



# **Tunbridge Wells Borough Site Allocations Local Plan**

**Adopted July 2016**



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## Foreword

This Tunbridge Wells Borough Site Allocations Local Plan is one of a suite of planning policy documents that together comprise the Development Plan for the borough and which guide future development needs. It sets out the specific sites that the Council believes should be developed in order to meet the levels of growth set out in our adopted Core Strategy (2010).

It is difficult to achieve a balance between seeking growth to provide for our children's and families' futures while preserving both the natural and the historic environment that are so special. The allocated sites are needed to ensure that our borough remains vibrant, prosperous and a great place to live, work and visit through providing homes, jobs, retail and leisure opportunities, while maintaining and protecting the environment that makes Tunbridge Wells borough such a beautiful place to be.

The site allocations listed have been appraised against a set of sustainability criteria defined to support the Core Strategy and subsequent plans, such as this Site Allocations Local Plan, to ensure that proposals meet sustainability objectives. The Sustainability Appraisal Report is published alongside this plan.

The text document of the plan is also accompanied by a set of maps showing the location of sites and all of this work is underpinned by an extensive evidence base, which can be found on the Planning Policy pages of the Council's website <http://www.tunbridgewells.gov.uk/residents/planning/planning-policy>.

This plan consolidates and amends previous consultation documents. It represents the final version of the Site Allocations Local Plan, which was adopted by Full Council on 20 July 2016.

**Councillor Alan McDermott**

**Deputy Leader and Portfolio Holder for Planning & Transportation**

# Chapter 1: Introduction

## About This Document

**1.1** The Borough Council is required to produce a document, or suite of documents, to deliver the spatial planning strategy for the borough in order to provide a consistent approach to decision making. In addition to these documents, the Council must also produce a Local Development Scheme (LDS) that sets out the timetable for the preparation of the policies and proposals to guide decision making; a Statement of Community Involvement (SCI) stating how the Borough Council will engage with stakeholders and the public in the preparation of the policy documents; and an Authority Monitoring Report (AMR), which is an annual report on progress with preparing and implementing development plan policies. All of these documents can be found on the Council's website at <http://www.tunbridgewells.gov.uk/residents/planning/planning-policy>.

**1.2** This is one of the documents identified in the Council's LDS (2015) and contains planning policies that the local planning authority must take into account when determining applications for development.

**1.3** The Council has already prepared and adopted a long-term strategy document, called the Core Strategy (adopted June 2010), which sets out how much development of each main type will take place and broadly where it will go during the Plan period from 2006-2026. The main purpose of this Site Allocations document is to allocate land for housing, employment, retail and other land uses to meet the identified needs of the communities within Tunbridge Wells borough to 2026 and beyond. This follows the strategic objectives and sustainable development objectives set out within the Core Strategy. The document also identifies safeguarded land and areas requiring continued protection from development.

**1.4** The document has been written in accordance with the adopted Core Strategy and its approach to settlement growth and identifies specific sites where new homes, employment and retailing and, where appropriate, supporting community facilities, should be built. This Site Allocations Local Plan illustrates the location and extent of the allocated land on a set of Proposals Maps and provides guidance on how the sites should be developed. The site selection process followed in the identification of the allocations has been guided by the methodology detailed in Chapter 2: Methodology and Strategy.

This Site Allocations Local Plan has been prepared in order to allocate sites to accommodate the level of growth identified within the adopted Core Strategy 2010 and the evidence base that supports it. The Local Planning Authority has not carried out new evidence in relation to objectively assessed housing needs, Strategic Housing Land Availability Assessment or Strategic Housing Market Assessment. These documents will all be reviewed as part of the Core Strategy Review (Local Plan). A commitment has been made within the Local Development Scheme to review the existing Core Strategy, and at that time the overall level and distribution of growth for the borough will be reassessed in light of updated evidence.

Additionally, this Site Allocations Local Plan has not carried out a review of the Green Belt; it has reviewed the suitability and capacity of the existing Rural Fringe Sites (safeguarded land) at Royal Tunbridge Wells for meeting the identified housing need during the Plan period, where it cannot be met on previously developed land within the Limits to Built Development of Royal Tunbridge Wells and Southborough.

## Structure of the Document

**1.5** This Site Allocations Local Plan identifies locations for development within the main settlements of Royal Tunbridge Wells and Southborough (including the Rural Fringe), Paddock Wood, Cranbrook and Hawkhurst <sup>(1)</sup> and within the remaining Villages and Rural Areas. Outside these settlements, no site allocations have been made other than bringing forward some existing Local Plan allocations/designations.

**1.6** The Site Allocations Local Plan is structured as follows:

- **Chapter 1** provides detail on the policy context and the evidence base underpinning the proposals set out within the document
- **Chapter 2** provides detail on the methodology underlying the site selection process and the strategy for the borough, including the overall levels of development growth and borough-wide policies
- **Chapter 3** sets out the strategy for the main urban area of Royal Tunbridge Wells and Southborough and includes allocations for sites inside and adjoining the Limits to Built Development, but does not include Green Belt or Rural Fringe sites. This chapter should be read in conjunction with **Chapter 4: Green Belt and Rural Fringe**, which sets out the allocations for this area
- **Chapters 5-7** set out the allocations for sites inside and adjoining the Limits to Built Development of Paddock Wood, Cranbrook and Hawkhurst
- **Chapter 8** details the allocations for other settlements within the borough and for the rural areas outside these settlements

## Site Allocation Policies

**1.7** Within the chapters that follow, allocations are set out for particular sites or areas. These are in the form of planning policies, which are set out in boxes within the chapters, as illustrated below.

### Policy AL/

#### Policy Title

Policy text

**1.8** Each policy begins with the prefix AL/ (for allocation), then there may be the initials of a particular settlement (for example, RTW for Royal Tunbridge Wells), then a policy number and, in some cases, a policy title. The text of the policy then follows. The text sets out certain parameters to guide development on the site or sites, including, for example, the quantity and layout of the development, landscaping, access and other requirements.

**1.9** These adopted policies will be used to assess any planning applications that may come forward on the sites. It should be emphasised that the policies set out in this Site Allocations Local Plan are not the only considerations in assessing development proposals on a site; a range of other considerations will also apply, for example:

- government guidance set out in the National Planning Policy Framework and Planning Practice Guidance
- policies in the adopted Core Strategy

1 Hawkhurst, in this context, includes Hawkhurst (Highgate), The Moor and Gill's Green

- remaining 'saved' policies in the 2006 Local Plan (until replaced)
- Other Supplementary Planning Documents

**1.10** Development proposals for any site included within this Site Allocations Local Plan must also comply with The United Nations Convention on the Rights of Disabled People, particularly:

- Article 9 - the right to independent access
- Article 19 - the right to independent living
- Article 28 – the right to disability accessible housing

This will assist in encouraging developments to be inclusive and accessible to all.

**1.11** Developments must also meet Core Policy 5: Sustainable Design and Construction of the 2010 Core Strategy, which states that: *“Developments will also be of high-quality design, which will: Create safe, accessible, legible and adaptable environments.”* The supporting text of the Core Strategy adds that: *“Sustainable design should seek to ensure that developments are inclusive, accessible and adaptable in terms of their use by all people, now and in the future.”* (paragraph 5.126).

**1.12** The policies in this Site Allocations Local Plan do not repeat requirements already set out in national policy or the Core Strategy and saved Local Plan, except where relevant, nor do they include requirements such as the need to provide connections to drainage or sewerage infrastructure, except as specifically identified by the service provider, Transport Assessments, Travel Plans or assessments of contamination. These are standard requirements of the planning process for relevant sites and are therefore not restated.

**1.13** The sites to which the policies apply are illustrated on the Proposals Maps that accompany this document, which are arranged by settlement. The sites are referenced by the policy number. The Proposals Maps also show other key policies, such as protected open spaces.

**1.14** The accompanying text in each chapter is set out in numbered paragraphs between the policies and is there to support the policies. This text explains the background to development within each settlement or area and, where relevant, makes reference to supporting studies and evidence.

**1.15** Further details of the individual site allocations, together with details of the sites considered in the preparation of this Site Allocations Local Plan, are set out in the supporting documents accompanying this Site Allocations Local Plan and can be found as part of the Council's evidence base.

**1.16** Where possible, the allocations identify policy requirements for the development of individual sites, but this will be continually reassessed in light of the infrastructure requirements set out in the Infrastructure Delivery Plan and as part of the assessment of any planning application made for that site (or part thereof) to ensure development remains viable.

It should be recognised that the allocation of a site for a particular use in the Site Allocations Local Plan is not the same as receiving planning permission for a development. The purpose of a site allocation is to establish Council policy support for the development of the site. Planning permission for the specific use (or uses) for which the site is allocated will still be required.

**1.17** In addition to the allocations and designations made in those settlements that are central to delivering the Spatial Strategy set out in the Core Strategy, other settlements and areas of the borough require protection in order to conserve their open character and distinctiveness. In addition, a number of location-based policies that remain valid and saved as part of the 2006 Local Plan have been brought forward to this document and will therefore no longer be saved as part of the adopted Local Plan.



## Policy Context

**1.18** The preparation of the Site Allocations Local Plan has taken into account the relevant national and local planning policy context. The Site Allocations Local Plan has also been informed by a series of evidence base studies. In addition, the infrastructure requirements of the borough and the findings of the supporting Sustainability Appraisal and Appropriate Assessment have also been important elements in developing the proposals set out in this document.

**1.19** Tunbridge Wells borough has significant environmental constraints, with large portions of the borough covered by Green Belt and Area of Outstanding Natural Beauty (AONB) designations. This presents significant constraints and limitations in considering appropriate locations for growth, particularly around the main urban area of Royal Tunbridge Wells and Southborough, where the Metropolitan Green Belt surrounds the urban area. Given these constraints, and the fact that the rural settlements of Hawkhurst and Cranbrook are entirely situated within the AONB, this means that all allocations outside of the existing settlements will have a degree of impact upon these designations. Therefore, a balance between policies of protection within these sensitive areas and settlements, and the need for growth as set out within the Core Strategy, is required.

**1.20** There are also areas of flood prone land, particularly in and around Paddock Wood. This provides a further constraint to development, which must be taken into consideration when allocating land for development during the Plan period.

**1.21** The Provisional Agricultural Land Classification (ALC) data (1977) for the borough indicates no Grade 1 and only limited areas of Grade 2 (5%) agricultural land, with the majority of the borough classified as Grade 3 (88%). This, in general, indicates a lower quality of agricultural land than found across Kent as a whole (10% Grade 1, 24% Grade 2). The provisional data does not, however, differentiate between Grade 3a, which is considered Best and Most Versatile (BMV) and Grade 3b, which is not considered BMV land and is at a scale that, at a site level, can be considered indicative only. The Borough Council has therefore undertaken further detailed site-specific ALC studies that include the allocated sites, in accordance with current best practice, in order to understand and take account of any impacts on BMV land.

### National Planning Policy

**1.22** National planning policy is set out within the [National Planning Policy Framework](#) (NPPF) and the accompanying Planning Practice Guidance, which covers elements of spatial planning and how the planning system should operate. This policy framework covers broad topic areas such as plan preparation, housing, employment, town centres, built heritage, Green Belts and biodiversity and the creation of strong, safe and prosperous communities. Local authorities are required to take national policy into account by ensuring that their plans and policies are consistent with this national guidance. National planning policy is also material to the consideration of individual planning applications and appeals.

**1.23** National legislation sets out the concept of 'key shopping areas' for governing decisions on changes of use. For Tunbridge Wells borough, key shopping areas will be interpreted as the primary shopping areas set out in policies in this Site Allocations Local Plan and on the Proposals Maps.

The adopted Core Strategy and the Site Allocations Local Plan are based on the housing and employment figures set out within the 'South East Plan' (the former Regional Spatial Strategy, which is no longer part of the Development Plan for the borough due to its revocation). The Local Planning Authority has made a commitment to an early review of these figures through the Core Strategy Review (Local Plan) in accordance with the timescale set out in the LDS 2015, or as updated.

## Local Planning Policy

**1.24** The Tunbridge Wells Borough Core Strategy was adopted by the Council in June 2010. The Core Strategy sets out the spatial vision for the borough, identifying the level of new growth required and the locations where it should take place.

**1.25** Policies contained within the Local Plan 2006 have been 'saved' where relevant and so still form part of the Development Plan for the purposes of making planning decisions. A list of the saved Local Plan policies is set out within Appendix 1 of this document. Those policies that have been superseded by the Core Strategy are set out within Table 1 of the Core Strategy (Superseded Local Plan Policies).

**1.26** Core Policy 1: Delivery of Development identified the Council's intention to produce additional guidance on specific sites for development within the borough through a Site Allocations DPD and Town Centres Area Action Plan DPD. In addition, the supporting text sets out the advantages of making individual site allocations over a plan-led approach driven by planning applications. This Site Allocations Local Plan combines the two previously intended DPDs (The Allocations and Town Centres Area Action Plan DPDs) into a single document and this, together with Supplementary Planning Documents (SPD), will provide a framework for developing land for specific uses to ensure that future development is carefully managed to maximise opportunities and to ensure timeliness of delivery.

**1.27** The distribution of such site allocations must, however, be consistent with the Council's approach to settlement growth and distribution as set out in the Core Strategy at paragraph 5.139 and in Core Policies 9-14 for individual settlements.

**1.28** The development that comes forward at these locations must also be consistent with other generic policies contained within Core Policies 1-8 of the Core Strategy. This includes the consideration of policies in relation to infrastructure, affordable housing, housing size and mix, design principles, development within Key Employment Areas and retail policy. National planning policies set out within the National Planning Policy Framework will also be applied where relevant.

**1.29** The Site Allocations Local Plan replaces and supersedes several saved policies of the adopted Local Plan and supersedes the Local Plan Proposals Maps in respect of these policies. Table 1 below outlines the policies of the Local Plan 2006 that will no longer be saved following the adoption of the Site Allocations Local Plan and the Proposals Maps that will be superseded.

Table 1 2006 Local Plan Policies and Proposals Maps no longer saved

Local Plan Policy		
MGB2	Major Developed Sites within the Metropolitan Green Belt	Replaced by Site Allocations Local Plan Policy
RF1	Rural Fringe	Replaced by Site Allocations Local Plan Policy
RF2	Land within Rural Fringe	Replaced by Site Allocations Local Plan Policy
LBD1	Limits to Built Development	Replaced by Site Allocations Local Plan Policy (in part)
CR4	Royal Tunbridge Wells Town Centre Sites	Replaced by Site Allocations Local Plan Policy
CR6	Southborough Town Centre Sites	Replaced by Site Allocations Local Plan Policy
CR8	Paddock Wood Town Centre Sites	Replaced by Site Allocations Local Plan Policy
CR10	Cranbrook Town Centre Sites	Replaced by Site Allocations Local Plan Policy
H6	Housing Allocations	Replaced by Site Allocations Local Plan Policy
H7	Kent and Sussex Hospital Allocation	No longer required (allocation under construction)
ED4	Economic Development Allocations	Replaced by Site Allocations Local Plan Policy
R3	Open Space Allocations for Youth and Adult Use	Replaced by Site Allocations Local Plan Policy
R4	Children's Playspace	Replaced by Site Allocations Local Plan Policy
R5	Informal Open Space	Replaced by Site Allocations Local Plan Policy
R7	Allotments at Ridgewaye, Southborough	Replaced by Site Allocations Local Plan Policy
CS2	Primary School Provision	No longer required
TP13	Tunbridge Wells Central to Eridge Railway Line	Replaced by Site Allocations Local Plan Policy
TP14	Paddock Wood Railway Station Car Park	No longer required
TP15	Bus/Rail Interchange at Paddock Wood	No longer required
TP16	Ashurst Railway Station Car Park	No longer required
TP17	Park and Ride	Replaced by Site Allocations Local Plan Policy

TP21	Cycle Route along Ridgeway, Southborough	Replaced by Site Allocations Local Plan Policy
<b>Local Plan Proposals Map</b>		
A and B	Borough Maps (Western and Eastern)	Replaced by Site Allocations Local Plan Policy
1a and 1b	Royal Tunbridge Wells and Southborough	Replaced by Site Allocations Local Plan Policy
2	Paddock Wood	Replaced by Site Allocations Local Plan Policy
3	Cranbrook	Replaced by Site Allocations Local Plan Policy
4	Sissinghurst	Replaced by Site Allocations Local Plan Policy
5	Hawkhurst	Replaced by Site Allocations Local Plan Policy
6	Gill's Green	Replaced by Site Allocations Local Plan Policy
10	Bidborough	Replaced by Site Allocations Local Plan Policy
11	Pembury	Replaced by Site Allocations Local Plan Policy
Core Strategy Appendix 6	Paddock Wood (amendment to Policy ED4(c))	Replaced by Site Allocations Local Plan Policy

**1.30** Other saved Local Plan policies may be superseded in part by this Site Allocations Local Plan, but will remain saved as part of the Core Strategy. Where policies are partially replaced in terms of their boundary definitions, this Site Allocations Local Plan will take precedence. In particular, this will apply to those strategic policies relating to the boundaries of the Rural Fringe, the amended Limits to Built Development for individual settlements and to the boundaries of the Key Employment Areas and Primary Shopping Areas.

## Evidence Base

**1.31** This Site Allocations Local Plan is underpinned by a significant amount of evidence. This can be found on the Council's website at <http://www.tunbridgewells.gov.uk/residents/planning/planning-policy/evidence-base>. In particular, the Site Allocations Local Plan has drawn from the studies listed in Table 2 below, although this list is not exhaustive and other evidence not listed here has also influenced this Site Allocations Local Plan.

**Table 2 Evidence Base**

Document	Published by	Date
Strategic Flood Risk Assessment: Level 1	Scott Wilson	2007
Strategic Flood Risk Assessment: Level 2	Scott Wilson	2009
Strategic Housing Land Availability Assessment (SHLAA)	TWBC	2009

Document	Published by	Date
Tunbridge Wells Borough Typical Urban Character Area Appraisal (TUCAA)	TWBC	2009
Landscape Character Assessment and Capacity Study	ESCC	2009
Employment Land Review Update	GVA Grimley	2010
Borough Landscape Character Area Assessment: Second Edition	TWBC	2011
Retail and Leisure Study Update	Peter Brett Associates	2014
Paddock Wood Surface Water Management Plan	JBA	2011
Royal Tunbridge Wells Urban Area Parking Strategy	Peter Brett Associates	2011
Draft Infrastructure Delivery Plan	TWBC	2012
Landscape and Ecological Assessments for Individual Settlements	TWBC	2012
Conservation Area Appraisals	TWBC	Various
Housing Land Supply: Making a Windfall Allowance	TWBC	2012
Capacity Analysis of Potential Allocation Sites	TWBC	2013
Habitat Regulations Assessment - Appropriate Assessment	URS	2009 & 2013
Green Infrastructure Plan Supplementary Planning Document	TWBC	2014
Site Allocations Development Plan Document Consultation Draft 2013 - Constraints Mapping Analysis - Location of Development outside the Limits to Built Development	TWBC	2013
Agricultural Land Classification Study for Tunbridge Wells Borough Council	Vaughan Redfern Agricultural and Rural Development Consultant	2014
Parking Strategy	TWBC	End of 2014/Early 2015
High Level Viability Assessment	Dixon Searle Partnership	End of 2014
Air Quality Action Plan	TWBC	2009
Climate Local Tunbridge Wells: Our commitment to taking action in a changing climate	TWBC	2014
Conservation Statement: Tunbridge Wells Civic Complex	Architectural History Practice	2013
Our Five Year Plan 2014-2019	TWBC	2014
Paddock Wood Flood Alleviation Study	KCC	2015
Tunbridge Wells Borough Development Plan Transport Strategy 2012-2026	KCC/TWBC	2015

## Infrastructure Requirements

**1.32** The broad location of growth and amount of development allocated within this Site Allocations Local Plan has already been confirmed through the adopted Core Strategy and an Infrastructure Delivery Plan was produced to support this document. Although, in general, the allocation of new development is in areas already well served by infrastructure provision, it is important to ensure that the specific site allocations set out in this document are supported by the necessary infrastructure to ensure sustainable development takes place. Some of this will be site specific and, where known, this is identified within individual allocations, but, in other cases, growth in general will need to be supported by additional physical and social infrastructure to cater for the additional population and to improve existing service delivery.

**1.33** As referred to above, as part of the Core Strategy, the Council produced a draft Infrastructure Delivery Plan (IDP) in August 2009. This indicated that there were no significant constraints to the delivery of the scale of new development or the distribution of growth within the borough. The IDP forms part of the Council's evidence base and can be found on the website. As infrastructure requirements are continually changing and being updated, the IDP will also continue to be updated and therefore will continue to be referred to as 'draft'.

**1.34** There will, however, be individual infrastructure requirements in respect of specific sites, which primarily arise from the new growth. Core Policy 1: Delivery of Development states that developments on allocated or unallocated sites that create a need for additional infrastructure will be expected to provide this infrastructure, or contribute towards its provision, through development contributions. Where there are known infrastructure requirements associated with an individual allocation, these are specified in the relevant policy in this Site Allocations Local Plan.

**1.35** Work is ongoing to maintain an up-to-date list of infrastructure requirements, as this will change over time and the Council needs to ensure that infrastructure is provided in a timely way to support new development and ensure that it is sustainable for those living and working in the new areas of growth.

**1.36** At the time of adoption of this document, the Council is currently considering the introduction of a Community Infrastructure Levy (CIL). The levels of proposed CIL charge will be consulted on separately and do not form part of the Site Allocations Local Plan process. If adopted, CIL will be applied across the borough for all forms of new development and will be used to provide infrastructure, particularly that of a strategic nature, in accordance with an identified list of priorities, which will be published by the Council prior to any introduction of CIL.

**1.37** CIL charges will be based on the size, type and locations of new development and made on the basis of a set charge per square metre of new floorspace. CIL will be in addition to any site-specific planning obligations that are required to mitigate the impacts of a specific development in accordance with Core Policy 1: Delivery of Development.

## Sustainability Appraisal

**1.38** The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and that, to this end, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. It indicates that plans need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.

**1.39** It is a legal requirement under Section 39(2) of the Planning and Compulsory Purchase Act (2004) that new or revised DPDs and other specified planning documents must be subject to a process of sustainability appraisal. DPDs are also legally required to be subject to a Strategic Environmental Assessment (SEA) under the European Directive 2001/42/EC (the Strategic Environmental Assessment or SEA Directive) transposed by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations).

**1.40** A Sustainability Appraisal Report (SA) has been prepared alongside this Site Allocations Local Plan. It fulfils the SA and SEA requirements set out above. The SA explains the methodology by which the evolving strategy and policies in the Site Allocations Local Plan have been subjected to sustainability appraisal from the outset. It demonstrates how the appraisal has informed the selection of sites in order to promote sustainable development in the borough. The SA considers the impact of individual sites on sustainable objectives and also the cumulative impact of allocations within and around individual settlements. Where potential adverse impacts have been identified, mitigation measures have been set out to remove or reduce the adverse effect and enhance beneficial effects. The SA also demonstrates how key stakeholders and the public have been consulted at the various stages of plan preparation and how their representations have influenced the content of the Site Allocations Local Plan. In addition, it sets out recommendations for monitoring the social, environmental and economic effects of implementing the Site Allocations Local Plan.

## **Habitat Regulations Assessment/Appropriate Assessment**

**1.41** In 2009, the Borough Council appointed consultants to undertake a Habitat Regulations Assessment/Appropriate Assessment (HRA) of its Core Strategy: Submission Stage, identifying any potential for the proposals to cause an adverse effect on Natura 2000 sites (for example, Ashdown Forest), either in isolation or in combination with other plans and projects, and to devise appropriate mitigation strategies where such effects were identified.

**1.42** In preparing this Site Allocations Local Plan, the Borough Council appointed consultants to undertake an Appropriate Assessment (2013) of its site allocations, and is currently working with Natural England, Wealden District Council, Lewes District Council, Mid Sussex District Council and Ashdown Forest Conservators to address issues raised by earlier HRA work. Each stage of the plan process has been subject to consideration of Appropriate Assessment.

**1.43** A 7km zone around Ashdown Forest has been agreed with Natural England, within which development will have to contribute to mitigation measures for Ashdown Forest. For Tunbridge Wells borough, this only includes the settlements of Ashurst, Stone Cross and those parts of Groombridge within the borough, for which no allocations have been made and no significant windfall sites are expected to come forward.

**1.44** In considering impact on the Ashdown Forest, the Borough Council has worked with adjoining Wealden District Council under the Duty to Cooperate.

**1.45** The report indicates that, given the location of planned development within Tunbridge Wells borough and the lack of development identified within the 7km zone, it is considered that likely significant effects, such as on pressure for recreation or on air quality, on Ashdown Forest Special Area of Conservation (SAC) and Special Protection Area (SPA) would not occur as a result of any particular site allocation, or as a result of development within the borough taken as a whole. In the meantime, the Council has a development management practice note in place, agreed with Natural England, to deal with any applications that arise within the 7km zone or outside the scope of the Site Allocations Local Plan to ensure that matters are correctly dealt with.

**1.46** In addition, a further policy will be prepared as part of the Core Strategy Review (Local Plan) to ensure that any site coming forward for development within the 7km zone provides an appropriate assessment and mitigation of impacts as appropriate.

## **Monitoring**

**1.47** The effective review and monitoring of the Site Allocations Local Plan is crucial to its successful delivery and is critical in understanding its effectiveness. This requires a process of continual monitoring and the potential to review the Plan's policies and proposals as and when necessary. The Monitoring Framework for this Site Allocations Local Plan will build on the framework established for the Core Strategy DPD.

**1.48** Continual monitoring will be essential if the policies of the Site Allocations Local Plan are to be effective and its proposals delivered in a timely manner. Frequent reassessment of the Infrastructure Delivery Plan and its Schedule as referred to at paragraph 1.33 will take place and will assist in securing these objectives. The Council will continue to work with infrastructure providers and developers as appropriate to monitor the progress of the Site Allocations Local Plan. This working relationship will thereby ensure that the Site Allocations Local Plan keeps on target, and its progress is reported through regular monitoring reports as set out below. Recommendations will be made where necessary to the Council's Cabinet should there be any significant failures in performance and/or delivery.

**1.49** The Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) requires local planning authorities to prepare monitoring reports setting out the extent to which planning policies are being achieved and to make these available to the public. These should be for a period that the authority considers appropriate in the interests of transparency. This period should not be longer than 12 months.

**1.50** These arrangements demonstrate the Council's commitment to the delivery of infrastructure. Some infrastructure will continue to be provided by developers through, for example, Section 106 Agreements, in accordance with the NPPF. The Council will continue to cooperate with key stakeholders in ensuring that the Plan is effective and that development is carried out in accordance with the Plans and Policies as adopted.

**1.51** The Borough Council will adopt the following monitoring arrangements for the Core Strategy and Site Allocations Local Plan.

**Table 3 Core Strategy and Site Allocations Local Plan: Monitoring Arrangements**

<b>Development Type(s)</b>	<b>What Will Be Monitored</b>	<b>Monitoring Period</b>
Housing	Planning permissions granted and planning permissions lapsed	Every 12 months
Housing	Borough-wide survey of units to determine unimplemented planning permissions, sites under construction and units completed	At least every 12 months
Other uses (including employment, retail, leisure and community uses)	Borough-wide survey of sites to determine unimplemented planning permissions, sites/floorspace under construction and sites/floorspace completed	Every 12 months
Development in Mixed Use/Area of Change Policies <ul style="list-style-type: none"> <li>• job numbers/floorspace</li> <li>• retail floorspace</li> <li>• housing units</li> <li>• public car parking spaces</li> </ul>	Survey of Mixed Use sites and Area of Change Policies to determine unimplemented planning permissions, sites/units/floorspace under construction and sites/units/floorspace completed	Every 12 months



Development Type(s)	What Will Be Monitored	Monitoring Period
Key Infrastructure (including roads/junctions/ schools/ flood mitigation/health/ recreational facilities)	Borough-wide survey of sites as well as desk-top review to determine delivery of key infrastructure and update of Infrastructure Delivery Plan	At least every 12 months
All uses	Publication of Authority Monitoring Report (AMR) summarising development throughout Tunbridge Wells borough over a 12-month period (1 April to 31 March)	Every 12 months

**1.52** Monitoring information can be found in the most current Authority Monitoring Report, which is available on the Borough Council's website at <http://www.tunbridgewells.gov.uk/residents/planning/planning-policy/monitoring-information>.

## Chapter 2: Methodology and Strategy

### Methodology to Site Selection

**2.1** The production of the Site Allocations Local Plan and the site selection process was based on a robust methodology that drew on evidence gathered by the Council, in order to identify the sites that are the most appropriate and sustainable for meeting the borough's needs to 2026 and beyond.

The identification of sites has followed the distribution and level of growth set out in the 'Spatial Strategy', as outlined in Box 3 (page 16) of the adopted Core Strategy. The focus of new development is at the main urban area of Royal Tunbridge Wells and Southborough, as well as sustainable urban extensions at Paddock Wood and limited additional development at Cranbrook and Hawkhurst. In terms of the delivery of new housing across the borough over the period 2006 to 2026, the Core Strategy sets out requirements for 4,500 additional homes in Royal Tunbridge Wells and Southborough (75% of the total), 600 homes in Paddock Wood (10%), 300 homes in Cranbrook (5%), 240 homes in Hawkhurst (4%) and 360 homes in the Villages and Rural Areas (6%). Further details are given in Table 5 (page 21).

**2.2** Additionally, a number of environmental and recreation designations across the whole borough have been carried forward from the Local Plan and are covered by Policy AL/STR2 and are shown spatially on the relevant Proposals Maps. The allocations made within the Site Allocations Local Plan follow the approach agreed through the Core Strategy and are in accordance with Core Policy 1: Delivery of Development.

**2.3** This part of the document explains the approach that has been taken by the Council in selecting the allocated sites, as well as specific designations for various uses. Sites are allocated to accommodate built development (such as housing, employment, education, retail and mixed use), as well as other infrastructure needs, such as for transport, leisure and recreation.

#### How sites have been assessed

**2.4** All sites that were put forward for development of housing, employment, retail and other uses have been assessed to select the most appropriate and sustainable sites for inclusion in the Site Allocations Document.

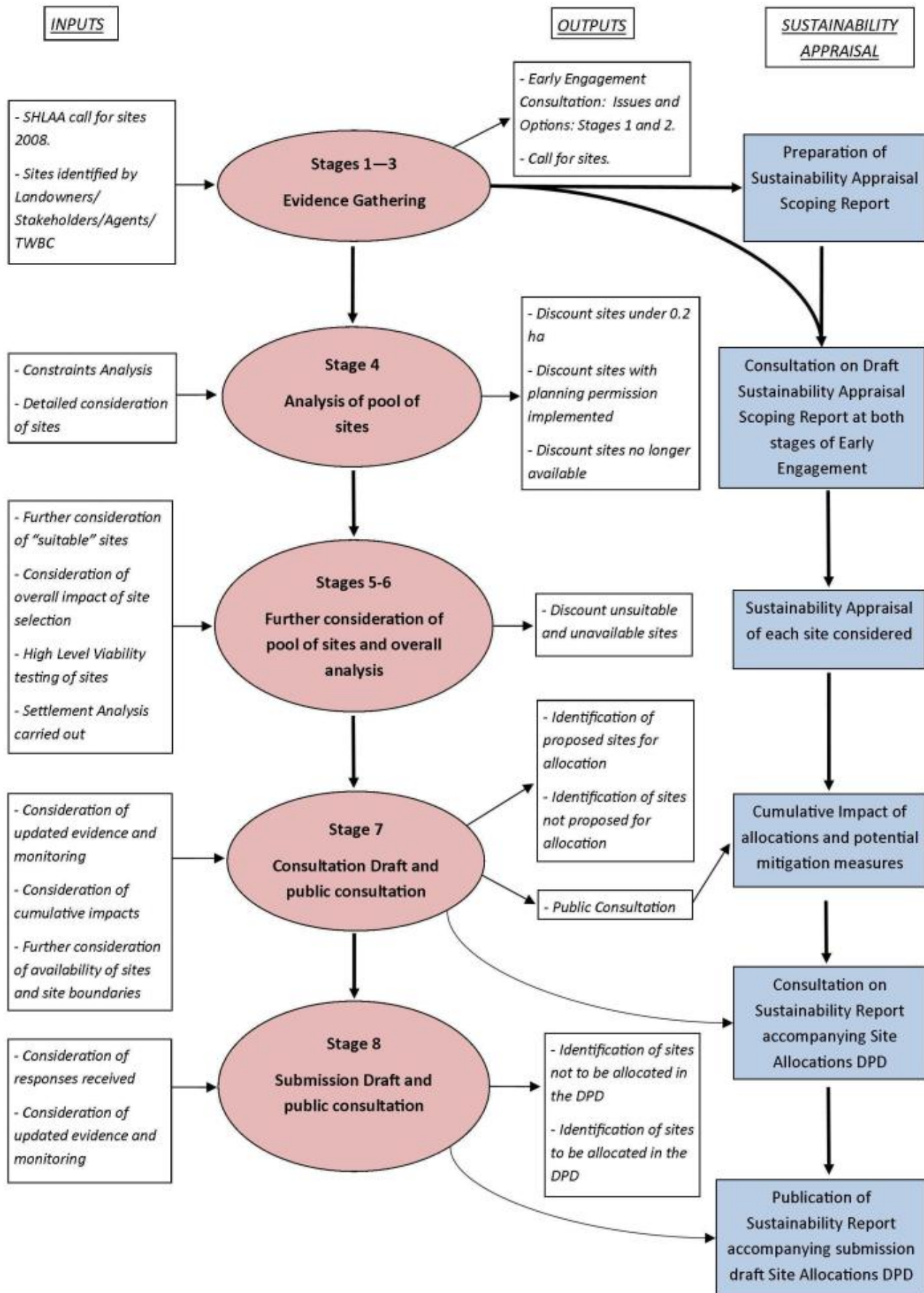
The Council has followed a rigorous process of assessing potential sites for allocation in the Site Allocations Local Plan. A wide range of factors have been considered, including:

- **Suitability** - whether constraints (such as flood risk, biodiversity, heritage or landscape value) would prevent development coming forward
- **Sustainability** - a Sustainability Appraisal has been prepared alongside the Site Allocations Local Plan and this has informed the approach to individual sites and broader development proposals for each settlement at key stages throughout the preparation of the document
- **Availability** - whether the site is genuinely available and likely to come forward for development during the Plan period
- **Viability** - whether the costs of development (such as requirements for affordable housing, infrastructure improvements or other development contributions) provide sufficient returns for the landowner and developer to bring a site forward
- **Consultation comments** - whether comments from all consultation stages have raised questions over the inclusion of a particular site or have identified a new site for consideration

A number of sites were considered throughout the process and details of how these sites were put forward and considered are set out in more detail in Figure 1 and Table 4 below.

**2.5** Figure 1 outlines diagrammatically the stages of the site assessment process, including the 'inputs' and 'outputs' of the process and how the Sustainability Appraisal was prepared and has informed the selection of sites throughout the process.

Figure 1 Stages of the Site Assessment Process



2.6 Table 4 provides more detail on the methodology that was used by the Council to assess the sites and ultimately, the allocations made.

**Table 4 Summary of methodology used to identify site allocations and production stages**

STAGE	
<p><b>Stage 1:</b> <b>Information/ Evidence Gathering</b></p>	<p>Identification of sites and main issues from the following sources:</p> <ul style="list-style-type: none"> <li>• Strategic Housing Land Availability Assessment (SHLAA) and 'call for sites' (2008) <sup>(1)</sup></li> <li>• sites that have been submitted previously to the Council for consideration by landowners/agents</li> <li>• sites allocated within the 2006 Local Plan or sites that the Council is aware of</li> <li>• other studies suggesting possible sites and areas (Retail Study and Employment Land Study)</li> <li>• preparation of Sustainability Appraisal Scoping Report</li> </ul>
<p><b>Stage 2:</b> <b>Early Engagement Consultation: Issues and Options</b></p>	<p>First stage of public consultation for the Town Centres Area Action Plan and Allocations DPDs on the key issues and objectives for all settlements within the borough. This included general questions, as well as specific questions on some key sites. The consultation included a further 'call for sites' and ran from April to June 2009.</p> <p>Consultation was carried out on the draft Sustainability Appraisal Scoping Report, June-July 2009</p>
<p><b>Stage 3:</b> <b>Selecting a 'pool' of sites. Early Engagement Consultation: Issues and Options</b></p>	<p>Second stage of public consultation on the key issues and objectives for all settlements within the borough, with focused questions as well as consultation on all potential sites that had previously been identified. This stage included a further 'call for sites'. The consultation ran from May to August 2010 (until September 2010 for sites in Hawkhurst due to a site area change during the public consultation).</p> <p>Consultation was carried out on the draft Sustainability Appraisal Scoping Report, January-February 2011</p>
<p><b>Stage 4:</b> <b>Analysis of the 'pool' of sites</b></p>	<p>Detailed consideration of sites and discounting of sites for further consideration if falling into the following categories:</p> <ol style="list-style-type: none"> <li>1. Sites not in, or adjacent to, the settlements where allocations will occur</li> <li>2. Sites falling wholly within Flood Zone 3</li> <li>3. Sites with a significant negative impact on nationally and internationally important nature conservation sites and landscape designations</li> <li>4. Sites with a significant effect on a national heritage asset</li> <li>5. Sites below 0.2 hectares in size (unless within the defined Town Centre Boundary)</li> <li>6. Sites with existing planning permission and sites with a permission that has already been implemented</li> </ol>
<p><b>Stage 5:</b> <b>Further Consideration of the 'pool' of sites</b></p>	<p>Further consideration of those sites deemed to be potentially suitable, taking into account:</p> <ol style="list-style-type: none"> <li>1. Landscape impact, including any impact upon the AONB where relevant</li> <li>2. Ecological impact, including impact upon Sites of Special Scientific Interest, Local Wildlife Sites and Ancient Woodland</li> </ol>

STAGE	
	<ol style="list-style-type: none"> <li>3. Impact on flooding and local drainage</li> <li>4. Sustainability Appraisal of each site</li> <li>5. Access</li> <li>6. Infrastructure</li> <li>7. Site feasibility</li> </ol>
<p><b>Stage 6:</b></p> <p><b>Overall Settlement and Site Analysis</b></p>	<p>Consider the overall impact of site selection on a settlement, taking into account:</p> <ol style="list-style-type: none"> <li>1. Infrastructure impact</li> <li>2. Potential other uses for sites</li> <li>3. Results of other studies</li> <li>4. Overall deliverability within the Plan period</li> <li>5. High level viability testing on some strategically important sites</li> </ol> <p>Analysis was carried out at this stage of all sites identified for consideration inside the Limits to Built Development. Where sites were required outside the Limits to Built Development for a settlement in order to deliver development targets (namely Royal Tunbridge Wells and Southborough, Paddock Wood, Cranbrook and Hawkhurst), a further settlement analysis was carried out to determine the best locations for expansion of the settlement as well as a cumulative assessment of the impacts of development on a settlement</p>
<p><b>Stage 7: Site Allocations DPD Consultation Draft</b></p>	<p>The overall settlement and site analysis, as well as consideration of the Sustainability Appraisal, has provided the Council with the following:</p> <ul style="list-style-type: none"> <li>• identification of sites forming a preferred approach to development</li> <li>• sites not considered suitable for allocation for development</li> </ul> <p>Full public consultation took place on the Consultation Draft Site Allocations DPD and the accompanying Sustainability Appraisal Report between March and May 2013. Analysis of comments made, in particular site suitability, availability and deliverability, were considered and responded to where relevant in order to assist in refining the allocations</p>
<p><b>Stage 8: Site Allocations DPD Submission Version</b></p>	<p>The overall settlement and site analysis, as well as the Sustainability Appraisal and comments from the previous round of public consultation, has provided the Council with the following:</p> <ul style="list-style-type: none"> <li>• identification of sites considered suitable and available for delivering required levels of growth for Tunbridge Wells Borough to 2026 (and in some cases beyond, with a phased approach)</li> <li>• sites not considered suitable for allocation for development at the present time</li> </ul>

1. The Strategic Housing Land Availability Assessment (SHLAA) is a study to establish the availability, suitability and likely economic viability of land to meet the identified need for housing over the plan period. As part of this study the Council issues a 'call for sites' - a consultation exercise asking landowners, developers and other interested parties to submit details of potential development sites so that the sites can then be assessed by the Borough Council.

**2.7** The Council has carried out a thorough assessment of all sites that have been submitted and identified, as set out in Table 4 above. Additionally, the following stages have been carried out:

- each site has been digitised using the Council's Geographic Information System and has been given a unique site number and entered into the Council's Site Allocations database
- the key constraints, planning history, ownership details and accessibility have been established and recorded for each site
- each site has been visited by officers of the Planning Policy team and, where appropriate, specialist officers have also visited the site; for example, the Landscape and Biodiversity Officer, the Heritage and Design Officer and Kent County Council Highways Officers
- taking the above into account, an assessment has been made as to the suitability of a site (or part of a site) for development, or for other uses such as open space or recreation
- discussions have taken place with landowners, agents and stakeholders, where relevant, in order to ascertain aspirations and future intentions for the sites considered suitable at this stage
- an initial feasibility assessment has been carried out to determine a site's capacity for development, initial design and layout considerations and the uses appropriate. Previous pre-application discussions or permitted schemes have also been taken into account
- consultants appointed by the Council have undertaken initial 'high level' viability testing using baseline assumptions (not site-specific cost-based analysis) for key sites

**2.8** The above approach has been used to identify the sites that are allocated within this Site Allocations Local Plan. It is considered that this is a sound and robust approach with a full and credible methodology of site selection. Through assessing the sites and constraints, including landscape, ecology, accessibility, impact on infrastructure and the extent to which these can be moderated, the Council has arrived at a list of sites that are considered suitable, available and deliverable. The Sustainability Appraisal, assessing individual sites and the cumulative impact for the whole settlement, has also guided the choice of sites. Figure 1 and Table 4 above illustrate the relationship between the Sustainability Appraisal and each stage of development of the Site Allocations Local Plan. It can be seen that, at each stage of the Site Allocations Local Plan, the development of the Sustainability Appraisal has run parallel with it. This is the recommended approach in the government guidance for Sustainability Appraisal, within the government's Planning Practice Guidance. A number of background documents have been produced by the Council that support this work. These are set out in Table 2 of Chapter 1: Introduction.

**2.9** The full list of sites considered was published as a separate document as part of the draft consultation stage in 2013. This assessed all sites, whether proposed for allocation or not and provided the opportunity for further consideration of those sites as part of the consultation process. At that stage, sites were still referred to by a site number (e.g. Site 72: 36-46 St Johns Road). This number reference has now been replaced solely with the Policy number and site address (e.g. Policy AL/RTW5: 36-46 St Johns Road), which are also shown on the accompanying Proposals Maps.

**2.10** There are a number of sites that have been considered throughout the borough that have not been allocated within this document. These have been assessed using the methodology set out within this chapter and a detailed assessment of these sites and the reasons why they have not been considered suitable for development was published as a supporting document to the submission version of this document.

## **The Strategy for Tunbridge Wells Borough**

**2.11** The Site Allocations Local Plan allocates or designates all sites with a spatial element in order to take forward the strategy and level of growth set out within the Core Strategy. Allocations are made for particular uses, although, in some cases, this document will merely define the limits of a designation in spatial terms and further detail in terms of the appropriate use, or uses, within the area can be found in the saved Local Plan policies 2006 or in the adopted Core Strategy 2010. For example, the boundaries of the Primary Shopping Areas are defined spatially within this Site Allocations Local Plan, but the policies referring to the uses acceptable within these areas are set out within the Local Plan.

**2.12** The strategy for the delivery of development and the land uses and quantities required are set out in more detail below.

**2.13** The Core Strategy sets out the total quantities of key types of development that will be delivered in the borough during the Plan period from 2006 to 2026. The quantities were derived from a combination of strategic national and/or regional policy and local evidence of need. Some of the figures have been updated in light of continued monitoring (for example, monitoring housing completions) and also in light of new studies and evidence (for example, the Retail and Leisure Study Update 2014). It is accepted that some of these requirements pre-date the publication of the National Planning Policy Framework (NPPF) and the Borough Council remains committed to an immediate review of the adopted Core Strategy (the Core Strategy Review (Local Plan)) on completion of the Site Allocations process to reflect the requirements of the NPPF.

**2.14** It is the role of this Site Allocations Local Plan to identify sites that will meet the needs identified in the Core Strategy (or updated needs, as explained above). The allocations for built development primarily relate to housing provision, employment, retail and mixed uses.

**2.15** In line with the Core Strategy (specifically Core Policy 1: Delivery of Development), priority has been given to the allocation and release of previously developed land inside the Limits to Built Development (LBD) of settlements. Where additional land is required to meet the identified needs, selected greenfield sites inside and/or adjacent to the LBD of the borough's main settlements (Royal Tunbridge Wells, Southborough, Paddock Wood, Cranbrook and Hawkhurst) are allocated and will be released as appropriate. This will provide a supply of deliverable and developable land throughout the Plan period to 2026.

**2.16** The settlement hierarchy, as set out in Box 4 (page 16) of the Core Strategy, has been applied in this Site Allocations Local Plan and development has therefore been focused at the main urban area of Royal Tunbridge Wells and Southborough, followed by Paddock Wood, Cranbrook, Hawkhurst and the Villages and Rural Areas. Other settlements are only considered suitable for limited development within their confines (Limits to Built Development) and sites adjacent to, or outside, these settlements' boundaries will not generally be allocated or released unless it is for affordable housing to meet an identified local need.

**2.17** Table 5 below sets out how much development is required in each of the settlements. For the purpose of housing provision, it details for each settlement the approximate requirement set out in the Core Strategy 2006-2026 and the balance remaining at 1 August 2014. The retail requirement set out in Table 5 includes the requirement agreed within the Core Strategy, which reflects the 2006 Retail Study and the most recent identified need, which reflects the findings of the Retail and Leisure Study Update 2014, which was finalised in June 2014. The position in relation to employment floorspace remains the same as within the Core Strategy. A new Employment Land Study will be carried out to support the Core Strategy Review (Local Plan).



Table 5 Balance of total development per settlement taking updated information into account 2006-2026

Settlement	Housing (Core Strategy requirement 2006-2026)	Housing (remaining balance at 1 August 2014)	Retail (Core Strategy requirement 2010)	Retail (updated requirement 2014)	Employment
<b>Main Urban Area: Royal Tunbridge Wells and Southborough</b>	4,500 net dwellings	1,550 net dwellings	23,500sqm net comparison retail floorspace for Royal Tunbridge Wells  500sqm net comparison retail floorspace and a new convenience foodstore for Southborough	30,900sqm net comparison floorspace  1,700sqm net convenience floorspace	Maintain existing floorspace
<b>Paddock Wood</b>	600 net dwellings	470 net dwellings	900sqm net comparison floorspace	400sqm net comparison floorspace  200sqm net convenience floorspace	Maintain existing floorspace
<b>Cranbrook</b>	300 net dwellings	219 net dwellings	1,150sqm net comparison floorspace	400sqm net comparison floorspace  100sqm net convenience floorspace	Maintain existing floorspace
<b>Hawkhurst</b>	240 net dwellings	94 net dwellings	450sqm net comparison floorspace	100sqm net comparison floorspace  100sqm net convenience floorspace	Maintain existing floorspace
<b>Villages and Rural Areas</b>	360 net dwellings	Core Strategy target already met	No identified retail requirement	100sqm net comparison floorspace  100sqm net convenience floorspace	Maintain existing floorspace

**2.18** The quantities of development included in the site allocations policies (that is for units of housing, floorspace (net sqm) for A1 retail, B1 office and other types of employment use) are estimates based on feasibility assessments prepared by the Council (see [Capacity Assessments of Potential Allocation Sites](#)). As such, the estimates are conservative and are likely to represent a lower figure within a broader range.

**2.19** Where a planning application or pre-application discussion with promoters of a site is indicating that the capacity of a site allocations policy is an under-estimate, the Council will continue to use the site allocation capacity when assessing future rates and patterns of delivery until it can be demonstrated through the planning process that a higher rate of development will be delivered.

**2.20** The allocations for housing, employment and retail are set out in detail in the individual settlement chapters. In the case of Royal Tunbridge Wells and Southborough, which are predominantly surrounded either by land that falls within the Metropolitan Green Belt or land that has been designated as Rural Fringe, it has been concluded that not all of the required housing development can be accommodated on previously developed land inside the Limits to Built Development (LBD). Therefore, it is considered necessary to allocate sites that fall outside of the LBD and on greenfield sites within the long-term land reserve set out in the 2006 Local Plan (Rural Fringe).

**2.21** Environmental constraints and flooding have also had a significant impact on the location and choice of sites as set out in the methodology in Table 4 above. Where development is allocated in areas that are affected by such constraints, appropriate mitigation measures are set out; for example, flood mitigation in Paddock Wood.

### **Meeting the Borough's Housing Needs**

**2.22** The Core Strategy sets out the Borough Council's approach to new housing developments by setting a broad framework within which the delivery of sufficient and appropriate new housing can be facilitated. Table 5 above shows the total housing requirement for the borough for the 20-year period 2006-2026.

**2.23** Column 3 of Table 5 above calculates the remaining balance of housing at 1 August 2014 based on the Core Strategy requirement and taking account of housing completions from April 2006 to March 2014 together with the capacity of extant planning consents to deliver housing as at 31 July 2014. The total of the estimated housing capacity of the sites being allocated by this document will meet the remaining housing balance and will therefore deliver the housing requirement for the borough to 2026 as set out in the adopted Core Strategy.

**2.24** A number of factors have been taken into account when calculating the housing capacity that the site allocation policies need to provide for. For example, past monitoring evidence for the borough indicates that approximately 10% of planning consents for housing development remains undelivered. This rate of non-delivery has been taken into account when assessing the delivery capacity of both site allocations and extant planning consents. Additionally, a windfall housing allowance has been attributed to the main urban area of Royal Tunbridge Wells and Southborough. In some cases, part or all of a proposed allocation also has the benefit of an extant planning permission. More detailed guidance as to how the overall figures have been derived is contained in the Housing Methodology Information published within the evidence base.

### **Meeting the Borough's Employment Needs**

**2.25** The Core Strategy sets out, in Core Policy 7: Employment Provision, the employment context for the borough and how the Council should seek to maintain the overall net amount of employment floorspace during the Plan period for a range of employment generating uses. Traditionally, employment land has been considered as B1 (Business), B2 (General Industry) and B8 (Storage and Distribution) uses, some of which has been lost through conversions and redevelopments, particularly from office to residential. However, it is accepted that employment has been created through a much wider range of uses, including retail, leisure, the service industry and the health sector. Core Policy 7 encourages the retention of existing floorspace and the encouragement of new floorspace in the Key Employment Areas, which are designated within the Core Strategy. This approach is reflected in this Site Allocations Local Plan (as illustrated in Table 5) where it is intended to maintain the existing employment floorspace across the borough.

**2.26** Where allocations have been made for other uses (for example, housing) on existing employment sites, the Council has sought to ensure that other sites are available for employment uses and that there is no overall net loss of employment provision.

### **Meeting the Borough's Retail Needs**

**2.27** The Borough Council's approach to retail provision is set out within the Core Strategy, in Core Policy 8: Retail, Leisure and Community Facilities Provision, which sets out the retail hierarchy across the borough and how proposals for new retail floorspace should be considered. Core Policy 8 also sets out the amount of retail that should be provided across the borough to 2017, unless a different need is identified through a future Retail Study.

**2.28** The retail needs of the borough (both comparison and convenience retail floorspace) to 2026 have been reviewed through the Retail and Leisure Study Update 2014 (which can be viewed at <http://www.tunbridgewells.gov.uk/residents/planning/planning-policy/evidence-base> ) and summarised in Table 11.1 of that document and in Table 5 above.

**2.29** The majority of new retail floorspace will be directed to the urban area of Royal Tunbridge Wells on a number of key sites, including an extension to Royal Victoria Place and the Crescent Road/Church Road Area of Change.

**2.30** The mix of uses set out in some site allocations is quite general, including, for example, a mix of retail, hotel, office, leisure and residential uses. It is, however, the intention with the larger allocations that the requirement for the preparation of a masterplan will provide more detailed information about the quantum, range and mix of uses, taking into account a thorough assessment of issues such as design, viability and deliverability.

**2.31** The retail requirements identified for the other smaller settlements in the borough (and summarised in Table 5 above) are substantially smaller than the requirement for the main urban area. It is envisaged that the small retail requirement identified can be met through the provision of small units within the borough's smaller towns and villages.

**2.32** In addition to those uses set out in Table 5 above, the Site Allocations Local Plan also seeks to facilitate the delivery of other types of development, including facilities for culture, leisure and transport.

## **Strategic Policies**

### **Metropolitan Green Belt**

**2.33** Policies MGB1 and MGB2 of the 2006 Local Plan set out the Council's policies for the Metropolitan Green Belt in the borough. Both policies have been saved and a further policy, Core Policy 2: Green Belt, is set out in the Core Strategy.

**2.34** Core Policy 2: Green Belt defines the boundary of the Green Belt through reference to the 2006 Local Plan Proposals Map and the Key Diagram also broadly defines the extent of the Green Belt. This policy refers to the general extent of the Green Belt being maintained for the Plan period.

**2.35** However, in order to meet the housing requirement of 6,000 additional dwellings over the Plan period:

- Core Policy 1: Delivery of Development allows selected greenfield sites adjacent to the LBD of the main urban area and small rural towns to be allocated for development to maintain a sufficient supply of deliverable and developable land
- Core Policy 9: Development in Royal Tunbridge Wells and Core Policy 10: Development in Southborough state that the general extent of the Green Belt will be maintained for the Plan period,

unless it is necessary to replenish the stock of Rural Fringe sites to provide a long-term supply of land to 2031

- it should be noted that Core Policy 11: Development in Paddock Wood states that both the general extent and the detailed inner boundaries of the Green Belt around Paddock Wood will be maintained for the Plan period

**2.36** A review of the Rural Fringe around the main urban area of Royal Tunbridge Wells and Southborough (where all of the designated Rural Fringe sites are located) has been carried out as part of the preparation of this Site Allocations Local Plan. Three Rural Fringe sites have been allocated for development, the details of which are given in Chapter 4: Green Belt and Rural Fringe. The extent of the Green Belt will be saved as defined on the 2006 Local Plan Proposals Map.

### Defining the Limits to Built Development

**2.37** Limits to Built Development (LBD) are defined around the principal settlements of the borough in order to direct development to the appropriate locations within the borough and restrict the encroachment of built form into the surrounding countryside. Policy LBD1 of the 2006 Local Plan sets this out and refers to the fact that the LBD is defined on the adopted Proposals Map. The Limits to Built Development are referred to in Core Policies 1, 6 and 14 of the Core Strategy.

**2.38** The extent of the LBD is as shown on the saved Local Plan Proposals Map; however, in some settlements changes have been made to the boundary in light of the allocations made within this document. The LBD is re-drawn around the extent of these allocations (with the exception of a few previously developed sites outside of the LBD) and there are some other small amendments in light of changes to the extent of built development around settlements. For clarity, the LBD around all settlements (including those around villages as shown on the 2006 Local Plan Proposals Map) are reproduced on the Proposals Maps accompanying this Site Allocations Local Plan.

## Policy AL/STR 1

### Limits to Built Development

The extent of the Limits to Built Development is defined on the saved Local Plan Proposals Map for the villages and defined spatially on the individual settlement Proposals Maps accompanying this Site Allocations Local Plan in relation to Royal Tunbridge Wells and Southborough, Paddock Wood, Cranbrook and Hawkhurst.

The saved policies of the Local Plan will continue to be relevant in considering details of the appropriate uses inside, and outside of, these defined areas until such time as they are updated and superseded by the Core Strategy Review (Local Plan).

### Retail, Town and other defined Centres

**2.39** The policies relating to the Town Centres of the borough and the uses appropriate within them are set out within the 2006 Local Plan and the Core Strategy. The extent of the Primary Shopping Areas in the key settlements and the uses appropriate within them are defined within a number of policies in the 2006 Local Plan, and the Core Strategy confirms that this designation will be taken forward within the relevant DPD. This Site Allocations Local Plan seeks to redefine the Primary Shopping Areas in spatial terms and these are set out within the individual settlement chapters for Royal Tunbridge Wells, Southborough, Paddock Wood, Cranbrook and Hawkhurst. For interpretation of national legislation, the Primary Shopping Areas are also identified as Key Shopping Areas.

**2.40** In terms of the Town Centres, this is a new designation that has not previously been defined within planning policy documents. The Town Centre boundaries have, however, been the subject of consultation through the two stages of Early Engagement Consultation on the Town Centres Area Action Plan and Allocations DPDs. These boundaries have been amended in light of comments made and are defined spatially within the individual settlement chapters of this document.

**2.41** The extent of the Neighbourhood and Village Centres is defined on the 2006 Local Plan Proposals Map through the LBD for the villages and Policy CR13 of the Local Plan, which defines the Neighbourhood Centres. All of these Neighbourhood Centres are inside the LBD of Royal Tunbridge Wells and Southborough. This designation will be taken forward spatially within this Site Allocations Local Plan and further detail about what will, or will not, be permitted within these areas is set out in the saved policies of the Local Plan. These will be reconsidered and revised, where necessary, as part of the Core Strategy Review (Local Plan).

### **Key Employment Areas**

**2.42** The Core Strategy defines the Key Employment Areas (KEAs) under Core Policy 7: Employment Provision as the main concentrations of traditional economic development activity in the borough. Royal Tunbridge Wells Town Centre is also included as a KEA due to its high levels of employment and its function as a key location for employment provision. The KEAs are indicated on the Core Strategy Key Diagram and have previously been defined as Economic Development Areas within the 2006 Local Plan. This Site Allocations Local Plan defines spatially the extent of the KEAs for the settlements of Royal Tunbridge Wells and Southborough, Paddock Wood, Gill's Green and Brook Farm, Capel. Policies are included in each of the settlement chapters and the areas are shown on the accompanying Proposals Maps. Further detail of what uses will be directed to these areas is set out in the saved policies of the Local Plan.

### **Environmental and Recreation Designations**

**2.43** There are a number of designations within the adopted Local Plan that relate to open space (both formal and informal), recreation (sports pitches and children's play areas) and landscape and ecology (including Areas of Landscape Importance, Important Landscape Approaches and others). Such designations add opportunities to increase wildlife biodiversity in addition to specific allocations and the Local Wildlife Sites identified for such purposes. These are all defined spatially on the adopted Proposals Map for the Local Plan 2006, which is saved. Where appropriate, they will also be defined spatially on the settlement Proposals Maps accompanying this Site Allocations Local Plan, with their original policy number. Those sites that were previously allocated as R3: Recreation Provision and R4: Children's Playspace in the adopted Local Plan, which have now been developed, will be identified as additional R1 sites on the settlement Proposals Maps.

## **Policy AL/STR 2**

### **Environmental and Recreation Designations**

Environmental and recreation designations, as covered by Local Plan Policies R1 (Recreation Open Space), EN21 (Areas of Open Space), EN22 (Areas of Landscape Importance), EN23 (Important Landscape Approaches) and EN24 (Arcadian Areas), are defined on the saved Local Plan Proposals Map and defined spatially on the individual settlement Proposals Maps accompanying this Site Allocations Local Plan.

The saved policies of the Local Plan will continue to provide details of the approach to these designations until such time as they are updated and superseded by the Core Strategy Review (Local Plan).

**2.44** Where new areas are being designated (for example, where new open spaces have been created), they are also defined on the accompanying Proposals Maps and specific reference is made in the individual settlement chapters to areas designated, where appropriate.

### **Former Railway Lines**

**2.45** Within the borough there are two former railway 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.

#### Tunbridge Wells Central to Eridge

**2.46** The existing Tunbridge Wells Central to Eridge railway line is protected within the Local Plan 2006 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.

**2.47** There are issues associated with the reopening of this line, particularly in relation to Tunbridge Wells West station and there would be the need to consider how existing land uses relate to the rail alignment within the built up area, but in terms of long-term protection to prevent alternative uses, it is deemed appropriate that the alignment of the former railway should be protected.

**2.48** The line extends to the south coast beyond the borough and full reinstatement of this area would require cooperative working with other local authorities, as well as Network Rail, but could provide a realistic future possibility.

#### Paddock Wood to Hawkhurst

**2.49** Work has already commenced by Kent County Council in conjunction with local Parish and Town Councils on promoting the former railway line as a green infrastructure corridor for use by cyclists and walkers. The Borough Council supports this proposal (which forms Option 7 of the adopted Green Infrastructure Plan Supplementary Planning Document) and will work with landowners, Kent County Council, the Parish and Town Councils and other stakeholders, including Sustrans (a sustainable transport charity which supports such projects), to identify areas where access to the former railway lines can be improved and used for this purpose. It is recognised that part of this route may no longer be available. The route shown on the Tunbridge Wells Borough Proposals Map is therefore indicative; 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.

**2.50** This route would form an important link for access between Paddock Wood and the south of the borough, as well as providing a recreation facility.

## Policy AL/STR 3

### Safeguarding Former Railway Lines

The Local Planning Authority will safeguard the following former railway lines, as shown on the Proposals Map, against inappropriate new development that would compromise their reuse as alternative transport links:

- Tunbridge Wells Central to Eridge, for the purposes of reuse of the line for railway use and as a green infrastructure corridor
- Paddock Wood to Hawkhurst, for use as a green infrastructure corridor providing a walking/cycleway trail

The route shown on the Proposals Map for the Paddock Wood to Hawkhurst green infrastructure corridor is indicative; suitable alternatives and new links may need to be found if sections of the route are no longer available.

### Infrastructure

**2.51** The Core Strategy, in Core Policy 5: Sustainable Design and Construction, states that all new developments will be expected to make efficient use of water resources and protect water quality. The Core Strategy adds that, in the context of high pressure on water resources in the South East, it is essential to ensure that new development has an adequate means of water supply and sufficient foul and surface water drainage (paragraph 5.111).

## Chapter 3: Royal Tunbridge Wells and Southborough

**3.1** This chapter deals with development within Royal Tunbridge Wells and Southborough. The focus of Core Policy 1: Delivery of Development is to give priority to previously developed land inside the Limits to Built Development (LBD) of the borough's settlements. Selected greenfield sites inside and/or adjacent to the LBD may also be allocated. These sites are dealt with in this chapter.

**3.2** The Core Strategy identifies Royal Tunbridge Wells, together with the adjoining town of Southborough, as the main urban area of the borough and, as such, the appropriate location for three quarters of the borough's housing growth and 90% of its retail growth. The development strategy for the town is established by Core Policy 9: Development in Royal Tunbridge Wells, which aims for its sensitive regeneration by development or redevelopment for a mix of uses and conserving and enhancing its landscape, heritage and biodiversity assets, including the surrounding AONB.

### The Strategy for the Main Urban Area

**3.3** A large proportion of the land immediately outside, but adjacent to, the LBD of Royal Tunbridge Wells and Southborough is located within the Green Belt. A review of the Green Belt has not been carried out for this Site Allocations document.

**3.4** For this Site Allocations Local Plan, the potential capacity of sites within Royal Tunbridge Wells and Southborough has implications for the capacity that will need to be met by the existing Rural Fringe sites and this chapter should therefore be read in conjunction with the proposals for Green Belt and Rural Fringe sites in Chapter 4.

**3.5** Royal Tunbridge Wells and Southborough share a Limits to Built Development and Green Belt boundary and, in reviewing this boundary and the stock of Rural Fringe sites, the Borough Council has taken account of the combined development capacity of the two settlements. Sites are therefore allocated within the two settlements to reflect their combined development requirements.

**3.6** The cumulative impact of allocations in and around Royal Tunbridge Wells and Southborough has been tested as part of the Sustainability Appraisal. Mitigation measures were suggested to enhance any potential beneficial cumulative impacts and reduce or remove adverse cumulative impacts on sustainability objectives. Some of these measures have been addressed through Core Strategy policies, while others will be addressed through policies in the Core Strategy Review (Local Plan).

## Royal Tunbridge Wells

### Overview

**3.7** Royal Tunbridge Wells is a town of unique character, having developed as a spa resort centred on the Pantiles from the mid-17th century. By the mid-19th century, it had a growing population living in fashionable villas in areas such as Calverley Park and Camden Park. Further rapid expansion followed in the late 19th century with the arrival of the railway in 1845 and the town now encompasses a variety of distinctive character areas reflecting successive periods of development.

**3.8** Today, Royal Tunbridge Wells is the borough's main town and largest shopping area, with a wide range of facilities and services, making it an important centre within the wider Kent and East Sussex area. With a rich architectural heritage, including 463 listed buildings, much of the town is designated as a Conservation Area and its open spaces and parks are also highly valued. These features do not preclude new development or redevelopment, but do require it to be appropriately located, sensitively designed and of a quality that conserves and enhances the surrounding built and natural environment. Many landscape features within the urban area have also been identified as being worthy of conservation and enhancement. These include green open spaces such as the Common and Calverley Grounds, which provide recreation opportunities and amenity value, areas of tree and vegetation cover that help



to establish longer distance views, or to mark the boundaries between historic settlements, the urban area and surrounding countryside, and the Arcadian Areas that represent a unique and highly attractive phase in the architectural development of the town.

**3.9** Almost all of the countryside surrounding Royal Tunbridge Wells falls within the Green Belt and the High Weald AONB. The countryside consequently benefits from a high level of protection, in both national and local planning policy, against inappropriate development. While this protection represents a significant constraint upon the outward expansion of the town, it also does much to enhance the quality of life and recreational opportunities available to residents and helps to secure the special character of the town.

**3.10** An Air Quality Management Area has been declared, along the A26 from Southborough throughout the length of Royal Tunbridge Wells to beyond the junction of Eridge Road and Nevill Terrace, and along Grosvenor Road to the junction with Calverley Road. Development proposals within this Area will need to be accompanied by Air Quality Assessments and to incorporate adequate mitigation measures. Air Quality Assessments and mitigation measures may also be required outside the Air Quality Management Area, particularly where a development is likely to impact on the area or is sited along other heavily trafficked roads. Key roads within Royal Tunbridge Wells and Southborough include Medway Road, Quarry Road, Goods Station Road, Pembury Road, Grove Hill Road and Linden Park Road.

## Requirement of the Core Strategy

### General requirements

**3.11** Core Policy 9: Development in Royal Tunbridge Wells sets out the following development requirements for Royal Tunbridge Wells for the Plan period 2006-2026:

- the general extent of the Green Belt will be maintained for the Plan period and beyond to 2031. This is unless a review of existing Rural Fringe sites completed as part of the Local Plan review indicates exceptional circumstances that would justify alterations to Green Belt boundaries, in line with NPPF paragraph 83
- approximately 4,200 net additional dwellings
- maintaining the existing amount of employment floorspace in the Key Employment Areas and encouraging a greater proportion of office space (B1) within the town centre
- approximately 23,500sqm (net) additional comparison retail floorspace to be provided by 2017 in the town centre, unless a different need is identified in a future Retail Study (the Retail and Leisure Study Update 2014 has now updated this retail requirement and the findings are set out below under 'Retail Development')
- protection and enhancement of neighbourhood centres

**3.12** Given the remaining development requirement for Royal Tunbridge Wells and Southborough, it has not been necessary to review the Green Belt for this Site Allocations Local Plan. Three Rural Fringe sites are, however, allocated for development.

**3.13** Core Policy 9: Development in Royal Tunbridge Wells emphasises the role of the Town Centre as a focal point for a mix of employment, retail and complementary uses. In 2010, the Borough Council undertook early engagement on proposals for a Town Centres Area Action Plan (TCAAP), which was intended to implement the Town Centre requirements of the Core Strategy through the allocation for development of town centre sites and specific policies in connection with such development. The consultation included a vision for Royal Tunbridge Wells town centre and the following detailed objectives:

- to improve linkages between different areas of the town centre and to improve the street scene and public realm, including the provision of street furniture and green infrastructure, to promote wellbeing and a sense of place
- to promote the town centre as an attractive and thriving place for retail and leisure (including the night-time economy)

- to actively promote the regeneration of certain vacant, derelict and run down sites that currently detract from the town centre and surrounding areas
- to promote and improve access to the town's cultural, tourism and amenity attractions
- to reduce traffic congestion in the town centre and beyond and to encourage alternative modes of transport (for example, buses, cycling and walking)

**3.14** Further work on the TCAAP has now been superseded by the allocation of sites and policies set out within this Site Allocations Local Plan. For the larger town centre sites (see Policies AL/RTW2A, 2B, 3 and 4 below) there is a policy requirement that proposals are informed by a comprehensive scheme for the redevelopment and refurbishment of sites, buildings and spaces. These will include place-making principles for the public realm and spaces between buildings, as well as more specific principles dealing with the built fabric.

**3.15** Much of the town centre falls within the Conservation Area, where the priority is to conserve or enhance its character and appearance. Core Policy 5: Sustainable Design and Construction seeks developments of high quality design that create safe, accessible, legible and adaptable environments, and which conserve and enhance the public realm. The National Planning Policy Framework supports this approach, encouraging local authorities to "*develop robust and comprehensive policies that set out the quality of development that will be expected for the area*" and to "*consider using design codes where they could help deliver high quality outcomes*" (paragraphs 58-59).

**3.16** In light of this guidance, the Council has prepared an Urban Design Framework Supplementary Planning Document to ensure that all future work in the public realm and on development sites in the town will comply with a coherent plan, support a consistency in design and quality and maintain local distinctiveness. The framework emphasises that Royal Tunbridge Wells is a historic town with a special and unique character. It has developed from a spa town in the 17th century to an Arcadian town in the 19th century, with an extensive common and a number of residential 'park' developments, together with Georgian and Victorian buildings.

**3.17** Among the objectives of the Urban Design Framework are: the protection and enhancement of the historic and natural environment; the establishment of a spatial strategy defining the role of key streets in the town; and consideration of the role of improving and redeveloping sites to enhance the character and vitality of the town. Other objectives include: removing obstructions to pedestrian movement; developing a movement network for the town; improving pedestrian approaches from town centre car parks, the railway station and bus stops, as well as reinforcing pedestrian links to nearby residential areas; improving destination and interpretation signing; enhancing the spatial character of the town; and encouraging a diversity of employment possibilities as part of mixed use developments.

## Policy AL/RTW 1

### Urban Design Framework

The Council has prepared and will implement an Urban Design Framework for Royal Tunbridge Wells town centre. The framework seeks to promote local distinctiveness and incorporates guidance on matters such as accessibility, connections and linkages and improved quality of the public realm and townscape. Development within Royal Tunbridge Wells town centre will be expected to improve:

- **accessibility:** through defining and enhancing arrival points to the town and developing a clear movement strategy
- **connection and linkages:** through improved connectivity within the centre, including creating pedestrian priority streets. Enhancing the physical and visual connections between character areas within the town
- **quality of the public realm:** through creating high quality streets and public spaces using a clear, locally distinctive palette of materials, details and appropriate street furniture. Recognising the role of green infrastructure and key green spaces and the Arcadian character of the town
- **quality of the townscape:** through including features such as -public art, architectural lighting, and protecting key views and landmarks

The Urban Design Framework Supplementary Planning Document is a material consideration in determining planning applications and in the implementation of transport schemes and public realm works. New development will be required to conform with, and contribute towards the delivery of, the framework. The framework should also be read alongside the Conservation Areas Appraisal for Royal Tunbridge Wells and Rusthall 2000 (or any update to these appraisals) and the guidance contained within these appraisals.

### Housing Development

**3.18** Regarding housing development, taking into account the Core Strategy requirement, the number of new homes that have been built between 1 April 2006 and 31 July 2014 and planning applications approved during this period, another 1,409 homes will be needed in the town by 2026 and this will be met through the allocations set out below, in addition to an allowance for windfall development (as described in paragraphs 2.21-2.22 above).

### Retail Development

**3.19** The Retail and Leisure Study Update 2014 (which can be viewed at <http://www.tunbridgewells.gov.uk/residents/planning/planning-policy/evidence-base>) provides an up to date assessment of comparison retail requirements across the Plan period. For Royal Tunbridge Wells, this is based on two potential scenarios:

- an additional 22,600sqm (net) floorspace within the town centre to maintain the town's current level of competitiveness (the 'static retention' scenario), or
- an additional 30,900sqm (net) floorspace to enhance the town's current level of competitiveness and reduce the risk of further retail development locating out of town (the 'increasing retention' scenario)

**3.20** Table 6 below summarises the estimated additional amount of comparison retail development that is likely to be provided by the policies relating to Royal Tunbridge Wells.

**Table 6 Estimated additional retail development in Royal Tunbridge Wells to be delivered through Site Allocations**

Policy	Location	Estimated Retail Capacity (comparison Net A1)	Estimated period for delivery of retail development
AL/RTW2A	Civic Site (Area of Change)	15,000sqm (net) <sup>(1)</sup>	2021-2026
AL/RTW2B	Cinema Site (Area of Change)	3,500sqm (net)	2016-2021
AL/RTW19	Royal Victoria Place	13,000sqm (net)	First phase 2016-2021, possible subsequent phases 2021-2026
AL/RTW23	John Street	200sqm (net)	Up to 2016
	<b>ESTIMATED TOTAL</b>	<b>31,700sqm (net)</b>	

1. precise quantum dependent upon the amount of A3/4/5 restaurant/café offer provided by the development and counted separately from A1 retail

**3.21** If all the policies in Table 6 delivered the amount of comparison retail capacity being allocated, approximately 32,000sqm (net) retail space would be delivered within the main urban area of Royal Tunbridge Wells. The vast majority of this capacity would be delivered through the redevelopment and expansion of Royal Victoria Place and through the development of the Crescent Road/Church Road Area of Change (note that Policy AL/RTW2A also allocates A3, A4 and A5 uses as well as comparison A1 retail).

**3.22** Based on the requirements of the Retail and Leisure Study Update 2014, which identifies a need for between 22,600sqm and 30,900sqm (net) comparison retail floorspace, this would deliver the net floorspace required (approximately 32,000sqm) to meet the comparison goods quantitative requirement for the main urban area to 2026.

**3.23** The 2014 Study also identified a need to 2026 for 1,700sqm (net) convenience goods floorspace to serve Royal Tunbridge Wells, advising that this should be directed towards meeting qualitative gaps in the existing provision, ideally including enhancing provision in the north-west Royal Tunbridge Wells area. Additionally, the 2014 Study advises that applications that improve the provision of local shopping for topping up shopping trips in the areas of east and south west Royal Tunbridge Wells, particularly those with poor access to existing facilities, should be considered on their individual merits, but supported in principle.

**3.24** The recent approval for the development of the Rural Fringe site at Knights Wood (see Policy AL/GB2) includes the provision of some small-scale retail units that will meet some of the requirement for this type of local-scale convenience provision within the north eastern part of Royal Tunbridge Wells.

## Employment Development

**3.25** Regarding employment development, Core Policy 9: Development in Royal Tunbridge Wells of the Core Strategy states that the existing amount of employment floorspace in the Key Employment Areas, including the town centre, will be maintained for the Plan period. Additional floorspace will be provided where this is necessary to provide a higher quality of space to attract higher value jobs. The Council also has an aspiration to encourage creative industries and has prepared the [Creative Industries](#)

[Framework for Tunbridge Wells Borough](#) (2012) to develop this sector. This document can be viewed at [f](#). The Borough Council's [Five Year Plan 2014-2019](#) also includes aspirations to encourage creative industries.

**3.26** In assessing sites for allocation with existing employment uses within the Town Centre Key Employment Area, the intention is that there should be no net loss of employment space within the Town Centre as a result of any redevelopment. The allocation of such sites for other uses has been considered only where one of the following criteria apply:

- buildings are considered unsuitable for continued employment use and redevelopment of the building or site to provide higher quality employment space is not possible
- the loss of an employment use, such as an office use (B1), is compensated for by the provision of alternative, employment generating town centre uses, such as retail, leisure, entertainment, culture, tourism or other uses

**3.27** Outside the town centre, a more flexible approach has been adopted. However, employment uses are retained within the Mount Ephraim area (Policy AL/RTW20) and North Farm/Longfield Road Key Employment Area (Policy AL/RTW27).

### Public Parking Provision

**3.28** A revised Parking Strategy is currently being prepared using updated information about levels of parking demand and use of the car parks. This information indicates that there are adequate public parking spaces provided by the car parks and many free spaces on the streets to serve the town. While there is a high demand for the free on-street parking spaces, there is usually some spare capacity in the town centre car parks that is sufficient to meet current demands. It is recognised that sufficient parking must be maintained across the town to help improve the vitality and viability of the town centre.

**3.29** While future development in the borough is likely to increase the demand for public parking spaces, it is planned that each development in the town centre will re-provide at least the same amount of public parking places. Any departure from this (providing additional or fewer public car parking spaces) would need to be agreed through the masterplanning process or discussions on individual planning applications and be supported by the latest available evidence. Conversely, if sustainable transport measures to be identified in the final Transport Strategy are implemented, such as a Park and Ride scheme, they may reduce the amount of parking spaces needed.

### Town Centre Policies

**3.30** Government policy, as set out in the NPPF, highlights the importance of promoting the vitality and viability of town centres. This states that local planning authorities should "*recognise town centres as the heart of their communities and pursue policies to support their viability and vitality*" and "*promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres*" (paragraph 23). To achieve this, local planning authorities should "*allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres*" and should aim to meet identified needs in full (paragraph 23).

**3.31** In addition to the NPPF, [High Streets at the Heart of Our Communities](#) (2012) (the Government's response to The Portas Review) suggests a number of ways to revitalise town centres. While some of these focus on the management of towns, new development also has a role to play in, for example:

- promoting better access for cycling and walking to help improve air quality and reduce congestion
- reducing street clutter (such as signs, hoardings and railings) and rethinking how urban spaces could be used to bring life back to town centres
- encouraging a variety of uses, including social, entertainment, cultural and market uses, as a vital part of town centres

**3.32** The potential of urban spaces to bring life back to towns is explored further in the Government's [Re-imagining Urban Spaces to Help Revitalise our High Streets](#) (2012). Some of the key messages are that:

- open spaces, streets, squares, green spaces and the network of pavements and pedestrian thoroughfares are what hold town centres together
- local authorities should develop a shared vision (working with local communities, businesses, landowners and developers) to transform town centres to encourage visitors
- the evening and night-time economy should be encouraged through promoting a mix of uses and events outside of shop opening times and using sensitive lighting schemes to enhance the appearance of towns and improve public safety
- local authorities should promote the use of public buildings for a mix of leisure, social, cultural and educational uses to encourage people back into town centres and to visit towns in the evening and night-time
- the use of high quality and locally distinctive features and materials can provide an uplift for town centres and help attract customers and businesses

**3.33** The strategic objectives of the Core Strategy (Chapter 3, page 13) support the Government's approach and include the following objectives:

- to focus development at Royal Tunbridge Wells to stimulate and sustain the economic growth and competitiveness of the town in a way that also provides business opportunities for local people (SO2)
- to target regeneration efforts where necessary, particularly in the borough's town centres and least affluent areas, to ensure that residents have the opportunity to access the services and facilities they require to meet their needs for housing, employment, education, health and leisure (SO3)

**3.34** In addition, Core Strategy Core Policy 9: Development in Royal Tunbridge Wells seeks to promote the sensitive development of the town for a mix of uses, including housing, employment, health, retail, leisure and culture. The policy states that development must conserve and enhance the assets of the town and its special character.

### **Royal Tunbridge Wells Town Centre Areas of Change**

**3.35** In some parts of the town centre a number of potential sites are likely to come forward for refurbishment, change of use or redevelopment over the Plan period. This process of change creates opportunities to meet the requirements of the Core Strategy in a sustainable location and to enhance the economy of the town. It also brings wider opportunities to improve the public realm and strengthen physical connections between different parts of the town, establishing new links and routes between areas. However, there will also be challenges in ensuring that development enhances the town's special character and assets and that the demands of the development (for example, for suitable access and car parking) can be met without detriment to the wider town.

**3.36** Given these opportunities and challenges, two Areas of Change are identified within Royal Tunbridge Wells town centre to guide development at:

- Crescent Road/Church Road
- Vale Avenue

**3.37** The Council's aspirations for development within Royal Tunbridge Wells town centre are set out in Our Five Year Plan 2014-2019 at Section 5. The Council is taking a leading role both as local planning authority and landowner in identifying opportunities for change and growth. These opportunities will include changes of use, redevelopment and new development, as well as comprehensive schemes to deliver enhancements to the public realm.

**3.38** The Area of Change policies include a requirement for a comprehensive approach towards development, tailored to the circumstance of each policy area, and the Council will champion the masterplanning approach set out within the Area of Change policies.

**3.39** The Council will seek to maintain the existing level of B1 (office) use within the Areas of Change. Section 6 of Our Five Year Plan 2014-2019 sets out the Council's aims for attracting more employment opportunities to the borough, to include opportunities for an increase in modern B1 office space and other employment generating uses. This aim is reflected in the policy requirements of the Area of Change policies.

**3.40** It is recognised that there is scope to deliver residential (C3) accommodation as part of any comprehensive redevelopment of town centre sites. The Area of Change policies support residential use as part of a mixed use scheme where it is supplementary to the other uses being proposed. The Council has adopted a cautious approach to the housing capacity of these areas and no specific residential capacities have been included in the Area of Change policies; the delivery of any residential units will be treated as a windfall delivery.

**3.41** Boundaries of the Areas of Change are identified on the Royal Tunbridge Wells & Southborough Proposals Map (Policies AL/RTW2A and 2B and AL/RTW3). Within these areas, proposals for the refurbishment, sensitive reuse or creative, contextual redevelopment of key buildings and sites will be supported, subject to policy requirements. For each Area of Change, the Local Planning Authority will expect a masterplan to be prepared by landowners and developers through collaborative working with local businesses, the local community and the Borough Council to guide development proposals for each area. It is acknowledged that some buildings and sites may come forward in advance of a comprehensive masterplan; however, any proposals should not compromise the comprehensive redevelopment of each Area of Change or the wider Core Strategy objectives. If a masterplan does not include all of the area covered by an Area of Change policy then it will need to demonstrate that the overall aims of the policy are not compromised by proposals for development of part of the policy area.

**3.42** The Borough Council's Five Year Plan 2014-2019 sets out what the Council aims to achieve in the next five years to enable Tunbridge Wells borough to have a more prosperous, green and confident future. One of its key aims is to secure funding and permission to develop a cultural and learning hub based around the current location of the library, art gallery and museum. This aspiration is included within Policy AL/RTW2A below.

## Policy AL/RTW 2

### Policy AL/RTW2A: Civic Complex/Crescent Road Area of Change

The area shown on the Royal Tunbridge Wells & Southborough Proposals Map is designated as an Area of Change.

A masterplan shall be prepared by the developer(s) with the involvement of the Borough Council, stakeholders and the local community. The masterplan shall indicate the distribution, scale and quantum of proposed uses together with areas of open space/public realm, vehicular access, parking provision and pedestrian routes into and within the site. Proposals will be expected to deliver:

- civic, educational, cultural and leisure uses: these shall include library, museum, adult education and theatre facilities, including the facilities to be provided by the Cultural and Learning Hub. There shall be no loss of existing educational, cultural and leisure facilities, or public or ceremonial civic functions from the Area of Change unless suitable alternative provision has been secured elsewhere in the town centre
- retail development: incorporating approximately 15,000sqm (net) additional comparison retail floorspace (A1) which may include a new department store and other units of varying sizes. Retail uses should be provided on the ground floor to ensure active retail frontages

Other uses may also be delivered as part of the redevelopment and refurbishment of sites within the area. Appropriate uses could include:

- restaurants and cafés: development could provide restaurant and café facilities
- market facilities: development could provide enhanced market facilities, which may include the provision of permanent facilities
- hotel and conference facilities
- office (B1): high quality (B1) office space
- residential use: supplementary to the other uses
- parking: any development should reinstate at least the same amount of public car parking spaces within the Area of Change, with the provision to include additional or fewer spaces as considered necessary, subject to the latest available evidence

Development shall contribute to transport improvements, to include the Royal Oak junction Bayhall Road, Church Road/Mount Pleasant junction, Church Road/A26 (London Road) junction and Garden Road/Victoria Road/Camden Road junction

Proposals for redevelopment and refurbishment within the Civic Complex/Crescent Road Area of Change shall accord with the following principles:

- a Conservation Statement must be produced to inform the masterplan and guide the redevelopment and refurbishment of sites, buildings and spaces within the Area of Change. This will focus on the heritage assets within the area (including listed buildings such as the Assembly Hall Theatre, Police Station, Magistrates' Court, Town Hall, War Memorial and Nos 9-10 Calverley Crescent) and also address any potential Local Heritage Assets
- proposals must be of a high quality design and shall demonstrate how they conserve and enhance the Conservation Area



- proposals must be accompanied by an Air Quality Assessment and appropriate mitigation measures
- any proposals affecting the Town Hall will be expected to retain significant features, such as the main entrance, staircase and Council Chamber in situ and allow their continued use for civic functions and other compatible uses
- key views into, and within, the Area shall be protected. These are likely to include views of the main Town Hall entrance and views down Mount Pleasant Road
- opportunities should be explored to create a series of new public spaces and interlinking routes to promote better access for cycling and walking
- development will be expected to provide or enhance green infrastructure links within the area and to provide public art, which may include water features
- proposals shall promote the use of high quality, locally distinctive materials and features
- proposals should 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

Proposals for developing part of the Area of Change shall not compromise the wider aims and comprehensive redevelopment of Policy AL/RTW2A and wider Core Strategy objectives.

#### **Policy AL/RTW2B: Former Cinema Site Area of Change**

The area shown on the Royal Tunbridge Wells & Southborough Proposals Map is designated as an Area of Change.

A masterplan shall be prepared by the developer(s) with the involvement of the Borough Council, stakeholders and the local community. The masterplan shall indicate the distribution, scale and quantum of proposed uses together with areas of open space/public realm, vehicular access, parking provision and pedestrian routes into and within the site.

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

- retail development of approximately 3,500sqm (net) additional A1 comparison to include the creation of an active retail frontage to Mount Pleasant Road
- hotel and conference facilities
- office (B1): high quality (B1) office space
- restaurants and cafes
- residential use: supplementary to the other uses
- transport improvements: development shall contribute to transport improvements, to include the Royal Oak junction Bayhall Road, Church Road/Mount Pleasant junction, Church Road/A26 (London Road) junction and Garden Road/Victoria Road/Camden Road junction

Proposals for redevelopment and refurbishment within Policy AL/RTW2B shall accord with the following principles:

- proposals must be of a high quality design and shall demonstrate how they conserve and enhance the Conservation Area
- proposals must be accompanied by an Air Quality Assessment and appropriate mitigation measures

- development will be expected to provide public art, which may include water features
- proposals shall promote the use of high quality, locally distinctive materials and features
- proposals should 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

Proposals for developing part of the Area of Change shall not compromise the wider aims and comprehensive redevelopment of Policy AL/RTW2B and wider Core Strategy objectives.

## Policy AL/RTW 3

### Vale Avenue Area of Change

The area shown on the Royal Tunbridge Wells & Southborough Proposals Map is designated as an Area of Change.

A masterplan shall be prepared by the developer(s) with the involvement of the Borough Council, stakeholders and the local community. The masterplan shall indicate the distribution, scale and quantum of proposed uses together with areas of open space/public realm, vehicular access (including any necessary improvements to the A26 (London Road)/Vale Avenue junction), parking provision and pedestrian and cycle routes into and within the site. The following uses would be acceptable as part of a mixed use scheme:

- employment use: proposals should explore opportunities to reprovide existing employment uses in the form of high quality (B1) office space
- retail use: existing A1 convenience retail floorspace shall be retained or re-provided within the Area of Change
- hotel and conference facilities
- residential use: redevelopment for residential use will be supported where it is supplementary to the other uses
- parking: any development should reinstate at least the same amount of public car parking spaces within the Area of Change, with the provision to include additional or fewer spaces as considered necessary, subject to the latest available evidence. Parking provision for the railway station within the Area of Change should meet the requirements of Network Rail
- transport improvements: development shall contribute to transport improvements, to include the A26 (London Road)/Vale Road junction, Vale Road/Grove Hill Road junction, the A26 (London Road)/High Street junction and the A26 (London Road)/Church Road junction
- servicing of the site (for all uses) shall be prioritised from London Road

Proposals for redevelopment and refurbishment within the site area shall accord with the following principles:

- a townscape assessment must be produced to inform the masterplan and guide redevelopment and refurbishment within the site area. This will focus on the heritage assets within and adjacent to the site, and on enhancing the Conservation Area and the setting of Tunbridge Wells Common
- proposals must be accompanied by an Air Quality Assessment and appropriate mitigation measures
- the development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider
- redevelopment shall incorporate enhanced pedestrian and cycle access routes to the railway station
- development proposals will be expected to:
  - enhance the public realm in the area, in particular to include the railway station forecourt, station frontage and southern end of Mount Pleasant Road

- provide public art, which may include water features, create and enhance green infrastructure links within the site area, including to The Common

Proposals for developing part of the Area of Change should not compromise the overall aims and comprehensive redevelopment of Policy AL/RTW3 and wider Core Strategy objectives.

**3.43** Within the Vale Avenue Area of Change, development must ensure access to the existing sewerage infrastructure for maintenance and improvement.

**3.44** In relation to Policies AL/RTW2A, 2B and AL/RTW3 above, a Transport Assessment and Travel Plan will be required to support any application. It should include an assessment of the likely impact of development on the existing road network, and an assessment of vehicular access into the site.

## Policy AL/RTW 4

### Policy AL/RTW 4A: Eridge Road

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for mixed use development.

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

- office (B1): high quality (B1) office space
- hotel and conference uses (C1)
- leisure and cultural uses
- retail use: the re-provision of comparison retail floorspace in the areas closest to the Pantiles
- residential use: the provision of approximately 130 units
- parking: any development should reinstate at least the same amount of public car parking spaces with the provision to include additional or fewer spaces as considered necessary, subject to the latest available evidence. The siting of any parking will need to consider the sensitive location of this site, being an 'entrance' into the centre of the town immediately adjacent to Tunbridge Wells Common and The Pantiles, and including land with Village Green status
- transport improvements: development shall contribute to transport improvements, to include traffic mitigation along the A26 (Eridge Road and London Road)

Proposals for redevelopment and refurbishment shall accord with the following principles:

- a townscape assessment must be produced to inform and guide redevelopment and refurbishment within the site area. This will focus on enhancing the Conservation Area and the setting of Tunbridge Wells Common
- proposals must be accompanied by an Air Quality Assessment and appropriate mitigation measures
- the development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider
- development proposals will be expected to:
  - deliver public realm improvements that will enhance the pedestrian route between Linden Park Road and The Pantiles, through the site to the West Station/Sainsbury's and Homebase area, and also linking to Tunbridge Wells Common and its car park
  - create active frontages along the pedestrian routes
  - create green infrastructure links within the site and to Tunbridge Wells Common and The Pantiles
  - provide public art, which may include water features, within the site

Proposals for developing the site shall not compromise the wider aims and development proposals of Policy AL/RTW4B and wider Core Strategy objectives.

### Policy AL/RTW4B: Land at Montacute Gardens

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for mixed use development.

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

- office (B1): high quality (B1) office space
- hotel and conference uses (C1)
- leisure and cultural uses
- residential use: the provision of approximately 30 units
- parking: any development should reinstate at least the same amount of public car parking spaces with the provision to include additional or fewer spaces as considered necessary, subject to the latest available evidence. The siting of any parking will need to consider the sensitive location of this site, being an 'entrance' into the centre of the town, close to Tunbridge Wells Common
- transport improvements: development shall contribute to transport improvements, to include traffic mitigation along the A26 (Eridge Road and London Road) within the vicinity of the site

Proposals for redevelopment and refurbishment shall accord with the following principles:

- a townscape assessment must be produced to inform and guide redevelopment and refurbishment within the site area. This will focus on enhancing the Conservation Area and the setting of Tunbridge Wells Common and The Pantiles
- proposals must be accompanied by an Air Quality Assessment and appropriate mitigation measures
- the development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider
- development proposals will be expected to:
  - deliver public realm improvements that will enhance the pedestrian route between Linden Park Road and The Pantiles, through the site to the West Station/Sainsbury's and Homebase area, and also linking to Tunbridge Wells Common and its car park
  - create active frontages along the pedestrian routes
  - create green infrastructure links within the site and to Tunbridge Wells Common and The Pantiles
  - provide public art, which may include water features, within the site

Proposals for developing the site shall not compromise the wider aims and development proposals of Policy AL/RTW4A and wider Core Strategy objectives.

## Site Allocations

### Sites located inside the Limits to Built Development

**3.45** There are a number of potential sites for development, redevelopment or refurbishment inside the Limits to Built Development of Royal Tunbridge Wells.

**3.46** Proposals for these sites are dealt with through individual site allocations. These are set out below by proposed use, including:

- housing development
- retail development
- employment development
- mixed use development

## Housing Development

**3.47** Sites that are considered suitable for allocation are listed in the policy boxes below. Where two sites adjoin one another, they have been listed together in order to facilitate comprehensive development, although it is recognised that adjoining sites may also come forward separately.

**3.48** Where development is proposed in a sensitive location, such as a Conservation Area, or adjoining the Green Belt, particular regard shall be had to the siting, design and form of dwellings. All development must ensure future access to the existing sewerage infrastructure for maintenance and improvement.

### Policy AL/RTW 5

#### 36-46 St Johns Road

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for residential development (C3) providing approximately 65 dwellings.

Development on the site will be subject to the following:

- proposals must be accompanied by an Air Quality Assessment and appropriate mitigation measures
- development shall be to a maximum of five storeys on St Johns Road and stepped down to a maximum of three storeys to the rear, to respect the residential scale of surrounding developments
- opportunities for including green infrastructure links from the site to Woodbury Park Cemetery shall be explored

### Policy AL/RTW 6

#### Former Plant & Tool Hire, Eridge Road

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated 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 uses.

Development on the site will be subject to the following:

- 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
- the development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider
- proposals shall be accompanied by an Air Quality Assessment and appropriate mitigation measures
- areas of the site that lie within the functional floodplain shall comprise non-habitable floorspace at current ground level
- vehicular access shall be provided onto Eridge Road, with additional pedestrian access to the rear of the site adjacent to Nevill Terrace

**3.49** Planning application TW/12/00277 for 37 residential units within the site area covered by Policy AL/RTW6 was allowed on appeal in April 2013. The 37 dwellings are included within the borough's five-year housing supply calculations.

## Policy AL/RTW 7

### Homœopathic Hospital, Church Road

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for residential conversion (C3) providing approximately 12 dwellings.

Development on the site will be subject to the following:

- assessment of the architectural and heritage value of the existing building, and the extent to which this could be conserved and enhanced through development, shall be carried out in support of any application
- proposals shall be accompanied by an Air Quality Assessment and appropriate mitigation measures
- vehicular and pedestrian access shall be provided from Church Road, with additional pedestrian access from London Road
- development proposals shall include the retention of an area of green space facing Tunbridge Wells Common

## Policy AL/RTW 8

### Land at the Rifle Range, Warwick Park

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for residential development (C3) providing approximately 24 dwellings.

Development on the site will be expected to:

- provide for suitable alternative facilities for the Rifle Club in a convenient location
- the development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider
- ensure no net loss of public recreation open space
- enhance the biodiversity and landscape character of the site, particularly the Area of Important Open Space and Area of Landscape Importance
- respond appropriately to the context and character of the locality

## Policy AL/RTW 9

### Lifestyle Motor Europe, Langton Road

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for residential development (C3) providing approximately 15 dwellings.



## Policy AL/RTW 10

### Former Gas Works, Sandhurst Road

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for residential development (C3) providing approximately 170 dwellings.

Development on the site will be subject to the following:

- proposals must be accompanied by an Air Quality Assessment and appropriate mitigation measures
- the development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider
- an appropriate scheme for access into, and through, the site shall be included, to consist of segregated pedestrian and cycle links through the site, vehicular access from adjoining development at Temple Way and Addison Road, and a maximum design speed of 20mph for roads within the site
- development shall take advantage of the existing watercourses through the site and open up culverts, and shall incorporate green infrastructure links to the Hilbert Recreation Ground and landscape buffers to the railway and electricity installations
- development shall be of a range of heights to take advantage of the topography of the site
- a financial contribution shall be made to improving pedestrian, cycle and vehicular links across the railway line at Sandhurst Road/Upper Grosvenor Road junction
- a financial contribution shall be made to off-site provision of equipment and play space at Oak Road Play Area

**3.50** Development on the Former Gas Works site needs to have regard to the culvert adjoining the site.

## Policy AL/RTW 11

### Land at Goods Station Road

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for residential development (C3) providing approximately 47 dwellings.

Proposals for redevelopment shall seek to retain the existing Victorian warehouse building and the development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider.

## Policy AL/RTW 12

### Land at Quarry Road

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for residential development (C3) providing approximately 27 dwellings.

If practicable, access shall be provided from Medway Road, with additional pedestrian access from Stanley Road.

## Policy AL/RTW 13

### **Tunbridge Wells Telephone Engineering Centre and WA Turner Factory, Broadwater Lane**

These sites, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, are allocated for residential development (C3) providing approximately 170 dwellings in total. The site occupied by the WA Turner Factory may also be considered suitable for redevelopment for a mix of market and retirement housing (C3 and C2 uses).

The Local Planning Authority will expect a masterplan to be prepared by landowners and developers through collaborative working with local businesses, the local community and the Borough Council to guide development proposals for the area. If the masterplan does not include all of the area covered by the policy then it will need to demonstrate that the overall policy aims are not compromised by proposals for development of part of the area.

Development on the sites will be subject to the following:

- provision for green infrastructure links shall be investigated for incorporation into design proposals, including pedestrian links between Broadwater Lane and Linden Gardens
- development shall provide an active frontage to Broadwater Lane and Underwood Rise
- proposals for redevelopment of part of the site shall not prejudice the eventual development of the whole allocation
- opportunities should be explored to deliver a more comprehensive site, including adjoining land
- development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider

## Policy AL/RTW 14

### **Land at Medway Road**

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for residential development (C3) providing approximately 20 dwellings.

## Policy AL/RTW 15

### **123-129 Silverdale Road**

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for residential development (C3) providing approximately 15 dwellings. A single point of access shall be provided from Silverdale Road.

Parking provision shall be incorporated on-site and a financial contribution towards the provision of a Residents' Parking Zone may be required.

## Policy AL/RTW 16

### Land at Beechwood Sacred Heart School

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for residential development (C3) providing approximately 27 dwellings.

Access shall be provided from Pembury Road. The layout and location of development shall take into account natural drainage.

Proposals for development to provide accommodation for retirement housing and/or a residential care home (C2) would also be considered.

## Policy AL/RTW 17

### Former Builders' Yard, Goods Station Road

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for residential development (C3) providing approximately 10 dwellings.

Opportunities should be explored to incorporate workshops, live/work units or other employment uses within the development.

## Policy AL/RTW 18

### Land at Unigate Dairy, St Johns Road

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for residential development (C3) providing approximately 31 dwellings.

Development proposals shall be accompanied by an Air Quality Assessment and appropriate mitigation measures.

## Retail Development

**3.51** The retail targets set out at paragraphs 3.19-3.20 will be delivered partly through sites within the Crescent Road/Church Road Area of Change as the key retail focus for growth for the Town Centre and through sites allocated for mixed use development, as set out below. The other key area for retail within the Town Centre is the shopping centre at Royal Victoria Place and it is considered that this is a suitable site for future retail expansion during the Plan period.

## Policy AL/RTW 19

### Land at Royal Victoria Place

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for an additional 13,000sqm (net) of comparison retail (A1) floorspace.

Development on the site will be subject to the following:

- development shall be located primarily at the north east (Market Square) and southern (Ely Court) parts of the site
- pedestrian access to Royal Victoria Place shall be provided from Camden Road and Calverley Road
- development shall provide a strong built frontage at the corner of Calverley Road and Camden Road
- opportunities shall be explored for infilling and redevelopment of the Food Hall, Market Square, Ely Court and Calverley Row
- development shall contribute to improvements to the road junctions within the immediate area, including the enhancement of the Calverley Road/Camden Road junction and to other traffic or sustainable transport measures
- major public realm improvements shall be delivered at the junction of Calverley Road with Monson Road
- public art, which may include water features, shall be provided within the redevelopment

## Employment Development

**3.52** Core Policy 7: Employment Provision of the Core Strategy seeks to retain existing employment floorspace and encourage new floorspace within the Key Employment Areas on allocated sites and vacant sites. This will be delivered partly through sites within the Areas of Change and through sites allocated for mixed use development, and partly through the allocation of the following sites for employment use.

## Policy AL/RTW 20

### 77 Mount Ephraim (Sturge House, Brockborne House)

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals 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.

## Policy AL/RTW 21

### Mount Pleasant Avenue Car Park

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for office employment uses providing approximately 3,200sqm (gross) floorspace. The preferred use is office (B1(a)) or financial and professional services (A2). Opportunities to re-provide a similar amount of public car parking provision on site shall be explored.

**3.53** Mount Pleasant Avenue car park is located immediately adjacent to Calverley Park and Grounds, which is an Historic Park and Garden and any development of the site should take this into account by ensuring that the setting of the park and grounds are enhanced by the proposals. Additionally, development proposals should ensure that the trees along the north boundary of the site are protected.

**3.54** The site of Lifestyle Ford is located at a busy junction within the Air Quality Management Area. A mixed use development on this site will allow office uses to be located nearest to Mount Ephraim with residential use set behind. The development should also avoid exacerbating exposure to poor air quality for existing residents or occupiers near the site, through, for example, creating a 'canyon' effect.

### Mixed Use Development

#### Policy AL/RTW 22

##### Site of Lifestyle Ford, Mount Ephraim/Culverden Street/Rock Villa Road

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for mixed use development, comprising residential development (C3) providing approximately 30 dwellings and office (B1) use.

Development on the site will be subject to the following:

- proposals must be accompanied by an Air Quality Assessment and appropriate mitigation measures
- No. 15 Mount Ephraim shall be retained as part of any redevelopment
- 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
- the introduction of public art shall be considered as part of the development
- 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
- financial contributions towards the provision of cycle routes to the town centre and a Residents' Parking Zone will be sought
- improvements to the road junctions within the immediate area, including the junction of Culverden Street with Mount Ephraim, will be required

## Policy AL/RTW 23

### John Street Car Park

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for mixed use development comprising residential development (C3) providing approximately 5 residential dwellings and approximately 200sqm (net) A1 retail uses.

Development on the site will be subject to the following:

- an area of public car parking will be retained to the rear of the road frontages, providing a minimum of 50 public parking spaces and access to recycling facilities
- proposals shall be accompanied by an Air Quality Assessment and appropriate mitigation measures
- development will follow the building lines of adjoining properties and will be of an architectural style in keeping with the surrounding area
- vehicular access will be provided from John Street only

**3.55** An outline scheme has been approved by planning application TW/13/03030 that proposes to infill the gap in the retail units along St Johns Road to provide three retail units, 50 public pay-and-display car parking spaces and 10 designated spaces for the proposed development. A total of five flats above the retail premises are also included in the scheme.

## Policy AL/RTW 24

### Auction House and Car Park, Linden Park Road

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for mixed use development comprising employment, retail, residential, hotel, leisure and health-related uses.

Development on the site will be subject to the following:

- existing public car parking shall be re-provided as part of the development unless alternative provision is made available in a suitable location in the vicinity
- green infrastructure links shall be provided and opportunities should be explored to improve pedestrian access between The Pantiles and Policy AL/RTW4
- development shall enhance the area as a gateway into The Pantiles
- public realm improvements shall be delivered along the site's boundary with Linden Park Road

## Policy AL/RTW 25

### Kenwood House, Upper Grosvenor Road

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for mixed use development, which shall re-provide the existing quantum of retail and office floorspace in addition to a minimum of 3 residential (C3) dwellings.

Development on the site will be subject to the following:

- proposals shall provide an A1 retail frontage to Grosvenor Road
- proposals must be accompanied by an Air Quality Assessment and appropriate mitigation measures
- residential use shall be provided on upper floors and to the rear
- proposals shall demonstrate how the character of the immediate area, located at a prominent junction with Upper Grosvenor Road and Grosvenor Road, will be enhanced

## Designations

### Key Employment Areas

**3.56** The Core Strategy defines the Key Employment Areas under Core Policy 7: Employment Provision. These are indicated on the Core Strategy Key Diagram and have previously been defined as 'Economic Development Areas' within the 2006 Local Plan. Paragraph 5.176 of the Core Strategy states that the Site Allocations Local Plan will define the exact boundaries of the Key Employment Areas, which the following policies and accompanying Proposals Map seek to do.

**3.57** For Royal Tunbridge Wells, the Core Strategy sets out two Key Employment Areas, at:

- Royal Tunbridge Wells Town Centre
- North Farm/Longfield Road Industrial Area

## Policy AL/RTW 26

The Royal Tunbridge Wells Town Centre, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is designated as a Key Employment Area.

Proposals for the loss of high quality B1 office stock within the Town Centre Key Employment Area to other non employment uses will only be permitted if it can be demonstrated that it is not financially viable to continue in B1 office use or be capable of redevelopment/modernisation to make it viable for future employment use.

Further details of the uses that shall be permitted within this area will be set out within the Core Strategy Review (Local Plan).

**3.58** The Economic Development Area for North Farm/Longfield Road, as defined on the 2006 Local Plan Proposals Map, has been expanded to include land at North Farm Lane. The inclusion of this land within the Key Employment Area provides the opportunity to encourage business growth and increase employment opportunities within the borough.

### Policy AL/RTW 27

North Farm/Longfield Road, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is designated as a Key Employment Area.

Further details of the uses that shall be permitted within these areas are set out within Policies ED1, ED2 and ED3 of the Local Plan 2006 (referred to as Economic Development Areas), which will be reconsidered as part of the Core Strategy Review (Local Plan).

### Town Centre Boundary, Primary Shopping Area and Neighbourhood Centres

**3.59** The Core Strategy sets out, at paragraph 5.204, that the extent of the Town Centre boundaries will be defined within the Site Allocations Local Plan. The extent of Royal Tunbridge Wells Town Centre is therefore defined on the Proposals Map; this area has been formulated through previous stages of consultation on the Town Centres Area Action Plan and Allocations DPDs in 2009 and 2010.

**3.60** The Primary Shopping Area for Royal Tunbridge Wells is defined within the 2006 Local Plan under Policy CR5. This sets out the purpose for the designation and the threshold for non-retail uses that are to be permitted within this area. The Core Strategy makes reference to the Primary Shopping Areas at paragraph 5.206 and confirms that the Primary Shopping Areas and the percentage thresholds will be reviewed through the relevant DPD. The policy in relation to this is set out below.

### Policy AL/RTW 28

The Town Centre Boundary and Primary Shopping Area for Royal Tunbridge Wells are as defined on the Royal Tunbridge Wells & Southborough Proposals Map.

Further details of the uses that shall be permitted within the Primary Shopping Area are set out within Policy CR5 of the Local Plan 2006. Uses that shall be permitted within the Town Centre Boundary will be set out within the Core Strategy Review (Local Plan).

**3.61** The Core Strategy sets out, at paragraph 5.203, the role of neighbourhood centres in providing an essential mix of services and facilities for communities. The Core Strategy also confirms that the extent of neighbourhood centres will be identified on the Proposals Maps in this Site Allocations Local Plan. The extent of neighbourhood centres in Royal Tunbridge Wells is therefore defined on the Proposals Map.



### Policy AL/RTW 29

The following Neighbourhood Centres are defined on the Royal Tunbridge Wells & Southborough Proposals Map:

- Broadmead Neighbourhood Centre
- Hawkenbury Neighbourhood Centre
- Rusthall Neighbourhood Centre
- Sherwood Neighbourhood Centre
- Showfields Neighbourhood Centre
- Silverdale Neighbourhood Centre
- St Barnabas Neighbourhood Centre
- St John's Neighbourhood Centre
- St Peter's Neighbourhood Centre

Further details of the uses that shall be permitted within these areas are set out within Policy CR13 of the Local Plan 2006.

### Recreation Open Space

**3.62** A number of sites across the borough were previously allocated within the 2006 Local Plan for the provision of sports pitches and other outdoor recreation facilities. This was in order to reduce any highlighted deficiencies in provision and make new provision in appropriate locations.

**3.63** Additionally, a number of sites were allocated for children's playspace: more specifically, NEAPs (Neighbourhood Equipped Areas for Play); and LEAPs (Local Equipped Areas for Play). There are considerable variations in the provision of children's playspace within Royal Tunbridge Wells and the rest of the borough and allocations are made to provide new children's playspace or extend and upgrade existing facilities.

**3.64** The following sites will be allocated for recreational use.

### Policy AL/RTW 30

Land is allocated for sports pitches and other outdoor recreation facilities at the following locations, as defined on the Royal Tunbridge Wells & Southborough Proposals Map:

- Land adjacent to Hawkenbury Recreation Ground, Royal Tunbridge Wells
- Land adjacent to Rusthall Recreation Ground, Royal Tunbridge Wells

## Southborough

### Overview

**3.65** Southborough is a linear settlement straddling the A26, approximately two miles to the north of Royal Tunbridge Wells and within the same Limits to Built Development. The town also includes the High Brooms neighbourhood, which has seen a significant amount of residential development within recent years, centred around an industrial park and bounded to the west by the railway line.

**3.66** Southborough is set in a topographically distinct landscape of high ridges, intersected by a complex network of valleys and steep-sided ghylls. The town itself occupies the high ground adjoining the principal route of the A26, with lush woodland in the valleys to the east and west. Southborough Common is a defining feature of the landscape and, due to its elevated position, provides extensive and panoramic views across the surrounding countryside and open hilltops. The land falls away sharply to the High Brooms area, which is located in a valley.

**3.67** The urban area of Southborough is entirely surrounded by Green Belt land within the High Weald Area of Outstanding Natural Beauty, including several areas of Ancient Woodland, Southborough Common and Barnett's Wood Nature Reserve. The countryside consequently benefits from a high level of protection, in both national and local planning policy, against inappropriate development. While this protection represents a significant constraint upon the outward expansion of the town, it also does much to enhance the quality of life and recreational opportunities available to residents, and helps to secure the special character of the town.

**3.68** Southborough Common and a large part of the town have been designated as a Conservation Area, and many landscape features such as areas of tree and vegetation cover within the urban area have been specifically identified as being worthy of conservation and enhancement. These features do not preclude new development or redevelopment, but do require it to be appropriately located, sensitively designed and of a style and quality that conserves and enhances the surrounding built and natural environment.

**3.69** Traffic flow along the A26 is heavy and often results in congestion. An Air Quality Management Area has been declared and development proposals within this Area will need to be accompanied by Air Quality Assessments and to incorporate adequate mitigation measures.

### Requirement of the Core Strategy

**3.70** The Core Strategy identifies Southborough, together with Royal Tunbridge Wells, as part of the main urban area of the borough. The town offers retail provision and a range of complementary services and facilities for the local community, and the Core Strategy seeks to strengthen its sense of place, focusing regeneration within the town centre.

**3.71** Core Policy 10: Development in Southborough sets out the following development requirements for Southborough for the Plan period 2006-2026:

- the general extent of the Green Belt will be maintained for the Plan period and beyond to 2031. This is unless a review of existing Rural Fringe sites completed as part of the Local Plan review indicates exceptional circumstances that would justify alterations to Green Belt boundaries, in line with NPPF paragraph 83
- approximately 300 net additional dwellings
- reinforce the function of Southborough as a town centre by a new mixed use development
- approximately 500sqm (net) additional comparison retail floorspace to be provided by 2017 in the town centre, unless a different need is identified in a future Retail Study
- maintaining the existing amount of employment floorspace within the Key Employment Area

**3.72** Taking into account projected future housing needs, the number of new homes that have been built between 1 April 2006 and 31 July 2014, and planning applications approved during this period, another 141 homes will be needed in the town by 2026. This total will be met through the allocations set out below, in addition to an allowance for windfall development (as described in paragraphs 2.21-2.22 above). Given the remaining development requirement for Royal Tunbridge Wells and Southborough, it has not been necessary to review the Green Belt for this Site Allocations Local Plan. Three Rural Fringe sites are, however, allocated for development.

**3.73** Core Policy 10: Development in Southborough aims to deliver a new mixed use development providing retail, commercial and community facilities, including a convenience food store, in order to reinforce the function of the town centre. The retail requirements identified include approximately 500sqm (net) of additional comparison floorspace to be delivered by 2017. However, with the recent opening of two new food stores, the amount of convenience retail floorspace within the Royal Tunbridge Wells and Southborough catchment area has increased by approximately 6,000sqm (net) since the 2006 Retail Study took place (which the Core Strategy figures were based on), thus meeting the quantitative requirements to which a new store in Southborough would have contributed. Consequently it is not necessary to allocate land for convenience retail in Southborough on the grounds of quantitative need.

**3.74** The Retail and Leisure Study Update 2014 provides a more up to date assessment of retail needs for Southborough. It states that Southborough performs an important role providing for the convenience shopping needs of the local catchment area and can be expected to meet some day-to-day shopping needs. It concludes, however, that there is no identified need for additional comparison or convenience floorspace within Southborough during the Plan period. The study does consider that there is a gap in provision of convenience floorspace to the north west side of Royal Tunbridge Wells/Southborough and enhancing this provision should be considered.

## Site Allocations

**3.75** The following sites are considered to be suitable for development to deliver the needs identified above. Development proposals will be expected to comply with all relevant national and local policies and with any specific requirements set out below.

## Housing Development

**3.76** Sites that are allocated for housing are listed below.

**3.77** The lack of suitable previously developed sites in Southborough represents a major constraint on further development within the town. Southborough shares a Limits to Built Development and Green Belt boundary with Royal Tunbridge Wells. For the purposes of this Site Allocations Local Plan, the development capacity of the two settlements has been combined and sites have been allocated within the two settlements to reflect this combined requirement.

## Policy AL/SO 1

### Land at Yew Tree Road (Southborough Library)

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for residential development (C3) providing approximately 10 dwellings.

Development on the site will be subject to the following:

- Southborough Library shall be relocated to a convenient alternative location within the Southborough town centre
- the design and layout of development shall conserve and enhance the Area of Landscape Importance within, and adjacent to, the site
- an Air Quality Assessment and appropriate mitigation measures must be incorporated into the development

### Mixed use development

**3.78** The following site is considered suitable for allocation for mixed use development. This allocation reflects the central location of this site within the town centre boundary and the opportunity that its redevelopment would present to enhance the vitality and viability of the town centre, providing a range of uses to meet the needs of different sectors of the local community, while contributing to the borough's housing targets.

## Policy AL/SO 2

### Southborough Hub (Area 1)

This site, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is allocated for mixed use development. A comprehensive scheme for redevelopment and/or refurbishment of buildings and spaces will be prepared to provide community facilities, homes and improved parking.

Proposals will be expected to deliver all of the following:

- approximately 50-60 residential units
- flexible community floorspace, including space for assembly and leisure uses (Use Class D2) or theatre (sui generis) use
- retention of the existing public car parking capacity

The Local Planning Authority will expect a masterplan to be prepared by landowners and developers through collaborative working with local businesses, the Town Council, the local community and the Borough Council to guide development proposals for the area.

New retail floorspace (either comparison or convenience goods) that seeks to enhance and diversify provision within Southborough will be supported as part of the masterplan proposals, provided that it is of an appropriate scale and would not have a significant adverse impact on the town.

Development on the site will be subject to the following:

- proposals affecting only part of the site will not be permitted where they would compromise the comprehensive development of the whole allocation
- an Air Quality Assessment and appropriate mitigation measures shall be incorporated into the development
- the development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider
- any residential uses fronting onto London Road shall be located above ground floor
- the development shall deliver town centre uses to provide an active frontage onto London Road
- the development shall incorporate a pedestrian link and green infrastructure links from the London Road frontage to the open space at Southborough Hub (Area 2)
- the development shall conserve and enhance the Areas of Landscape Importance within the site
- opportunities shall be explored to retain and improve the Royal Victoria Hall
- land allocated under Policy AL/SO3 shall be enhanced and rationalised as part of the proposals to develop Southborough Hub (Area 1)
- the development shall incorporate and contribute towards the provision of a dedicated cycleway that passes through the site from London Road through Southborough Hub (Area 2) to the junction of The Ridgeway and Hill Crest

### Recreation Open Space

**3.79** A variety of formal and informal open space is identified and protected under the 2006 Local Plan. These spaces can fulfil several functions simultaneously, offering opportunities for different leisure and recreational activities while also enhancing biodiversity and the visual amenity of surrounding built up areas. Retaining and developing networks of green spaces is increasingly recognised to be an important aspect both of adapting to climate change and of creating healthy communities and these networks should be regarded as valuable assets in the same way as built infrastructure networks.

**3.80** The following sites play a key role in providing leisure and recreational space within a highly accessible location within Southborough Town Centre and their allocation in the following policy is intended to reflect and support this role.

### Policy AL/SO 3

#### Recreation Open Space

Land is allocated for sports pitches and other outdoor recreation facilities, including allotment land and equipped children's playspace, at the following locations, as defined on the Royal Tunbridge Wells & Southborough Proposals Map:

- Southborough Hub (Area 2), The Ridgeway
- Land east of London Road, Southborough

## Designations

### Key Employment Areas

**3.81** The Core Strategy defines the Key Employment Areas under Core Policy 7: Employment Provision. These are indicated on the Core Strategy Key Diagram and have previously been defined as 'Economic Development Areas' within the 2006 Local Plan. Paragraph 5.176 of the Core Strategy states that the Site Allocations Local Plan will define the exact boundaries of the Key Employment Areas, which the following policy and accompanying Proposals Map seeks to do. The detailed uses to be directed to these areas will be set out within the Core Strategy Review (Local Plan).

### Policy AL/SO 4

#### Southborough High Brooms Key Employment Area

Southborough High Brooms, as shown on the Royal Tunbridge Wells & Southborough Proposals Map, is designated as a Key Employment Area.

Further details of the uses that shall be permitted within these areas are set out within Policies ED1, ED2 and ED3 of the Local Plan 2006 (referred to as Economic Development Areas), which will be reconsidered as part of the Core Strategy Review (Local Plan).

### Town Centre Boundary, Primary Shopping Area and Neighbourhood Centres

**3.82** The Core Strategy sets out, at paragraph 5.204, that the extent of the Town Centre boundaries will be defined within the Site Allocations Local Plan. The extent of Southborough Town Centre is therefore defined on the Proposals Map; this area has been formulated through previous stages of consultation on the Town Centres Area Action Plan and Allocations DPDs in 2009 and 2010.

**3.83** The Primary Shopping Area for Southborough is defined within the 2006 Local Plan under Policy CR7: Southborough Primary Shopping Area. This sets out the purpose for the designation and the threshold for non-A1 uses that are to be permitted within this area. The Core Strategy makes reference to the Primary Shopping Areas at paragraph 5.206 and confirms that the Primary Shopping Areas and the percentage thresholds will be reviewed through the relevant DPD. The policy in relation to this is set out below.

## Policy AL/SO 5

### Southborough Town Centre Boundary and Primary Shopping Area

The Town Centre Boundary and Primary Shopping Area are defined on the Royal Tunbridge Wells & Southborough Proposals Map.

Further details of the uses that shall be permitted within the Primary Shopping Area are set out within Policy CR7 of the Local Plan 2006. Uses that shall be permitted within the Town Centre Boundary will be set out within the Core Strategy Review (Local Plan).

**3.84** The Core Strategy sets out, at paragraph 5.203, the role of Neighbourhood Centres in providing an essential mix of services and facilities for communities. The Core Strategy also confirms that the extent of neighbourhood centres will be identified on the Proposals Maps in this Site Allocations Local Plan. The extent of Neighbourhood Centres in Southborough is therefore defined on the Proposals Map.

## Policy AL/SO 6

### Neighbourhood Centres

The following Neighbourhood Centres are defined on the Royal Tunbridge Wells & Southborough Proposals Map:

- High Brooms Neighbourhood Centre
- North Southborough Neighbourhood Centre

Further details of the uses that shall be permitted within these areas are set out within Policy CR13 of the Local Plan 2006.

## Chapter 4: Green Belt and Rural Fringe

### Overview

**4.1** This chapter considers the Green Belt and Rural Fringe (also referred to as 'safeguarded land'; that is, land that has been taken out of the Green Belt as it has been identified in earlier Local Plans as being suitable to meet the borough's longer term development needs). Areas of Green Belt and Rural Fringe within the borough are located around the urban area of Royal Tunbridge Wells and Southborough. Proposals set out in this chapter should therefore be read in conjunction with the proposals set out in Chapter 3: Royal Tunbridge Wells and Southborough.

**4.2** National policy in the National Planning Policy Framework (NPPF) states that "*the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.*" Within this borough, the outer boundary of the Green Belt was defined by the 1983 Kent Countryside Plan. The current boundaries in the 2006 Local Plan are based on those contained in the adopted Tunbridge Wells Borough Local Plan 1996, which in turn had reviewed the boundaries in the previous area-based Local Plans for Royal Tunbridge Wells, Southborough and Paddock Wood.

**4.3** The Green Belt boundaries for each settlement were drawn up where the character of the area changes from being 'built up' or 'urban' (and therefore belonging to the character of the built up area), to 'rural' (and therefore belonging to the character of the rural area). Where possible, the Green Belt boundaries have been drawn close to the built up area along the inner boundary of readily recognisable features such as roads, watercourses, hedges or tree lines.

**4.4** The NPPF, at paragraph 80, sets out the five purposes of the Green Belt. These are:

- to check the unrestricted sprawl of large built-up areas
- to prevent neighbouring towns merging into one another
- to assist in safeguarding the countryside from encroachment
- to preserve the setting and special character of historic towns, and
- to assist in urban regeneration by encouraging the recycling of derelict and other urban land

**4.5** Paragraph 89 of the NPPF states that the construction of new buildings in the Green Belt should be considered as inappropriate. It does, however, set out a number of land uses that can be considered as exceptions to this, including: buildings for agriculture and forestry; appropriate facilities for outdoor sport and recreation and cemeteries; a proportionate extension or alteration of a building; replacement buildings that are not materially larger; limited infilling in villages and limited local needs affordable housing; limited infilling, partial or complete redevelopment of previously developed land (PDL) sites. Each proposal would need to be considered on its own merits to ensure that the openness of the Green Belt is preserved and there is no conflict with the original purpose of including the land within the Green Belt.

**4.6** The NPPF, at paragraph 85, requires, where necessary, that local authorities should identify areas of Rural Fringe between the urban area and the Green Belt in order to meet longer-term development needs stretching well beyond the Plan period. Within this borough, six areas of land have been designated as Rural Fringe in the 2006 Local Plan that have previously been removed from the Green Belt to provide a long-term land reserve, safeguarded to meet future development needs (see details of these sites in Table 8 below).

**4.7** In the Inspector's Report (2005) to the Borough Council's Local Plan (at paragraph 6.432), it was stated that if additional land was required it would be appropriate to consider the Hawkenbury Farm site for release (for development) to meet identified need. This approach by the Inspector towards Rural Fringe land was also followed for Knights Park (now referred to as Knights Wood) (para 3.117) and the Speldhurst Road former Allotments (para 3.124) sites.



**4.8** Chapter 3: Royal Tunbridge Wells and Southborough lists allocated sites within the main urban area. After taking account of the estimated capacity of these sites to deliver housing, allowing for an estimated non-delivery rate of 10% and including a windfall allowance, it is still necessary to allocate additional sites to meet the Core Strategy requirement for the main urban area of 4,500 dwellings over the Plan period to 2026.

**4.9** Three Rural Fringe sites that have development potential deliverable within this Plan period have therefore been allocated for development (see Table 8 below).

### National planning policy

**4.10** The NPPF sets out the Government's definition of sustainable development and states that, to achieve this, the role of the planning system should include *"supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations"* (paragraph 7). The NPPF states that, when defining Green Belt boundaries, local planning authorities should ensure consistency with the Plan strategy for meeting identified requirements for sustainable development (paragraph 85). However, footnote 9 of paragraph 14 of the NPPF recognises that, in meeting needs, some policies in the Framework indicate development should be restricted, including "land designated as Green Belt".

### Local planning policy

**4.11** Within the borough there are six Rural Fringe sites (referred to as *"safeguarded land"* in paragraph 85 of the NPPF) identified initially in the 1988 Plan and then carried forward in successive Local Plans to the 2006 Local Plan. These sites were intended to identify and safeguard land to meet probable longer-term development needs stretching well beyond the 2006 Local Plan period and therefore to protect the Green Belt from development in the long term.

### Requirement of the Core Strategy

**4.12** In order to meet the housing target of 6,000 additional dwellings over the Plan period, Core Policy 1: Delivery of Development in the adopted Core Strategy allows, in certain circumstances, for selected greenfield sites adjacent to the LBD of the main urban area and small rural towns to be allocated and released for development to maintain a sufficient phased supply of deliverable and developable land.

**4.13** Core Policies 9 and 10 set out a total dwelling requirement for the main urban area of Royal Tunbridge Wells and Southborough of 4,500 net additional dwellings. Table 7 below shows that a shortfall in housing delivery remains for the main urban area after taking account of the capacity of completions, extant consents and the estimated capacity of allocated sites over the Plan period (as set out in Chapter 3 of this document by the allocation policies AL/RTW and AL/SO). It will therefore be necessary to release Rural Fringe sites to meet this shortfall.

**Table 7 How the housing requirement for Royal Tunbridge Wells and Southborough will be met**

		Comments
Core Strategy requirement for Royal Tunbridge Wells and Southborough 2006-2026	4,500	
Less: Completions April 2006 - March 2014	1,647	Not allowing for any possible under-delivery
Less: Extant Consents at 31st July 2014	1,303	Not allowing for any possible under-delivery

		<b>Comments</b>
Less: Estimated capacity of site allocations at Royal Tunbridge Wells/Southborough	1,113	See Chapter 3 of this document for details of the sites that will be allocated at Royal Tunbridge Wells and Southborough
Less: Rural Fringe capacity: former allotments at Speldhurst Road	20	See Table 8 below
Less: Rural Fringe capacity: Hawkenbury Farm	220	See Table 8 below
Less: Rural Fringe capacity: Knights Wood	248	Calculated as 550 approved in outline less 302 dwellings approved through reserved matters and included in extant consents above. A reserved matters application for the balance of 248 has not yet been submitted for consideration.
Add: flexibility to take account of possible under-delivery	289	Calculated as 10% of extant consents and of site allocation/rural fringe capacity
Less: windfall allowance 2017/18 to 2025/26 (9 years)	322	No windfall allowance for 2014/15-2016/17 (first three years) as this could cause double counting with extant consents. Analysis in the Borough Council's TUCAA provides a robust evidence base to include a windfall allowance for the main urban area.
<b>Balance (over supply)</b>	<b>84</b>	This represents 1% of the 4,500 housing target for 2006-2026

**4.14** Table 8 below sets out the estimated residential capacity during the period to 2026 for each of the areas of Rural Fringe designated in the Local Plan 2006.

Table 8 Potential Capacity of Rural Fringe Sites

Rural Fringe Site (Local Plan Policy RF1)	Estimated capacity	Comments
Culverden Down	0	No capacity for residential development at least during the Plan period - land currently in use for recreation, education and community provision
Grange Road Allotments, Rusthall	0	No capacity for residential development at least during the Plan period - land currently in use as allotments
North Farm Tip	0	No capacity for residential development at least during the Plan period - contaminated land unsuitable for development during this current Plan period
Knights Wood	248	Planning approval granted for 550; 1st Phase of 302 dwellings is included within extant consents. The balance of 248 dwellings will be the 2nd phase of development
Speldhurst Road former allotment site	20	Allotments are disused and land has been cleared
Hawkenbury Farm	220-250	Range in the development capacity of the site to provide flexibility for development proposals
<b>TOTAL ESTIMATED CAPACITY</b>	<b>488-518</b>	Lower end of range included in table above

**4.15** The capacity of sites at Royal Tunbridge Wells and Southborough and the windfall capacity for Royal Tunbridge Wells and Southborough, included in the Tables above, are estimates based on capacity calculations supported by feasibility studies. However, the capacity of sites may change and/or some sites may not come forward during the Plan period as expected. There are a number of site allocations within the main urban area, for example the Areas of Change policies, that include a mix of uses and range of quantities to provide flexibility for developers when developing a comprehensive masterplan for the area. Consequently, the estimated amount of housing included within the capacity of site allocations in Table 8 above is an estimate.

**4.16** Allocating the Rural Fringe sites listed above will provide the borough with a robust contingency of deliverable sites to meet the housing target for Royal Tunbridge Wells and Southborough over the Plan period. Phase One of the Knights Wood Rural Fringe site was granted reserved matters planning permission in January 2014 and construction has commenced on site.

**4.17** The Rural Fringe site at Hawkenbury, as with Knights Wood, will require careful masterplanning to create a cohesive development providing a new neighbourhood, while also contributing to the infrastructure requirements of the surrounding residential area.

### Site Allocations

**4.18** The methodology used to assess the suitability of Rural Fringe sites designated in the 2006 Local Plan for release for development follows the approach used for other sites in this Site Allocations Local Plan (see Chapter 2: Methodology and Strategy). The three Rural Fringe sites allocated for development by Policies AL/GB1, AL/GB2 and AL/GB3 are considered to be available for development within the Plan period to meet the development requirements of the main urban area.

## Policy AL/GB 1

### **Speldhurst Road former Allotments (Land between Bright Ridge and Speldhurst Road, Southborough)**

This site, as shown on the Green Belt and Rural Fringe Proposals Map and designated as a Rural Fringe site in 2006 Local Plan Policy RF1: Rural Fringe, is allocated during the Plan period primarily for residential development (C3) providing approximately 20 dwellings. The development shall have particular regard to the character of the nearby Area of Outstanding Natural Beauty. The development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider.

## Policy AL/GB 2

### **Knights Wood**

This site, as shown on the Green Belt and Rural Fringe Proposals Map and designated as a Rural Fringe site in 2006 Local Plan Policy RF1: Rural Fringe, is allocated during the Plan period primarily for residential development (C3) providing approximately 550 dwellings, community facilities and a Primary School (2 Form Entry).

Development on the site will be subject to the following:

- the design and layout shall be determined by a landscape and ecological assessment in accordance with best practice and standing advice of Natural England to meet the requirements of Core Policy 4: Environment and Core Policy 5: Sustainable Design and Construction of the Core Strategy (2010) and any other relevant policies. Particular regard shall be had to the character of the nearby Area of Outstanding Natural Beauty and the ancient woodland and designated town green on the site
- a detailed visual assessment of the development will be required to ensure that the setting of Royal Tunbridge Wells is conserved and enhanced
- no built development shall take place within those areas identified on the Green Belt and Rural Fringe Proposals Map as being allocated for open space within the site allocation
- a Management Plan shall be agreed to ensure the long-term protection and management of open spaces, including woodland and natural landscape features, that are contained within the site boundaries
- provision shall be made for community facilities, to include retail provision
- proposals for the siting and provision of a primary school within the site shall be agreed through discussion with the Local Education Authority

**4.19** Development at Knights Wood must ensure future access to the existing sewerage infrastructure for maintenance and improvement.

## Policy AL/GB 3

### Land at Hawkenbury Farm (off Hawkenbury Road/Maryland Road, Royal Tunbridge Wells)

This site, as shown on the Green Belt and Rural Fringe Proposals Map and designated as a Rural Fringe site in 2006 Local Plan Policy RF1: Rural Fringe, is allocated during the Plan period primarily for residential development (C3) providing approximately 220-250 dwellings and a primary school (2 Form Entry).

Development on the site will be subject to the following:

- the design and layout shall be informed by a landscape and ecological assessment in accordance with best practice and standing advice of Natural England to meet the requirements of Core Policy 4: Environment and Core Policy 5: Sustainable Design and Construction of the Core Strategy (2010) and any other relevant policies. Particular regard shall be had to the character of the nearby Area of Outstanding Natural Beauty
- the development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider
- a Management Plan shall be agreed to ensure the long-term protection and management of open spaces, including woodland and natural landscape features
- opportunities shall be explored to re-provide allotments within the locality
- development shall ensure remediation of the areas of landfill within the site
- proposals for the siting and provision of a primary school within the site shall be agreed through discussion with the Local Education Authority

**4.20** It should be noted that an area of land within Wealden District to the south of Hawkenbury Farm, between Benhall Mill Road and the railway line, is identified in the Wealden District Core Strategy Local Plan (adopted February 2013) as a broad location for housing provision. Policy WCS4: Strategic Development Areas of the Wealden District Core Strategy states that this broad location (Land adjacent to Tunbridge Wells in the Parish of Frant) will provide for around 120 dwellings. Further information can be found at [www.wealden.gov.uk](http://www.wealden.gov.uk).

### Rural Fringe (long-term land reserve)

**4.21** The Overview at the start of this Chapter explains why Rural Fringe sites have been designated as such in previous Local Plans and the function they fulfil. Rural Fringe sites are not Green Belt sites; they have been removed from the Green Belt in order to be able to provide a land reserve to meet the borough's future development requirements. When this further need for development is required, the Rural Fringe sites can be allocated for development. It is the role of this Site Allocations document to assess whether the Rural Fringe sites are required to meet housing targets within the current Plan period, and also to assess the current development potential of each Rural Fringe site and, where appropriate, allocate Rural Fringe sites for development (see Tables 7 and 8 above).

**4.22** The following sites were designated as Rural Fringe sites in the 2006 Local Plan (under Policy RF1: Rural Fringe) and will continue to be designated as long-term land reserves in the Site Allocations Local Plan:

- Culverden Down
- Grange Road Allotments
- North Farm Tip

**4.23** Although these sites are not considered to have a potential for development within the Plan period, in the longer term it may be appropriate to consider them for development. However, it should be noted that, even in the longer term, it is not expected that every part of these Rural Fringe sites will be suitable for built development.

**4.24** The current and future uses of these sites may not only be housing; for example, during the Plan period the Culverden Down site will continue to perform its current function providing predominantly educational, sports and recreational and informal open space uses. Grange Road Allotments are currently being used as allotments and it is expected that this use will continue during the Plan period. The North Farm Tip will be unable to be developed until after the Plan period as it is a former landfill site and presents environmental constraints that cannot be overcome before 2026.

**4.25** The Core Strategy Review (Local Plan) will reassess the availability and suitability of these three Rural Fringe sites, if required. In the meantime, it is considered appropriate to retain their Rural Fringe designation to provide flexibility when assessing the borough's long-term land reserve in future Plans.

## Policy AL/GB 4

### Rural Fringe (long-term land reserve)

The following sites, as shown on the Green Belt and Rural Fringe Proposals Map and designated as Rural Fringe sites in 2006 Local Plan Policy RF1: Rural Fringe, will continue to be designated as long-term land reserves beyond the Plan period to ensure that the Green Belt boundaries are protected:

#### Culverden Down

#### Grange Road Allotments

#### North Farm Tip

Proposals for development at these sites will need to demonstrate that:

- the needs of an established use on the site are being met, or
- the development is temporary and the land can be restored back to its previous use

### Major Developed Sites in the Green Belt

**4.26** Previous national guidance contained within Planning Policy Guidance Note 2: Green Belts (PPG2) allowed local planning authorities to identify sites within the Green Belt that were of substantial scale as 'Major Developed Sites'. Within this borough, three sites that have an identifiable and substantial core of permanent buildings above 7,500sqm floorspace have been identified as such sites:

- Pembury Hospital
- Kent College at Pembury
- Holmewood House School at Langton Green

**4.27** The methodology used to identify these sites was approved as part of the 2006 Local Plan examination process.

**4.28** Core Policy 2(4): Green Belt of the adopted Core Strategy states that: *"Infill development and redevelopment within the designated 'Major Developed Sites' within the Green Belt will be allowed where it accords with the national planning provisions of PPG2 or its replacement."*

**4.29** Although the NPPF does not specifically refer to Major Developed Sites, paragraph 89 lists general exceptions to the policy of restraint within Green Belts, including: "*Limited infilling or the partial or complete redevelopment of previously developed sites ... whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.*"

**4.30** Given this, the approach to Major Developed Sites as set out in Core Policy 2: Green Belt of the Core Strategy has been continued, with any proposals for development at these sites being considered through the planning process and determined with reference to the relevant policies in the Core Strategy and this Site Allocations Local Plan.

**4.31** As part of the site allocations process, minor amendments have been made to the boundary of the Major Developed Site around Kent College as part of a long-term masterplan for future redevelopment of the site and this revised boundary is included in this Site Allocations Local Plan.

## Policy AL/GB 5

### Major Developed Sites in the Green Belt

The following Major Developed Sites, as shown on the Green Belt and Rural Fringe Proposals Map, will continue as Major Developed Sites in the Green Belt:

#### **Holmewood House School, Langton Green**

#### **Kent College, Pembury**

#### **Tunbridge Wells Hospital, Tonbridge Road, Pembury**

Infill development and redevelopment proposals within the boundary of these sites will be subject to the following:

- development must not have an adverse impact on the openness or visual amenity of the Green Belt
- development must not exceed the height of any of the existing buildings
- where infill development is proposed, development would not lead to a major increase in the developed proportion of the defined Major Developed Site
- where redevelopment is proposed, development would not occupy a footprint which exceeds that of the buildings to be replaced, unless this would achieve a reduction in height that would benefit visual amenity

## Chapter 5: Paddock Wood

### Overview

**5.1** Paddock Wood serves a large rural hinterland and provides a range of retail, community and small- and large-scale business uses. Paddock Wood is identified within the settlement hierarchy as a small rural town and is located at the northern part of the borough close to the boundary with Tonbridge & Malling and Maidstone Boroughs. The Metropolitan Green Belt abuts the western boundary of the settlement.

**5.2** Paddock Wood town is relatively unconstrained in historic conservation terms and not subject to any national landscape or biodiversity designations. However, there are certain areas subject to varying degrees of flood risk, with the functional floodplain particularly impacting on land north of the railway line. Additionally, there are some sensitive landscape constraints, such as the vulnerability of the slopes that rise from the south of the town to the High Weald and the flat, open agricultural landscape surrounding the settlement.

**5.3** In landscape terms, the rural area of Paddock Wood falls within two main landscape character types, as identified in the [Borough Landscape Character Area Assessment](#) (2011):

- Low Weald Farmland surrounding the urban area
- Medway River Valley to the north of the settlement extending beyond the borough boundary

**5.4** The Low Weald Farmland area is characterised by extensive arable fields and local areas of hops and dwarf fruit orchards. It also includes the urban area, which has developed around the railway station. This area provides an important transition between the Fruit Belt and flat arable and pasture land of the Low Weald and Medway Valley. The Medway River Valley consists of a wide corridor of low-lying land, which relates to the much larger linear character of the River Medway. The landscape is virtually uninhabited, containing a network of drainage channels and ditches.

**5.5** Paddock Wood is a relatively new town in comparison to other towns and villages within the Weald, having grown around the railway line during the late 1800s. The railway brought many hop pickers from London, which saw Paddock Wood become a centre for the hop growing industry. This is reflected around the edge of the town by the presence of several oast houses, contributing to its character. The character of the townscape is generally more modern, but a variety of housing types can be seen within the town, ranging from older style cottages to large, modern housing developments, such as at Green Lane.

**5.6** The railway line acts as a division within the urban area of Paddock Wood, between the majority of the settlement containing the town centre and residential areas to the south, and the Key Employment Areas at Eldon Way and Transfesa Way, providing light industrial (B1), general industry (B2) and storage or distribution (B8) floorspace to the north, with a pocket of residential use situated along Maidstone Road.

### Key constraints and settlement analysis

**5.7** Paddock Wood lies within an area of flood risk, with the functional floodplain (Flood Zone 3b) covering the area north of the railway line and extending south, particularly around the area of Maidstone Road and land to the west of the settlement. The built area of the town, south of the railway line, is identified in the Strategic Flood Risk Assessment (SFRA) Level 2 (2009) as an 'area of critical drainage', which can suffer from storm-water sewers due to surcharging caused by constricted culverts under the railway. Parts of the settlement are also within Flood Zone 2. These are an important consideration in planning policy terms, as different land uses, which are classified according to their flood risk vulnerability, are not appropriate to develop in certain flood zones.



**5.8** The Metropolitan Green Belt abuts the settlement of Paddock Wood to the west, covering the area just south of Badsell Road to land beyond the railway line to the north. Foal Hurst Wood, an area outside the defined urban settlement to the south west, is designated as a Local Nature Reserve and protected in the 2006 Local Plan under Policy EN15: Sites of Nature Conservation Interest and Sites of Local Nature Conservation Value. In landscape terms, the east and south of the settlement in particular and surrounding rural countryside can be seen from the rising High Weald ground, such as from Castle Hill View Point at Brenchley.

**5.9** As part of the consideration of the settlement and allocated sites, a detailed sustainability appraisal process has been carried out, looking at the environmental, economic and social impacts of any development. Each site considered has undergone a detailed sustainability appraisal and the cumulative impact of the allocations in and around Paddock Wood has been tested as part of this process. Mitigation measures were suggested to enhance any potential beneficial cumulative impacts and reduce or remove adverse cumulative impacts on sustainability objectives. Some of these mitigation measures are already addressed through the Core Strategy policies and in other cases, the suggested measures have been incorporated into the text of the relevant allocations.

## Requirement of the Core Strategy

**5.10** The development strategy for the town is established by Core Policy 11: Development in Paddock Wood of the adopted Core Strategy, which highlights the need to further the locally-distinctive design identity of the town, in particular integrating the townscape and surrounding landscape with a view to enhancing the quality of the local environment.

**5.11** The objective of the Core Strategy is to provide sufficient development at Paddock Wood to support and strengthen it as a local hub for the borough's rural areas, whereby it continues to provide a range of retail, community and small- and large-scale business uses. The town centre is a small-scale centre made up of largely independent retailers occupying small units. The Core Strategy identifies two Key Employment Areas to the north of the railway line: Eldon Way and Transfesa Road East and West, where redevelopment for current and future business and employment needs will be promoted.

**5.12** Core Policy 11: Development in Paddock Wood sets out development requirements for the town for the Plan period 2006 to 2026 that seek to deliver:

- approximately 600 net additional dwellings
- development located in accordance with the [Strategic Flood Risk Assessment](#) and other guidance. Opportunities will be taken to integrate flood risk management and the reduction of existing flood risks in the town through new development
- a need for approximately 900sqm (net) additional comparison retail floorspace, to be provided by 2017 unless a different need is identified in further studies
- the provision of a community facility
- restaurants and meeting places within the Town Centre
- the provision of smaller, more flexible commercial and industrial units
- redevelopment for future and current business/employment needs will be promoted within the designated Key Employment Areas

**5.13** Since the adoption of the Core Strategy, the [Paddock Wood Surface Water Management Plan](#) has been produced in December 2011 (JBA Consulting). This provided more in-depth information on flooding within Paddock Wood and explored initial approaches to tackling flood risk and the development of an Action Plan with key partners in order to identify management options for improving flood risk in the town. Kent County Council has since commissioned further work in relation to the Surface Water Management Plan and this was published as the Paddock Wood Flood Alleviation Study in 2015.

**5.14** The findings of the most recent Retail Study (the Tunbridge Wells Retail and Leisure Study Update 2014, Peter Brett Associates) set out a target of 400sqm of comparison floorspace to be provided over the Plan period to 2026. In terms of convenience goods, the study concludes that there is limited quantitative capacity of approximately 200sqm; however, in qualitative terms, proposals that provide improved customer choice and competition should be considered on their individual merits.

**5.15** The Council will take a leading role both as local planning authority and landowner in identifying opportunities for change and growth. These opportunities will include identifying changes of use, redevelopment and new development, as well as comprehensive schemes to deliver enhancements to public realm.

**5.16** New development should reinforce the identity of the town as well as paying particular attention to the integration of the townscape and surrounding landscape with a view to enhancing the quality of the local environment.

**5.17** In accordance with the Core Strategy, the Borough Council has been working with the Town Council in considering options for the provision of further community facilities within the town. While no specific site has yet been identified, the level of new residential development within the town is such that contributions towards expansion of existing or new community facilities will be sought as outlined in specific policy and in accordance with Core Policies 1 and 11 of the Core Strategy.

### **Housing Development**

**5.18** Core Policy 11: Development in Paddock Wood of the Core Strategy requires that approximately 600 net additional dwellings will be delivered on sites to be allocated and released in accordance with Core Policy 1: Delivery of Development. According to the Council's monitoring data, the remaining housing requirement for Paddock Wood at 31 July 2014, taking into account development built from 1 April 2006 to 31 July 2014 and planning applications approved during this period, is 470 dwellings.

**5.19** There are very limited opportunities remaining for residential development on previously developed land within Paddock Wood. Therefore, in order to address local housing choice and affordability, extensions to the east, south east and south of the town, outside the area of flood risk, are considered necessary during the Plan period. The proposed levels of growth, shown in the allocations, exceeds the Core Strategy requirement, although it is expected that the development process will extend beyond the Plan period. This increased level of growth reflects the need to provide adequate funding for necessary infrastructure, particularly for flood mitigation, transport and education provision to meet the new levels of growth.

### **Mixed Use Development**

**5.20** There is one site that is considered suitable for a mix of town centre uses, which was allocated within the previous 2006 Local Plan (see Policy AL/PW1). It is still a suitable and available site and therefore this site will continue to be allocated within the Site Allocations Local Plan, but with a slightly different mix of uses. This is due to the requirements that have been set out within the Core Strategy and also the subsequent Retail and Leisure Study Update (2014). The Study highlighted the fact that there is a limited quantitative need (200sqm) for additional convenience goods within Paddock Wood up to 2026. However, proposals of an appropriate scale within the defined town centre that provide improved consumer choice and competition should be considered on their individual merits. Additionally, it is considered that there is a need for around 400sqm of comparison floorspace up to 2026. This requirement will need to be accommodated within the town centre and it is considered that town centre sites that are available or become available should be developed to maximise their retail capacity in order to meet the identified need. It is proposed to reassess the retail figures through the Local Plan Review.

**5.21** Policy AL/PW1 seeks a comprehensive approach towards development and the Council will champion the masterplanning approach set out within the policy, including, if necessary, through the use of its land assembly powers.

### **Community Facilities**

**5.22** Core Policy 11: Development in Paddock Wood sets out the need for a site for a community facility and the provision of activities to strengthen the social economy of the town, such as community uses, restaurants and meeting places. This document therefore allocates a site for enhanced community facilities, as well as a mixed use allocation that will seek to deliver a range of uses, including new retail development. The Wesley Centre is allocated for community facilities; however, it will be necessary to provide further community facilities during the course of the Plan period, particularly in relation to the population increase anticipated at Paddock Wood. It could be possible to include the provision of new community facilities as part of the masterplanning process for the urban extensions set out below and as referred to in the policy or, if considered appropriate, on another site within the town. The requirements of a community centre and its location will be established in cooperation with Paddock Wood Town Council.

### **Employment Development**

**5.23** Core Policy 7: Employment Provision identifies Key Employment Areas within the borough, which include both Transfesa Road and Eldon Way. In terms of the allocation of further employment land for Paddock Wood, the [Employment Land Review Update](#) (October 2010) states, at paragraph 8.68, that the supply-side analysis identified sufficient capacity within existing Employment Areas to accommodate forecast future growth. It also states that, in the case of Paddock Wood, the biggest opportunities for employment development lie within the Transfesa Road and Eldon Way Key Employment Areas, with the redevelopment of existing vacant and underused areas. This should be the focus of future employment development within Paddock Wood and therefore this document seeks to retain the designated Key Employment Areas rather than allocate land for new employment floorspace.

### **Site Allocations**

**5.24** Sites that are allocated are dealt with in the policies set out below.

**5.25** There are only a few sites that are considered suitable to be allocated inside the Limits to Built Development of Paddock Wood and it is considered that they are most suitable for a mix of town centre and community uses. Policies dealing with these sites are set out below.

## Policy AL/PW 1

### Land off Station Road/Commercial Road and Commercial Road West Car Park

This site, as shown on the Paddock Wood Proposals Map, is allocated for mixed use development.

A masterplan shall be prepared by the developer(s) with the involvement of the Borough Council, Town Council, stakeholders and the local community. The masterplan shall indicate the distribution, scale and quantum of proposed uses, together with areas of open space/public realm, vehicular access, parking provision and pedestrian routes into and within the site.

Proposals will be expected to deliver:

- retail development to meet retail (A1) requirements, including at least 400sqm (net) of comparison retail and at least 200sqm (net) of convenience retail
- restaurants and cafés (A3)
- drinking establishments (A4)
- at least the same provision of existing public parking, unless this can be re-provided at a suitable alternative location within the town centre boundary

Other town centre uses are considered acceptable in principle, subject to inclusion not prejudicing the delivery of the above uses, including:

- leisure (D2), office (B1a) and health and community uses (D1)
- residential (C3) as part of a mixed use development

Development on the site will be subject to the following:

- development must be of a high quality and act as a focal point for the town centre
- proposals for redevelopment of part of the site must not prejudice the wider comprehensive aims for the redevelopment of this allocation
- the masterplan shall be informed by a vehicular, cycle and pedestrian access strategy for the central area of Paddock Wood

**5.26** In relation to Policy AL/PW1, a Transport Assessment will be required to support any application. It should include an assessment of the likely impact of development on the existing road network, and an assessment of vehicular access into the site. The possibility of making Commercial Road one-way should also be explored as there are known problems of circulation in the town centre.

**5.27** As explained at paragraph 5.14, the target for additional net comparison retail floorspace to be delivered in Paddock Wood during the Plan period has been updated by the Retail and Leisure Study Update 2014 that was carried out after the adoption of the Core Strategy. A target of at least 400sqm (net) additional comparison retail (A1) floorspace and around 200sqm (net) additional convenience retail (A1) floorspace up to 2026 will be sought for Paddock Wood. The mix of uses specified in the policy is not exhaustive and there may be scope for the incorporation of other uses such as educational and community facilities.

**5.28** Given the areas of high flood risk covering and adjoining Paddock Wood, a site-specific Flood Risk Assessment will be required to accompany any planning application.

## Policy AL/PW 2

### Wesley Centre, Commercial Road

This site, as shown on the Paddock Wood Proposals Map, is allocated for a community facility.

Development on the site will be subject to the following:

- the existing building shall be retained and additional floorspace provided as an extension to the existing building, if appropriate
- a community hall to be used for general community activities
- the Children's Centre shall be retained on the site
- proposals should explore the potential to provide facilities for other community groups as part of the redevelopment

**5.29** Outside the Limits to Built Development, a number of sites have been allocated for residential development. These sites are outlined in the following paragraphs and Policies.

**5.30** To the east of Paddock Wood, Land at Church Farm is allocated for 300 dwellings, and to the south east, Land at Mascalls Court Road is allocated for approximately 350 dwellings. Within the proposed sites indicated on the Paddock Wood Proposals Map, some areas are constrained in landscape terms and are not considered suitable for built development.

**5.31** To the south of Paddock Wood, Land at Mascalls Farm is allocated for approximately 300 dwellings. Although parts of the site are suitable for development, certain areas will need to be excluded from built development due to landscape and biodiversity constraints, particularly the rising ground to the south of the site and close to Brick Kiln Wood, an ancient woodland; and the western boundary where a suitable landscape buffer will be required to Foal Hurst Wood. Foal Hurst Wood is an area of ancient woodland and designated Local Nature Reserve and is managed by Paddock Wood Town Council and the Friends of Foal Hurst Wood.

## Policy AL/PW 3

### Policy AL/PW3A: Land at Church Farm

This site, as shown on the Paddock Wood Proposals Map, is allocated for residential development (C3) with the capacity to provide approximately 300 dwellings.

A masterplan shall be prepared by the developer with the involvement of the Borough Council, Town Council, and the local community. The masterplan shall set out areas for built development and the quantum of development, open space and inter-connected green spaces to provide formal and informal recreation areas, landscape buffers, access roads into and within the site, flood mitigation measures and any other land uses.

The masterplan shall show:

- the main access into the site from Church Road
- no built development on land falling into Flood Zone 3b
- an open space buffer in the northern part of the site
- built development focused in the western and central areas of the site, development in the eastern area should respect the rural edge of the settlement, and rising ground and orchard to the south
- provision of a sustainable drainage system
- phasing of development

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

- 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. Any planning application should include a Flood Risk Assessment setting clear objectives for the surface water drainage strategy for the site. Particular regard should be had to the Surface Water Management Plan 2011 and Paddock Wood Flood Alleviation Study 2015, or any subsequent updates. A Surface Water Management Plan shall be required, setting out the long term arrangements for the management of the surface water drainage system
- the development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider
- 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
- provision of pedestrian and cycle routes, providing linkages to surrounding residential areas, railway station and schools
- an equipped children's play area to LEAP standard
- 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

Provision of and/or contributions towards the following will also be sought (to be a shared and proportionate requirement with allocations AL/PW3B and AL/PW4):

- highways improvements, to include: Church Road/The Cedars/The Ridings/Old Kent Road junction; Badsell Road/A228 roundabout; Maidstone Road/Mascalls Court Road/Badsell Road junction; Church Road between junctions with The Cedars and 1 Church Road; extension of the 30mph speed limit
- walking and cycling improvements, to include: upgrading Public Footpath WT254 (between Church Farm and The Cedars); providing a public footpath/cycleway crossing on Church Road connecting public footpaths WT257 and WT262; providing a footpath/cycleway south of Mascalls Court Road between junctions with Green Lane and Maidstone Road; improvements to cycle parking and pedestrian access at Paddock Wood station and the Station Approach
- enhanced bus services to the site/Paddock Wood (contribution to reflect closer proximity to town centre and reduced need for local bus journeys than AL/PW3B and AL/PW4 allocations)
- education facilities including a new primary school with nursery facilities (Policy AL/PW3B) and an extension to Mascalls Secondary School (or in other location as agreed with the Local Education Authority)
- increasing the capacity of local primary health care facilities at Woodlands Medical Centre, Paddock Wood and / or Howell Surgery, High Street, Brenchley
- enhanced community, youth and indoor sport facilities at Putlands Leisure Centre, Wesley Centre (Policy AL/PW2) or other specified locations within the town
- the provision of youth and adult outdoor recreation facilities within a two mile radius of the site
- improvements to local library provision
- improvements to the adjacent Hop Pickers railway line/green infrastructure route

#### **Policy AL/PW3B: Land at Mascalls Court Road**

This site, as shown on the Paddock Wood Proposals Map, is allocated for residential development (C3) with the capacity to provide approximately 350 dwellings, as well as a new primary school (Two Form Entry).

A masterplan shall be prepared by the developer with the involvement of the Borough Council, Town Council, and the local community. The masterplan shall set out areas for built development and the quantum of development, including residential and non-residential uses, open space and inter-connected green spaces to provide formal and informal recreation areas, landscape buffers, access roads into and within the site, flood mitigation measures and any other land uses.

The masterplan shall show:

- the main access to the site from Green Lane. There shall be no direct vehicular access to serve residential development; any access from this point to residential development should be for emergency vehicles only
- built development focused in the central and northern parts of the site (currently in agricultural use) and shall generally avoid the southern section of higher ground or ancient woodland which shall be reserved as a buffer to the surrounding countryside and shall primarily be used for landscape mitigation and informal recreation, as shown on the Proposals Map
- the location of a new primary school
- provision of a sustainable drainage system

- minimal fragmentation of existing hedgerows
- that any need for ecological mitigation, including buffering of the ancient woodland, is adequately addressed
- phasing of development

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

- 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. Any planning application should include a Flood Risk Assessment setting clear objectives for the surface water drainage strategy for the site. Particular regard should be had to the Surface Water Management Plan 2011 and Paddock Wood Flood Alleviation Study 2015, or any subsequent updates. A Surface Water Management Plan shall be required, setting out the long term arrangements for the management of the surface water drainage system
- the development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider
- 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. Natural England's Standing Advice is that, while development should be kept as far as possible from ancient woodland, a minimum buffer of at least 15 metres in width should be maintained between the ancient woodland and the development boundary. However, there is no 'one size fits all' approach to buffer size and design, since the nature and scale of development must be considered, so each buffer will be unique to its location and the functions it is to fulfil
- provision of pedestrian and cycle routes, providing linkages to surrounding residential areas, railway station and schools
- an equipped children's play area to LEAP standard
- 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

Provision of and/or contributions towards the following will also be sought (to be a shared and proportionate requirement with allocations AL/PW3A and AL/PW4):

- highways improvements, to include: Maidstone Road/Mascalls Court Road/Badsell Road junction; Badsell Road/A228 roundabout
- walking and cycling improvements, to include: upgrading Public Footpath WT254 (Between Church Farm and The Cedars); providing a footpath / cycleway crossing at Mascalls Court Road / Green Lane junction and extending 30 mph speed limit; providing a footpath / cycleway south of Mascalls Court Road (between junctions with Green Lane and Maidstone Road); public footpaths to Brenchley and Castle Hill; improvements to cycle parking and pedestrian access at Paddock Wood station and the Station Approach
- enhanced bus services to the site/Paddock Wood
- education facilities including an extension to Mascalls Secondary School (or in other location as agreed with the Local Education Authority)
- increasing the capacity of local primary health care facilities at Woodlands Medical Centre, Paddock Wood and/or Howell Surgery, High Street, Brenchley



- enhanced community, youth and indoor sport facilities at Putlands Leisure Centre, Wesley Centre (Policy AL/PW2) or other specified locations within the town
- the provision of youth and adult outdoor recreation facilities within a two mile radius of the site
- improvements to local library provision

**5.32** The former Paddock Wood to Hawkhurst railway line is to the north-east of the site, adjoining the boundary of Policy AL/PW3A (land at Church Farm). Policy AL/STR3 safeguards the route against inappropriate new development that would compromise its reuse as an alternative transport link. The Borough Council's adopted Green Infrastructure Plan Supplementary Planning Document seeks to enhance the route in its existing state as a green infrastructure asset for walking and cycling.

**5.33** Development should have regard to the Borough Council's emerging Farmsteads Assessment Guidance Supplementary Planning Document, particularly in regard to Policy AL/PW3B (land at Mascalls Court Road), which has a traditional farmstead adjoining it at its south-eastern boundary.

**5.34** The Local Education Authority, Kent Council Council, has identified that a new primary school will be required to serve new growth in Paddock Wood. This should be provided within the new development site, with contributions for its provision sought from allocated sites.

## Policy AL/PW 4

### Land at Mascalls Farm

The site, as shown on the Paddock Wood Proposals Map, is allocated for residential development (C3) with the capacity to provide approximately 300 dwellings.

A masterplan shall be prepared by the developer with the involvement of the Borough Council, Town Council, and the local community. The masterplan shall set out areas for built development and the quantum of development, including residential and non-residential uses, open space and inter-connected green spaces to provide formal and informal recreation areas, landscape buffers, access roads into and within the site, flood mitigation measures and any other land uses.

The masterplan shall show:

- an open space buffer on the southern part of the site, as shown on the Proposals Map
- 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
- provision of a sustainable drainage system
- phasing of development

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

- 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. Any planning application should include a Flood Risk Assessment setting clear objectives for the surface water drainage strategy for the site. Particular regard should be had to the Surface Water Management Plan 2011 and Paddock Wood Flood Alleviation Study 2015, or any subsequent updates. A Surface Water Management Plan shall be required, setting out the long term arrangements for the management of the surface water drainage system
- the development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider
- 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. Natural England's Standing Advice is that, while development should be kept as far as possible from ancient woodland, a minimum buffer of at least 15 metres in width should be maintained between the ancient woodland and the development boundary. However, there is no 'one size fits all' approach to buffer size and design, since the nature and scale of development must be considered, so each buffer will be unique to its location and the functions it is to fulfil
- provision of pedestrian and cycle routes, providing linkages to surrounding residential areas, railway station and schools
- an equipped children's play area to LEAP standard
- 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

Provision of and/or contributions towards the following will also be sought (to be a shared and proportionate requirement with allocations AL/PW3A and AL/PW3B):

- highways improvements, to include: Maidstone Road/Mascalls Court Road/Badsell Road junction; Badsell Road/A228 roundabout
- sustainable transport improvements, to include: public footpaths to Brenchley and Castle Hill, improvements to cycle parking and pedestrian access at Paddock Wood station and the Station Approach; enhanced bus services to the site/Paddock Wood
- education facilities including a new primary school with nursery facilities (Policy AL/PW3B) and an extension to Mascalls Secondary School (or in other location as agreed with the Local Education Authority)
- increasing the capacity of local primary health care facilities at Woodlands Medical Centre, Paddock Wood and / or Howell Surgery, High Street, Brenchley
- enhanced community, youth and indoor sport facilities at Putlands Leisure Centre, Wesley Centre (Policy AL/PW2) or other specified locations within the town
- the provision of youth and adult outdoor recreation facilities within a two mile radius of the site
- improvements to local library provision
- the Foal Hurst Wood Local Nature Reserve to address the need for ecological mitigation

**5.35** For all allocated sites, the Council will expect a masterplanning approach to be adopted for the proper planning of the town. Masterplans will need to show the phasing of developments, as well as any areas that are not to be developed due to flooding, landscape, ecological or other constraints.

**5.36** As outlined in the Green Infrastructure Plan Supplementary Planning Document, development should seek to make significant contributions to improve access locally to the High and Low Weald, as well as reinforcing the landscape character of the area through the application of the Landscape Character Area Assessment.

## Designations

### Key Employment Areas

**5.37** The Core Strategy defines the Key Employment Areas under Core Policy 7: Employment Provision. These are indicated on the Core Strategy Key Diagram and have previously been defined as 'Economic Development Areas' within the 2006 Local Plan. Paragraph 5.176 of the Core Strategy states that the Site Allocations Local Plan will define the exact boundaries of the Key Employment Areas, which the following policy and Paddock Wood Proposals Map seeks to do. The detailed uses to be directed to these areas will be set out within the Core Strategy Review (Local Plan).

## Policy AL/PW 5

### Paddock Wood Key Employment Areas

Transfesa Road East and West and Eldon Way, as shown on the Paddock Wood Proposals Map, are designated as Key Employment Areas.

Further details of the uses that shall be permitted within these areas are set out within Policies ED1, ED2 and ED3 of the Local Plan 2006 (referred to as Economic Development Areas), which will be reconsidered as part of the Core Strategy Review (Local Plan).

## Town Centre Boundary and Primary Shopping Area

**5.38** The Core Strategy sets out, at paragraph 5.204, that the extent of the Town Centre Boundaries will be defined within the Site Allocations Local Plan. Therefore, the extent of the Town Centre is defined on the Paddock Wood Proposals Map, having been formulated through previous stages of consultation on the Town Centres Area Action Plan and Allocations DPDs in 2009 and 2010.

**5.39** The Primary Shopping Area for Paddock Wood is defined within the 2006 Local Plan under Policy CR9: Paddock Wood Primary Shopping Area. This sets out the purpose for the designation and the threshold for non-A1 uses that are to be permitted within this area. The Core Strategy makes reference to the Primary Shopping Areas at paragraph 5.206 and confirms that the Primary Shopping Areas and the percentage thresholds will be reviewed through a relevant DPD. The policy in relation to this is set out below.

### Policy AL/PW 6

#### Paddock Wood Town Centre Boundary and Primary Shopping Area

The Town Centre Boundary and Primary Shopping Area are as defined on the Paddock Wood Proposals Map.

Further details of the uses that shall be permitted within the Primary Shopping Area are set out within Policy CR9 of the Local Plan 2006. Uses that shall be permitted within the Town Centre Boundary will be set out within the Core Strategy Review (Local Plan).

## Recreation Open Space and Environmental Designations

**5.40** As well as allocations for built development, it is also necessary to designate sites for other uses, such as recreation and open space and areas of environmental or landscape importance. In Paddock Wood, the following sites are identified as an area of Informal Open Space and an Area of Landscape Importance.

### Policy AL/PW 7

#### Informal Open Space

##### Land off Nursery Road, Paddock Wood

Land off Nursery Road, Paddock Wood, as shown on the Paddock Wood Proposals Map, is designated for informal open space.

### Policy AL/PW 8

#### Area of Landscape Importance

##### Land off Green Lane, Paddock Wood

Land off Green Lane, Paddock Wood, as shown on the Proposals Map, is designated as an Area of Landscape Importance.

## Chapter 6: Cranbrook

### Overview

**6.1** Cranbrook is set within the High Weald Area of Outstanding Natural Beauty (AONB) and has a strong vernacular built character, created by a range of traditional building materials, including brick, timber and weatherboarding. The Cranbrook Conservation Area runs south-west north-east parallel to Crane Brook, which forms an important part of its setting. The [Cranbrook Conservation Area Appraisal](#) (June 2010) highlights the importance of the haphazard arrangement of buildings, glimpsed views and network of footpaths and alleyways to the character of the town.

**6.2** In the 20th century, more modern areas of housing were developed to the north of the Conservation Area (Wheatfield Way/Oatfield Drive) and to the south (Frythe Way). These are generally formed of standard house types and materials, based around an estate road and cul-de-sac layout.

**6.3** Cranbrook provides a range of services and community facilities to serve both its immediate community and the surrounding villages and rural areas. These services fulfil the needs of local residents and visitors to the area.

### Requirement of the Core Strategy

**6.4** Core Policy 12: Development in Cranbrook establishes the development strategy for the town and highlights the need to strengthen the character of the settlement, including the Conservation Area and the town's setting within the AONB. The Core Strategy also seeks to support the role of Cranbrook as a provider of shops and services to the wider rural area and highlights that many smaller independent shops are concentrated in High Street, Stone Street and Carriers Road, in addition to the Co-op Supermarket to the rear of High Street. There are also a number of restaurants, public houses and cafés, which add to the vibrancy of the town. The town of Cranbrook and the nearby Sissinghurst Castle Garden are identified as attracting significant numbers of people to the area, particularly for weekend visits.

**6.5** Core Policy 12: Development in Cranbrook sets out development requirements for Cranbrook for the Plan period 2006 to 2026 that seek to deliver:

- approximately 300 net additional dwellings
- approximately 1,150sqm (net) additional comparison retail floorspace, to be provided by 2017 unless a different need is identified in further studies
- the provision of a community facility

**6.6** The Retail and Leisure Study Update 2014 identifies a need for an additional 400sqm (net) comparison goods retail floorspace by 2026 (superseding the 1,150sqm requirement). Although a need for convenience floorspace was not highlighted in Core Policy 12, the 2014 Retail and Leisure Study Update identifies a small need of approximately 100sqm (net).

**6.7** Ongoing work is being undertaken with Cranbrook & Sissinghurst Parish Council with respect to the provision of a community facility.

**6.8** Due to the fact that the whole of Cranbrook falls within the AONB, all of the sites that have been considered for allocation have been assessed in this context and their location within the AONB has been taken into account. The cumulative impact of the allocations in and around Cranbrook has been tested as part of the sustainability appraisal. Mitigation measures were suggested to enhance any potential beneficial cumulative impacts and reduce or remove adverse cumulative impacts on sustainability objectives. Some of these mitigation measures are already addressed through the Core Strategy policies, while others will be addressed through policies in the Core Strategy Review (Local Plan). Where appropriate, suggested measures have been incorporated into the text of the relevant allocations.

## Site Allocations

### Housing Development

**6.9** The remaining housing requirement for Cranbrook at 31 July 2014 taking into account development built from 1 April 2006 to 31 July 2014 and planning applications approved during this period, is 219 dwellings.

**6.10** Sites allocated for housing are set out in Policies AL/CR1 to AL/CR4 below. In addition, Policy AL/CR5 allows for housing as part of a mixed use development at the Post Office Delivery Depot and Land at Stone Street/High Street/Crane Lane.

**6.11** Core Policy 1: Delivery of Development of the Core Strategy seeks to give priority to the allocation and release of previously developed land inside the Limits to Built Development (LBD) of settlements. Proposals for sites inside the LBD of Cranbrook are set out in the policies below.

#### Policy AL/CR 1

##### **Police Station, Wheatfield Drive**

This site, as shown on the Cranbrook Proposals Map, is allocated for residential development (C3) providing approximately 7 dwellings.

#### Policy AL/CR 2

##### **Cranbrook Library Site**

This site, as shown on the Cranbrook Proposals Map, is allocated for residential development (C3) providing approximately 18 dwellings.

Development will be subject to re-providing the library facilities at a convenient alternative location within Cranbrook town centre.

**6.12** Core Policy 1: Delivery of Development states that, to meet development requirements, selected greenfield sites inside and/or adjacent to the LBD of settlements will also be allocated and released as appropriate.

**6.13** Allocated sites outside the LBD of Cranbrook are set out in Policies AL/CR 3 and AL/CR 4 below. The LBD of Cranbrook will be redrawn around the boundary of development of each of these sites in accordance with Policy AL/STR1 (Chapter 2: Methodology and Strategy).

#### Policy AL/CR 3

##### **The Vicarage, Waterloo Road**

This site, as shown on the Cranbrook Proposals Map, is allocated for residential development (C3) providing approximately 4 additional dwellings.

**6.14** An area to the south of Cranbrook, 'land adjacent to the Crane Valley' (Policy AL/CR4) is allocated for development for housing and associated uses. The Council will expect a masterplanning approach to be adopted to guide its development. The masterplan will need to show the phasing of development as well as any areas that are not to be developed due to constraints, for example, landscape or ecological constraints. Proposals for the development of any part of the overall site should follow the principles set out in the masterplan and not prejudice the development of the wider allocation.

## Policy AL/CR 4

### Land adjacent to the Crane Valley

This area, as shown on the Cranbrook Proposals Map, is allocated for residential development (C3) with the capacity to provide approximately 200-250 dwellings.

A masterplan shall be prepared by the developer in cooperation with the Borough Council, Parish Council and local community. The masterplan shall set out areas for built development and the quantum of development, including residential and non-residential uses, open space and inter-connected green spaces to provide informal and formal recreation areas, landscape buffers, access roads into and within the site, pedestrian and cycle linkages into and within the site and any other land uses.

The masterplan shall show phasing of development; the latter phases are likely to fall outside the Plan period (beyond 2026).

Proposals will be expected to deliver the following:

- development must reflect an understanding of the unique landscape of the High Weald AONB and respect the character and pattern of settlements within the AONB
- 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
- although Wilkes Field (Policy AL/CR6) is allocated for a community centre to serve Cranbrook, if this is not delivered the options for providing such a facility at a suitable and accessible location within the allocated site area should be explored. Financial contributions towards community facilities will be sought from this development
- opportunities for providing small-scale convenience retail (A1) floorspace as part of the proposed development should be explored. Proposals may require submission of a retail impact assessment to demonstrate that there will be no significant adverse impact on Cranbrook town centre or any other centre in the surrounding area
- main vehicular access shall be provided from Hartley Road
- green infrastructure links shall be provided within the site to promote pedestrian and cycle accessibility and to enhance biodiversity, linking the High Street, the Co-op car park, the Crane Valley and areas of open space
- landscape buffers shall be provided within the area, as shown on the Proposals Map, particularly to the west near Hartley Road, to the north to existing built development and as a buffer to Crane Brook and the Local Wildlife Site, Site of Local Nature Conservation Value and areas of Ancient Woodland. Natural England's Standing Advice is that, while development should be kept as far as possible from ancient woodland, a minimum buffer of at least 15 metres in width should be maintained between the ancient woodland and the development boundary. However, there is no 'one size fits all' approach to buffer size and design, since the nature and scale of development must be considered, so each buffer will be unique to its location and the functions it is to fulfil
- contributions towards additional infrastructure shall be in accordance with Core Policy 1 of the Core Strategy 2010

**6.15** Given the proximity of the allocation to Crane Brook, development proposals will be required to identify the impact of development on drainage runoff into the brook and the associated hydrological impacts on associated habitats including the adjacent ancient woodland and identify the necessary mitigation measures to be included, in consultation with the Environment Agency.

**6.16** A detailed Management Plan, including a woodland management plan, will be required to be submitted and approved as part of the planning application process, setting out how the open spaces provided as part of the development and the existing natural environmental assets will be managed and enhanced over the long term.

**6.17** The northern part of the allocation adjoins Cranbrook Conservation Area. The masterplan will need to show how development will conserve or enhance the setting of the Conservation Area.

## Retail

**6.18** As explained at paragraph 6.6 above, the target for additional retail floorspace has been updated by the Retail and Leisure Study Update 2014, which identifies a small need for 400sqm net comparison and 100sqm net convenience floorspace.

### Policy AL/CR 5

#### Post Office Delivery Depot and Land at Stone Street/High Street/Crane Lane

This site, as shown on the Cranbrook Proposals Map, is allocated for mixed use development to include the delivery of comparison retail (A1) uses at least at the street level along Stone Street and High Street, office (B1) and residential (C3) use.

Development on the site will be subject to the following:

- proposals for redevelopment of any part of the site must not prejudice the eventual development of the whole allocation
- pedestrian and cycle access shall be maintained from High Street and Stone Street
- proposals for development shall explore the potential to create public footpath linkages between the site and Wilkes Field
- vehicular access shall be provided from High Street and development must not create a through-route for vehicles between High Street and Stone Street
- proposals must take account of the heritage assets within the site including the Listed Building

**6.19** Given the sensitive nature of the town centre environment, any additional retail provision should be met in small units, with good links to High Street and Stone Street. Given the proximity of the allocation to Crane Brook, development proposals will be required to identify the impact of development on drainage runoff into the brook and identify any necessary mitigation measures to be included, in consultation with the Environment Agency.

## Other

**6.20** Core Policy 12: Development in Cranbrook of the Core Strategy requires that a community facility is provided at Cranbrook to serve existing demand and any increases in demand created by the additional residential development to be allocated at the town. The role of Cranbrook as a local service centre means that the services provided by a community facility should meet the needs both of the local community and parish.

**6.21** A new community facility has not yet been provided in Cranbrook and Wilkes Field is therefore allocated for this purpose.



## Policy AL/CR 6

### Wilkes Field

This site, as shown on the Cranbrook Proposals Map, is allocated for development as a community facility. The detailed uses shall be determined in consultation with the Parish Council and local community.

Development on the site will be subject to the following:

- development must reflect an understanding of the unique landscape of the High Weald AONB and respect the character and pattern of the settlement within the AONB
- proposals for the development of this site shall reflect its sensitive location adjacent to the Conservation Area and Crane Valley and the role the open space currently provides to the setting of, and views out of, the adjacent Conservation Area
- the sensitive nature of this site severely restricts the potential to create additional vehicular access into the site and to accommodate areas for parking. Vehicular access must be from the Post Office Delivery Depot and Land at Stone Street/High Street/Crane Lane
- proposals for development shall explore the potential to create public footpath linkages between the site and the Post Office Delivery Depot and Land at Stone Street/High Street/Crane Lane
- a small number of residential units located within Wilkes Field may be considered appropriate as part of the community centre proposals. An open book viability assessment will be required to support any such proposals, demonstrating that residential development would be necessary as 'enabling development' <sup>(2)</sup> for the delivery of the community facility

## Designations

### Town Centre Boundary and Primary Shopping Areas

**6.22** The Core Strategy sets out, at paragraph 5.204, that the extent of the Town Centre Boundaries will be defined within the Site Allocations Local Plan. Therefore, the extent of the Town Centre is included on the Proposals Map, having been formulated through previous stages of consultation on the Town Centres Area Action Plan and Allocations DPDs in 2009 and 2010.

**6.23** The Primary Shopping Area for Cranbrook is defined within the 2006 Local Plan under Policy CR11: Cranbrook Primary Shopping Area. This sets out the purpose for the designation and the threshold for non-retail uses that are to be permitted within this area. The Core Strategy makes reference to the Primary Shopping Areas at paragraph 5.206 and confirms that the Primary Shopping Areas and the percentage thresholds will be reviewed through a relevant DPD. The policy in relation to this is set out below.

2 'enabling development' is development that would be unacceptable in planning terms but for the fact that it would bring public benefits sufficient to justify it being carried out and which could not otherwise be achieved.

## Policy AL/CR 7

### **Cranbrook Town Centre Boundary and Primary Shopping Area**

The Town Centre Boundary and Primary Shopping Area are defined on the Cranbrook Proposals Map.

Further details of the uses that shall be permitted within the Primary Shopping Area are set out within Policy CR11 of the Local Plan 2006. Uses that shall be permitted within the Town Centre Boundary will be set out within the Core Strategy Review (Local Plan).

## Chapter 7: Hawkhurst (Highgate), The Moor and Gill's Green

### Overview

**7.1** The wider area of Hawkhurst encompasses the settlements of Highgate, The Moor, Gill's Green, Four Throws and Sawyers Green. This chapter focuses on the settlements of Hawkhurst (Highgate) and The Moor, as well as the employment area of Gill's Green.

**7.2** Hawkhurst is set within the High Weald AONB, which washes over the whole area. Hawkhurst (Highgate) contains most of the area's shops and services, with The Moor located to the south. Hawkhurst is located on a broad, high plateau and is characterised by white painted, dark framed, weatherboarded houses. The elevated position of the village and the spire of All Saints' Church ensure that Hawkhurst is prominent in views from the surrounding countryside.

**7.3** Hawkhurst is identified in the [Borough Landscape Character Area Assessment](#) (2011) as being within the Hawkhurst Wooded Farmland Character Area. This landscape is characterised by pasture and arable fields on gentle open slopes, ranging from the high plateau of Hawkhurst to the River Rother and Hexden Channel. Fields are bounded by thick, wooded shaws with some deep intersecting ghylls.

**7.4** There are three conservation areas in the Hawkhurst area, described in the Hawkhurst Conservation Areas Appraisal (September 1999): Highgate and All Saints' Church; The Moor; and Iddenden Green (Sawyers Green).

**7.5** There are a number of areas of Ancient Woodland around Hawkhurst. In addition, All Saints' Pond in Hawkhurst (Highgate) is a Site of Local Nature Conservation Value and St Laurence's Churchyard in The Moor is a Local Wildlife Site and Site of Nature Conservation Interest. A number of open spaces within the villages of Hawkhurst (Highgate) and The Moor are protected as Areas of Important Open Space and Areas of Landscape Importance within the 2006 Local Plan.

**7.6** A large area around Lillesden, to the south of The Moor, is designated as a Historic Park and Garden. Lillesden is a mid-19th century garden with terraces and pleasure grounds, with lakes and exotic trees laid out around an 1855 mansion and set within extensive parkland (Kent Compendium of Historic Parks and Gardens, July 2009). There is a current planning permission and Listed Building Consent for conversion of the building and new build development to provide 14 apartments, four detached and six terraced houses. Conversion of the house has commenced.

**7.7** The Gill's Green Key Employment Area covers the Hawkhurst Station Business Park, located between Cranbrook and Hawkhurst. The employment area is accessed from the A229, which runs north to south between Maidstone and Hawkhurst. The area is around two hectares in size and has been undergoing phased redevelopment to renew the outdated buildings that were used for wood mills. The eastern portion of the site has been redeveloped and provides large, modern industrial and storage and distribution units. Remaining parts of the Key Employment Area are currently being redeveloped.

### Requirement of the Core Strategy

#### Hawkhurst (Highgate)

**7.8** Core Policy 13: Development in Hawkhurst sets out the development strategy for the village. It states that new development will contribute to supporting and strengthening the role of Hawkhurst as it serves the wider rural area. In particular:

- all new development will have particular regard to conserving and enhancing the character of the Conservation Areas and for the setting of the town within the High Weald AONB
- approximately 240 net additional dwellings will be delivered to 2026
- additional retail floorspace will be delivered, as identified in the Retail Study, to increase the vitality and viability of the centre. The Core Strategy identified a need for approximately 450sqm (net)

additional comparison retail floorspace to be provided by 2017, unless a different need was to be identified in a future Retail Study.

- a site will be allocated for community facilities to meet identified local community needs

**7.9** The target for additional net comparison retail floorspace has been updated by the Retail and Leisure Study Update 2014, which identifies a need for 100sqm comparison goods and 100sqm convenience goods.

**7.10** Due to the fact that the whole of Hawkhurst falls within the AONB, all of the sites that have been considered for allocation have been assessed in this context and their location within the AONB has been taken into account. The cumulative impact of site allocations in and around Hawkhurst (Highgate), The Moor and Gill's Green has been tested as part of the sustainability appraisal process. Mitigation measures were suggested to enhance any potential beneficial cumulative impacts and reduce or remove adverse cumulative impacts on sustainability objectives. Some of these mitigation measures are already addressed through the Core Strategy policies while others will be addressed in the Core Strategy Review (Local Plan). Where appropriate, suggested measures have been incorporated into policies covering relevant allocations.

**7.11** Traffic and congestion are a particular issue for the residents of Hawkhurst, especially around the A229/A268 junction in the centre of the village. The Core Strategy emphasises that the Council will explore ways to address these problems with Kent County Council, including through financial contributions towards transport improvements as part of any future developments.

**7.12** As new development comes forward in Hawkhurst, it is likely that additional community facilities will be needed and a site has been allocated to meet this need during the Plan period. In order to meet this requirement and provide flexible spaces, the Borough Council will collect financial contributions from other development within Hawkhurst towards providing this facility for a range of community uses and groups.

### **The Moor**

**7.13** Policy for The Moor is contained within Core Policy 14: Villages and Rural Areas. The Policy states that, in the villages, new development will generally be restricted to sites inside the Limits to Built Development. Development will be appropriate to the scale and character of the settlement. Sites capable of accommodating 10 or more dwellings will be required to provide affordable housing in accordance with Core Strategy policies. Outside the Limits to Built Development of the villages, development may be allowed for affordable housing where it meets an identified local need. The policy states that village centres will be enhanced to provide a focus for communities and the loss of local services will be resisted.

### **Limits to Built Development of Hawkhurst (Highgate) and The Moor**

**7.14** The Proposals Map joins up the Limits to Built Development (LBD) at Hawkhurst (Highgate) and The Moor (which, in the 2006 Local Plan, have their own distinct LBDs), as they are considered to function as one settlement. One of the reasons for originally having two separate LBDs was to retain the gap in built development between the southern part of Hawkhurst (Highgate) and the northern part of The Moor. The LBD is therefore extended along the back edge of the road at Highgate Hill only, for approximately 60 metres, so that no undeveloped land is included and the gap therefore is retained.

### **Gill's Green**

**7.15** Currently, an area of around two hectares at Gill's Green is identified in the 2006 Local Plan, under Policy ED4, for economic development uses. This Policy states that the site is suitable for business (B1), general industrial (B2) or storage or distribution (B8) uses, subject to development causing no significant harm to the amenities or character of the area. The Policy seeks to improve highways, bus and pedestrian access to the site and ensure a high quality of development with substantial screening in the form of hedgerow and tree planting.

**7.16** Gill's Green is identified in Core Policy 7: Employment Provision as one of the borough's Key Employment Areas, where the retention of existing floorspace and intensification or redevelopment for employment uses will be encouraged. The Policy adds that, if more employment land is required, it will be directed to the broad location of, or extensions to, the Key Employment Areas defined in the Policy.

## Site Allocations

### Housing

**7.17** Taking account of development that has already taken place since the start of the Plan period (from 1 April 2006 to 31 July 2014) or currently has planning permission, the remaining requirement for Hawkhurst is 94 dwellings.

**7.18** To the north of Hawkhurst, on Cranbrook Road, is the former Springfield Garden Centre, which falls within the LBD of Hawkhurst (Highgate). The site is occupied by a number of small business units, a veterinary practice and a large electricity sub-station. There is mature woodland throughout the site and particularly to the south, where the woodland area bordering residential properties is designated as an Area of Landscape Importance. This site was allocated within the 2006 Local Plan and, although development has not yet come forward, a planning application (15/508954) has been submitted for the construction of nine detached dwellings on the front part of the site, which would achieve vehicular access to the wider site. Policy AL/HA1 seeks a comprehensive approach towards the development of the site. To this end, the Council will champion a collaborative working approach, set out within the policy, to ensure that satisfactory development of the whole site is not prejudiced, including, if necessary, through the use of its land assembly powers. This will involve the Borough Council working with local stakeholders, including the Parish Council, and in particular the Neighbourhood Development Plan Committee, and the wider local community.

**7.19** The site falls within the AONB and is surrounded by woodland and significant trees, which will need to be conserved where appropriate. Appropriate means of access will also need to be considered to secure the comprehensive development of the site.

## Policy AL/HA 1

### Former Springfield Garden Centre

This site, as shown on the Hawkhurst Proposals Map, is allocated for residential development (C3) providing approximately 40 dwellings.

A development framework plan for the whole site shall be prepared by the developer(s) with the involvement of the Borough Council, Parish Council and the local community. The development framework plan shall indicate the distribution, scale and quantum of development, together with areas of open space, vehicular access, parking provision and pedestrian routes into and within the site. Where development is proposed on a phased basis it will be necessary to demonstrate that satisfactory development of the whole site is achievable and will not be prejudiced.

Development on the site will be subject to the following:

- development shall provide a strong landscape framework informed by a detailed landscape and visual impact assessment
- new and enhanced green infrastructure links shall be provided within the site and pedestrian links to Hawkhurst (Highgate) should be explored
- development must reflect an understanding of the unique landscape of the High Weald AONB and respect the character and pattern of the settlement within the AONB
- the area designated as an Area of Landscape Importance should be retained and reinforced with additional planting and further structural planting should be incorporated within the northern and western boundaries of the site
- development must be informed by an ecological assessment to identify features of ecological interest and conserve and enhance biodiversity within the site
- access improvements will be required as part of any development of the site and a new means of access may be required subject to highways specifications
- works to the highway to facilitate both vehicular and pedestrian access may be required
- development must include measures to attenuate noise from the sub-station and substantial tree planting will be needed to the west and south of the sub-station to improve visual amenity
- the development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider
- financial contributions towards community facilities will be sought from this development
- proposals for redevelopment of part of the site must not prejudice the eventual development of the whole allocation

**7.20** Land at Woodham Hall, to the east of Hawkhurst, provides an opportunity for a small enclosed housing development, well located for accessing shops and services on Rye Road. The site is formed of Woodham Hall, a large house of 1930s origin (which is now in a state of disrepair) and its gardens. It is allocated for approximately 12-15 dwellings and the LBD around Woodham Hall has been amended to reflect this allocation and includes the area of amenity land to the south of Woodham Hall, which is considered suitable for limited development within this sensitive location within the AONB. As part of any redevelopment of the site, an assessment will be required of the access arrangements, including the need for visibility splays, a possible reduction in the speed limit and pedestrian improvements.

## Policy AL/HA 2

### Land at Woodham Hall

This site, as shown on the Hawkhurst Proposals Map, is allocated for residential development (C3) providing approximately 12-15 dwellings.

Development on the site will be subject to the following:

- development shall provide a strong landscape framework informed by a detailed landscape and visual impact assessment
- development must be informed by an ecological assessment to identify features of ecological interest and conserve and enhance biodiversity within the site
- development must reflect an understanding of the unique landscape of the High Weald AONB and respect the character and pattern of the settlement within the AONB, particularly due to the location of the site on a ridgeline
- works to the highway to facilitate both vehicular and pedestrian access may be required
- development will be expected to maintain and enhance the landscaped boundaries of the site and conserve significant trees within the site
- financial contributions towards community facilities will be sought from this development

**7.21** Hawkhurst Castle is located at a prominent position on the Cranbrook Road between Gill's Green and Hawkhurst (Highgate). The site comprises a former Barnardo's children's home and its grounds, which opened in 1886. Following its closure as a children's home in 1965, the building was also used as a residential care home for the elderly, but it has now been vacant for a number of years and is in a state of disrepair. A number of planning applications have been approved on the site and the most recent planning application (13/02636) gave approval for the demolition of Hawkhurst Castle and the erection of a three-storey, 90-bed (C2 Use) care home. To date, redevelopment of the site has not commenced. Policy AL/HA1 is intended to guide future detailed proposals for the current approval, or alternative proposals in the event that the permitted scheme is not pursued.

**7.22** Although located outside the LBD, where development for residential use would not ordinarily be considered, allocation of this prominent brownfield site for some form of residential use would either allow the retention of the existing building, or, through redevelopment, improve the general character of this prominent location at a gateway into Hawkhurst.

## Policy AL/HA 3

### Hawkhurst Castle

This site, as shown on the Gill's Green Proposals Map, is allocated for a residential care home (C2) or for residential development (C3) providing approximately 30 dwellings or for a mix of C2 and C3 uses .

Development on the site will be subject to the following:

- development shall seek, where possible, to secure the future of Hawkhurst Castle through refurbishment of the existing buildings. Repairs must be sympathetic in terms of design, materials and methods employed. Any alterations to the Castle shall conserve the character and appearance of the heritage asset
- the development shall provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider
- any new development in the grounds of the Castle shall be fully justified with regard to the economic viability of the scheme. New development must conserve and enhance the setting of the building
- development must reflect an understanding of the unique landscape of the High Weald AONB and respect the character and pattern of the settlement within the AONB
- development must be informed by an ecological assessment to identify features of ecological interest and conserve and enhance biodiversity within the site
- in the event of a new application for residential (C3) use being submitted on this site, financial contributions towards community facilities will be sought from this development

**7.23** Land at Birchfield, on the eastern edge of Hawkhurst, provides an opportunity to contribute towards the housing requirement for the village in a well screened location, well located to shops and services on Rye Road. This site is allocated for 26 dwellings and the eastern boundary of the Hawkhurst LBD is extended to include the site and existing development to the west at Dickens Way and Hawkhurst Church of England Primary School. An outline planning application (14/00547) to develop the area covered by Policy AL/HA4 for 26 dwellings was approved by the Council on 30 July 2014. Policy AL/HA4 is intended to guide future detailed proposals for the current approval or alternative proposals in the event that the outline scheme is not pursued.

**7.24** The site falls within the AONB and is adjacent to Fowler's Park, which contains a number of Grade II Listed Buildings. Development should be sensitively designed in order to respect the setting of the AONB, the listed buildings and maintain the well screened boundaries of the site to the park to the east and the primary school to the west. Existing below ground sewerage infrastructure crosses the site. Development must ensure future access to the existing sewerage infrastructure for maintenance and improvement.

**7.25** It is possible that land to the north of Birchfield, Rye Road could provide an appropriate location to contribute to the development needs of Hawkhurst within the next Plan period (post 2026). Therefore, any development of the Birchfield site should not jeopardise access to land to the north. However, it should be emphasised that the allocation of sites for the post-2026 period would depend on a housing requirement for Hawkhurst being identified in a future review of the Plan and an assessment of available sites at that time.



## Policy AL/HA 4

### Birchfield, Rye Road

This site, as shown on the Hawkhurst Proposals Map, is allocated for residential development (C3) providing approximately 26 dwellings.

Development on the site will be subject to the following:

- development shall respect the setting of the listed buildings at Fowler's Park
- development will provide a strong landscape framework informed by a detailed landscape and visual impact assessment
- development will be expected to maintain and enhance the landscaped boundaries of the site, particularly to the west with the Primary School and east with Fowler's Park, and conserve significant trees within the site
- development must not compromise the possibility of future access to land to the north
- development must reflect an understanding of the unique landscape of the High Weald AONB and respect the character and pattern of the settlement within the AONB
- financial contributions towards community facilities will be sought from this development

### Other

**7.26** Core Policy 13: Development in Hawkhurst of the Core Strategy requires that a community facility is provided at Hawkhurst to serve existing demand and any increases in demand created by the additional residential development to be allocated at Hawkhurst. The role of Hawkhurst as a local service centre means that the services provided by a community facility should meet the needs both of the local community and parish.

**7.27** A new community facility has not yet been provided for Hawkhurst, although there is a current planning permission for the erection of a community centre at the Sports Pavilion at the King George V Playing Fields at The Moor. The permission is for the provision of accommodation for changing rooms, meeting rooms and a main hall, as well as the erection of separate store buildings, car parking and a reinstated outdoor playground (permissions 09/00828 and 12/00793). This scheme has yet to be implemented; therefore, this site is allocated for community facilities and Policy AL/HA5 is intended to guide future detailed proposals for the current approval or alternative proposals in the event that the permitted scheme is not pursued. Financial contributions will be sought from other developments within Hawkhurst and directed towards the provision of this new community facility.

## Policy AL/HA 5

### Sports Pavilion, King George V Playing Fields, The Moor

This site, as shown on the Hawkhurst Proposals Map, is allocated for redevelopment for 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 will be subject to the following:

- development must reflect an understanding of the unique landscape of the High Weald AONB and respect the character and pattern of the settlement within the AONB
- 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
- development will enhance the boundaries of the site through an appropriate landscape and planting strategy and the retention of significant trees within the site
- development must be informed by an ecological assessment to identify features of ecological interest and conserve and enhance biodiversity within the site

**7.28** It is envisaged that the small retail requirement identified by the Retail and Leisure Study Update 2014 can be met through the provision of small units within Hawkhurst. It is not considered necessary to specifically identify and allocate sites for this use. Any applications for retail or leisure uses will be considered on their merits and assessed against development management criteria as appropriate.

## Designations

### Key Employment Areas

**7.29** The Core Strategy defines the Key Employment Areas under Core Policy 7: Employment Provision. These are indicated on the Core Strategy Key Diagram and have previously been defined as 'Economic Development Areas' within the 2006 Local Plan. Paragraph 5.176 of the Core Strategy states that the Site Allocations Local Plan will define the exact boundaries of the Key Employment Areas, which the following policy and accompanying Proposals Map seek to do.

## Policy AL/HA 6

### Gill's Green Key Employment Area

Gill's Green, as shown on the Gill's Green Proposals Map, is designated as a Key Employment Area.

Further details of the uses that shall be permitted within this area are set out within Policies ED1, ED2 and ED3 of the Local Plan 2006 (referred to as Economic Development Areas), which will be reconsidered as part of the Core Strategy Review (Local Plan).

### Town Centre Boundary and Primary Shopping Area

**7.30** The Core Strategy sets out, at paragraph 5.204, that the extent of the Town Centre Boundaries for the main settlements in the borough will be defined within the Site Allocations Local Plan. Other chapters define Town Centre Boundaries for Royal Tunbridge Wells, Southborough, Paddock Wood

and Cranbrook. For consistency, the centre boundary for Hawkhurst is referred to as a Town Centre (even though it has been acknowledged within this document that the settlement should be referred to as a village), as national policy does not provide for a village centre boundary. The extent of the boundary is defined on the Proposals Map and has been formulated through previous stages of consultation in 2009 and 2010.

**7.31** The Primary Shopping Area for Hawkhurst is defined within the 2006 Local Plan under Policy CR12: Hawkhurst Primary Shopping Area. This sets out the purpose for the designation and the threshold for non-retail uses that are to be permitted within this area. The Core Strategy makes reference to Primary Shopping Areas at paragraph 5.206 and confirms that the Primary Shopping Areas and the percentage thresholds will be reviewed through the relevant DPD: in this case, the Core Strategy Review (Local Plan). The policy in relation to this is set out below.

### Policy AL/HA 7

#### **Hawkhurst Town Centre Boundary and Primary Shopping Area**

For the purposes of applying national policy, a Town Centre Boundary and Primary Shopping Area have been defined on the Hawkhurst Proposals Map.

Further details of the uses that shall be permitted within the Primary Shopping Area are set out within Policy CR12 of the Local Plan 2006. Uses that shall be permitted within the Town Centre Boundary will be set out within the Core Strategy Review (Local Plan).

#### **Recreation Open Space**

**7.32** There are a number of protected open spaces in Hawkhurst (Highgate) and The Moor. These will be carried forward from the 2006 Local Plan.

**7.33** There has been a recent development at Gunther Close on a site that was previously identified under 2006 Local Plan Policy R1: Recreation Open Space, which provided a new open space as part of the development. The policy set out below seeks to protect this new recreation open space.

### Policy AL/HA 8

#### **Recreation Open Space: Gunther Close**

Proposals that would result in the loss of recreation open space at Gunther Close, as defined on the Hawkhurst Proposals Map, will not be permitted unless alternative provision of at least equivalent size, suitability and accessibility is made within the locality.

## Chapter 8: Villages and Rural Areas

### Overview

**8.1** This chapter deals with the borough's Villages and Rural Areas. It focuses on the areas outside the main settlements of Royal Tunbridge Wells, Southborough, Paddock Wood, Cranbrook and Hawkhurst. Proposals for the Green Belt and safeguarded land (Rural Fringe) around Royal Tunbridge Wells and Southborough are dealt with in a separate chapter (Chapter 4: Green Belt and Rural Fringe).

**8.2** Approximately 70% of the borough lies within the High Weald AONB and one of the Core Strategy's aims is to conserve and enhance this high quality countryside. The intrinsic character and the attractive appearance of the countryside are considered to be some of the borough's principal assets. This also includes an extensive network of rural lanes and Public Rights of Way that intersect the rural areas. The NPPF states, at paragraph 115, that "*great weight should be given to conserving landscape and scenic beauty in ... Areas of Outstanding Natural Beauty which have the highest status of protection in relation to landscape and scenic beauty.*"

**8.3** The landscape of the High Weald AONB within the borough is characterised by a dispersed pattern of settlement, including historic farmsteads, oast houses and Wealden hall houses. The Core Strategy identifies the important potential of these historic buildings, both in terms of the contribution they make to the landscape character and also as a potential asset to facilitate rural development. The Council's emerging Farmsteads Assessment Guidance Supplementary Planning Document provides further guidance on understanding farmsteads in their landscape context.

### Requirement of the Core Strategy

**8.4** The development strategy for the Villages and Rural Areas is established by Core Policy 14: Development in the Villages and Rural Areas of the Core Strategy, which seeks to promote a sustainable rural economy while maintaining and enhancing the distinctive character and environment of the villages, as well as that of the surrounding countryside. One of the key issues for the villages highlighted in the Core Strategy is to meet local needs for affordable housing.

**8.5** Core Policy 14: Development in the Villages and Rural Areas sets out the development requirements for the Villages and Rural Areas for the Plan period 2006 to 2026 that seek to deliver:

- approximately 360 net additional dwellings
- affordable housing in locations outside the LBD of the villages in certain specific circumstances in accordance with Core Policies 1(2) and 6(6) of the Core Strategy. The housing provided will be to meet an identified local need and is to be retained for this use in perpetuity. This type of development is referred to as 'rural exception housing'
- enhancement of village centres to provide a focus for communities
- opportunities for either maintaining or developing new commercial development, especially those that utilise redundant rural buildings

**8.6** Monitoring of housing completions, carried out regularly by the Borough Council, indicates that the overall target of 360 net additional dwellings to 2026 has been met. However, the Council will continue to actively promote the delivery of local needs housing and the affordable housing delivered will therefore be in addition to the target set for the rural areas. Rural exception housing will only be delivered when a specific local need has been identified.

## Site Allocations

### Housing Development

**8.7** The housing requirement for the Villages and Rural Areas, taking into account development built from 1 April 2006 to 31 July 2014 and planning applications approved during this period has been met.

**8.8** Although the Borough Council is not allocating any further sites for housing development in this Plan period, there is one previously developed site, the Former Sissinghurst Primary School, that is allocated for housing development to ensure that an appropriate type of development is delivered at this site. The school that was located here has now been replaced by new buildings on a site at the edge of the village.

#### Policy AL/VRA 1

##### **Former Sissinghurst Primary School, The Street, Sissinghurst**

This site, as shown on the Villages & Rural Areas (Sissinghurst) Proposals Map, is allocated for residential development (C3) providing approximately 8-12 dwellings.

Development on the site will be subject to the following:

- the retention, if feasible, of some community use in the form of a meeting hall
- the existing school buildings fronting onto The Street shall be retained as part of the redevelopment of the site

Alternatively, a mixed use scheme may be acceptable on this site, to include residential, employment and/or community uses subject to the above restrictions.

### Park and Ride facilities

**8.9** The Borough Council's draft Transport Strategy (2013) seeks to retain sites previously designated in the 2006 Local Plan to provide Park and Ride facilities (see Local Plan Policy TP17: Park and Ride and Core Policy 3: Transport Infrastructure of the Core Strategy). The Policy below therefore takes forward the 2006 Local Plan allocation for a Park and Ride facility at Woodsgate Corner, Pembury.

#### Policy AL/VRA 2

##### **Park and Ride facilities**

##### **Land at Woodsgate Corner, adjacent to Tesco, Pembury**

This site, as shown on the Villages & Rural Areas (Pembury) Proposals Map, located outside the Limits to Built Development of Pembury, is allocated for development as a Park and Ride facility.

Proposals for development of this land to provide Park and Ride facilities must demonstrate that:

- landscape proposals can minimise the impact of development on the surrounding landscape. Proposals shall include detailed planting schemes to screen the new development
- the erection of buildings, structures, lighting and signage shall be kept to a minimum

## Recreation Open Space

**8.10** The following sites are located outside the Limits to Built Development of Pembury and are allocated for recreation and open space uses.

### Policy AL/VRA 3

#### Recreation Open Space

The following sites, as shown on the Villages & Rural Areas (Pembury) Proposals Map, are allocated for development as sports pitches and other outdoor recreation:

- Land to the south of Sandhurst Avenue, Pembury
- Land to the east of Woodside Road, Pembury

## Designations

### Key Employment Areas

**8.11** The Core Strategy defines the Key Employment Areas under Core Policy 7: Employment Provision. These are indicated on the Core Strategy Key Diagram and have previously been defined as 'Economic Development Areas' within the 2006 Local Plan. Paragraph 5.176 of the Core Strategy states that the Site Allocations Local Plan will define the exact boundaries of the Key Employment Areas, which the following policy and accompanying Proposals Map seek to do. The detailed uses to be directed to these areas will be set out within the Core Strategy Review (Local Plan).

### Policy AL/VRA 4

#### Brook Farm Key Employment Area

Land at Brook Farm, Capel (adjacent to this borough's boundary with Tonbridge & Malling Borough), as shown on the Villages & Rural Areas (Capel) Proposals Map, is designated as a Key Employment Area.

The detailed uses that shall be permitted within these areas are set out within Policies ED1, ED2 and ED3 of the Local Plan 2006 (referred to as Economic Development Areas), which will be reconsidered as part of the Core Strategy Review (Local Plan).

## Proposals Maps

A Proposals Map for the following settlements appears on the website at [www.tunbridgewells.gov.uk/allocations](http://www.tunbridgewells.gov.uk/allocations):

Proposals Map Key

Borough Inset Map

Royal Tunbridge Wells & Southborough

Royal Tunbridge Wells Central

Southborough Central

Green Belt and Rural Fringe

Paddock Wood

Cranbrook

Hawkhurst

Gill's Green

Villages & Rural Areas: Brook Farm, Capel

Villages & Rural Areas: Pembury

Villages & Rural Areas: Sissinghurst

## Abbreviations and Terms of Use

For the purpose of this document, the following terms and definitions apply.

Glossary and Abbreviations	
Active frontage	A use open to visiting members of the public throughout the day (such as shops and cafes) that is designed to face onto the street.
Adopted	There are a number of stages in the preparation of planning policy documents such as the Site Allocations Development Plan Document. 'Adoption' represents the final confirmation of the 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.
Agricultural diversification	Activities involving a change of use of agricultural land or buildings; or new development not falling within the definition of agriculture.
Agricultural Land Classification (ALC)	The ALC was devised and introduced in the 1960s and provides an appropriate framework for determining the physical quality of the land at national, regional and local levels. The principal physical factors influencing agricultural production are climate, site and soil. These factors together with interactions between them form the basis for classifying land into one of five grades; Grade 1 land being of excellent quality and Grade 5 land of very poor quality. Grade 3, which constitutes about half of the agricultural land in England and Wales, is now divided into two subgrades designated 3a and 3b.
Air Quality Management Area (AQMA)	Local authorities are required under the Environment Act 1995 to declare Air Quality Management Areas where air quality is assessed as failing to meet national objectives, and to prepare Air Quality Action Plans to improve air quality in these areas.
Ancient Woodland	An area that has been wooded continuously since at least 1600 AD. Development affecting such areas is restricted under the National Planning Policy Framework.
Appropriate Assessment	An assessment of the potential effect of development plans and proposals on sites within the Natura 2000 network of sites that are protected under the European Birds and Habitats Directives. Also known as 'Habitats Regulation Assessment'.
Arcadian Areas	Areas designated by the Council in which landscaping is the dominant visual element; building coverage is low and accesses to properties are narrow, so as not to expose views of the principal building.
Area Action Plan	A type of Development Plan Document focused on a specific location or an area subject to conservation or significant change, such as a Town Centres Area Action Plan.
Area of Important Open Space	An open space designated by the Council for its historic importance, local visual amenity value or strategic importance.
Area of Landscape Importance	An area of tree or vegetation cover within built up areas, designated by the Council for its visual amenity value and contribution to local character.
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.



Glossary and Abbreviations	
Authority Monitoring Report (AMR)	Local planning authorities are required to produce regular reports, assessing progress with and the effectiveness of planning policy documents such as the Core Strategy and Site Allocations Local Plan. Formerly known as the Annual Monitoring Report.
Biodiversity	The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.
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 broadly where it will go. The Borough Council's Core Strategy was adopted in 2010, setting growth between 2006 and 2026.
Curtilage	The area normally within the boundaries of a property surrounding the main building and used in connection with it.
Department for Communities and Local Government (DCLG)	National Government department responsible for planning and local government, sometimes also referred to as CLG.
Department for Transport (DfT)	National Government department responsible for transport.
Development Plan Document (DPD)	A policy-setting document that forms part of the statutory development plan, including the Core Strategy.
Functional floodplain	Land where water has to flow or be stored in times of flood. Also known as Flood Zone 3b. Zones 1, 2 and 3a are assessed as having low, medium and high probability of flooding respectively. Guidance on development appropriate in each Zone is given in Technical Guidance to the National Planning Policy Framework.
Ghylls	Steep sided valleys.
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. Development on Green Belt land is restricted under the National Planning Policy Framework.
Green infrastructure	A network of multi-functional green spaces, in urban and rural areas, which is capable of delivering a wide range of benefits for the environment and quality of life for local communities.
Greenfield land	Land (which can be a defined site) that has not been previously developed. See 'Previously Developed Land'.

Glossary and Abbreviations	
Gross retail floorspace	See 'net retail floorspace'.
Habitats Regulation Assessment	See 'Appropriate Assessment'.
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'.
High level viability assessment	A test of site viability at a level based on generic assumptions rather than site specific matters. Assumptions are based on a mixture of market norms, local knowledge and previous research. Where site specific issues such as individual infrastructure requirements are known, assumptions are adjusted. The high level viability testing is intended to draw out any clearly unviable scenarios and is not intended for valuation or for comparison purposes.
Historic Park and Garden	Designated by English Heritage, Historic Parks and Gardens reflect the landscaping fashions of their time and are a type of heritage asset.
Housing need	The number of households who lack their own housing or who live in unsuitable housing and who cannot afford to meet their housing needs in the market.
Important Landscape Approaches	Predominantly landscaped approach routes, lined principally by mature hedges and native trees, designated by the Council for their contribution to the appearance and character of the locality.
Independent Examination	A process of formal consideration and examination of draft Development Plan Documents, chaired by an independent inspector appointed by the Secretary of State.
Infrastructure Delivery Plan (IDP)	Outlines the need for, delivery and implementation of, infrastructure necessary to support the growth strategy in the Core Strategy and of specific locations within the plan period. This document is constantly reviewed as needs over time will change.
Key Employment Areas (KEAs)	Areas comprising the main concentrations of economic development activity in the borough. KEAs include the industrial estates on the edge of Royal Tunbridge Wells, Southborough and Paddock Wood and other areas where business and industrial development are focused and where the capacity exists for further development or redevelopment. Royal Tunbridge Wells town centre is also identified as a KEA.
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.
Local Development Document (LDD)	These include statutory Development Plan Documents and non-statutory Supplementary Planning Documents, which together deliver the spatial planning strategy for the local authority area.
Local Development Framework (LDF)	The portfolio or folder of Local Development Documents that sets out the planning policy framework for the borough. The Core Strategy and Site Allocations Local Plan are Local Development Documents forming part of the Local Development Framework.
Local Equipped Area for Play (LEAP)	Standards for small local play spaces, recommended by the former National Playing Fields Association (now Fields in Trust) and still widely used as an indicative standard. See also 'Neighbourhood Equipped Area for Play' (NEAP).

Glossary and Abbreviations	
Local Nature Reserve (LNR)	A habitat of local or regional significance that makes a useful contribution both to nature conservation and to the opportunities for the community to see, learn about and enjoy wildlife. It is designated by the local authority.
Local Wildlife Sites (LWS)	Sites identified by Kent Wildlife Trust as, while not of national status, providing a high-grade habitat for a diverse range of flora and fauna meriting careful conservation.
Long-term land reserve	See 'Rural Fringe/safeguarded land'.
National Planning Policy Framework (NPPF)	<p>The document which 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).</p> <p>Further guidance on particular topics, entitled Planning Practice Guidance, is provided on the Department of Communities and Local Government website. This is intended to supplement the NPPF and be updated as necessary.</p>
Natura 2000 sites	Sites protected under the European Birds and Habitats Directives. Includes Special Areas of Protection, Special Conservation Areas and Ramsar sites.
Neighbourhood Centres	Areas within Royal Tunbridge Wells and Southborough, designated by the Council, containing a cluster of local shops and services.
Neighbourhood Equipped Area for Play (NEAP)	Standards for larger play spaces within neighbourhoods, recommended by the former National Playing Fields Association (now Fields in Trust) and still widely used as an indicative standard. See also 'Local Equipped Area for Play' (LEAP).
Net retail floorspace	Figures for retail floorspace are based on the Royal Institution of Chartered Surveyors (RICS) Code of Measurement Practice, in which 'net internal area' includes most space useful to the business of the occupant but excludes the common areas, stairwells, foyers, lift shafts, walls and columns that are included in the 'gross internal area'. Net figures are used in assessments of retailers' trading requirements, although gross figures are more useful in assessments of the development capacity of sites. As a 'rule of thumb' guide, net floorspace is often assumed to be 85% of the gross area, although the exact relationship between the two will depend on site-specific characteristics and detailed design.
Planning obligations	Contractual agreements entered into between a local planning authority and a developer to deliver works or contributions in association with developments.
Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs)	Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs) were prepared by the Government to provide guidance to local authorities, developers and the public on national planning policy and the operation of the planning system. They have now been superseded by the National Planning Policy Framework (NPPF).
Previously Developed Land (PDL)	Land which 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.
Primary Shopping Area	Defined area where retail development is concentrated.
Proposals Map	Shows on a map base all the site-specific policies and proposals set out in Development Plan Documents.

Glossary and Abbreviations	
Public realm	The public and semi-public spaces of a town or village, especially the street spaces from the face of one building to the face of the building opposite (including the façade, pavement and streets) and open spaces such as parks, squares and churchyards.
Regional Spatial Strategy (RSS); Regional Plan	See 'South East Plan'.
Rural Exception Housing	Small sites used for affordable housing where sites would not normally be permitted for housing. Rural exception sites seek to address the needs of the local community for affordable housing by accommodating households who are either current residents or have an existing family or employment connection. Affordable housing should be provided in perpetuity.
Rural Fringe/ safeguarded land	Land between built up areas of Royal Tunbridge Wells and Southborough and the Green Belt that has been reserved to meet longer-term development needs.  Areas of land designated as Rural Fringe by the Local Plan 2006 have been removed from the Green Belt to provide a long term land reserve, safeguarded to meet future development needs.
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.
Shaws	Small areas of woodland.
Site of Local Conservation Value (SLNCV)	Sites designated by the Council, that provide high-grade habitat value within, or adjacent to, built up areas where the greatest development pressure exists.
Site of Special Scientific Interest (SSSI)	The best sites for wildlife and geological features in England, as designated under the Wildlife and Countryside Act 1981. Development affecting such areas is restricted under the National Planning Policy Framework.
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.
South East Plan	The Regional Spatial Strategy for the South East Region. The South East Plan sets out broad levels of and locations for growth and general development management policies for the South East region. The Coalition Government stated in 2010 that it would rapidly abolish Regional Spatial Strategies and return decision-making powers on housing and planning to local councils. Legal challenges have delayed this and the abolition of Regional Spatial Strategies has not yet taken place.
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 Land Availability Assessment (SHLAA)	The SHLAA identifies sites with potential for housing, assesses their housing potential and assesses when they are likely to be developed. It is not an allocations document.
Supplementary Planning Document (SPD)	Documents which add further detail to planning policies. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents can be a material consideration in planning decisions but are not part of the development plan.

Glossary and Abbreviations							
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	<p>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.</p> <p>The UK Sustainable Development Strategy 'Securing the Future' sets out five 'guiding principles' of sustainable development:</p> <ul style="list-style-type: none"> <li>• living within the planet's environmental limits</li> <li>• ensuring a strong, healthy and just society</li> <li>• achieving a sustainable economy</li> <li>• promoting good governance</li> <li>• using sound science responsibly</li> </ul> <p>The NPPF describes the purpose of the planning system as to contribute to sustainable development.</p>						
Sustainable Drainage Systems (SuDS)	SuDS are a range of techniques designed to manage and reduce the potential impact of new and existing developments with respect to the flow of water run-off from a site. Water is usually stored and treated on site - often in attenuation ponds, swales, wetlands - thereby deemed more sustainable than guiding all water towards conventional piped drainage systems.						
Town centre	An area defined on the Proposals Map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres exclude small parades of neighbourhood shops (see 'Neighbourhood Centres').						
Town centre uses	A diverse range of uses appropriate for town centres including, retail, social, leisure and cultural, housing, employment and other uses.						
Townscape	The general appearance of a built-up area, for example a street, a village or town, including the public realm and the buildings that define it.						
Transport Assessment	An assessment identifying measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car and measures needed to deal with the anticipated transport impacts of the development.						
Transport Statement	A simplified version of a transport assessment, provided where it is agreed that the transport issues arising from development proposals are limited and a full transport assessment is not required.						
Travel Plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.						
Use classes	<p>The planning system groups different development uses into various categories and states that permission is not required to change from one use to another within the same class.</p> <p>These uses are outlined in the table below.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="background-color: #0056b3; color: white;">Use Classes</th> </tr> </thead> <tbody> <tr> <td style="width: 15%; text-align: center;">A1</td> <td style="width: 20%; text-align: center;">Shops</td> <td style="width: 65%;">Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafés.</td> </tr> </tbody> </table>	Use Classes			A1	Shops	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafés.
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## Glossary and Abbreviations

Use Classes		
A2	Financial and Professional Services	Banks, building societies, estate and employment agencies, professional and financial services and betting offices.
A3	Restaurants and Cafés	For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafés.
A4	Drinking Establishments	Public houses, wine bars or other drinking establishments (but not night clubs).
A5	Hot Food Takeaways	For the sale of hot food for consumption off the premises.
B1	Business	A) Offices (other than those in A2) B) Research and Development C) Light industry
B2	General Industrial	Use for any industrial process, other than that falling within B1.
B8	Storage and Distribution	Storage or distribution, including open air storage.
C1	Hotels	Hotels, boarding and guest houses where no significant element of care is provided.
C2	Residential Institutions	Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
C2A	Secure Residential Institutions	Secure residential accommodation - Prisons, young offenders' institutions, detention centres, secure training centres, custody centres, short term holding centres, secure hospitals, secure local authority accommodation and military barracks.
C3	Dwelling Houses	A) Houses occupied by a single person, couple or family B) Houses occupied by up to six people living together as a single household and receiving care (supported housing schemes) C) Houses occupied by up to six people living together as a single household which do not fall within the definition of C4
C4	Houses in Multiple Occupation	Houses occupied by between three and six unrelated individuals as their only or main residence, where basic amenities such as a kitchen or bathroom are shared.
D1	Non-Residential Institutions	Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries, museums, libraries, places of worship, public halls, exhibition halls, church halls, law courts and non-residential education and training centres.

Glossary and Abbreviations		
	<b>Use Classes</b>	
	D2	Assembly and Leisure Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or sports arenas
	Sui Generis	Not in any use class Uses include for example: theatres, houses in multiple paying occupation, hostels providing no significant element of care, scrap yards, petrol filling stations, shops selling and/or displaying motor vehicles, retail warehouse clubs, nightclubs, laundrettes, taxi businesses, amusement centres, casinos.
Vitality and viability	A phrase used to describe the health and success of town centres.	
Windfall sites	Sites that have not been specifically identified as available through the planning process but have unexpectedly become available during the lifetime of the Plan.	

## Appendix 1: Remaining Local Plan 2006 Saved Policies

### Chapter 3 Green Belt, Rural Fringe and Limits to Built Development

#### **POLICY MGB1**

The openness of the Metropolitan Green Belt, as defined on the Proposals Map, will be preserved and no development which would conflict with the purposes of including land within it will be permitted. Within the Metropolitan Green Belt, planning permission will not be granted other than for:

(1) The construction of a new building or buildings for one of the following purposes:

(a) agriculture or forestry;

(b) essential facilities for outdoor sport or recreation, for cemeteries or other uses of land which preserve the openness of the Metropolitan Green Belt and do not conflict with its purposes;

(c) limited affordable housing to meet local needs in accordance with POLICY H8;

(d) development within a Major Developed Site, as defined on the Proposals Map, and provided that any proposal is in accordance with POLICY MGB2;

(2) Extension, alteration or replacement of a dwelling, provided it is in accordance with POLICIES H10 and H11;

(3) The re-use of a building, provided any proposal is in accordance with POLICIES H13 and ED5 and does not include any associated uses of land around the building which might conflict with the openness of the Metropolitan Green Belt or the purposes of including land in it; and

(4) The carrying out of an engineering or other operation or the making of any material change in the use of land, provided that it maintains the openness of the Metropolitan Green Belt and does not conflict with its purposes.

Policy LB1 is partially superseded by the Site Allocations Local Plan

#### **POLICY LBD1**

Outside the Limits to Built Development, as defined on the Proposals Map, development will only be permitted where it would be in accordance with all relevant policies contained in this Local Plan and the Kent Structure Plan 1996 and the Kent & Medway Structure Plan 2006 rural settlement and countryside policies.



## Chapter 4 Environment

### **POLICY EN1**

All proposals for development within the Plan area will be required to satisfy all of the following criteria:

- 1 The nature and intensity of the proposed use would be compatible with neighbouring uses and would not cause significant harm to the amenities or character of the area in terms of noise, vibration, smell, safety or health impacts, or excessive traffic generation;
- 2 The proposal would not cause significant harm to the residential amenities of adjoining occupiers, and would provide adequate residential amenities for future occupiers of the development, when assessed in terms of daylight, sunlight and privacy;
- 3 The design of the proposal, encompassing scale, layout and orientation of buildings, site coverage by buildings, external appearance, roofscape, materials and landscaping, would respect the context of the site and take account of the efficient use of energy;
- 4 The proposal would not result in the loss of significant buildings, related spaces, trees, shrubs, hedges, or other features important to the character of the built up area or landscape;
- 5 There would be no significant adverse effect on any features of nature conservation importance which could not be prevented by conditions or agreements;
- 6 The design, layout and landscaping of all development should take account of the security of people and property and incorporate measures to reduce or eliminate crime; and
- 7 The design of public spaces and pedestrian routes to all new development proposals should provide safe and easy access for people with disabilities and people with particular access requirements.

### **POLICY EN4**

Development involving proposals for the total or substantial demolition of unlisted buildings which contribute positively to the character or appearance of a conservation area will not be permitted unless an overriding case can be made against the following criteria:

- 1 The condition of the building, and the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use;
- 2 The adequacy of efforts made to retain the building in use, including efforts to find compatible alternative uses;
- 3 The merits of alternative proposals for the site, and whether there are acceptable and detailed plans for any redevelopment; and
- 4 Whether redevelopment will produce substantial planning benefits for the community, including economic regeneration or environmental enhancement.

**POLICY EN5**

Proposals for development within, or affecting the character of, a conservation area will only be permitted if all of the following criteria are satisfied:

- 1 The proposal would preserve or enhance the buildings, related spaces, vegetation and activities which combine to form the character and appearance of the area;
- 2 The siting of development would be similar to adjoining building frontage lines where this is important to the character of the conservation area;
- 3 The layout and arrangement of the building(s) would follow the pattern of existing development and spacing of adjoining plot widths where this is important to the character of the conservation area;
- 4 The scale, massing, roofscape, use of materials, detailing, boundary treatment and landscaping would preserve or enhance the character of that part of the conservation area in which the proposal would be situated;
- 5 The use, or intensity of use, would be in sympathy with the character and appearance of that part of the conservation area in which the proposal would be situated;
- 6 The proposal would not result in the loss of trees, shrubs, hedges or other features important to the character of that part of the conservation area in which the proposal would be situated; and
- 7 In meeting the car parking and access requirements, the character and amenity of the area would not be adversely affected.

**POLICY EN6**

Proposals for new shop fronts, or alterations to existing shop fronts, will be permitted provided all of the following criteria are satisfied:

- 1 The proposal would be 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;
- 2 The proposal would be in sympathy with the predominant architectural style and materials of the surrounding area;
- 3 The shop front would be related to the width of the property or a logical vertical sub-division created by the upper storey. Where a single unit of occupation has been formed by amalgamating shop units, shop front design should relate to the original unit widths;
- 4 Where a fascia is to be applied, it would be of an appropriate height which would be in scale with the overall height of the shop front and other elements of the building and would not intrude over the first floor level; and
- 5 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 Proposals Map, the proposal would not result in the loss of a traditional shop front or features and details of architectural or historic interest.

**POLICY EN8**

Proposals for outdoor lighting schemes will only be permitted where all of the following criteria are satisfied:

- 1 The minimum amount of lighting necessary to achieve its purpose is specified;
- 2 The means of lighting would be unobtrusively sited or well screened by landscaping or other site features;
- 3 The design and specification of the lighting would minimise glare and light spillage in relation to local character, the visibility of the night sky, the residential amenities of adjoining occupiers, and public safety;
- 4 Low energy lighting would be used; and
- 5 Where floodlighting of a landmark feature is proposed, the level and type of illumination would enhance the feature itself.

**POLICY EN10**

Proposals for development affecting sites of archaeological interest will be determined having regard to the desirability of preserving archaeological remains and the setting of visible remains and according to all of the following criteria:

- 1 The intrinsic archaeological and historical value of the remains;
- 2 The design, layout and opportunities to minimise damage to remains and their setting, preferably through preservation in their original location;
- 3 The need for the development;
- 4 The availability of suitable alternative sites; and
- 5 The potential benefits of the proposals, particularly to education, recreation or tourism.

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 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.

**POLICY EN11**

Proposals which would be likely to affect a historic park or garden will only be permitted where no significant harm would be caused to its character, amenities or setting.

**POLICY EN13**

Development will not be permitted if it would damage or destroy one or more trees protected by a Tree Preservation Order, or identified as Ancient Woodland, or in a Conservation Area, unless:

1. The removal of one or more trees would be in the interests of good arboricultural practice; or
2. The desirability of the proposed development outweighs the amenity value of the protected tree.

**POLICY EN15**

Development proposals that would have an adverse impact on the nature conservation interest of a statutory Local Nature Reserve or non-statutory nature conservation site, will only be permitted if all of the following criteria are satisfied:

- 1 The need for the development would outweigh the nature conservation interest of the site;
- 2 There would be no reasonable, less damaging alternative solutions; and
- 3 The design and layout of the scheme would minimise the potential impact on the important features of the site.

**POLICY EN16**

Development proposals will only be permitted if all of the following criteria are satisfied:

- 1 There would be no unacceptable effect on the quality or potential yield of groundwater;
- 2 There would be no adverse impact on the water quality within, or water supply to, lakes, ponds, wetlands and other watercourses;
- 3 All practicable measures have been taken to minimise the demand for water; and
- 4 In appropriate locations, development proposals will be required to incorporate sustainable drainage systems for the disposal of surface waters.

**POLICY EN18**

Within those developed areas identified by the Environment Agency as being at high risk from flooding, built development and conversions will only be permitted if both of the following criteria are satisfied:

- 1 Practicable and effective flood protection and mitigation measures would be proposed and maintained for the lifetime of the development; and
- 2 Practicable and effective measures would be included as part of the development proposals to prevent the increased risk of flooding elsewhere.

Within those undeveloped areas identified by the Environment Agency as being at high risk from flooding, but outside functional floodplains, built development and conversions will not be permitted unless a particular location is essential and no suitable alternative lower-risk location is available. In such exceptional circumstances, development will only be permitted if the above criteria are satisfied.

Within functional floodplains identified by the Environment Agency as being at high risk from flooding, built development and conversions will not be permitted except essential transport and utilities infrastructure that has to be sited there.

**POLICY EN20**

Proposals for the siting of telecommunications equipment will only be permitted if all of the following criteria are satisfied:

- 1 Radiofrequency emissions would be within the latest established guidelines set out by the National Radiological Protection Board and the International Commission on Non-Ionizing Radiation Protection;
- 2 There is no practicable possibility of erecting antennae on an existing building, mast or other structure where this would represent the optimum environmental solution;
- 3 The location of the development is essential in terms of network coverage;
- 4 The development would be as unobtrusively sited and well screened by landscaping as is technically feasible; and
- 5 The materials, colour and design of the development would minimise its visual impact subject to technical and operational considerations.

**POLICY EN21**

Proposals for development affecting Areas of Important Open Space, as defined on the Proposals Map, will only be permitted where no significant harm would be caused to the appearance or open character of the designated area and the development would not materially detract from the contribution which that area makes to the locality.

**POLICY EN22**

Proposals for development affecting Areas of Landscape Importance, as defined on the Proposals Map, will only be permitted where no significant harm would be caused to the appearance or landscape character of the designated area and the development would not materially detract from the contribution which that area makes to the locality.

**POLICY EN23**

Proposals for development affecting the important landscape approaches to settlements, as defined on the Proposals Map, will only be permitted where no significant harm would be caused to the appearance and character of the approaches and the development would not materially detract from the contribution which that approach makes to the locality.

**POLICY EN24**

Proposals for development which would affect the character or appearance of an Arcadian Area, as defined on the Proposals 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 Landscaping 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.

**POLICY EN25**

Outside of the Limits to Built Development, as defined on the Proposals Map, all proposals for development will be required to satisfy all of the following criteria:

- 1 The proposal would have a minimal impact on the landscape character of the locality;
- 2 The development proposal would have no detrimental impact on the landscape setting of settlements;
- 3 The development proposal would not result in unsympathetic change to the character of a rural lane which is of landscape, amenity, nature conservation, or historic or archaeological importance;
- 4 Where built development is proposed, there would be no existing building or structure suitable for conversion or re-use to provide the required facilities. Any new buildings should, where practicable, be located adjacent to existing buildings or be well screened by existing vegetation; and
- 5 Where an extension or alteration to an existing building is proposed, it would respect local building styles and materials, have no significant adverse impact on the form, appearance or setting of the building, and would respect the architectural and historic integrity of any adjoining building or group of buildings of which it forms part.

**Chapter 5 Town, Neighbourhood and Village Centres (incorporating Retail Development)****POLICY CR1**

Proposals for large-scale A1 (retail) uses will be permitted on sites within the defined Primary Shopping Areas , and proposals for large-scale A2 (financial and professional services), A3 (restaurants and cafes), A4 (drinking establishments), A5 (hot food takeaways), B1 (offices), C1 (hotel), D1 (arts, culture and tourism) and D2 (leisure and entertainment) uses will be permitted on sites within the town centres, provided the following criteria are satisfied:

- 1 The proposal would not have a detrimental impact on the vitality and viability of the defined Primary Shopping Areas or town centres;
- 2 Where the proposal is on a site allocated in the Local Plan, it complies with the relevant site-specific policy;
- 3 The proposal would not be likely to prejudice the development of sites allocated in the Local Plan; and
- 4 The proposal would be consistent with the scale and function of the Primary Shopping Area or town centre within which it is located.

**POLICY CR2**

Proposals for A1 (retail) uses outside the Primary Shopping Areas and for A2 (financial and professional services), A3 (restaurants and cafes), A4 (drinking establishments), A5 (hot food takeaways), B1 (offices), C1 (hotel), D1 (arts, culture and tourism) and D2 (leisure and entertainment) uses outside the town centres will be permitted if all of the following criteria are satisfied:

- 1 It can be demonstrated that there is a need for the development;
- 2 The proposal would be located in accordance with the sequential approach where first preference is for sites in the defined Primary Shopping Areas in the case of A1 (retail) uses and in the town centres in the case of A2 (financial and professional services), A3 (restaurants and cafes), A4 (drinking establishments), A5 (hot food takeaways), B1 (offices), C1 (hotel), D1 (arts, culture and tourism) and D2 (leisure and entertainment) uses, followed by edge-of-centre sites with preference given to sites that are, or will be, well-connected with the centre, followed by neighbourhood and village centres and then out-of-centre sites with preference being given to sites which are, or will be, well-served by a choice of means of transport and which are close to the centre and have a high likelihood of forming links with the centre;
- 3 The proposal would not result in sporadic development;
- 4 The proposal would not have a detrimental impact on the vitality and viability of the defined Primary Shopping Areas, neighbourhood centres or villages;
- 5 The proposal would not be likely to prejudice the development of sites allocated in the Local Plan; and
- 6 The proposal would provide access by a range of means of transport including walking, cycling and public transport.

In applying the sequential approach, the relevant centres in which to search for sites will depend on the nature and scale of the proposed development and the catchment that the development seeks to serve.

Proposals for extensions to existing development where the gross floorspace of the proposed extension does not exceed 200 square metres will not be required to satisfy the sequential approach.

**POLICY CR3**

Proposals for small-scale A1 (retail), A2 (financial and professional services), A3 (restaurants and cafes), A4 (drinking establishments), A5 (hot food takeaways), B1 (offices), C1 (hotel), D1 (community uses) and D2 (leisure and entertainment) uses will be permitted on sites within the Primary Shopping Areas in the case of A1 (retail) uses, within the town centres in the case of A2 (financial and professional services), A3 (restaurants and cafes), A4 (drinking establishments), A5 (hot food takeaways), B1 (offices), C1 (hotel), D1 (community uses) and D2 (leisure and entertainment) uses and in both cases within defined neighbourhood centres and within villages defined as RS2 or SS1(d) settlements provided that both the following criteria are satisfied:

- 1 The proposal would not have a detrimental impact on the vitality and viability of the defined Primary Shopping Areas, neighbourhood centres or villages; and
- 2 The proposal would not be likely to prejudice the development of sites allocated in the Local Plan.



**POLICY CR5**

Within the Royal Tunbridge Wells Primary Shopping Area, as defined on the Proposals Map, proposals for Class A1, A2, A3, A4, A5 and other uses appropriate to the character of the shopping area will be permitted provided both of the following criteria are satisfied:

1 The proposal would not result in non-A1 uses exceeding the stated proportion of the measured frontages for each Character Area, as defined on the Proposals Map:

Character Area 1 frontages – Royal Victoria Place/Market Square/Ely Court:	15%
Character Area 2 frontages – Calverley Road (west):	15%
Character Area 3 frontages – Monson Road/Camden Road:	30%
Character Area 4 frontages – Calverley Road (east):	30%
Character Area 5 frontages – Grosvenor Road/Goods Station Road:	30%
Character Area 6 frontages – Mount Pleasant Road (north):	40%
Character Area 7 frontages – Mount Pleasant Road (south):	40%
Character Area 8 frontages – Vale Road/Grove Hill Road:	40%
Character Area 9 frontages – High Street/Castle Street/Chapel Place:	45%
Character Area 10 frontages – The Pantiles/Union Square:	45%

2 The proposal would not result in such a concentration as to lead to a significant interruption in the shopping frontage, reducing its character and thus harming the vitality and viability of the Character Area as a whole.

**POLICY CR7**

Within the Southborough Primary Shopping Area, as defined on the Proposals Map, proposals for A1, A2, A3, A4, A5 and other uses appropriate to the character of the shopping area will be permitted provided both of the following criteria are satisfied:

1 The proposal would not result in non-A1 uses exceeding 40% of the ground floor measured frontages, as defined on the Proposals Map; and

2 The proposal would not result in the excessive concentration of non-A1 uses which would cause a significant interruption in the shopping frontage, reducing its attractiveness and thus harming the vitality and viability of the centre as a whole.

**POLICY CR9**

Within the Paddock Wood Primary Shopping Area, as defined on the Proposals Map, proposals for A1, A2, A3, A4, A5 and other uses appropriate to the character of the shopping area will be permitted provided both of the following criteria are satisfied:

1 The proposal would not result in non-A1 uses exceeding 40% of the ground floor measured frontages as defined on the Proposals Map\*; and

2 The proposal would not result in the excessive concentration of non-A1 uses which would cause a significant interruption in the shopping frontage, reducing its attractiveness and thus harming the vitality and viability of the shopping area as a whole.

\* Excludes the frontage of the supermarket on Church Road.

**POLICY CR11**

Within the Cranbrook Primary Shopping Area, as defined on the Proposals Map, proposals for A1, A2, A3, A4, A5 and other uses appropriate to the character of the shopping area will be permitted provided both of the following criteria are satisfied:

- 1 The proposal would not result in non-A1 uses exceeding 40% of the ground floor measured frontages as defined on the Proposals Map\*; and
- 2 The proposal would not result in the excessive concentration of non-A1 uses which would cause a significant interruption in the shopping frontage, reducing its attractiveness and thus harming the vitality and viability of the centre as a whole.

\*Excludes the frontage of the supermarket off the High Street.

**POLICY CR12**

Within the Hawkhurst Primary Shopping Area, as defined on the Proposals Map, proposals for A1, A2, A3, A4 and A5 and other uses appropriate to the character of the shopping area will be permitted provided both of the following criteria are satisfied:

- 1 The proposal would not result in non-A1 uses exceeding 40% of the ground floor measured frontages as defined on the Proposals Map; and
- 2 The proposal would not result in the excessive concentration of non-A1 uses which would cause a significant interruption in the shopping frontage, reducing its attractiveness and thus harming the vitality and viability of the centre as a whole.

**POLICY CR13**

Proposals that would result in the loss of a community facility, as listed below, from within the defined neighbourhood centres or within, or a 400m distance from, the defined Limits to Built Development of RS2 and SS1(d) Villages, will not be permitted unless it can be demonstrated that suitable alternative provision is available within the defined centre or that:

- (1) in the case of commercial enterprises, it can be clearly demonstrated that the facility is no longer viable; or
- (2) In the case of public facilities, it can be demonstrated that 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.

- Retail provision (including post office service and shop);
- Restaurant and public house;
- Surgery (doctor, dentist and other healthcare centres);
- Primary School, early years and child care (unless referred to in POLICY CS5);
- Children's playspace;
- Library;
- Community hall;
- Place of worship; and
- Recycling centre.

## Chapter 6 Housing

### POLICY H1

Proposals for the change of use from residential to other uses will only be permitted where at least one of the following criteria is satisfied:

- 1 The premises are unsuitable for residential use in respect of the standard of accommodation provided and are incapable of being made satisfactory at reasonable expense;
- 2 The environment is unsuitable for residential use, due to factors such as an un-neighbourly use, dust, smell or noise;
- 3 The use of part of a residential building is proposed for the accommodation of a small-scale community facility which requires to be located in a town, neighbourhood or village centre or a residential area close to the population it serves. Wherever practicable, some self-contained residential accommodation should be retained as part of the development;
- 4 The retention of the building or its use for residential purposes would prevent a comprehensive development with significant environmental gain or which would achieve a wider benefit to the community. In such cases, wherever practicable, residential development should be replaced within the proposed scheme; or
- 5 The change of use of a listed building to an alternative use is essential to ensure the preservation of the building.

### POLICY H2

Proposals for residential development of 15 or more bedspaces (\*1), will only be permitted if they incorporate an element of small dwellings (\*2) and a significant number of intermediate dwellings (\*3).

#### Notes:

\*1. Bedspaces will be calculated in the following way:

Bedrooms per Property	Bedspaces per Property
1	2
2	3
3	4
4	5
5	6
6	7

\*2. Small dwellings are defined as 60 square metres or less total internal floorspace.

\*3. Intermediate dwellings are defined as 61-80 square metres total internal floorspace.

**POLICY H4**

Proposals for the establishment of gypsy <sup>\*(1)</sup> sites will be permitted provided all of the following criteria are satisfied:

- 1 The size of the site and the number and distribution of pitches within it would be appropriate to its location;
- 2 The configuration of the site would be satisfactory and its physical containment against unauthorised extension would be achievable;
- 3 The proposal would not be visually intrusive and would be well-screened by existing vegetation and physically contained by landscaping <sup>\*(2)</sup>;
- 4 Proposals would not be located within an exposed position in the High Weald Area of Outstanding Natural Beauty, or a Special Landscape Area or elsewhere where they would have more than a minimal impact on the rural character of the locality; and
- 5 The location of the proposed site is appropriate in terms of proximity to essential local services such as shops, schools, public transport, medical and social services.

**Notes**

<sup>\*(1)</sup> For the purpose of this Policy, the definition of a gypsy is a person of nomadic habit, whatever race or origin, who travels for the purpose of making or seeking a livelihood, but does not include members of an organised group of travelling showmen, or of persons engaged in travelling circuses, travelling together as such.

<sup>\*(2)</sup> In view of the need to prevent visual intrusion by additional caravans it may be necessary to condition an application to limit the number of caravans to be accommodated on the site and to remove permitted development rights.

**POLICY H5**

Within the Limits to Built Development, as defined on the Proposals Map, the following types of residential development will be permitted, provided that the comprehensive development of a site would not be prejudiced:

- 1 The sub-division of dwellings into smaller units or for multiple occupation;
- 2 The change of use of a building to residential accommodation from other uses;
- 3 At Royal Tunbridge Wells; Southborough; Paddock Wood; Cranbrook and Highgate, Hawkhurst:
  - (i) infilling;
  - (ii) the redevelopment of existing developed sites;
  - (iii) the inclusion of an element of residential use within a mixed use development;
- 4 At Benenden; Bidborough; Brenchley; Five Oak Green; Frittenden; Goudhurst; The Moor, Hawkhurst; Horsmonden; Iden Green; Kilndown; Lamberhurst; Langton Green; Matfield; Pembury; Sandhurst; Sissinghurst and Speldhurst:
  - (i) minor infilling such as the filling of a narrow gap in an otherwise substantially built up frontage or development within the curtilage of an existing site;
  - (ii) minor redevelopment; and
  - (iii) redevelopment of redundant sites which are larger than minor development.

**POLICY H8**

1 Where no alternative site is available to meet local housing needs within the Limits to Built Development, as defined on the Proposals Map, the Local Planning Authority will permit residential development outside the Limits to Built Development provided all of the following criteria are satisfied:

- a) The site would be well related in scale and location to the village or town and its services;
- b) The local needs exist within categories identified in (4) below and are documented in a comprehensive appraisal of the parish or town;
- c) The local needs would not otherwise be met;
- d) The development would be of a suitable size and character in terms of layout, materials and landscaping in relation to the village or town; and
- e) The development does not contain any speculative or general demand housing;

2 The Local Planning Authority will not grant planning permission for housing justified on the grounds of local needs, unless the initial and subsequent occupancy of such developments is controlled through planning agreements or conditions or Registered Social Landlords, to ensure that the accommodation remains available in the future to meet the purposes for which it is permitted;

3 A financial appraisal of the scheme, providing that it will meet the defined needs, shall accompany any planning application; and

4 In assessing local needs, regard will be had to households or persons in households, otherwise unable to gain access at affordable cost \*(1) to existing local accommodation suited to their needs and who fall into one or more of the following categories:

(i) Those in the parish or town currently in accommodation unsuited to their circumstances through physical, medical or social reasons, and which is incapable of being improved or rendered suitable \*(2) at reasonable cost, and who can demonstrate continuous residence in the parish or town for the previous three years, or residence for a total of at least five years out of the previous 10;

(ii) Those who formerly have been members of households which comply with the residential qualifications in (i) above and who have recognised local connections \*(3); and

(iii) Those in permanent, full time employment in the parish or town or who will be taking up permanent full time employment there, or who provide an important service requiring them to live locally \*(4).

Notes:

\*(1) The definition of affordability for the Plan area is flexible to allow for variation on the market, economic conditions and mortgage lender practice as follows:

The price of rented accommodation should not be more than 25% net average household income for the Plan area; and

The price of owner-occupied accommodation should not exceed the current mortgage lender multiple x average net household income for the Plan area minus current Plan area average house price (less 5% deposit).

\*(2) Improvement in this context means that this would not otherwise be achieved with grant assistance towards repairs, adaptations to the property for disabled people, etc.

\* (3) Local connections, as used in this context, are defined as continuous residence for a period of five years out of the last 10, or immediate family having lived in the area for a minimum of 10 years.

\* (4) This category may include the instance where an employer is setting up a new business or service. In this sub-paragraph the term “parish” may be taken to include adjoining parishes where those parishes are unable to satisfy their own needs. The intention is to assist those in long-term and lasting employment, rather than those in temporary, short-term or seasonal employment.

## **POLICY H9**

Outside the Limits to Built Development, as defined on the Proposal Map, proposals for the erection of a key worker’s dwelling will not be permitted unless all of the following criteria are satisfied:

1 It would be essential 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 human life or for agricultural or business or forestry purposes which could not be carried out satisfactorily by the person living off-site;

2 No existing accommodation suitable, or potentially suitable for the purpose, or suitable building that could be converted, would be available in the near vicinity;

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;

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;

5 In the case of an agricultural or forestry worker’s dwelling, a functional test will be necessary to establish whether it is essential for the proper functioning of the enterprise;

6 The unit and the business concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so; and

7 In all cases, the granting of planning permission will be subject to conditions restricting the occupancy of the dwelling.

**POLICY H10**

1 Outside the Limits to Built Development, as defined on the Proposals Map, the replacement of an existing dwelling will be permitted provided all of the following criteria are satisfied:

- a) The existing building enjoys a lawful residential use which has not been abandoned;
- b) The replacement dwelling would be sited on, or as close as is reasonably practicable to, the site of the existing dwelling, unless an alternative position on the plot would result in clear landscape, access or local amenity benefits;
- c) The replacement dwelling would be no more obtrusive in the landscape than the dwelling which is to be replaced; and

2 In appropriate cases, temporary accommodation such as a caravan may be permitted on-site during rebuilding, provided the works are continuous.

**POLICY H11**

Outside the Limits to Built Development, as defined on the Proposals Map, extensions \*(1) to an existing dwelling or additional ancillary buildings within the curtilage of the original building(s) will be permitted provided all of the following criteria are satisfied:

- 1 The existing dwelling was designed, constructed or converted for residential use and was built on permanent foundations on the site;
- 2 The extension would be modest and in scale with the original dwelling and would not dominate it visually or result in a poorly-proportioned building or detract from its character or setting; and
- 3 The dwelling as extended would not lend itself to future sub-division to form a separate dwelling.

Note:

\*(1) In the context of this policy 'extensions' will include all new buildings suitable or potentially suitable for use as habitable accommodation and situated within the curtilage of the building.



**POLICY H13**

Outside the Limits to Built Development, as defined on the Proposals Map, the change of use or conversion to residential use of a listed building, a building whose loss would be detrimental to the character of the countryside, or a building whose form, bulk, general design, materials and scale is in keeping with its surroundings, will only be permitted provided all of the following criteria are satisfied:

- 1 The building would be capable of conversion without extensive alteration or rebuilding and/or extension;
- 2 The conversion can be achieved without detrimental effect on the building's fabric or character;
- 3 The creation of a residential curtilage, access and car parking facilities could be achieved without harm to the character of the countryside;
- 4 The Local Planning Authority is satisfied that, in the case of a recently constructed building, there was a genuine agricultural justification for the erection of the building originally;
- 5 Re-use of the building for economic development purposes would be inappropriate by reason of its location or its scale or design; and
- 6 The conversion would meet an identified local need for housing which does not conflict with a need to retain local employment opportunities, and is in a location that has good accessibility to a range of services in a nearby settlement.

**Chapter 7 Economic Development****POLICY ED1**

Proposals for large-scale B1 light industrial development of 500 square metres gross floorspace or greater should be located within the Economic Development Areas as defined on the Proposals Map.

**POLICY ED2**

Proposals for small-scale B1 development up to 500 square metres gross floorspace will be permitted within the Limits to Built Development, as defined on the Proposals Map.

**POLICY ED3**

Within the Economic Development Areas, excluding the High Brooms Industrial Estate, as defined on the Proposals Map, proposals for general industry (Class B2) and distribution and storage uses (Class B8) will be permitted.

**POLICY ED5**

Outside the Limits to Built Development, as defined on the Proposals Map, the change of use or conversion to economic development use of a listed building, a building whose loss would be detrimental to the character of the countryside, or a building whose scale, form, bulk, general design and materials is in keeping with its surroundings, will only be permitted provided all the following criteria are satisfied:

- 1 The building would be capable of conversion without extensive alteration or rebuilding and/or extension;
- 2 The conversion can be achieved without detrimental effect on the building's fabric or character;
- 3 The creation of a curtilage, access and car parking facilities could be achieved without harm to the character of the countryside; and
- 4 The Local Planning Authority is satisfied that, in the case of a recently constructed building, there was a genuine agricultural justification for the erection of the building originally.

**Chapter 8 Tourism****POLICY T1**

Small-scale proposals for new or extended serviced and non-serviced tourist accommodation will be permitted within the Limits to Built Development, as defined on the Proposals Map.

**POLICY T2**

Proposals resulting in the loss of serviced and non-serviced tourist accommodation will be refused, unless it can be proven that:

- 1 The premises are unsuitable for tourist use in respect of the standard of accommodation provided and are incapable of being made satisfactory at reasonable expense; or
- 2 It can be demonstrated that the continued use of a premises as serviced or non-serviced accommodation is no longer economically viable and that the premises do not have the potential to become viable.

**POLICY T3**

Outside the Limits to Built Development, as defined on the Proposals Map, the following types of serviced and non-serviced accommodation will be permitted:

- 1 The change of use or conversion of a listed building, a building whose loss would be detrimental to the character of the countryside, or an existing building in keeping with its surroundings; or
- 2 The extension of existing accommodation.

## Chapter 9 Recreation

### **POLICY R1**

Proposals that would result in the loss of recreation open space, as defined on the Proposals Map, or open land with existing or potential recreation value which is not protected by other policies in the Plan, will only be permitted where:

- 1 No deficiency in accessible open space in the area exists or would result from the development, or alternative provision, of at least equivalent size, suitability and accessibility is made within the locality; and
- 2 No suitable alternative previously-developed land is available to accommodate the development.

## POLICY R2

This Policy applies to new residential developments in towns or parishes with an identified quantitative or qualitative deficiency in open space provision, or where the new development would lead to such a deficiency.

### Youth and Adult Use:

New residential developments will be required to provide recreation open space for youth and adult use calculated at the rate of 1.6 ha per 1,000 population. Youth and adult recreation open space should be provided within or abutting the site as an integral part of the design unless any of the following circumstances defined below applies:

- (i) The development would generate a requirement for less than 0.2ha of recreation open space; or
- (ii) The required open space cannot be provided in a satisfactory manner due to the shape, size, topography, important landscape or nature conservation features of the site, or would have an adverse impact on the urban form of an area or the character of a conservation area, or risk of conflict with existing neighbouring residential properties or the future occupiers of the site; or
- (iii) Alternative land is allocated for new or upgraded provision in the same town or parish in POLICY R3.

In such cases the developer will be required to make a payment in lieu of on-site provision which would fairly and reasonably relate to the scale of the development. Payments will be used to implement the appropriate Plan proposal in POLICY R3 or to improve an existing open space.

### Children's Playspace:

On residential developments of 150 bedspaces or more, equipped children's playspace, calculated at the rate of 0.3 ha per 1,000 population, should be provided within or abutting the site, as an integral part of the design, unless the required open space cannot be provided in a satisfactory manner due to the shape, size or topography of the site, or would have an adverse impact on the urban form of an area or the character of a conservation area, or risk of conflict with existing neighbouring residential properties or the future occupiers of the site.

On residential developments of up to 150 bedspaces, and on those of 150 bedspaces or more where playspace cannot be provided on-site, if the circumstances defined below apply, the developer will be required to make a payment in lieu of on-site provision, calculated at the rate of 0.3 ha per 1,000 population, which would fairly and reasonably relate to the scale of the development.

The circumstances referred to above are:

- (i) If a playspace within 400 metres walking distance of the site is proposed in POLICY R4, or could be upgraded to a LEAP to meet demand generated by the proposed development; or
- (ii) If a playspace within 1,000 metres walking distance of the site is proposed in POLICY R4, or could be upgraded to a NEAP to meet demand generated by the proposed development.

### Notes:

- a) Bedspaces will be calculated in the following way:

Bedrooms per Property	Bedspaces per Property
1	2*
2	3
3	4
4	5
6	7

\*One bedroom properties are assumed not to generate the need for children's playspace and bedspaces arising from 1 bed dwellings will only be applicable when calculating Youth & Adult provision

b) In applying the commuted sum, priority will be given to the nearest playspace to the housing site as defined in POLICY R4.

c) For the purposes of this Policy a suitable playspace is defined as a LEAP having a minimum area of 400 square metres and containing five pieces of play equipment with safety surfaces and preferably buffer zones or landscape screening around the activity area. A NEAP is defined as having a minimum area of 1,000 square metres and containing eight pieces of play equipment with safety surfaces, a kickabout area and wheeled play area, with buffer zones or landscape screening around the activity area.

d) Amenity areas, incidental spaces and highways land are excluded from these calculations and population figures will be calculated from the number of bedspaces in the development.

e) The walking distance should not involve the crossing of a Primary distributor road unless a convenient, safe crossing point for children exists or would be provided in connection with the development. Outside Royal Tunbridge Wells and Southborough, the walking distance of 1,000 and 400 metres can be extended to the walking distance to an existing recreation ground.

f) Housing schemes for the elderly will not be required to make provision for children's playspace, and sheltered housing schemes that make an appropriate level of provision for communal amenity space within the development will not be required to make provision for open space for youth and adult use. "Very sheltered housing" where residents require a significant level of care will not be required to make any provision under this Policy.

## **POLICY R6**

Proposals for the development of allotment land which is located within the defined Limits to Built Development will only be permitted if all the following criteria are satisfied:

- 1 It can be demonstrated that demand within the locality for allotments on the land under construction no longer exists or that suitable alternative provision can be made elsewhere;
- 2 The Borough Council is satisfied that the land is not required to make good a shortage of public recreational open space; and
- 3 No suitable alternative previously-developed land is available to accommodate the development.

## Chapter 10 Community Services

### **POLICY CS4**

Where a residential development proposal would generate a demand for primary school places which could not be met within a two-mile radius of the development, or for secondary school places which could not be met within a three-mile radius of the development, the Local Planning Authority will seek a development contribution towards school provision.

### **POLICY CS6**

Proposals for the redevelopment or change of use of a community building to alternative uses located outside defined neighbourhood and village centres will only be permitted if it can be demonstrated that demand within the locality for the facility no longer exists or that suitable alternative provision is made elsewhere.

## Chapter 11 Transport and Parking

### **POLICY TP1**

Proposals for large-scale non-residential development will be required to be accompanied by a Transport Assessment and a Travel Plan to demonstrate the adequacy of transport infrastructure to serve the development.

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 which will address the identified inadequacy and which assist walking, cycling, public transport, other highway improvements and/or Park and Ride provision.

Transport Assessments and Travel Plans should also accompany development proposals for new or significantly expanded schools, and may also be required by the Local Planning Authority in support of a development which would otherwise be unacceptable due to the level of traffic which would be generated.

### **POLICY TP2**

Proposals for smaller-scale non-residential development in excess of 500 square metres gross floorspace, or expecting more than 50 person trips on any day of the week, will be required to be accompanied by an outline statement of Transport Assessment.

Where adequate transport infrastructure is not available to serve a development, the Local Planning Authority will seek provision of, or contribution towards, appropriate measures which will address the identified inadequacy and which assist walking, cycling, public transport, other highway improvements and/or Park and Ride provision.

**POLICY TP3**

Proposals for larger-scale residential development should demonstrate how the needs of pedestrians, cyclists and buses are met, including:

- the provision of new or improved segregated footways and cycleways within the site and convenient and safe links to key destinations such as a defined Primary Shopping Area, Neighbourhood or Village Centre, Economic Development Area, a school and public transport provision; and
- scheme layouts which facilitate bus access and maximise bus patronage, together with the provision of facilities such as shelters and seating.

Proposals which will have significant transport implications should be accompanied by a Transport Assessment to demonstrate the adequacy of transport infrastructure to serve the development.

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 which will address the identified inadequacy and which assist walking, cycling, public transport and other highway improvements.

**POLICY TP4**

Proposals will be permitted provided all of the following criteria are satisfied:

- 1 The road hierarchy and the function of routes (as set out in Appendix 6) have adequate capacity to cater for the traffic which will be generated by the development, taking into account the use of, and provision for, alternative modes to the private car;
- 2 A safely located access with adequate visibility exists or could be created;
- 3 Within the Limits to Built Development, as defined on the Proposals Map, an additional access or the intensification of use of an existing access directly onto a Primary or District distributor, would not significantly worsen traffic conditions in terms of delay or the risk of accidents;
- 4 Outside the Limits to Built Development, as defined on the Proposals Map, the development would not involve the provision of an additional access or the intensification of use of an existing access directly onto a Primary or Secondary route; and
5. The traffic generated by the proposal does not compromise the safe and free flow of traffic or the safe use of the road by others. 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.

**POLICY TP5**

Vehicle parking in connection with development proposals other than those covered by POLICIES TP6, TP7 and TP8 will be restricted to the maximum necessary having regard to local highway conditions. Kent County Council's Vehicle Parking Standards, adopted by the Council, will be applied to such development proposals.

**POLICY TP6**

Within the Tunbridge Wells Central Access Zone (Residential), as defined on the Proposals Map, the following parking provision will apply:

- 1 A maximum parking standard of one space per dwelling;
- 2 In the case of schemes for the conversion of existing buildings to no more than 15 bedspaces \*(1) (gross), the provision of additional on-site parking will not be required; and
- 3 In the case of larger-scale residential development, a contribution towards the implementation of Residents' Parking Zones may be sought if the need for the zone is directly related to the proposed development. Any contribution should also be fairly and reasonably related in scale to the proposed development.

Notes:

\*(1) Bedspaces will be calculated in the following way:

Bedrooms per Property	Bedspaces per Property
1	2
2	3
3	4
4	5
5	6
6	7

**POLICY TP7**

Within the Tunbridge Wells Central Parking Zone (Commercial), as defined on the Proposals Map, operational parking only should be provided on-site for development within Use Classes A, B and D and commercial sui-generis uses.



**POLICY TP8**

Within the Limits to Built Development, as defined on the Proposals Map, the provision of additional non-operational parking will not be required in the following instances:

- a) Changes of use to non-residential uses involving gross floorspace of no more than 100 square metres;
- b) Proposals essential to the successful restoration, refurbishment or re-use of buildings of architectural or historic interest or buildings which make a significant contribution to the character of a conservation area; or
- c) Proposals essential to the successful integration of a development scheme within a conservation area.

In all cases operational parking for non-residential development should be provided on-site where feasible.

**POLICY TP9**

Within the Plan area, the cycle parking standards for non-residential development set out in the latest Kent County Council's Cycling Strategy for Kent will be applied.

Cycle parking will be required to serve new-build residential development without private curtilage at a standard of one space per dwelling unit.

**POLICY TP10**

The Highways Agency proposes to upgrade the A21 between Tonbridge Bypass and Pembury Bypass, through one of the schemes defined on the Proposals Map. The Local Planning Authority will safeguard both of these alignments by refusing proposals which would compromise the implementation of either scheme. Following confirmation of the preferred scheme, the Local Planning Authority will safeguard the preferred alignment by refusing any proposals which would compromise the implementation of the scheme.

**POLICY TP11**

The Highways Agency proposes to construct an upgrade of the A21 from Kippings Cross to Lamberhurst Bypass, as defined on the Proposals Map, and the Local Planning Authority will safeguard the preferred alignment by refusing proposals for development which would compromise the implementation of the proposed scheme.

**POLICY TP12**

The Local Highway Authority proposes to realign the A228 at Colts Hill, as defined on the Proposals Map, and the Local Planning Authority will safeguard the preferred alignment by refusing proposals for development which would compromise the implementation of the proposed scheme.

**POLICY TP18**

The Local Planning Authority and Local Highway Authority will promote and provide a continuous network of cycle routes within Royal Tunbridge Wells. The proposed network includes the following parts of routes defined on the Proposals Map which will require land outside of the existing public highway:

- (a) Goods Station Road to Sandhurst Road/Sandhurst Park, via Grosvenor and Hilbert Recreation Grounds;
- (b) Barnetts Wood (Southborough) to Dowding Way;
- (c) Woodside Road, Rusthall to Coniston Avenue, Culverden Down;
- (d) Ropers Gate, Ramslye to Linden Park Road/Old West Station area;
- (e) Lamberts Road to Knights Way, Knights Park, via Home Farm Lane; and
- (f) St John's Road to Tunbridge Wells Sports Centre.

Proposals for development which would compromise the construction of the schemes will be refused.

**POLICY TP19**

The Local Planning Authority and Local Highway Authority will promote and undertake highway improvements to achieve the objectives of the Borough Transport Strategy. The following improvements are defined on the Proposals Map and in Appendices 8 to 12:

- a) A26 London Road, Southborough, loading and short stay parking bays and cycle/pedestrian crossing facilities (Appendix 8);
- b) A26 between John Street and Culverden Park, south bound Bus Priority measures (Appendix 9);
- c) A26 London Road/Vale Road junction improvements (Appendix 10);
- d) A264 Langton Road/Coach Road junction improvements (Appendix 11); and
- e) A264 Langton Road loading and short stay parking bays (Appendix 12).

Proposals for development which would compromise the construction of the schemes will be refused.

**POLICY TP20**

The Local Planning Authority will seek to retain the following sites, as defined on the Proposals Map, for public car parking unless a convenient, suitable alternative is provided:

- High Brooms Road, High Brooms, Royal Tunbridge Wells; and
- John Street, Royal Tunbridge Wells.

**POLICY TP22**

The Local Planning Authority will seek to retain the Yew Tree Road, Southborough public car park, as defined on the Proposals Map, unless a convenient, suitable alternative is provided.

**POLICY TP23**

The Local Planning Authority will seek to retain the Pennington Road, Southborough public car park, as defined on the Proposals Map, unless a convenient, suitable alternative is provided.

**POLICY TP24**

The Local Planning Authority will seek to retain the Commercial Road (east and west), Paddock Wood public car parks, as defined on the Proposals Map, unless a convenient, suitable alternative is provided.

**POLICY TP25**

The Local Planning Authority will seek to retain the High Street, Jockey Lane and Tanyard/St David's Bridge, Cranbrook public car parks unless a convenient, suitable alternative is provided.

**POLICY TP26**

The Local Planning Authority will seek to retain the Rye Road (All Saints), Rye Road (Fowlers Park) and North Grove Road, Hawkhurst public car parks, as defined on the Proposals Map, unless a convenient, suitable alternative is provided.

**POLICY TP27**

The Local Planning Authority will seek to retain the following sites, as defined on the Proposals Map, for public car parking unless a convenient, suitable alternative is provided:

Bidborough Ridge, Bidborough;

High Street, Brenchley;

Falmouth Place, Five Oak Green;

Balcombe's Hill, Goudhurst; and

The Broadway, Lamberhurst; Adjacent to The Brown Trout Public House, Lamberhurst.

## Appendix 2: Index of Policies

Policy No.	Policy Title/Site Address/Proposed Use
<b>Strategic Policies</b>	
AL/STR1	Limits to Built Development
AL/STR2	Environmental and Recreation Designations
AL/STR3	Safeguarding Former Railway Lines  Tunbridge Wells Central to Eridge Railway use and green infrastructure corridor  Paddock Wood to Hawkhurst Green infrastructure corridor providing a walking/cycleway trail
<b>Allocated or designated sites</b>	
<b>Royal Tunbridge Wells</b>	
AL/RTW1	Urban Design Framework
AL/RTW2	AL/RTW2A: Civic Complex/Crescent Road Area of Change AL/RTW2B: Former Cinema Site Area of Change Mixed use development
AL/RTW3	Vale Avenue Area of Change Mixed use development
AL/RTW4	AL/RTW 4A: Eridge Road AL/RTW4B: Land at Montacute Gardens Mixed use development
AL/RTW5	36-46 St Johns Road (Arriva Bus Depot) Residential development
AL/RTW6	Former Plant and Tool Hire, Eridge Road Mixed use development
AL/RTW7	Homœopathic Hospital, Church Road Residential development
AL/RTW8	Land at the Rifle Range, Warwick Park Residential development
AL/RTW9	Lifestyle Motor Europe, Langton Road Residential development
AL/RTW10	Former Gas Works, Sandhurst Road Residential development
AL/RTW11	Land at Goods Station Road Residential development
AL/RTW12	Land at Quarry Road Residential development

<b>Policy No.</b>	<b>Policy Title/Site Address/Proposed Use</b>
AL/RTW13	Tunbridge Wells Telephone Engineering Centre, Broadwater Lane and WA Turner Factory, Broadwater Lane Residential development
AL/RTW14	Land at Medway Road Residential development
AL/RTW15	123-129 Silverdale Road Residential development
AL/RTW16	Land at Beechwood Sacred Heart School Residential development
AL/RTW17	Former Builders' Yard, Goods Station Road Residential development
AL/RTW18	Land at Unigate Dairy, St Johns Road Residential development
AL/RTW19	Land at Royal Victoria Place Retail development
AL/RTW20	77 Mount Ephraim (Sturge House, Brockbourne House) Employment development
AL/RTW21	Mount Pleasant Avenue Car Park Employment development
AL/RTW22	Site of Lifestyle Ford, Mount Ephraim/Culverden Street/Rock Villa Road Mixed use development
AL/RTW23	John Street Car Park Mixed use development
AL/RTW24	Auction House and Car Park, Linden Park Road Mixed use development
AL/RTW25	Kenwood House, Upper Grosvenor Road Mixed use development
AL/RTW26	Royal Tunbridge Wells Town Centre Key Employment Area
AL/RTW27	North Farm/Longfield Road Key Employment Area
AL/RTW28	Royal Tunbridge Wells Town Centre Boundary and Primary Shopping Area
AL/RTW29	Neighbourhood Centres
AL/RTW30	Recreation Open Space
<b>Southborough</b>	
AL/SO1	Land at Yew Tree Road (Southborough Library) Residential development
AL/SO2	Southborough Hub (Area 1) Mixed use development
AL/SO3	Recreation Open Space
AL/SO4	Southborough High Brooms Key Employment Area

<b>Policy No.</b>	<b>Policy Title/Site Address/Proposed Use</b>
<b>AL/SO5</b>	Southborough Town Centre Boundary and Primary Shopping Area
<b>AL/SO6</b>	Neighbourhood Centres
<b>Green Belt and Rural Fringe</b>	
<b>AL/GB1</b>	Speldhurst Road former allotments, (Land between Bright Ridge and Speldhurst Road, Southborough) Residential development
<b>AL/GB2</b>	Knights Wood Residential development
<b>AL/GB3</b>	Land at Hawkenbury Farm (off Hawkenbury Road/Maryland Road, Royal Tunbridge Wells) Residential development
<b>AL/GB4</b>	Rural Fringe (long-term land reserve)
<b>AL/GB5</b>	Major Developed Sites in the Green Belt
<b>Paddock Wood</b>	
<b>AL/PW1</b>	Land off Station Road/Commercial Road and Commercial Road West Car Park Mixed use development
<b>AL/PW2</b>	Wesley Centre, Commercial Road Community facility
<b>AL/PW3</b>	AL/PW 3A: Land at Church Farm AL/PW3B: Land at Mascalls Court Road Residential development
<b>AL/PW4</b>	Land at Mascalls Farm Residential development
<b>AL/PW5</b>	Paddock Wood Key Employment Areas
<b>AL/PW6</b>	Paddock Wood Town Centre Boundary and Primary Shopping Area
<b>AL/PW7</b>	Informal Open Space Land off Nursery Road, Paddock Wood
<b>AL/PW8</b>	Area of Landscape Importance Land off Green Lane, Paddock Wood
<b>Cranbrook</b>	
<b>AL/CR1</b>	Police Station, Wheatfield Drive Residential development
<b>AL/CR2</b>	Cranbrook Library Residential development
<b>AL/CR3</b>	The Vicarage, Waterloo Road Residential development

<b>Policy No.</b>	<b>Policy Title/Site Address/Proposed Use</b>
<b>AL/CR4</b>	Land adjacent to the Crane Valley Residential development
<b>AL/CR5</b>	Post Office Delivery Depot and Land at Stone Street/High Street/Crane Lane Mixed use development
<b>AL/CR6</b>	Wilkes Field Community facility
<b>AL/CR7</b>	Cranbrook Town Centre Boundary and Primary Shopping Area
<b>Hawkhurst (Highgate), The Moor and Gill's Green</b>	
<b>AL/HA1</b>	Former Springfield Garden Centre Residential development
<b>AL/HA2</b>	Land at Woodham Hall Residential development
<b>AL/HA3</b>	Hawkhurst Castle Residential development
<b>AL/HA4</b>	Birchfield, Rye Road Residential development
<b>AL/HA5</b>	King George V Playing Fields, The Moor Community facility
<b>AL/HA6</b>	Gill's Green Key Employment Area
<b>AL/HA7</b>	Hawkhurst Town Centre Boundary and Primary Shopping Area
<b>AL/HA8</b>	Recreation Open Space: Gunther Close
<b>Villages and Rural Areas</b>	
<b>AL/VRA1</b>	Former Sissinghurst Primary School, The Street, Sissinghurst Residential development
<b>AL/VRA2</b>	Park and Ride facilities Land at Woodsgate Corner, adjacent to Tesco, Pembury
<b>AL/VRA3</b>	Recreation Open Space
<b>AL/VRA4</b>	Brook Farm Key Employment Area