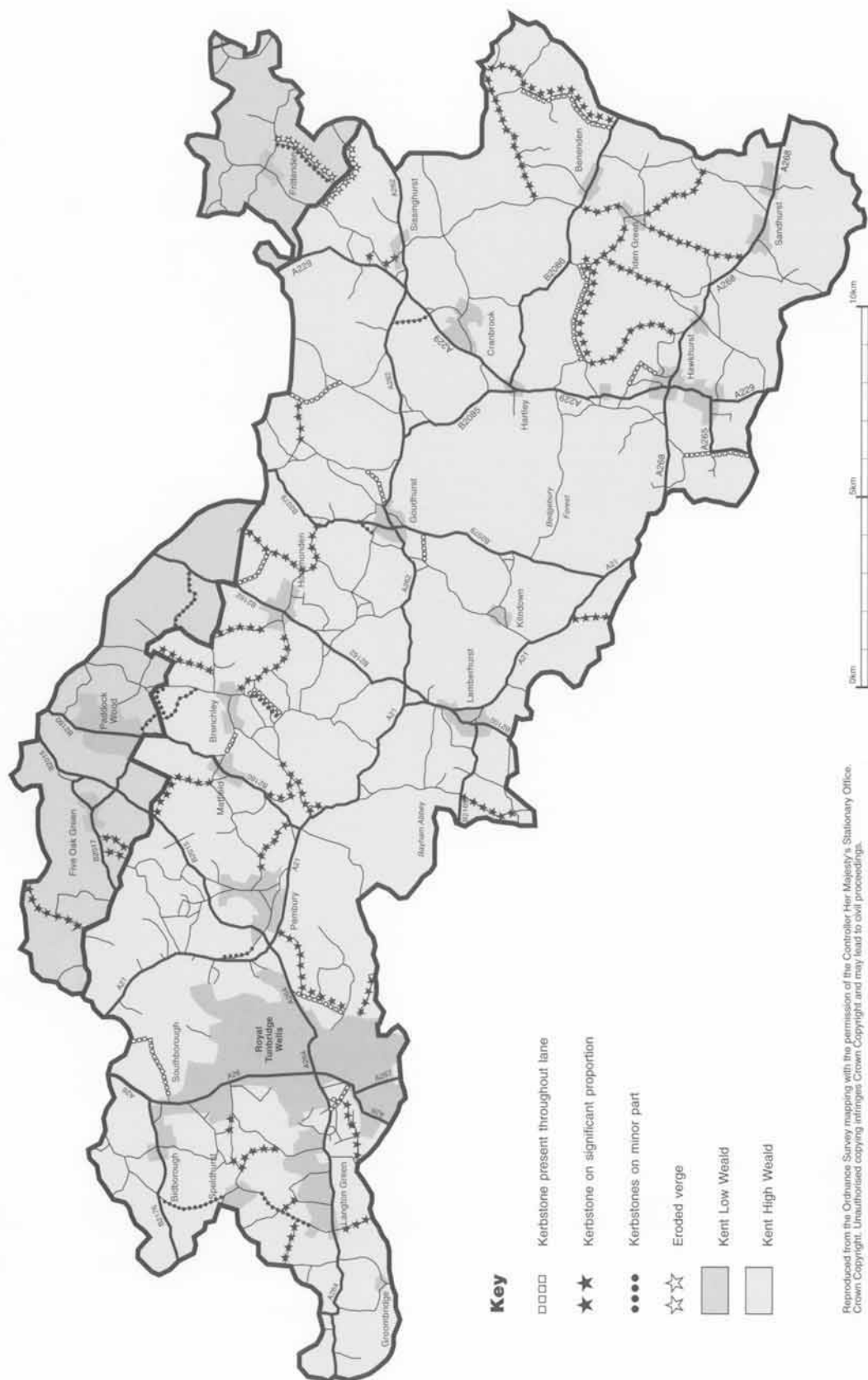
Appendix 4 Lanes with least detractions from visual amenity in Tunbridge Wells Borough



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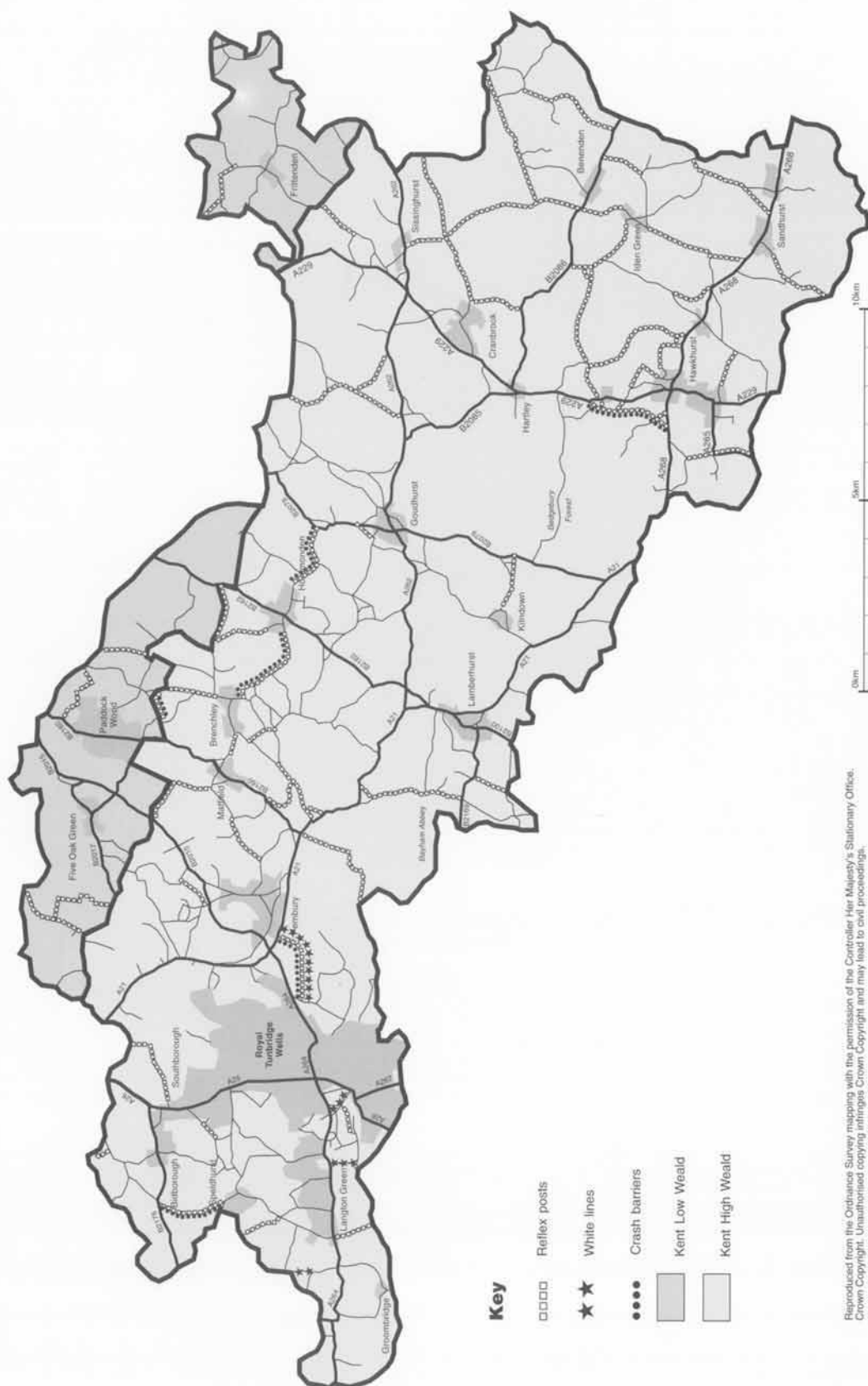
Appendix 5

Lanes with eroded verges and inappropriate kerbstones in **Tunbridge Wells Borough**



Appendix 6

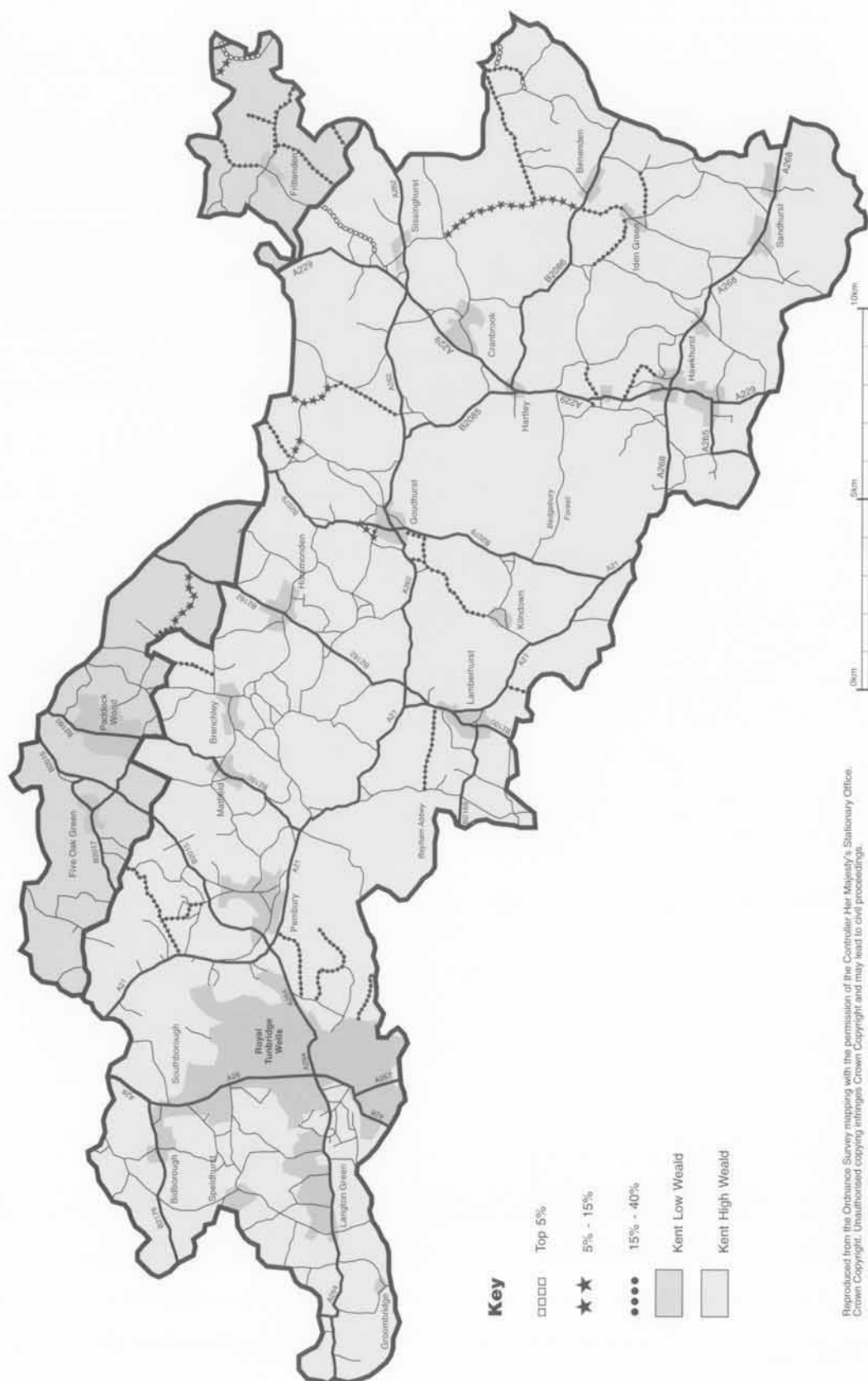
Lanes with highway furniture in Tunbridge Wells Borough



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Appendix 7

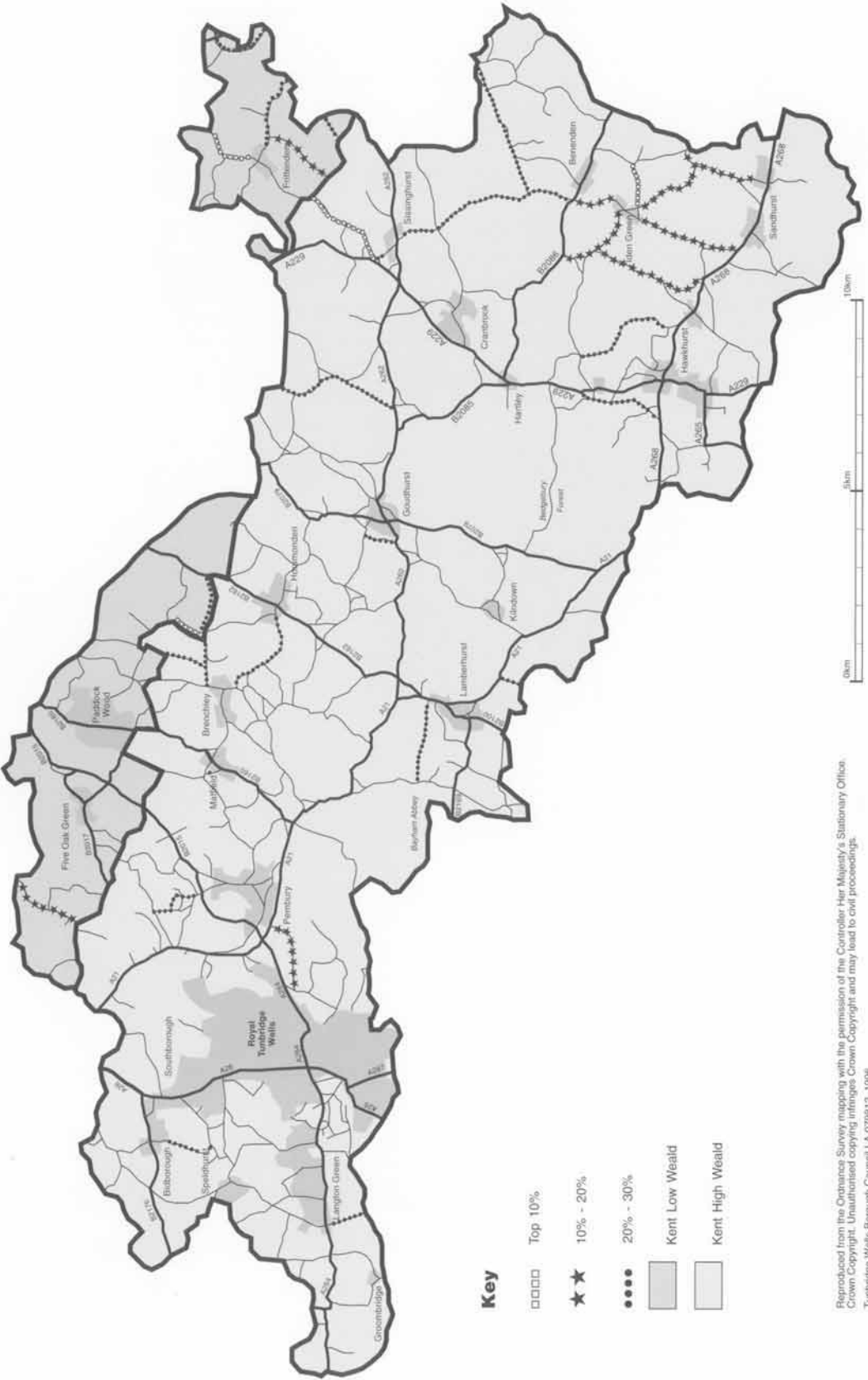
Lanes of high nature conservation value in Tunbridge Wells Borough



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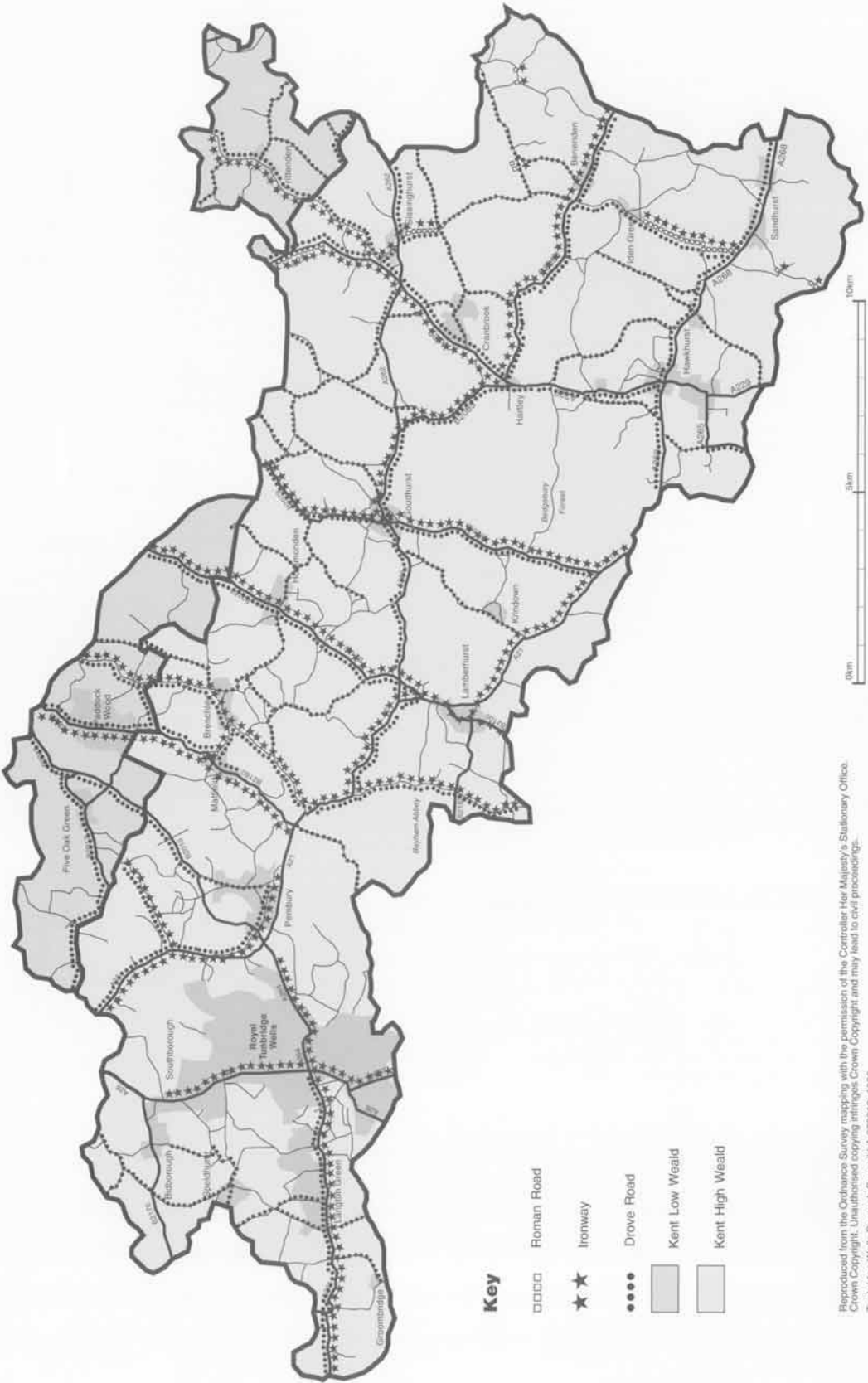
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Appendix 11
Rural lanes with high overall scores in Tunbridge Wells Borough



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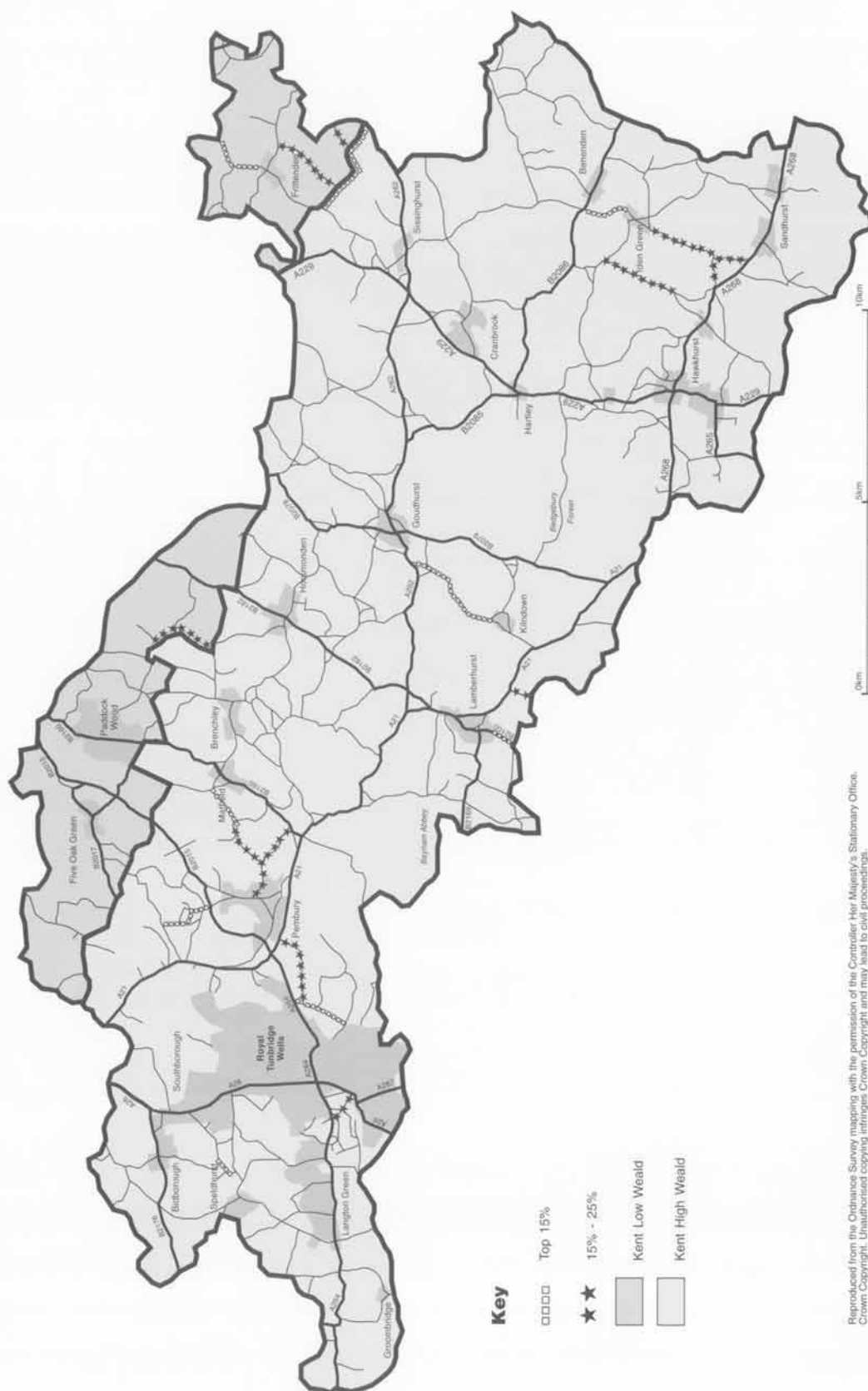
Appendix 9
Historic routes in Tunbridge Wells Borough



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Appendix 10

Lane with high recreational amenity value in Tunbridge Wells Borough



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