



Welcome

The Council is currently preparing a new Local Plan which will guide future development in the borough up to 2036.

We consulted in 2017 on the first stage of the new Local Plan's preparation: the Issues and Options stage.

This is an opportunity for you to have a say during the second stage in the new Local Plan's preparation: the Draft Local Plan.

We hope that by attending this exhibition, and talking to the Council officers here, this will help you to:

- learn more about the Draft Local Plan for the borough
- know where on the website to look for further information:
tunbridgewells.gov.uk/localplan
- make comments on the Draft Local Plan

This exhibition presents the main elements of the Draft Local Plan

It highlights, in turn:

- Context of the Local Plan
- The work that underpins the Local Plan
- The proposed development strategy
- Proposals for particular towns and villages (focusing on local places)
- Subject themes and policies
- Making comments and next steps

Available information

We are consulting on the **Draft Local Plan**, and its **Sustainability Appraisal** – please see the relevant board for more information on the Sustainability Appraisal).

All of the documents which support the Draft Local Plan, including the evidence base, further information on particular topics, and other papers, are all published and available on the Council's website: tunbridgewells.gov.uk/localplan

Paper copies of the main documents may also be seen at:

- the Tunbridge Wells Gateway
- your local town or parish council
- your local library

The supporting documents fall under the following broad themes:

Housing, including:

- the topic paper explaining the Distribution of Development
- the Strategic Housing and Economic Land Availability Assessment (which assesses whether the sites submitted to the Council by landowners and developers are potentially suitable for development)

Employment, Leisure & Retail, including evidence on the economic needs, retail and hotel capacity of the borough

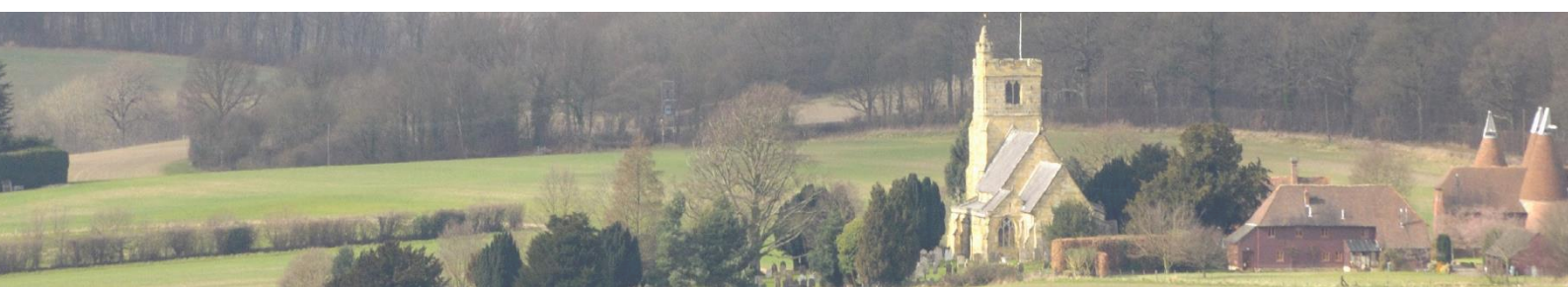
Environment & landscape, including:

- the Strategic Flood Risk Assessment
- the Landscape Sensitivity Study

Transport & infrastructure, including:

- the Infrastructure Delivery Plan which sets out the infrastructure required to support the proposals in the Draft Local Plan
- the Transport Assessment Review which models the transport impacts of the proposals, and how this impact can be addressed

Others, including the Interim Duty to Cooperate Statement which explains how the Council discusses important planning and infrastructure matters with other Councils





Why is the Local Plan needed?

Planning law and national policy require the Council to produce a Local Plan that looks ahead for at least 15 years, and to review it at least every five years to take account of changing circumstances.

Without an up-to-date Local Plan, development will come forward in an unplanned way, including more frequently through developers pursuing appeals to the 'Planning Inspectorate'. This can result in a reduction in the ability for decisions to be made locally, and increases the risk that development may not deliver the important necessary infrastructure or meet local priorities.

Why are we undertaking consultation on the Draft Local Plan?

Legislation and regulations require that all Councils undertake consultation at different stages when producing a Local Plan: usually for a minimum of two 'consultation periods'.

However, the Council thinks that the views of residents, businesses, etc, are of vital importance to the development of the new Local Plan, and therefore that it is best to have three consultation periods, so that your comments and representations on the Draft Local Plan can be considered and taken into account in the formation of the final version of the Local Plan.

Why is the Draft Local Plan so detailed?

The Council considers it is best to consult at this stage on a full draft of the Local Plan, so there is absolute clarity on the sites and policies which are being proposed.

The Draft Local Plan provides a strategy for development, place shaping policies for different parts of the borough and detailed policies covering key themes such as affordable housing, transport, capacity of infrastructure, and contributing to climate change objectives.

This means that the Draft Local Plan is a long document of several hundred pages, but this is necessarily so, as it covers such a wide range of matters, and must plan for such a long period of time.

Context for the new Local Plan

How many new homes are needed?

Government projections estimate that the number of households in the borough is expected to increase by nearly 10,000 households over the plan period, up to 2036. This mainly reflects demographic changes, with people living longer and the trend of smaller household sizes. With further homes needed to help improve local affordability, Government's figures identify a housing need for the borough of 13,560 dwellings over the period 2016-2036.

While this level of growth is far higher than existing plans provide for, the Government has made clear its expectation that councils achieve a 'significant boost' in the supply of homes to meet identified needs.

In addition, the Council is obliged to consider whether there are opportunities to help meet any needs that cannot be met in neighbouring Council areas.

Are there other development needs?

New population generates a need for other development, such as employment space, community and leisure facilities, schools and other new infrastructure.

Work undertaken as part of the evidence base has indicated that a minimum of 14 hectares (35 acres) of additional employment land is required to support the growing workforce and strengthen the economic base of the borough.



Environmental designations

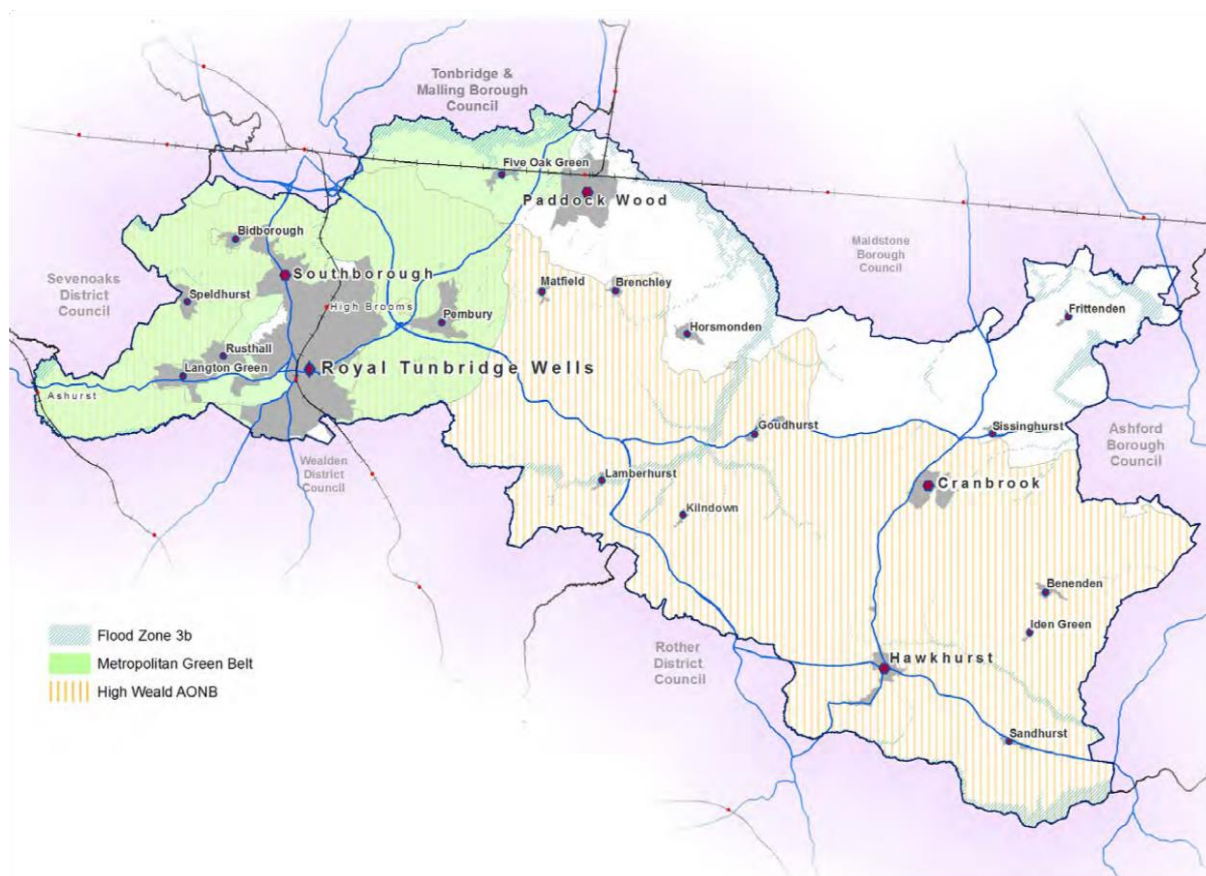
As well as aiming to meet development needs, national planning policy also attaches importance to environmental designations, including Green Belts and Areas of Outstanding Natural Beauty (AONBs).

The map below indicates the extent of the Green Belt (which extends round Royal Tunbridge Wells and up to the western edge of Paddock Wood) and the High Weald Area of Outstanding Natural Beauty (AONB). Together these designations cover 75% of the Borough.

The map also shows the key areas which are subject to flooding, the main transport routes, and the main settlements.

There are also other important designations, including for biodiversity (such as SSSIs, Local Wildlife Sites and Ancient Woodland) and heritage (such as Listed Buildings and Conservation Areas).

The Development Strategy considers all these designations, which help define local character.



Evolution of the Development Strategy

The Draft Local Plan proposes to meet development needs as much as possible within the context of the various constraints in the borough, including the Green Belt, Area of Outstanding Natural Beauty (AONB) and areas of flooding. The assessment of potential sources of land supply is summarised below.

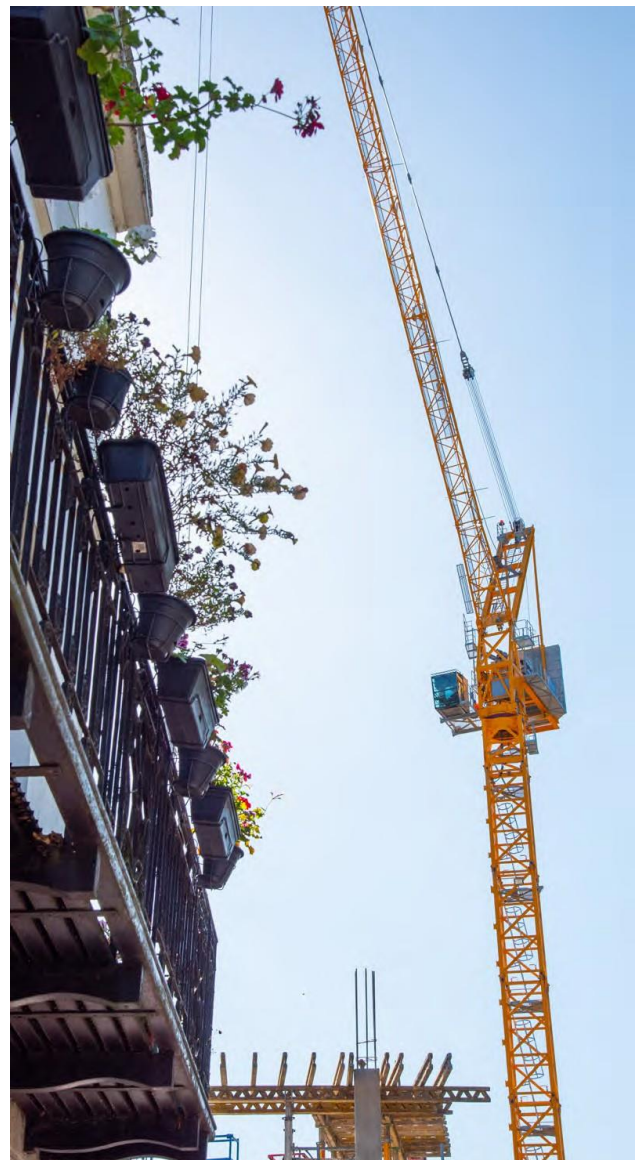
Urban brownfield and undesignated land

In order to maximise the use of urban land, the strategy provides support for the development of brownfield sites in and around settlements. Previously identified sites have been looked at again to see if more development can be accommodated, whilst still ensuring that the local environment will be protected.

In addition, recognising that small sites continue to come forward on a regular basis, the strategy makes allowance for small unidentified 'windfall' sites (50 dwellings per year from 2022 – 2036), many of which will be on brownfield land.

As the map on the previous board shows, only a fairly narrow belt of land along the northern edge of the borough lies outside of the national environmental designations, extending from Paddock Wood in the west to around Frittenden in the east, and including Horsmonden.

However, it is clear from an assessment of sites put forward by landowners and developers to successive "calls for sites"



that the combined capacity of suitable sites within existing urban areas, sites outside of the Green Belt, as well as small sites in the AONB, is small relative to the housing need.

New and expanded settlements

Given the large housing need and the fact that feedback from earlier consultation on an 'Issues and Options' document gave "in principle" support for a new settlement, options for potential locations have also been evaluated.

A new or expanded settlement within the AONB was discounted, as being of too large a scale to be justifiable in the context of policies to conserve its landscape and scenic beauty.

A new/expanded settlement in either the eastern, Frittenden area or the central/ northern, Horsmonden area was ruled out for a combination of highway suitability, access to jobs and higher order services, and very rural character, as well as piecemeal land ownership (with no large sites submitted) in the case of Frittenden.

A number of sites around Paddock Wood, extending into Capel Parish were submitted which, collectively, would amount to a substantial expansion. It was recognised that there is merit in taking a comprehensive, integrated approach to growth in order to effectively address transport, flood risk and other infrastructure provision, as well as to help provide an economic stimulus.

Although within the Green Belt, land at Tudeley is outside the AONB and relatively well related to nearby Tonbridge, Paddock Wood and Royal Tunbridge Wells/ Southborough. Also, it is deliverable, being essentially in a single ownership.

These two proposals to be delivered through a masterplanned approach, applying garden settlement principles, are elaborated upon on the Capel and Paddock Wood boards.

Green Belt and High Weald Area of Outstanding Natural Beauty (AONB)

Detailed examination of the potential for other Green Belt releases and some larger developments in the AONB has been undertaken.

Following assessment of the contribution of land to Green Belt objectives, a relatively small proportion - about 5.3% – is being released for development, with about 83% of this being through the two new/expanded settlements. The balance includes seven sites being proposed for housing and two sites for employment use.



An assessment of the capacity for larger developments in towns and villages within the AONB found some scope for residential and employment development spread across a number of settlements.

The Development Strategy

The proposed development strategy that has resulted from the analysis is presented in the Draft Local Plan on the 'Key Diagram' – see adjoining board.

The total capacity of all identified sites in the Draft Local Plan (comprising outstanding planning permissions, retained sites

from the previous Local Plan allocations, together with the proposed new allocations) is 14,776 net additional dwellings.

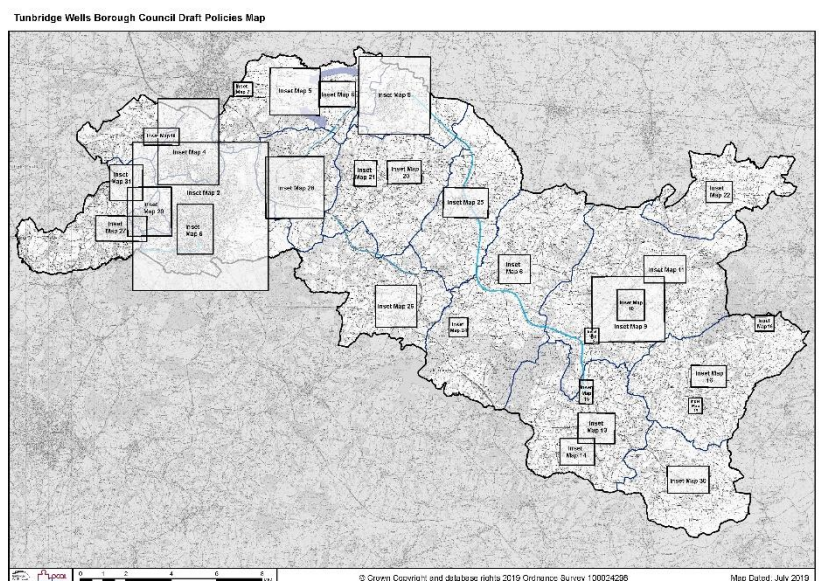
This is 9% more than the Government's minimum requirement of some 13,560 dwellings, which provides flexibility for any delays and/or the non- delivery of a proportion of the identified sites.

This capacity for further housing means that the borough does not have the scope to meet unmet need of some 1,900 homes from Sevenoaks area.

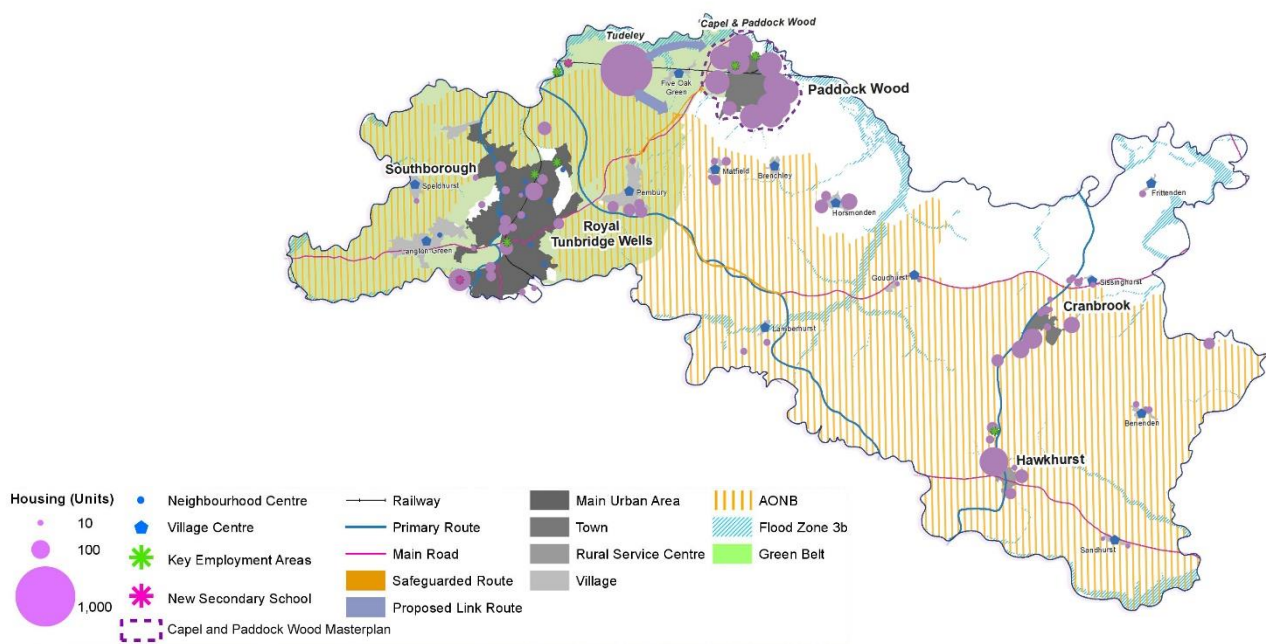
Further information about the evolution of the development strategy is set out in a

Distribution of Development Topic Paper – available at tunbridgewells.gov.uk/localplan

Specific sites that are proposed to be allocated for development are shown on the Policies Map - Inset Maps for each settlement. The coverage of these is illustrated on the map opposite. Inset maps for locations covered by this exhibition are displayed on subsequent boards. To view Inset Maps for other locations, please speak to a planning officer.



The Proposed Development Strategy, Key Diagram and Main Proposals



Southborough

- Approx 50-120 dwellings on allocated sites, plus 85 which already have planning permission
- The Southborough Hub

Speldhurst

- Approx 18 dwellings on one site

Royal Tunbridge Wells

- Approx 780 dwellings allocated on 17 sites, plus 440 dwellings which already have planning permission
- 14 hectare business park with over 80,000 sqm floorspace
- New secondary school and two primary schools extended
- New sports hub
- New cultural and leisure facilities
- Major new business park adjoining North Farm

Pembury

- Approx 280 dwellings on five sites, plus 19 which already have planning permission
- New car sales complex
- New road to run parallel to the A228 (Colts Hill bypass)

Rusthall

- Approx 15 dwellings on one site

Land at Capel and Paddock Wood, and Tudeley

Lamberhurst

- Approx 55 dwellings on two sites

Brenchley & Matfield

- Approx 121 dwellings on four sites

Goudhurst

- 25 dwellings, all of which already have planning permission
- Removal of Limits to Built Development at Kilndown

Horsmonden

- Approx 265 dwellings on three allocated sites
- Horsmonden is outside the AONB, which has been a factor in the amount of housing allocated here

Sandhurst

- Approx 24 dwellings on two sites

Frittenden

- Approx 28 dwellings on one site

Cranbrook & Sissinghurst

- Approx 697 dwellings in Cranbrook and Hartley (which includes approx 225 at land adjacent to the Crane Valley allocated in the current Local Plan), and 64 which already have planning permission
- Approx 108 dwellings at Sissinghurst and a replacement village hall

Benenden

- Approx 43 dwellings at Benenden, plus 12 which already have planning permission
- Approx 47 dwellings at East End (outside the AONB) plus 22 which have planning permission

- Site allocations correspond with those in the Benenden Neighbourhood Plan
- Removal of Limits to Built Development at Iden Green

Hawkhurst

- Approx 681 dwellings, plus 25 which already have planning permission
- At Highgate, the provision of a new link road across the Hawkhurst Golf Course, enabling the closure of the northern arm of the crossroads
- New village hall, doctor's surgery, parking and expansion of Gill's Green employment area

Sustainability Appraisal

Sustainable development is the **key goal** of the planning system and is defined as: 'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs' (World Commission on Environment and Development, 1987)

To ensure that the Draft Local Plan contributes to sustainable development, a Sustainability Appraisal has been undertaken.

It assesses the strategy, site allocations and policies in the Plan – and reasonable alternatives to them - against nineteen sustainability objectives that reflect social, economic, and environmental issues.

The findings of the Sustainability Appraisal have informed the choices made about the pattern of future development, as well as the scope and nature of themed policies.

It is inevitable that many proposals will have a mixture of potentially positive and negative effects. Where potentially negative effects are highlighted, measures to mitigate these are incorporated into policies, wherever practicable.



The Sustainability Appraisal, which includes a Non-Technical Summary, is available to view on our website: tunbridgewells.gov.uk/localplan

The Sustainability Appraisal is published for consultation alongside the Draft Local Plan. Details of how to comment are on the last exhibition board and on the website, as above.

Infrastructure

What is infrastructure?

The term 'infrastructure' refers to the facilities which enable an area to function. It includes things like:

- transport routes;
- schools;
- libraries;
- doctors surgeries and hospitals;
- areas of open space and playing fields;
- cultural or social facilities, such as community halls;
- broadband and mobile phone coverage;
- areas of flood storage, or flood defences.

Liaison with infrastructure providers

Throughout the preparation of the Draft Local Plan the Council has been liaising with infrastructure providers to identify what infrastructure will be required, and when.

Key infrastructure schemes and requirements are identified in the Infrastructure Delivery Plan.

Key Elements of infrastructure include:

- Two new secondary schools (between Tonbridge and Tudeley, and at Spratsbrook, south of Royal Tunbridge Wells);
- A new road to run parallel to the A228 (the Colts Hill bypass)

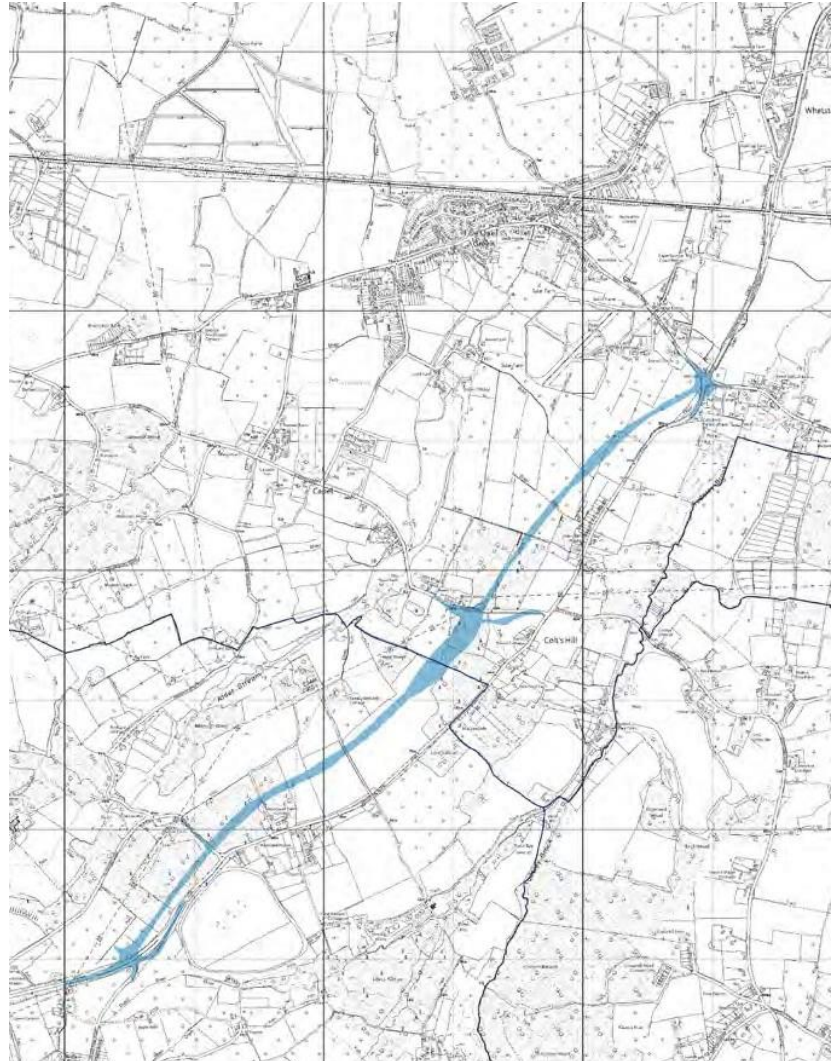
- Flood mitigation measures, particularly at Capel and Paddock Wood

How is infrastructure provided?

There are times where the government, or particular agencies/organisations, deliver new infrastructure, and provide all the funding for this. However, in most instances, new infrastructure is largely or entirely funded by new development.

It is an important element of the national planning system that development proposals are only required to provide the infrastructure, or the money to pay for that infrastructure, to deal with the increased

pressure which that development puts on the system. The planning system cannot usually require infrastructure provided as part of a development to rectify any existing problems.



Colts Hill bypass

Policy Themes

The Local Plan contains a range of new or updated policies to address particular issues associated with certain aspects or types of development. These are grouped under five themes, as below.

Economic Development

Issues and Opportunities

The borough must ensure that there is a sufficient level of employment space and opportunities to continue supporting the local economy

There is an increasing need for new technology/high speed broadband that enables increased opportunities to work from home and in rural areas of the borough

Local shops and services need to be protected and retained wherever possible to ensure that communities have continued access to these in years to come

Policy Response

- Identification of key employment areas and retention of existing sites (Policies ED1 and ED2)
- New digital communications and fibre network requirements in new development to enable greater broadband connectivity across the borough (Policy ED3)
- Provision for business, tourism and recreation development in rural areas (Policies ED4 – ED7)
- More flexible approaches to commercial centres, including more support for the retention of local shops and services (Policies ED8 – ED12)

Housing

Issues and Opportunities

- The borough is identified as a 'high affordability pressure area' in significant need of affordable housing provision, reflected by the average house price being 12.76 times greater than median earnings in 2018
- There is an ageing population in the borough whose needs will need to be planned for in the years to come
- Small-scale householder proposals must be in-keeping with the form and scale of existing buildings

Policy Response

- Increased affordable housing provision on larger greenfield sites and financial contributions from smaller sites, with higher levels to be provided as social rented housing (Policy H5)
- New policy promoting the housing needs of older people (Policy H9)
- Updated policies for householder proposals (Policies H15 – H17)

Environment

Issues and Opportunities

New development must be sustainably built for generations to come in light of the UK government's declaration of a climate change emergency

The core historic and heritage assets of the borough's settlements must be conserved

Net gains for nature must be achieved in all new development to support the government's recent strengthened approach toward conserving and enhancing biodiversity

There is now scope to ensure that Local Green Spaces demonstrably special to local communities are protected

Policy Response

- New design policy (Policy EN1)
- New targets for more sustainable buildings, adaptive to climate change (Policies EN2 – EN5)
- Requirements to conserve heritage assets (Policies EN6 – EN8)
- New approach promoting dark skies in rural areas (Policy EN10)
- New, positive approach to biodiversity, including principle of net gains (Policies EN11 – EN15)
- Over 200 Local Green Space designations across many settlements (Policy EN17)
- Wide-ranging recognition of landscape quality, including the AONB (Policies EN18 – EN21)
- New green infrastructure policy and supporting framework (Policy EN16)



Transport

Issues and Opportunities

- In support of government initiatives to reduce the country's carbon emissions, local policy should, where possible, promote the use of active travel (including walking and cycling) over private car use
- A suitable level of parking provision should be provided across the borough that reduces the need for on-street parking
- Transport infrastructure should be sustainably planned so that future needs can be accommodated
- Disused railways should be safeguarded to either allow for potential reopening as a means of providing further future transport options or for green infrastructure purposes

Policy Response

- Further promotion of active travel (walking and cycling) (Policy TP2)
- Increased parking standards (Policy TP3)
- Safeguarding land for road and rail schemes (Policies TP5 and TP6)

Open Space, Sport and Recreation

Issues and Opportunities

- Green and open spaces are important, and as the population in the borough increases, their importance will also increase. These areas must therefore be safeguarded for future generations from development

Policy Response

- Identification of existing open space areas and facilities to be protected (Policy OSSR1)
- Standards for new publicly accessible open space and recreation alongside new development (Policy OSSR2)

These are the headlines of a selection of key policies. For the full scope and wording of policies, please see Section 6 of the Draft Local Plan.



Cranbrook and Sissinghurst Neighbourhood Development Plan (NDP)

Policy STR/CRS 1 – Strategy for Cranbrook and Sissinghurst Parish

At Sissinghurst five sites are proposed to be allocated, providing approximately 100-115 new dwellings in total.

The 'Limits to Built Development' around the main built-up areas are proposed to be amended accordingly.

Infrastructure provision would include delivery of one new GP practice to replace the existing three premises and the replacement of the St George's Institute, Sissinghurst, with a new hall.

Policy AL/CRS1 Land adjoining Wilsley Farm, adjacent to Angley Road and Whitewell Lane

This site is proposed to be allocated for approximately 15-20 dwellings. The policy requires the provision of improvements to pedestrian crossing opportunities along Angley Road.

Policy AL/CRS4 Turnden Farm, Hartley Road

The site is proposed to be allocated for approximately 160 -170 dwellings (includes 36 dwellings already approved) and significant green infrastructure.

The policy requires the provision of accessible, safe, non-vehicular routes for pedestrians and cyclists through the site connecting to routes to the north, south and west of the site.

The site allocation policy includes the area of an approved planning application for 36 residential dwellings.

Policy AL/CRS6 Land at Gate Farm, adjacent to Hartley Road and Glassenbury Road

The site is proposed to be allocated for approximately 90 dwellings plus employment and community uses.

A masterplanning approach would be required to ensure delivery of a comprehensive scheme for the whole parcel.

The policy requires the provision of improved pedestrian and cycle links to Hartley and Cranbrook.

Policy AL/CRS7 Land off Golford Road

The site is proposed to be allocated for approximately 150 dwellings.

The policy requires the provision of pedestrian links to the footway south of the site.

Policy AL/CRS9 Land adjacent to Crane Valley

The site is proposed to be allocated for approximately 200-250 dwellings and suitable employment floorspace.

The policy requires the provision of a green infrastructure link along the Crane Valley to link into routes further south and also north into the centre of Cranbrook.

Part of the site has a resolution to permit development to deliver 180 dwellings. The decision notice confirming the grant of planning permission is due to be issued shortly.

The whole site is allocated in the existing Site Allocations Local Plan (Policy AL/CR4) for residential development with the capacity to provide approximately 200-250 dwellings.

Cranbrook Town Centre

Policy AL/CRS2

Big Side Playing Field, adjacent to Quaker Lane and Waterloo Road This site is proposed to be allocated for approximately 10 -15 dwellings on part of the eastern edge of the site; the remainder of the site to be retained as playing fields.

The policy requires the provision of a pedestrian footway from Waterloo Road to Angley Road.

The land is controlled by Cranbrook School. A masterplan would need to be submitted to assess how this proposal would impact upon the operation of the wider school. This also applies to policies AL/CRS3 and AL/CRS10

Policy AL/CRS3 Jaegers Field, Angley Road

The site is proposed to be allocated for approximately 30-35 residential dwellings.

The policy requires built development to be on the south east area of the site; the remainder of the site to be retained as playing fields.

The land is controlled by Cranbrook School. A masterplan would need to be submitted to assess how this proposal would impact upon the operation of the wider school. This also applies to policies AL/CRS2 and AL/CRS10.

Policy AL/CRS5 Land adjoining Cranbrook Primary School, Quaker Lane

The site is proposed to be allocated for approximately 35-45 dwellings as well as safeguarding of land for future primary school expansion.

The policy requires that built development shall be on the northern part of the site. The central area would be designated as local green space.

The policy requires the provision of a pedestrian footway from Waterloo Road to Angley Road.

Policy AL/CRS8 Former Cranbrook Engineering Site and Wilkes Field

The site is proposed to be allocated for approximately 28 dwellings, a community hub (with possible inclusion of new medical centre), a retail or financial unit fronting Stone Street and parking. The listed building must be retained.

The site has planning permission for residential development and the provision of a community hub

Policy AL/CRS10 Cranbrook School

The proposed site allocation policy recognises that this site has potential to deliver educational and community facilities, to include sports and leisure provision.

The policy requires that proposals for development on the site will be accompanied by a comprehensive masterplan considering how these relate to the broader proposals for the wider school holding, informed by a long-term overview of the school's development aspirations. Proposals should include consideration of wider community use. This also applies to policies AL/CRS2 and AL/CRS3, sites that comprise land controlled by Cranbrook School.

Sissinghurst including Wilsley Pound

Policy AL/CRS11 Sissinghurst Castle Garden

This site is not proposed for any development. Rather any development proposals that fall within the setting or approach of the site are expected:

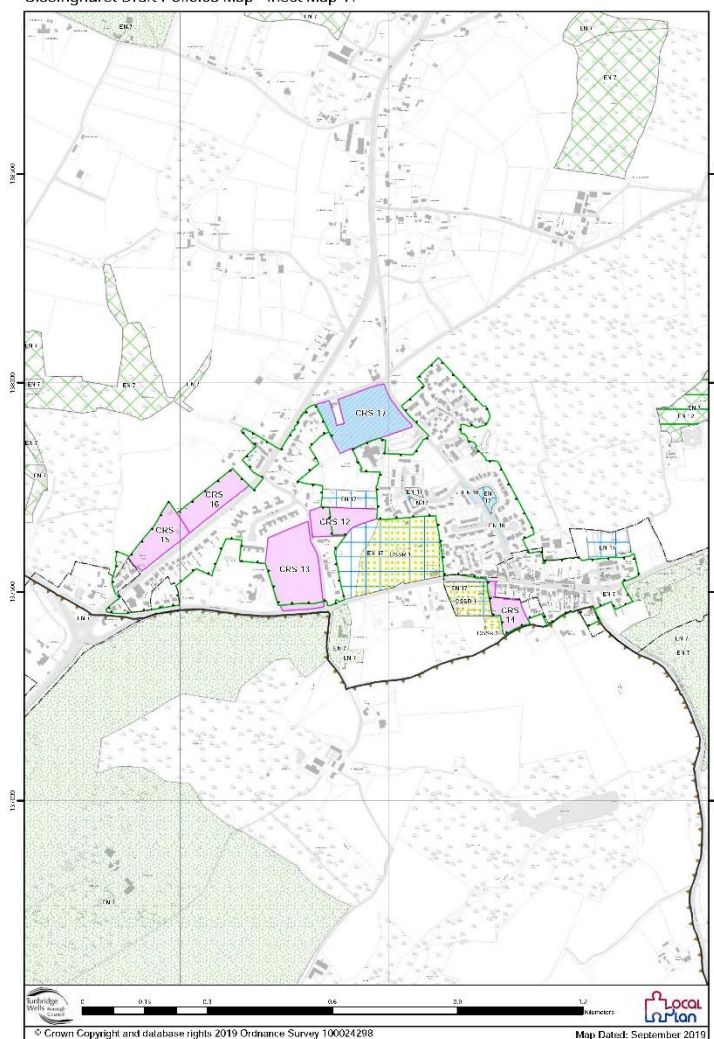
- to have regard to the retention of views into and out of the site (and in particular views of the castle tower)
- to have regard to the preservation and enhancement of the rural character of the countryside with emphasis on the land between the castle and the village of Sissinghurst, and
- to include improvements for access by nonmotorised means between the site and the village

Policy AL/CRS12 Land on the east side of Mill Lane

This site is proposed to be allocated for approximately 8 dwellings.

The policy requires that development proposals explore opportunities to provide pedestrian links from the site into the wider pedestrian network as well as providing pedestrian access from the rear of the site to the primary school; and provision of a pedestrian link to Policy AL/CRS13 (Land to the east of Camden Lodge).

Sissinghurst Draft Policies Map - Inset Map 11



Policy AL/CRS13 Land east of Camden Lodge, adjacent to Mill Lane and Sissinghurst Road

This site is proposed to be allocated for approximately 40 dwellings.

The policy requires the provision of pedestrian links from the site to the footway along Sissinghurst Road and within the site along Mill Lane, as well as new pedestrian links into the wider footpath network and to the primary school. A pedestrian crossing on Sissinghurst Road is also required.

The Council is currently the planning application for this site.

Policy AL/CRS14 Land south of The Street

This site is proposed to be allocated for approximately 20 dwellings and a replacement community hall (St George's Institute) and associated parking.

Policy AL/CRS15 Oak Tree Farm, The Common, Wilsley Pound

This site is proposed to be allocated for approximately 15 – 20 dwellings and gypsy site to include delivery of an additional gypsy pitch (providing two pitches in total).

The policy requires the provision of improved footways, including links from the site to the schools and services at Sissinghurst and Cranbrook, and a pedestrian crossing across the A229.

Policy AL/CRS16 Land at Boycourt Orchards, Angley Road, Wilsley Pound

This site is proposed to be allocated for approximately 20–25 dwellings.

The policy requires the provision of improved footways, including links from the site to the schools and services at Sissinghurst and Cranbrook, and a pedestrian crossing across the A229.

Policy AL/CRS17 Land adjacent to Orchard Cottage, Frittenden Road, and land at junction of Common Road and Frittenden Road

It is proposed that the site (located to the north of Sissinghurst Primary School) is safeguarded for future school expansion.

Benenden Parish including East End and Iden Green

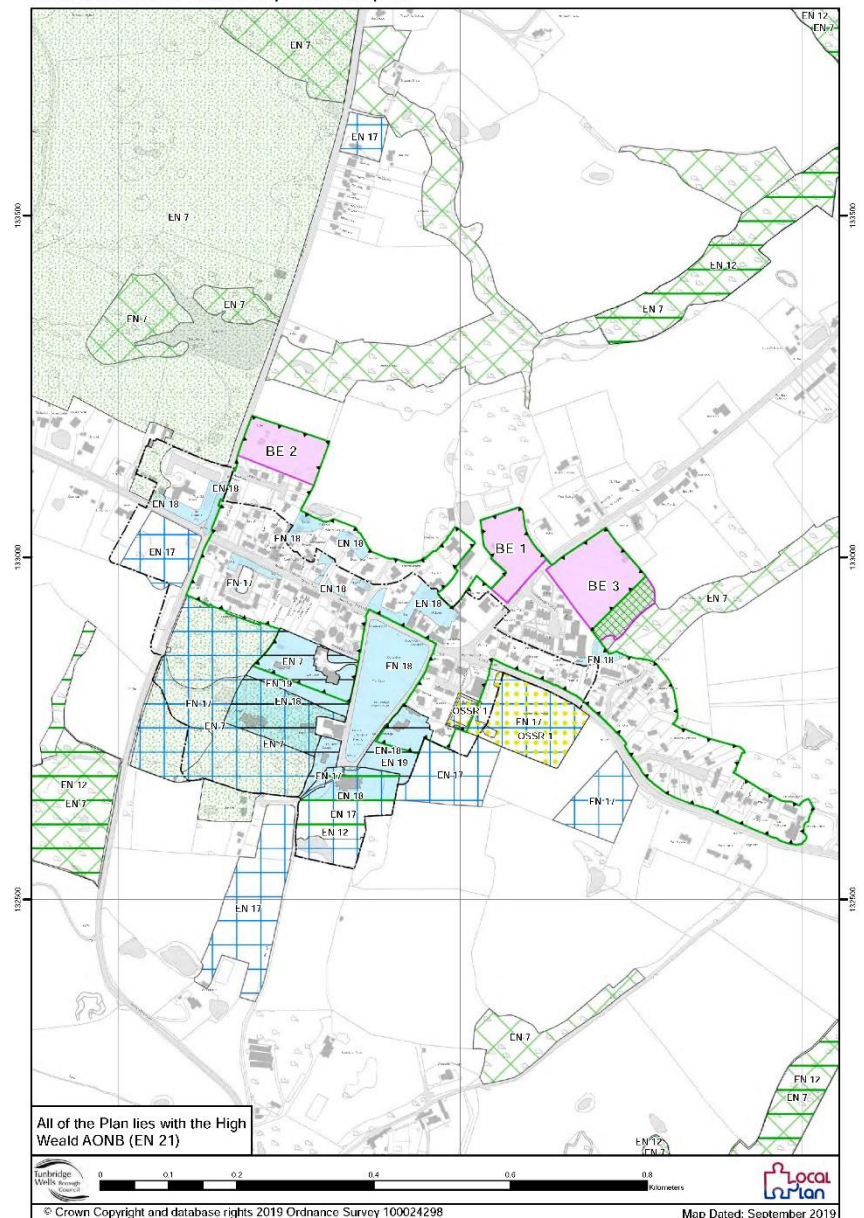
Benenden Neighbourhood Development Plan (NDP)

The Council is aware that the emerging NDP is proposing to allocate sites itself, and has been discussing potential allocations with the NDP group for over a year. These discussions will continue, as the NDP group finalises its work on the NDP. It is acknowledged that the sites the NDP group considers are suitable for allocation in the emerging NDP are the same as those proposed in the Draft Local Plan.

Policy STR/BE1 - Strategy for Benenden Parish

Four sites are proposed to be allocated for development, providing approximately 119-129 new dwellings, of which 34 dwellings already have planning permission. The 'Limits to Built Development' around the main built-up area of Benenden are to be amended accordingly.

Benenden Draft Policies Map - Inset Map 16



Approximately 44–50% of the new proposed housing is proposed to be provided around Benenden Hospital at East End (see next sheet). This site comprises brownfield (previously developed land), and is outside the AONB.

Within the parish, there would also be provision of allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space. In addition, an active travel link between Benenden and East End is to be developed as well as other transport mitigation measures, including investigations into the feasibility of a Demand Responsive Bus Service linking Benenden and Tenterden.

Policy AL/BE1 – Land at Walkhurst Road

This site is proposed to be allocated for approximately 12 dwellings in accordance with an existing planning consent on this site with a single point of access from Walkhurst Road.

Policy AL/BE2 – Land adjacent to New Pond Road (known as Uphill)

This site is proposed to be allocated for approximately 18-20 dwellings with a single point of access from New Pond Road.

Policy AL/BE3 – Feoffee Cottages and land, Walkhurst Road

This site is proposed to be allocated for approximately 23-25 dwellings with a single point off access from Walkhurst Road.

This site also has a landscape buffer to the southeast where no built development would take place. Proposals should secure the management of this buffer in the long-term.

East End

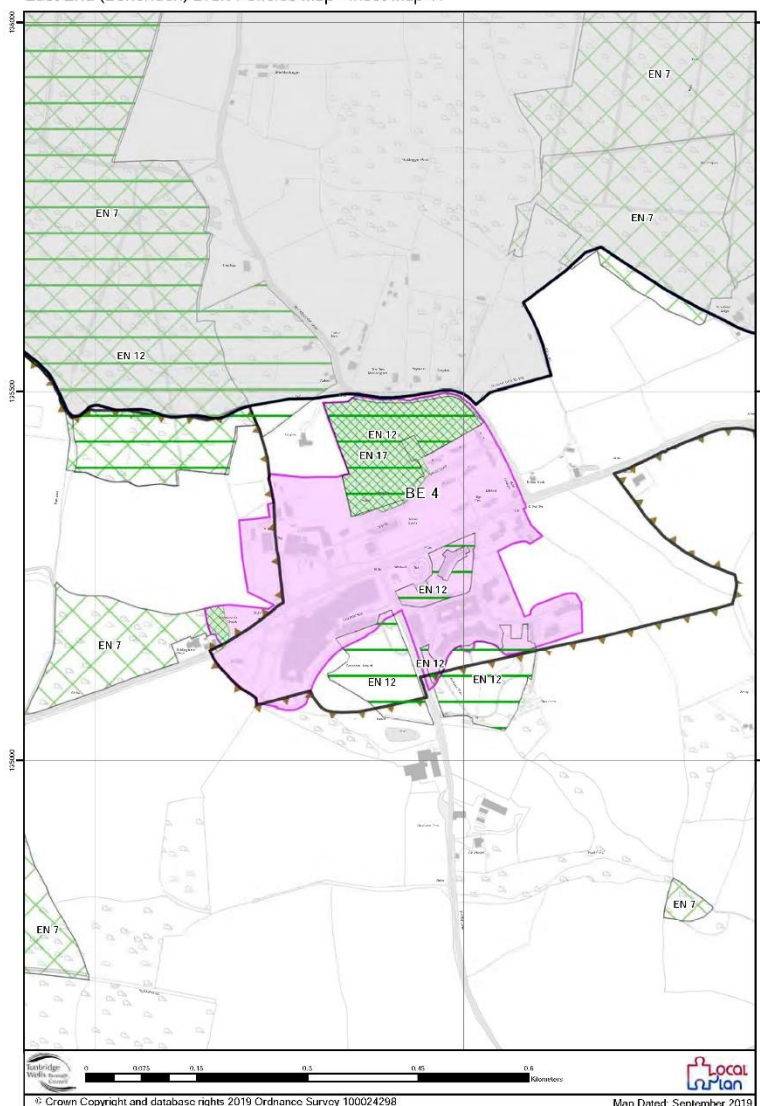
Policy AL/BE4 – Land at Benenden Hospital

This site is proposed to be allocated for a net increase (above the existing amount on site as of January 2019) of approximately 66-72 dwellings, which includes 22 dwellings with existing planning permission. This allocation would therefore provide an additional 44-50 dwellings above that already permitted.

There are a range of requirements for development on this site, including but not limited to:

- The development of an active travel link between the site and Benenden Village.
- No development will take place within the green hatching as shown on the site allocation plan.
- Incorporation of tennis courts, a similar level of car parking for use by the hospital, and access to the sports pavilion as currently provided.

East End (Benenden) Draft Policies Map - Inset Map 17



- Provision of a small, publicly accessible retail outlet within the existing hospital buildings.
- Provision of a daily trip to/from the hospital site to Benenden and Tenterden by minibus.

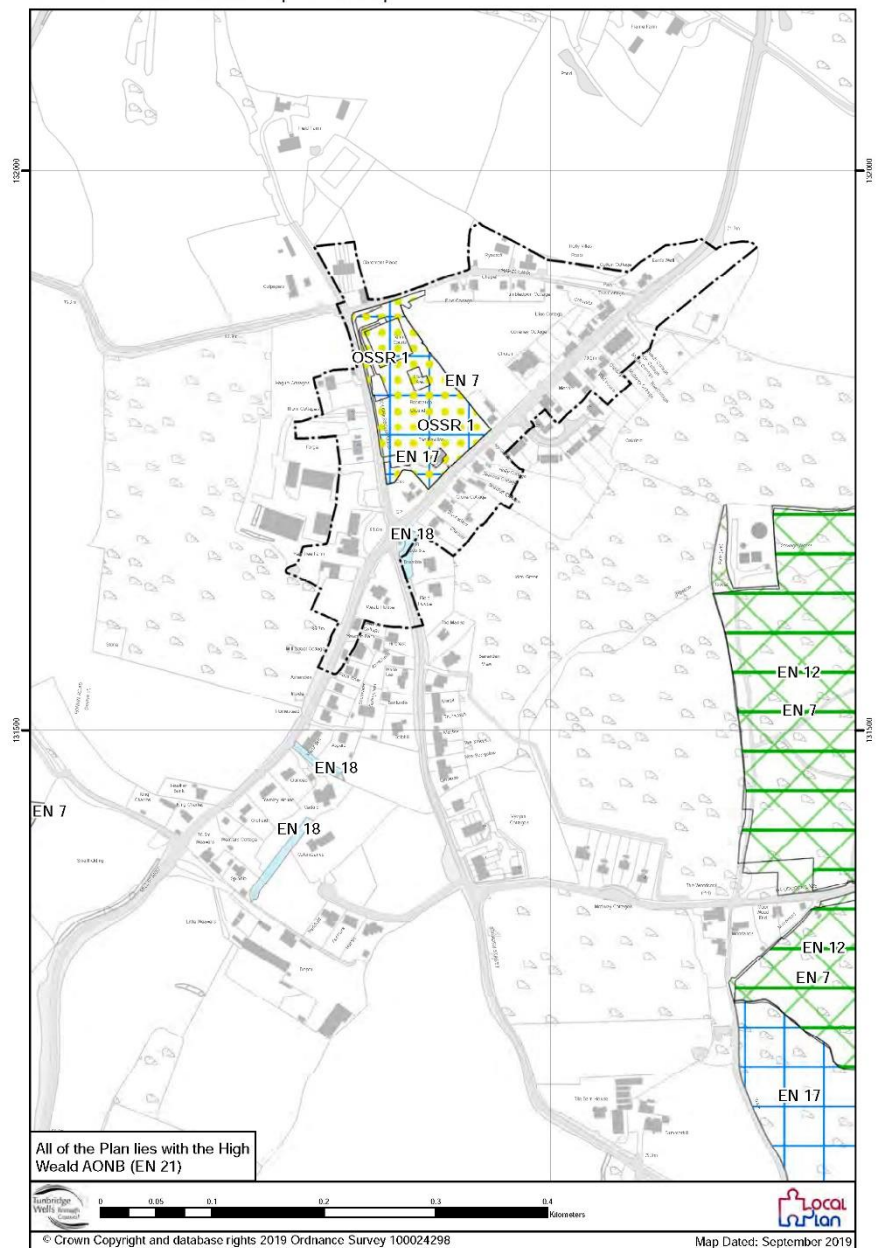
- Provision of the long-term management of the Local Wildlife Sites associated with the hospital land

Iden Green

There are no proposed site allocations at Iden Green, Benenden, although additional housing may be delivered through redevelopment of appropriate sites.

The 'Limits to Built Development' at Iden Green has been removed as this settlement has limited key facilities and bus services making it unsustainable in this context.

Iden Green Draft Policies Map - Inset Map 18



Frittenden

Policy STR/FR1 – Strategy for Frittenden Parish

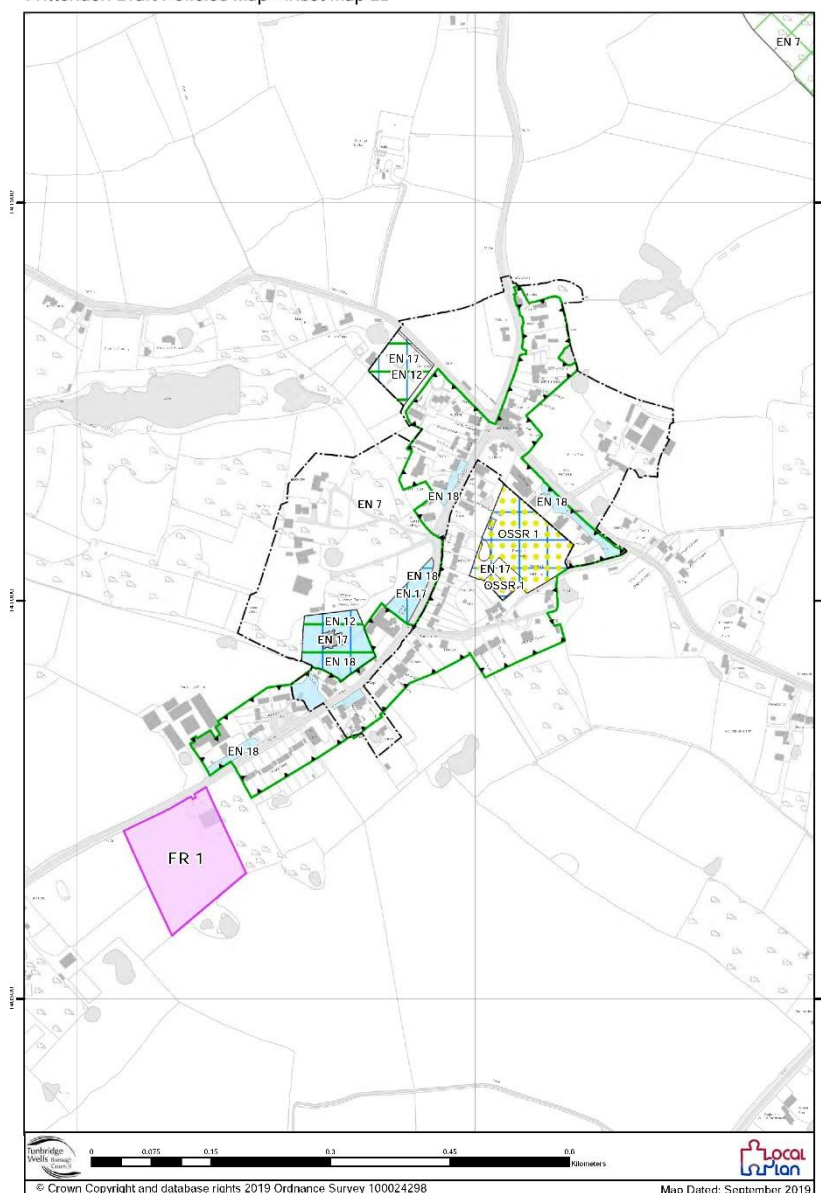
One site is proposed to be allocated for development, providing approximately 25-30 new dwellings.

There are very minor changes proposed to the 'Limits to Built Development' around the main built-up area of the settlement.

Policy AL/FR1 – Land at Cranbrook Road

This site is proposed to be allocated for approximately 25-30 dwellings with a single point of access from Cranbrook Road. This proposal will also include an extension of the 30mph speed limit on Cranbrook Road to include the site's frontage.

Frittenden Draft Policies Map - Inset Map 22



For full details of site allocations, and policy requirements, see the Draft Local Plan.

Making Comments

We hope that you have found the exhibition useful and have a better understanding of what the Draft Local Plan is proposing – and why.

You can comment on any aspect of the Draft Local Plan, or the accompanying Sustainability Appraisal.

Comments need to be in writing (including electronic submissions).

**To comment, please visit the Local Plan web page:
www.tunbridgewells.gov.uk/localplan**

There is a link to the Consultation Portal where you can read the document, draft your comments and submit them to us at the press of a button. There is also a link to a downloadable comments form if you prefer. A separate form should be submitted for each representation.

Please remember - comments must be received by the Council no later than
5pm on Friday 1 November 2019 in order to be duly considered.

What happens next

All comments received within the consultation period will be considered by the Council and will inform the final form of the Local Plan

This illustration shows where we are in the plan-making process.

There will be an opportunity to make formal representations on the final version of the Local Plan before the plan is then examined by an independent Planning Inspector acting on behalf of the Government.

Thank you for coming

Local Plan Timescales





Draft Local Plan Public Consultation

Tunbridge Wells Borough Council is currently preparing a Local Plan, which will guide future development in our borough up to the year 2036.

We are consulting on the second stage in this process, the Draft Local Plan (Regulation 18), for six weeks from Friday 20 September to 5pm on Friday 1 November 2019.

The draft document contains a proposed development strategy for future development, proposed site allocations and policies against which future development proposals and planning applications will be assessed.

This is a further opportunity for you to have a say in the preparation of our Local Plan.

The Borough Council will host a series of exhibitions during the consultation period. The dates and venues for these are as follows:

Saturday 21 September

Capel Community Centre, Falmouth Place, Five Oak Green, TN12 6RD

10am-2pm

Tuesday 24 September

Main Hall, Mascalls School, Maidstone Road, Paddock Wood, TN12 6LT

4:30pm-8pm

Thursday 26 September

Royal Victoria Place Shopping Centre, Tunbridge Wells (exhibition space on Level 1)

10am-3pm

Friday 27 September

Vestry Hall, The Old Fire Station, Stone Street, Cranbrook, TN17 3HF

4pm-7pm

Saturday 28 September

Royal Victoria Place Shopping Centre, Tunbridge Wells (exhibition space on Level 1)

10am-3pm

Monday 30 September

Royal British Legion Unity Hall, High Street, Hawkhurst, TN18 4AG

4pm-7pm

Tuesday 1 October

Horsmonden Village Hall, 7 Back Lane, Horsmonden, TN12 8LQ

4pm-7pm

Wednesday 2 October

Pembury Village Hall, 49 High Street, Pembury, TN2 4PH



4pm-7pm

Thursday 3 October

Main Hall, Mascalls School, Maidstone Road, Paddock Wood, TN12 6LT

4:30pm-8pm

Friday 4 October

Lamberhurst Village Hall, The Broadway, Lamberhurst, TN3 8DA

4pm-7pm

Find more information at:

tunbridgewells.gov.uk/localplan

tunbridgewells-consult.objective.co.uk